

1. **SOUTH KEYS TO BLOSSOM PARK, BANK STREET COMMUNITY DESIGN PLAN, OFFICIAL PLAN AMENDMENT (SECONDARY PLAN) AND ZONING BY-LAW AMENDMENT**

PLAN DE CONCEPTION COMMUNAUTAIRE DE LA RUE BANK, DE SOUTH KEYS À BLOSSOM PARK, MODIFICATION AU PLAN OFFICIEL (PLAN SECONDAIRE) ET MODIFICATION AU RÈGLEMENT DE ZONAGE

COMMITTEE RECOMMENDATION

That Council approve:

1. **The South Keys to Blossom Park, Bank Street Community Design Plan, outlined in Document 2;**
2. **Official Plan amendments, as outlined in Document 3, including the addition of the South Keys to Blossom Park, Bank Street Secondary Plan; and**
3. **An amendment to Zoning By-law 2008-250 to implement the South Keys to Blossom Park, Bank Street Secondary Plan, as shown on the maps in Document 4 and as outlined in Document 5.**

RECOMMANDATION DU COMITÉ

Que le Conseil approuve :

1. **le Plan de conception communautaire de la rue Bank, de South Keys à Blossom Park, décrit dans le document 2;**
2. **les modifications au Plan officiel décrites dans le document 3, notamment l'ajout du Plan secondaire de la rue Bank, de South Keys à Blossom Park;**
3. **une modification au Règlement de zonage (no 2008-250) pour mettre en œuvre le Plan secondaire de la rue Bank, de South Keys à Blossom Park, comme le montrent les cartes contenues dans le**

document 4 et comme il est exposé dans le document 5.

DOCUMENTATION / DOCUMENTATION

1. Acting Deputy City Manager's Report, Planning and Infrastructure, dated 1 September 2015 (ACS2015-PAI-PGM-0147).

Rapport du Directeur municipal adjoint par intérim, Urbanisme et infrastructure, daté le 1 septembre 2015 (ACS2015-PAI-PGM-0147).

**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
September 8, 2015 / 8 septembre 2015**

**and Council / et au Conseil
September 23, 2015 / 23 septembre 2015**

**Submitted on September 1, 2015
Soumis le 1 septembre 2015**

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Ward: GLOUCESTER-SOUTHGATE (10) File Number: ACS2015-ICS-PGM-0147

**SUBJECT: South Keys to Blossom Park, Bank Street Community Design Plan,
Official Plan Amendment (Secondary Plan) and Zoning By-law
Amendment.**

**OBJET: Plan de conception communautaire de la rue Bank, de South Keys à
Blossom Park, modification au Plan officiel (plan secondaire) et
modification au Règlement de zonage**

REPORT RECOMMENDATIONS

That Planning Committee recommend Council approve:

- 1. The South Keys to Blossom Park, Bank Street Community Design Plan, outlined in Document 2;**
- 2. Official Plan amendments, as outlined in Document 3, including the addition of the South Keys to Blossom Park, Bank Street Secondary Plan; and**
- 3. An amendment to Zoning By-law 2008-250 to implement the South Keys to Blossom Park, Bank Street Secondary Plan, as shown on the maps in Document 4 and as outlined in Document 5.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver :

- 1. le Plan de conception communautaire de la rue Bank, de South Keys à Blossom Park, décrit dans le document 2;**
- 2. les modifications au Plan officiel décrites dans le document 3, notamment l'ajout du Plan secondaire de la rue Bank, de South Keys à Blossom Park;**
- 3. une modification au Règlement de zonage (n° 2008-250) pour mettre en œuvre le Plan secondaire de la rue Bank, de South Keys à Blossom Park, comme le montrent les cartes contenues dans le document 4 et comme il est exposé dans le document 5.**

EXECUTIVE SUMMARY

This report recommends approval of the proposed South Keys to Blossom Park, Bank Street Community Design Plan (CDP), Secondary Plan and related Zoning By-law amendments that affect an area that generally includes a 3.5 kilometre section of Bank Street located to the south of the 2012 Bank Street CDP area.

Assumption and Analysis

South Keys to Blossom Park, Bank Street Community Design Plan

The purpose of the CDP is to establish a vision and planning framework to guide growth in the area. Primary goals of the CDP include supporting public transit usage by

focusing growth in proximity to the Greenboro and South Keys transit stations, and to shift the traditional prioritization of travel modes away from automobile use to walking, cycling and transit. The focus of most of the future growth and intensification is proposed in proximity to the Greenboro and South Keys transit stations – within a new Mixed Use Area. Pedestrian and cycling access to transit, within and through the CDP area, along with high urban design standards for creating quality public and private spaces were given priority in the preparation of the CDP.

The existing Official Plan (OP) land use designations in the CDP area include General Urban Area, with properties along the length of Bank Street designated as Arterial Mainstreet, an Employment designation on properties to the north of Johnston Road and with the rail right-of-way for the Trillium Line along the west limit of the CDP area being designated as Major Open Space. The CDP refines land use locations and adds to select properties new land use areas that are appropriate to the community context. The CDP provides guidance for the improvement of walking and cycling facilities, to protect and enhance Sawmill Creek and to ensure the creation of high-quality public and private spaces as development proceeds over time. The locations for maximum permitted building heights within the CDP have been established to support intensification and at the same time result in development that is compatible in the context of the surrounding community. The existing Arterial Mainstreet designation along Bank Street in the CDP includes a minimum development density of 120 people and jobs per gross hectare. The CDP focuses the minimum density requirement within the new Mixed Use Area. A minimum of 200 people and jobs per gross hectare would apply in the future to all development in the Mixed Use Area.

Proposed Official Plan Amendment

Highlights of the proposed Official Plan Amendment (OPA) include: a) adding a new South Keys to Blossom Park, Bank Street Secondary Plan to Volume 2A of the OP to establish a policy base for key land use and urban design elements of the CDP area including for example refined land use locations, permitted building heights, minimum development density requirements, built form requirements, parks and public spaces and pedestrian and cycling connections; b) removing the Arterial Mainstreet designation from Bank Street north of Hunt Club Road; c) removing the minimum density requirement of 120 people and jobs per gross hectare from the Arterial Mainstreet designation along Bank Street and; d) changing the land use designation of the Trillium Line rail right-of-way along the west boundary of the Mixed Use Area from Major Open Space to General Urban Area.

Proposed Zoning By-law Amendment

The primary changes made as part of the proposed Zoning By-law amendment are to:

- a) establish Mixed Use Centre zoning for the new Mixed Use Area that permits a broad range of transit-supportive land use, b) permit buildings at maximum heights in the Mixed Use Area of between 12 and 21 storeys, c) reduce the minimum and maximum parking requirements in the Mixed Use Area; d) establish urban design standards for properties in the Mixed Use Area regulating for example building location, spacing, massing and orientation and the creation of Active Frontage Streets and public spaces; e) permit a broader mix of land use for properties along Hunt Club Road in the area affected by the proposed GM16 zone and also additional residential uses for certain properties on Bank Street and Albion Road; f) increase the maximum permitted building height along Bank Street for properties in the Arterial Mainstreet zones from eight storeys (25 metres) to nine storeys (30 metres); and, g) permit where appropriate existing uses of land and / or zone regulations through the use of exceptions.

Financial Implications

There are no direct financial implications.

Public Consultation / Input

Public Notification for the CDP and proposed OP and Zoning By-law amendments was carried out in accordance with the City's Public Notification and Consultation Policy. The CDP study process began in the fall of 2013 and involved a broad cross-section of people from the community. The project was guided by a Public Advisory Group comprised of representatives from local community associations and members of the general public, a Business Advisory Group that included representatives from CDP study area businesses and a Technical Advisory Group comprised of City staff and representatives from external agencies. A series of public meetings and workshops were held to inform the public and to obtain comments to help guide decision-making for the project. Many of the comments have been addressed in the revised CDP, OP and Zoning By-law amendments currently proposed.

RÉSUMÉ

Le présent rapport recommande l'approbation du plan de conception communautaire proposé pour la rue Bank, de South Keys à Blossom Park, du plan secondaire et des modifications connexes au Règlement de zonage qui visent un secteur de planification

qui comprend généralement un tronçon de 3,5 kilomètres de la rue Bank, au sud du secteur visé par le Plan de conception communautaire de la rue Bank de 2012.

Hypothèses et analyse

Plan de conception communautaire de la rue Bank, de South Keys à Blossom Park

Ce plan de conception communautaire (PCC) vise à proposer une vision et un cadre de planification pour guider la croissance du secteur. Parmi les principaux objectifs du PCC, citons la promotion de l'utilisation du transport en commun par une stimulation de la croissance à proximité des stations de transport en commun Greenboro et South Keys, ainsi que le délaissement de l'automobile au profit de la marche, du vélo ou du transport en commun. Le plan prévoit que la croissance et la densification devraient surtout être axées aux alentours des stations de transport en commun Greenboro et South Keys, dans une nouvelle zone polyvalente. Dans le PCC, la priorité a été accordée à l'accès, à pied et à vélo, aux infrastructures de transport en commun comprises dans le secteur visé par le PCC et à l'adoption de normes de design urbain élevées pour la conception d'espaces publics et privés de qualité.

Le secteur visé par le PCC comprend plusieurs désignations d'utilisation du sol (définies dans la version actuelle du Plan officiel) : secteur urbain général; artère principale pour certaines propriétés situées le long de la rue Bank; secteur d'emploi pour les propriétés situées au nord du chemin Johnston; espace vert d'importance pour l'emprise ferroviaire de la Ligne Trillium située le long de la limite ouest du secteur visé par le PCC. Dans le PCC, les limites des utilisations du sol ont été précisées, et des utilisations plus appropriées au contexte communautaire ont été ajoutées. Le PCC servira de guide pour l'amélioration des aménagements piétonniers et cyclables, la protection et la valorisation du ruisseau Sawmill, et la conception d'espaces publics et privés de grande qualité dans de futurs aménagements. Les hauteurs de bâtiment maximales autorisées dans le PCC ont été définies de manière à favoriser la densification, tout en assurant des aménagements adaptés au secteur. La désignation d'artère principale actuellement attribuée à la rue Bank dans le PCC comprend une densité d'aménagement minimale de 120 personnes et emplois par hectare brut. Le PCC revoit cette exigence de densité minimale dans la nouvelle zone polyvalente. Une densité minimale de 200 personnes et emplois par hectare brut s'appliquera dans l'avenir à tous les aménagements réalisés dans la zone polyvalente.

Modification proposée au Plan officiel

Voici les principales modifications proposées au Plan officiel : a) ajouter un nouveau Plan secondaire de la rue Bank, de South Keys à Blossom Park, au volume 2A du Plan officiel afin d'établir des directives de base pour les principaux éléments de l'utilisation du sol et du design urbain dans le secteur visé par le PCC, par exemple les limites des utilisations du sol, les hauteurs de bâtiment autorisées, les exigences de densité d'aménagement minimale, les exigences relatives à la forme bâtie, les parcs et les espaces publics, et les voies pour piétons et cyclistes; b) supprimer la désignation d'artère principale pour la rue Bank, au nord du chemin Hunt Club; c) supprimer l'exigence de densité minimale de 120 personnes et emplois par hectare brut de la désignation d'artère principale le long de la rue Bank; et d) faire passer la désignation d'utilisation du sol de l'emprise ferroviaire de la Ligne Trillium située le long de la limite ouest de la zone polyvalente d'« espace vert d'importance » à « secteur urbain général ».

Modification proposée au Règlement de zonage

Voici les principaux changements recommandés dans le cadre de la modification proposée au Règlement de zonage : a) attribuer le zonage de centre polyvalent à la nouvelle zone polyvalente pour autoriser diverses utilisations du sol qui favorisent le transport en commun; b) dans la zone polyvalente, établir les hauteurs maximales à entre 12 et 21 étages; c) réduire les exigences minimales et maximales relatives au stationnement dans la zone polyvalente; d) imposer des normes de design urbain pour les propriétés qui se trouvent dans la zone polyvalente en réglementant, par exemple, l'emplacement des bâtiments, la distance entre ceux-ci, leur volumétrie et leur orientation, ou la conception des rues à façades actives et des espaces publics; e) permettre un plus grand nombre d'utilisations du sol pour les propriétés situées le long du chemin Hunt Club, dans le secteur visé par la sous-zone GM16 proposée, et d'autres utilisations résidentielles pour certaines propriétés situées sur la rue Bank ou le chemin Albion; f) faire passer la hauteur de bâtiment maximale autorisée pour les propriétés situées dans une zone désignée artère principale le long de la rue Bank de huit étages (25 mètres) à neuf étages (30 mètres); et g) autoriser, au besoin, les utilisations du sol existantes et/ou permettre des exceptions pour certaines zones.

Répercussions financières

Aucune répercussion financière directe n'est associée au présent rapport.

Consultation publique/commentaires

L'avis public concernant le plan de conception communautaire et les modifications proposées au Plan officiel et au Règlement de zonage a été publié conformément à la Politique d'avis et de consultation publique de la Ville d'Ottawa. Le processus d'étude du PCC a été lancé à l'automne 2013, et des personnes de divers horizons du secteur y ont participé. Le projet a été supervisé par un groupe consultatif public composé de représentants des associations communautaires locales et de membres du public, un groupe consultatif des gens d'affaires composé de représentants des entreprises faisant partie du secteur à l'étude dans le PCC, et un groupe consultatif technique composé d'employés de la Ville et de représentants d'organismes externes. Une série de rencontres et d'ateliers publics a eu lieu pour informer le public et obtenir des commentaires pour faciliter la prise de décision dans le cadre de ce projet. Bon nombre de commentaires ont été pris en compte dans le nouveau plan de conception communautaire ainsi que dans les modifications actuellement proposées au Plan officiel et au Règlement de zonage.

BACKGROUND

The proposed South Keys to Blossom Park, Bank Street CDP, Secondary Plan and Zoning By-law amendments affect a planning area that generally includes a 3.5 kilometre section of Bank Street covering an area of approximately 150 hectares. It extends from the railway tracks located to the north of Johnston Road (south of Ledbury Park) to south of Queensdale Avenue, the north side of Johnston Road to west of Albion Road, Hunt Club Road from Daze Street to west of Cahill Drive, Daze Street, Mountain Crescent, the north side of Sieveright Road and Albion Road from Sawmill Creek to Hunt Club Road (Refer to the Location Map – Document 1).

The planning area is comprised of properties with a wide range of lot sizes, buildings with varied setbacks to the street and generally lower densities in an automobile-oriented environment. Parking lots are often located between the buildings and the street. The predominant existing land uses include offices, box stores, strip malls, small businesses and several properties that currently accommodate apartments, townhouses or single detached-dwellings. The planning area includes several notable properties and physical features. These include Greenboro and South Keys transit stations, South Keys Shopping Centre, Sawmill Creek, the large intersection of Bank Street and Hunt Club Road and the Jewish Memorial Gardens.

The South Keys to Blossom Park, Bank Street CDP and Secondary Plan were prepared to develop guidelines and policies to:

- Translate the principles and policies of the OP to the community scale and provide more detailed policy direction to guide development decisions for the Plan area.
- Guide development intensification along an existing Arterial Mainstreet (Bank Street) and within the South Keys Shopping Centre and surrounding area (new Mixed Use Area) which is strategically located along the rapid transit network.
- Direct greater intensification and tallest buildings to the new Mixed Use Area, close to the rapid transit stations.
- Establish a minimum development density within the new Mixed Use Area to support use of public transit.
- Identify locations for new parks in the Mixed Use Area.
- Ensure that development will occur in a manner that is supportive to the successful and sustained operation of the rapid transit stations.
- Establish maximum building heights and land use areas appropriate in the context of the Plan area and that of the surrounding community.
- Reinforce the character of established stable areas within the CDP area.
- Improve existing active transportation networks by establishing new pedestrian and cycling routes within the Plan area and the surrounding community.

DISCUSSION

Study Process and Consultation

The CDP study process began in the fall of 2013 and involved a broad cross-section of people from the community. The project was guided by three advisory groups. A Public Advisory Group comprised of representatives from local community associations and members of the general public, a Business Advisory Group that included representatives from CDP study area businesses and a Technical Advisory Group comprised of City staff and representatives from external agencies including Ottawa Hydro, Ottawa Airport and the Rideau Valley Conservation Authority. A series of public meetings and workshops were held to inform the public and to obtain comments to help

guide decision-making for the project. A conceptual Redevelopment Master Plan for the South Keys Shopping Centre and surrounding area was prepared as part of a visioning exercise within the CDP study process. The purpose of the Master Plan was to guide appropriate locations for various building heights and to inform recommendations for built form and public realm elements of the new Mixed Use Area. Details of the consultation process and comments of clarification or concern are noted along with staff responses in Document 6, Consultation Details and in Appendix A, "What we Heard" of the CDP. Many of the comments have been addressed in the revised CDP, OP and Zoning By-law amendments currently proposed.

Overview – South Keys to Blossom Park, Bank Street CDP

The purpose of the CDP is to establish a vision and planning framework to guide future growth in the planning area. It provides guidelines that translate the broad policies of the OP to the neighbourhood level. It is comprised of maps, drawings and guidelines that, for example, provide direction for the establishment of future pedestrian and cycling routes to transit and within the CDP area, the future street network, built form, land use location and the development of enhanced public realm.

Primary goals of the CDP include supporting public transit usage by focussing growth in proximity to the Greenboro and South Keys transit stations and to shift the traditional prioritization of travel modes away from the automobile to walking, cycling and transit use. The focus of most of the future growth and intensification is proposed to be located in proximity to the Greenboro and South Keys transit stations – within a new Mixed Use Area. Also, Areas of Established Character that are identified in several locations in the CDP are placed in land use areas that are compatible with the surrounding community. Pedestrian and cycling access to transit, within and through the CDP area, along with high urban design standards for creating quality public and private spaces were given priority in the preparation of the CDP. The guiding principles are summarised as follows:

Bank Street and Adjacent Areas:

- i. Support the varying roles of Bank Street, which is a place of living, working, socializing and transportation and ultimately, is a street that is more comfortable for pedestrians and cyclists.
- ii. Recognize and protect land identified as an Area of Established Character.

- iii. Ensure a safe, identifiable, network of sidewalks, pathways, greenways and cycling lanes that connect greenspaces, parks, transit stations and other key destinations along this corridor.

South Keys Mixed Use Area:

- i. Encourage this area to redevelop with more urban land use and street pattern, promote a mix of land uses and provide for intensified land use especially in proximity to Greenboro and South Keys Transit Stations.
- ii. Provide a framework for a future grid street pattern to support an integrated neighbourhood fabric.
- iii. Create a new Main Street that is vibrant, centrally located and that is the economic and cultural spine of the Mixed Use Area.
- iv. Establish locations for open spaces and civic uses that respond to the needs of the community envisioned within the Mixed Use Area.
- v. Ensure direct, convenient, safe, attractive walking and cycling connections within the Mixed Use Area, to the surrounding community and to transit.

Sawmill Creek:

- i. Protect Sawmill Creek from the encroachment of adjacent development by identifying the limit of development adjacent to the top-of-slope of the watercourse.
- ii. Make appropriate portions of Sawmill Creek more accessible to the public either through physical or visual access, depending on the environmental sensitivity of the particular segment.
- iii. Support reforestation efforts in the creek area.

Land Use and Building Height

The existing OP land use designations in the CDP area include General Urban Area, with properties along the length of Bank Street designated as Arterial Mainstreet, an Employment designation applying to properties to the north of Johnston Road, the Sawmill Creek corridor designated as Urban Natural Features and the rail right-of-way for the Trillium Line along the west limit of the CDP area designated as Major Open Space. The CDP refines the locations to which some of the existing land use areas

apply and adds to select properties new land use areas appropriate to the existing and desired future use of the land within the context of the surrounding community. For example, the majority of properties along Bank Street south of Hunt Club Road remain Arterial Mainstreet. Other land use areas, including for example Low-Rise Residential, Apartment, Cemetery and Urban Natural Features have been applied where greater compatibility is achieved. Also, a new Mixed Use Area is proposed for the South Keys Shopping Centre and adjacent lands within an 800 metre walk of the Greenboro and South Keys transit stations and a new General Mixed Use area is applied to land along Hunt Club Road east of Bank Street. These land use changes are primarily to support a broader range of land use, including residential. Several properties with existing development are identified as Area of Established Character. These areas include the majority of the low-rise residential properties and all of the apartment properties. The purpose of illustrating Areas of Established Character is to identify locations of existing primarily residential development that are well-established and not likely to change significantly. The land use areas are illustrated on Figure 26 in the CDP.

The CDP provides guidance for the improvement of walking and cycling facilities, to protect and enhance Sawmill Creek and to ensure the creation of high-quality public and private spaces as development proceeds over time. In the new Mixed Use Area many of the urban design requirements of the CDP will be provided at the time of development approval. In this area, for example, provision of the new Main Street, parks, squares and plazas, active street frontage building requirements (minimum 50 per cent of lot width occupied by buildings, minimum 50 per cent ground floor façade transparent glazing, minimum and maximum building setbacks, etc.) are required at the time of development approval as part of the lifting of holding provisions to be put in place in the Zoning By-law. This approach is intended to provide implementation flexibility and to recognize that development in the Mixed Use Area will happen incrementally over many years.

The locations for maximum permitted building heights are established in the CDP to support intensification and at the same time result in development that is compatible in the context of the surrounding community. The maximum permitted building height on Arterial Mainstreets remains at nine storeys in accordance with existing OP policies. However, the ability to construct to the maximum nine storey height is limited by transition requirements in the Zoning By-law when building next to R1 to R4 residential zones. Maximum permitted building heights in other proposed land use designations include four storeys in Low Rise Residential, six storeys in General Mixed Use and up to 21 storeys in the Apartment designation. In the Mixed Use Area maximum permitted

building heights include a range of up to 12, 15 and 21 storeys depending on location. The locations for maximum permitted building heights are shown in Figures 27 and 32 to the CDP.

Minimum Density

Figure 2.3 Minimum Density Requirements of the OP identifies growth areas of the City where minimum development densities are required. The existing Arterial Mainstreet designation along Bank Street in the CDP area includes a minimum development density of 120 people and jobs per gross hectare. The CDP shifts the minimum density requirement from along the length of Bank Street to within the new Mixed Use Area. A minimum of 200 people and jobs (p/j) per gross hectare is proposed to apply in the MUA. This density translates to a net density (property specific basis) of approximately 280 p/j. The 43 hectare Mixed Use Area is, at present, primarily an employment-based area, comprised of approximately 2,400 jobs and has a density of approximately 55 p/j per gross hectare. Including the Johnston Road employment area, there are approximately 2,600 jobs within an 800 metre walk from the Greenboro and South Keys transit stations. The number of jobs in the Mixed Use Area is expected to fluctuate over time and as mixed use development occurs. Also, with the recommended changes in zoning for the Mixed Use Area, high density residential uses are expected to be built in the future. The number of people and jobs in the Mixed Use Area based on the minimum density of 200 people and jobs per hectare is approximately 8,600.

Sustainable Approach to Transportation

The City's Transportation Master Plan places priority on sustainable transportation promoting travel by transit, as well as by active modes of transportation (walking and cycling) with a reduced dependence on automobile use in accommodating future travel demand. Maximizing travel by sustainable transportation will be done by providing attractive, continuous, well connected pedestrian and cycling facilities that encourage and enable residents to walk and cycle for local trips and provides direct integration with transit.

The opportunity to make changes to the transportation systems in the South Keys area is primarily in conjunction with development as it happens over time, along with capital projects approved by the City. The redevelopment of this area is expected to be gradual and to take many years to achieve the increased densities. New development in this area will be subject to reductions in permitted maximum amounts of parking under the

proposed Zoning By-law amendment, and will be required to provide the walking and cycling facilities described in the plans.

An assessment of future traffic conditions was undertaken as part of the preparation of the CDP. Based on expected increases in development and general traffic volumes through the area by 2031, improvements to traffic and pedestrian and cyclists safety are recommended.. These include changes in traffic signal timing, additional auxiliary turning lanes, improvements to sidewalks and the addition of cycling lanes on the Bank Street bridge. These improvements combined with increases in sustainable modes of travel to 60 per cent and 65 per cent (depending on direction of travel) will result in acceptable levels of service for CDP area intersections (not exceeding level of service E). The 2031 sustainable mode share target in the Transportation Master Plan is 50 per cent and, to compare, the future sustainable mode share is 85 per cent in the six recently approved Transit-Oriented Development plans. Over time, as redevelopment occurs and more people are living, shopping and working in the area, the number of people using public transit and travelling by walking and cycling will increase as it becomes more attractive, convenient and faster.

Future development proposals in the CDP area must be supported by a traffic impact study that will identify any required local transportation improvements to be constructed as part of the development. This could include automobile turning lane improvements, walking and cycling and access to transit.

Servicing Analysis

The CDP identifies the existing condition of the wastewater collection, water distribution and stormwater collection systems. The infrastructure within the CDP area has not been identified at the present time (up to 2018) with a need for reconstruction or rehabilitation. The Asset Management Branch of the City of Ottawa Infrastructure Service Department regularly monitors and undertakes assessments of the infrastructure needs using existing data and available planning information for future growth predictions. Integration of the CDP planning process information with future capital programs will enable the redevelopment of the area to take place consecutively with required infrastructure upgrades.

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

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

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

Future Studies

The CDP identifies two areas that are subject to future land use study. These include the north side of Sieveright Road, east of Bank Street and the employment area along the north side of Johnston Road. During public consultation for the CDP, there was much discussion about the appropriate land use and permitted building height for these areas. The CDP sets out the required components of the future studies for these areas. The studies will be undertaken and implemented by the City in the future as identified in annual work plans. An application for a Zoning By-law amendment submitted within these areas prior to commencement of a study will be considered as a trigger requiring early preparation and implementation of the study for that particular area. In such cases the landowner may lead the study in cooperation with and at the discretion of the City. The future land use studies will include public participation in addition to any required public process to implement the study recommendations through secondary plan or Zoning By-law amendments.

Overview – Proposed Official Plan Amendments

The proposed Official Plan Amendments (OPA) introduce a new secondary plan to Volume 2A. The South Keys to Blossom Park, Bank Street Secondary Plan contains a range of policies that reflect key elements of the CDP, including refined land use locations, permitted building heights, location of minimum development density, built form requirements, parks and public spaces and pedestrian and cycling connections. The boundary of the Arterial Mainstreet (AM) designation along Bank Street south of Hunt Club Road is refined in the Secondary Plan to recognize certain existing developed areas that are considered to be stable and of established character and also where introduction of some land uses permitted in the AM designation are not desirable in the context of the adjacent community. On properties where the AM designation is removed, the new Secondary Plan establishes other, more compatible land use

designations in accordance with the CDP Land Use Plan. These include for example Low-Rise Residential, Apartment, Cemetery and a Mixed Use Area designation for the South Keys Shopping Centre and surrounding area. The new Mixed Use Area is established in the Secondary Plan to become the focus of development in the area, as determined through the CDP process.

The OPA also removes the minimum density requirement of 120 people/jobs per hectare from figure 2.3 in the OP for the AM designation along Bank Street. To focus the highest level of future intensification in proximity to the Greenboro and South Keys transit stations a new minimum density of 200 people/jobs is applied to the new Mixed Use Area as a policy requirement of the new Secondary Plan. The OPA also changes the land use designation of the Trillium Line rail right-of-way along the west boundary of the Mixed Use Area from Major Open Space to General Urban Area to reflect the rail use of the corridor and to provide opportunity for future air rights development of the transit station areas.

The following summarises the key components of the proposed OPA:

- Introduce a new South Keys to Blossom Park, Bank Street Secondary Plan to Volume 2A of the OP to establish a policy base for key land use and urban design elements of the South Keys to Blossom Park, Bank Street CDP.
- Remove the Arterial Mainstreet designation from Bank Street north of Hunt Club Road and, through the creation of a new Secondary Plan, replace it with a Mixed Use Area located to the west of Bank Street within the South Keys Shopping Centre and adjacent lands.
- Through the creation of a new Secondary Plan refine the location of the Arterial Mainstreet designation along Bank Street south of Hunt Club Road and replace it with a range of more compatible land use designations.
- Remove the minimum density requirement of 120 people and jobs per gross hectare from the Arterial Mainstreet designation along Bank Street and, through the new Secondary Plan, implement a minimum density of 200 people and jobs per gross hectare in the new Mixed Use Area.
- Change the land use designation of the Trillium Line rail right-of-way along the west boundary of the Mixed Use Area from Major Open Space to General Urban Area.

Overview – Proposed Zoning By-law Amendments

The purpose of the Zoning By-law amendment is to implement the policies from the South Keys to Blossom Park, Bank Street Secondary Plan and from the CDP.

The existing zoning in the CDP area permits a range of land use and, depending on the extent of existing development, provides opportunity for increases in density.

Predominant zones include General Mixed Use (GM) with permitted maximum heights, depending on location, of six to 20 storeys affecting most properties in the South Keys Shopping Centre area, Arterial Mainstreet (AM) with permitted building height of up to eight storeys, as well as a range of R1 to R5 residential zones that include, depending on the zone, permitted heights of two to 21 storeys along Bank Street. The portion of Albion Road south of Bank Street is within either the R1W or R1WW zones depending on location. Permitted building height in this area is two storeys (8.5 metres). Property along the south side of Hunt Club Road east of Albion and along the north side of Johnston Road is zoned Light Industrial (IL) with a permitted height of up to six storeys (18 metres). The Jewish Memorial Gardens is zoned Minor Institutional (I1D [2153]). Most of the Sawmill Creek corridor in the CDP area is zoned Environmental Protection (EP).

The OP permits buildings of up to nine storeys in height in the Arterial Mainstreet designation. Properties within this designation along Bank Street and that are zoned Arterial Mainstreet are proposed to be rezoned to allow buildings to go from the existing maximum height of eight storeys (25 metres) up to nine storeys (30 metres) in order to align the zoning with OP policy. However, the ability to construct up to the maximum 30 metre height is subject to building height transition regulations when abutting R1, R2, R3 and R4 residential zones. Properties along the east side of Bank Street near St. Bernard Street are proposed to be rezoned from the R1W Residential First Density zone to the Residential Fourth Density zone R4ZZ with a zone exception. The R4ZZ zone permits a broad range of residential uses including townhouses and low rise apartments at up to 3.5 storeys (11 metres). The permitted building height in the R1W zone is two storeys (8.5 metres). The R4ZZ exception is to allow the R1W regulations to apply to existing detached dwellings.

Properties along Hunt Club Road east of Bank Street are proposed to be rezoned from Light Industrial (IL) to General Mixed Use – GM16. The GM16 subzone has the same six storey building height permitted in the IL zone (18 metres) but allows a broader range of land uses including commercial and residential as well as auto dealership and gas bar. Properties along Albion Road in the CDP area are proposed to be rezoned

from R1W and R1WW to the Residential Third Density R3Y zone. The R3Y zone permits a broad range of residential uses including townhouses and three unit buildings up to three to 3.5 storeys (10 metres to 11 metres) depending on the land use. The permitted building height in the R1W and R1WW zones is two storeys (8.5 metres). A range of zone exceptions to the R3Y zone are proposed to allow the R1W or R1WW regulations to apply to existing detached dwellings, and to permit the existing place of worship and day care. The portion of Sawmill Creek located to the north of Dazé Street is proposed to be rezoned from GM to EP.

Zoning for most properties in the Mixed Use Area is proposed to be changed from the existing AM or GM zones to the Mixed Use Centre (MC) zone with maximum permitted heights of 12 to 21 storeys. The proposed rezoning would permit increases in permitted building height from eight storeys to up to 12 to 21 storeys, depending on location, but also permits a broader range of land use including for example high rise residential. Zone exceptions are proposed for many Mixed Use Area properties to regulate building floor plate sizes and tower separation distances, reduce parking requirements and to permit additional uses of land and / or carry forward site specific zone regulations that remain applicable. A holding symbol is also proposed for many Mixed Use Area properties to ensure that the urban design and active frontage requirements as set out in the CDP are complied with at the time of development approval. In order to lift the holding provision, the applicant must demonstrate how the proposed development phase aligns with and will contribute to achieving the overall urban design and active frontage directions set out in the South Keys to Blossom Park, Bank Street Secondary Plan and CDP. These include for example provision of the new Main Street, parks, squares and plazas and active street frontage building requirements.

The primary changes made as part of the proposed Zoning By-law amendment are to:

- Establish Mixed Use Centre zoning for the new Mixed Use Area to permit a broad range of transit-supportive land use;
- Permit buildings in the Mixed Use Area at maximum heights of between 12 and 21 storeys;
- Reduce the minimum and maximum parking requirements in the Mixed Use Area;
- Establish urban design standards for properties in the Mixed Use Area regulating for example building location, spacing, massing and orientation and the creation of active frontage streets and public spaces;

- Permit a broader mix of land uses for properties along Hunt Club Road in the area affected by the proposed GM16 zone, and also additional residential uses for certain properties on Bank Street and Albion Road;
- Increase the maximum permitted building height along Bank Street for properties in the Arterial Mainstreet zones from eight storeys (25 metres) to nine storeys (30 metres); and
- Permit where appropriate existing uses of land and / or zone regulations through the use of exceptions.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Public Notification and consultation for the CDP and proposed OP and Zoning By-law amendments was carried out in accordance with the City's Public Notification and Consultation Policy. In general, the proposed CDP, OP and Zoning By-law amendments were well received. Details of the consultation process and comments of clarification or concern are noted along with staff responses in Document 6, Consultation Details.

COMMENTS BY THE WARD COUNCILLOR

Councillor Deans provided the following comment:

"Gloucester-Southgate is a dynamic and ever changing community. While our community primarily has a suburban feel, we have unique characteristics that position us to see change and growth in the near future. The anticipated largest catalyst for change will be the re-development of the South Keys Shopping Centre adjacent to the Greenboro and South Keys Transit Stations, as well as the O-Train Trillium line. Access to this expanding and key transit infrastructure will allow for future development and land use mixes appropriate for our community.

The South Keys to Blossom Park, Bank Street Community Design Plan (CDP) has allowed us to vision, strategize and think ahead to the future in a creative and collective fashion. The CDP envisions the future of Bank Street to be a lively and inviting place that attracts and connects people of all ages.

We have a vibrant community in Gloucester-Southgate and I am proud of all the public input, feedback and hard work by so many stakeholders in order to form the final plan. I

worked hard throughout this process to ensure there will be future parks, gathering spaces and safe access to public transit. I wanted assurances that good design principles would be met, in order to create a sense of place for all to enjoy. By working in collaboration with residents, businesses and our local Community Associations, together we achieved appropriate zoning changes, addressed traffic and pedestrian concerns, and designed for better neighbourhood connectivity in the future. I support the recommendations to see Bank Street transformed into a complete street in the future, allowing for safer travel for pedestrians and cyclists alike. Through our strong and shared vision for the future, we will see our neighbourhood connections strengthened through well designed shared spaces, environmental protections of Sawmill Creek, safe surroundings, and accessible transportation.”

LEGAL IMPLICATIONS

There are no legal impediments to adopting the recommendations outlined in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ASSET MANAGEMENT IMPLICATIONS

Comprehensive Asset Management (CAM) is an integrated business approach involving planning, finance, engineering, maintenance and operations geared towards effectively managing existing and new infrastructure to maximize benefits, reduce risk and provide safe and reliable levels of service to community users. This is accomplished in a socially, culturally, environmentally and economically conscious manner.

The recommendations documented in this report are consistent with the City's Comprehensive Asset Management (CAM) Program ([City of Ottawa Comprehensive Asset Management Program](#)) objectives. The implementation of the CAM program results in timely decisions that minimize lifecycle costs and ensure the long-term affordability of assets. To fulfill its obligation to deliver quality services to the community, the City must ensure that assets supporting City services are managed in a way that balances service levels, risk and affordability.

Community Design Plans (CDP) advance the Official Plan's Strategic Direction which includes making efficient use of existing infrastructure and supports walking and cycling by directing the arrangement of transportation corridors and servicing networks. As outlined in this report, providing pedestrian and cycling access to transit along with high urban design standards for creating quality public and private spaces supports a forward looking approach to meet future challenges, including changing demographics and populations, legislative requirements and environmental factors.

ACCESSIBILITY IMPACTS

The South Keys to Blossom Park, Bank Street CDP will improve conditions in the study area for people with disabilities. The CDP envisions an area that is accessible and will create an environment that is well-connected, well-designed and can accommodate multiple modes of transportation. The CDP proposes new pathways that connect parks, areas of intensification and transit stations, providing more options for travel. New pathways will be designed using principles for universal accessibility and Crime Prevention through Environmental Design.

TERM OF COUNCIL PRIORITIES

This report will help to fulfill Council's 2015 – 2018 strategic priorities including:

TM2 – Provide and promote infrastructure to support safe mobility choices.

TM3 – Integrate the rapid transit and transit priority network into the community.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 South Keys to Blossom Park, Bank Street Community Design Plan
(attached separately)

Document 3 Proposed Official Plan Amendment (including the South Keys to Blossom Park, Bank Street Secondary Plan) *(attached separately)*

Document 4 Zoning Key Plans

Document 5 Details of Recommended Zoning

Document 6 Public Consultation Details

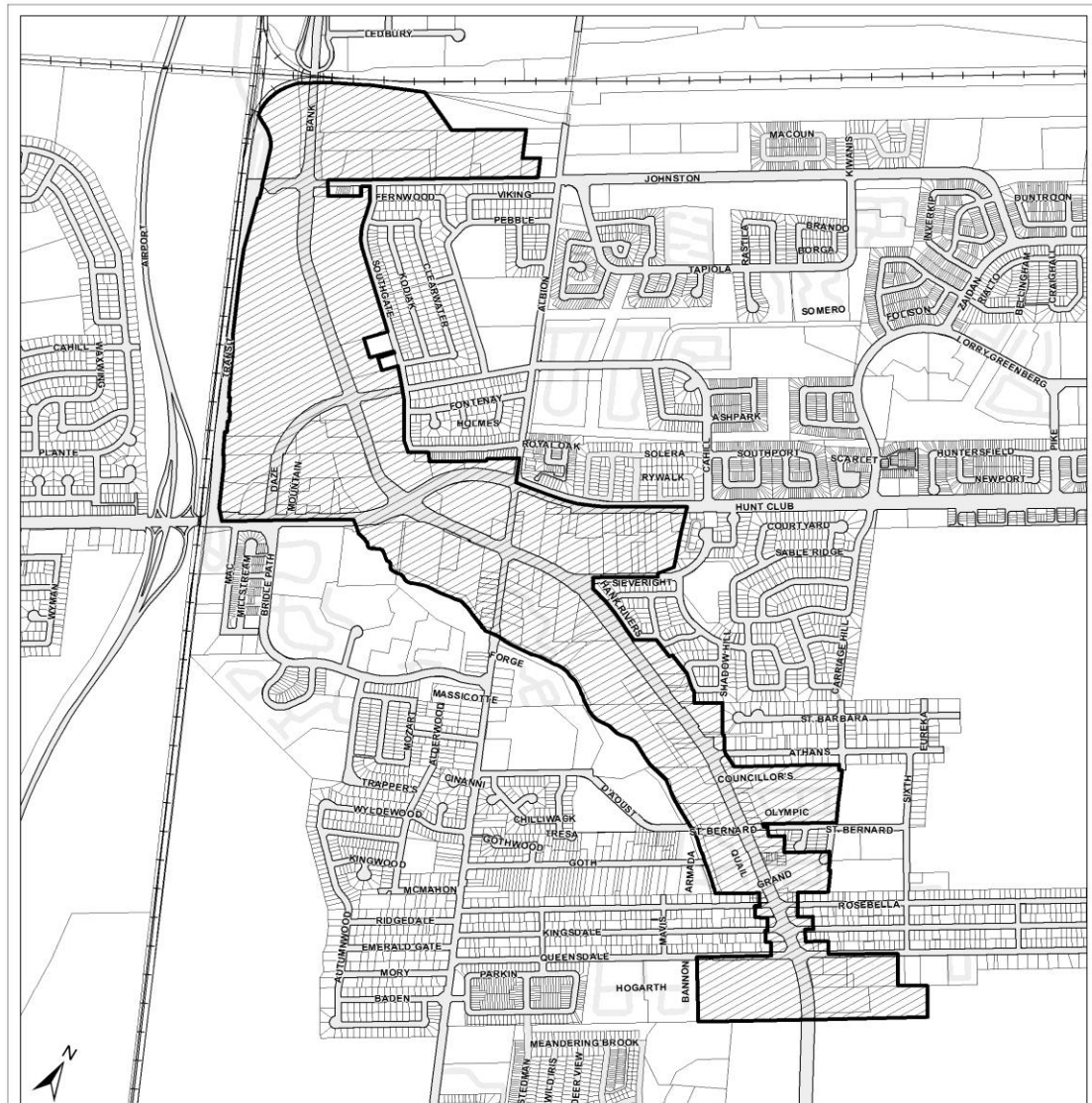
DISPOSITION

Planning and Growth Management Department to prepare the implementing by-laws, forward to Legal Services and undertake the statutory notification.

Legal Services to forward the implementing by-laws to Council.

City Clerk and Solicitor Department, Legislative Services, to notify Scott Templeton, Program Manager, Assessment, Financial Services Branch (Mail Code: 26-76) of City Council's decision.

Document 1 – Location Map



Prepared by: Planning and Growth Management Department,
Mapping & Graphics Unit



Préparé par: Service de l'urbanisme et de la gestion de la croissance,
Unité de la cartographie et des graphiques

D01-01-13-0016 &
D02-02-13-0108

15-0981-A

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Revision: 06/15

Rev #:

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Scale - N.T.S. / Echelle N.A.E.

Location Map / Plan de localisation

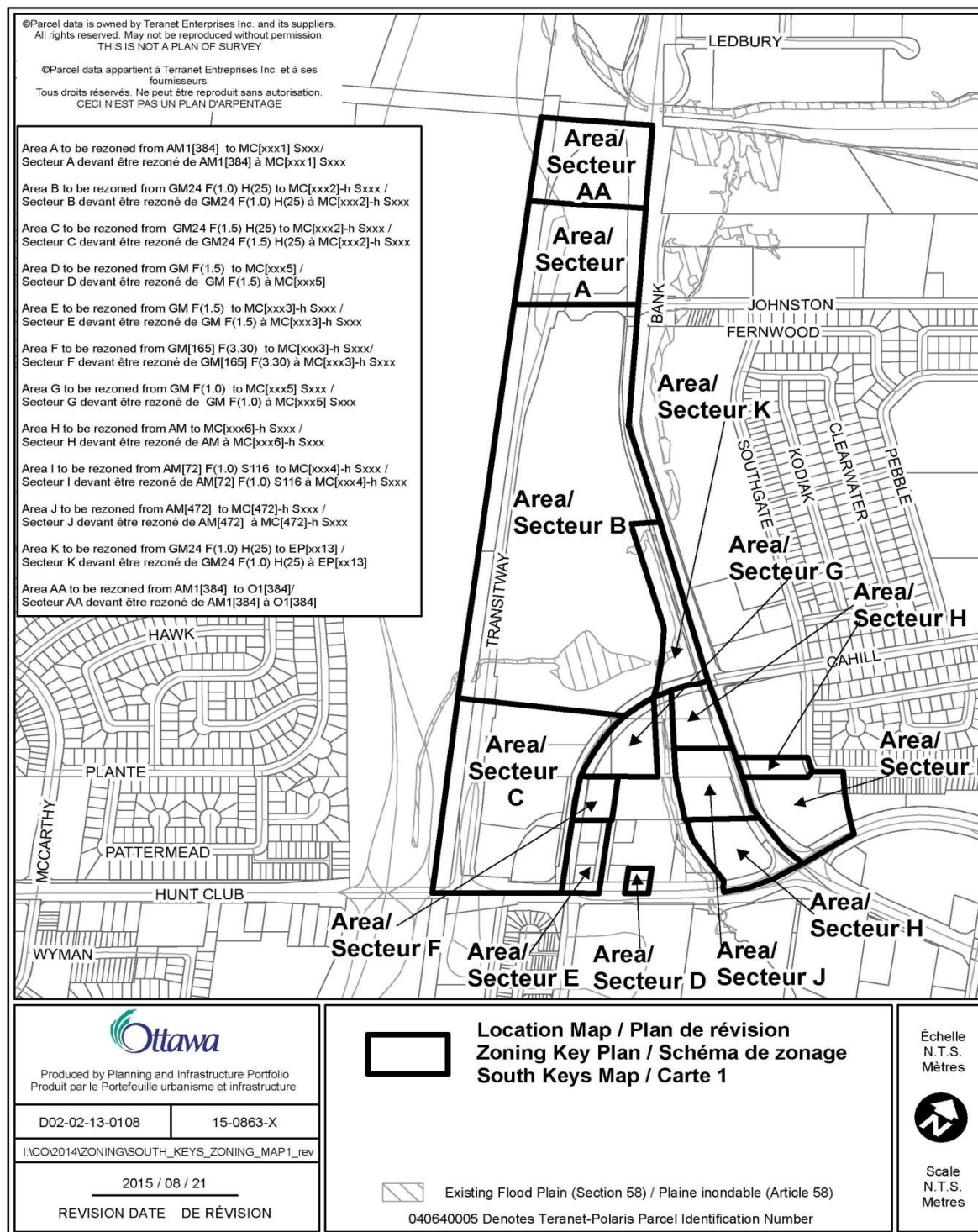
SOUTH KEYS TO BLOSSOM PARK, BANK STREET COMMUNITY DESIGN PLAN
PLAN COMMUNAUTAIRE DE LA RUE BANK, DE SOUTH KEYS À BLOSSOM PARK

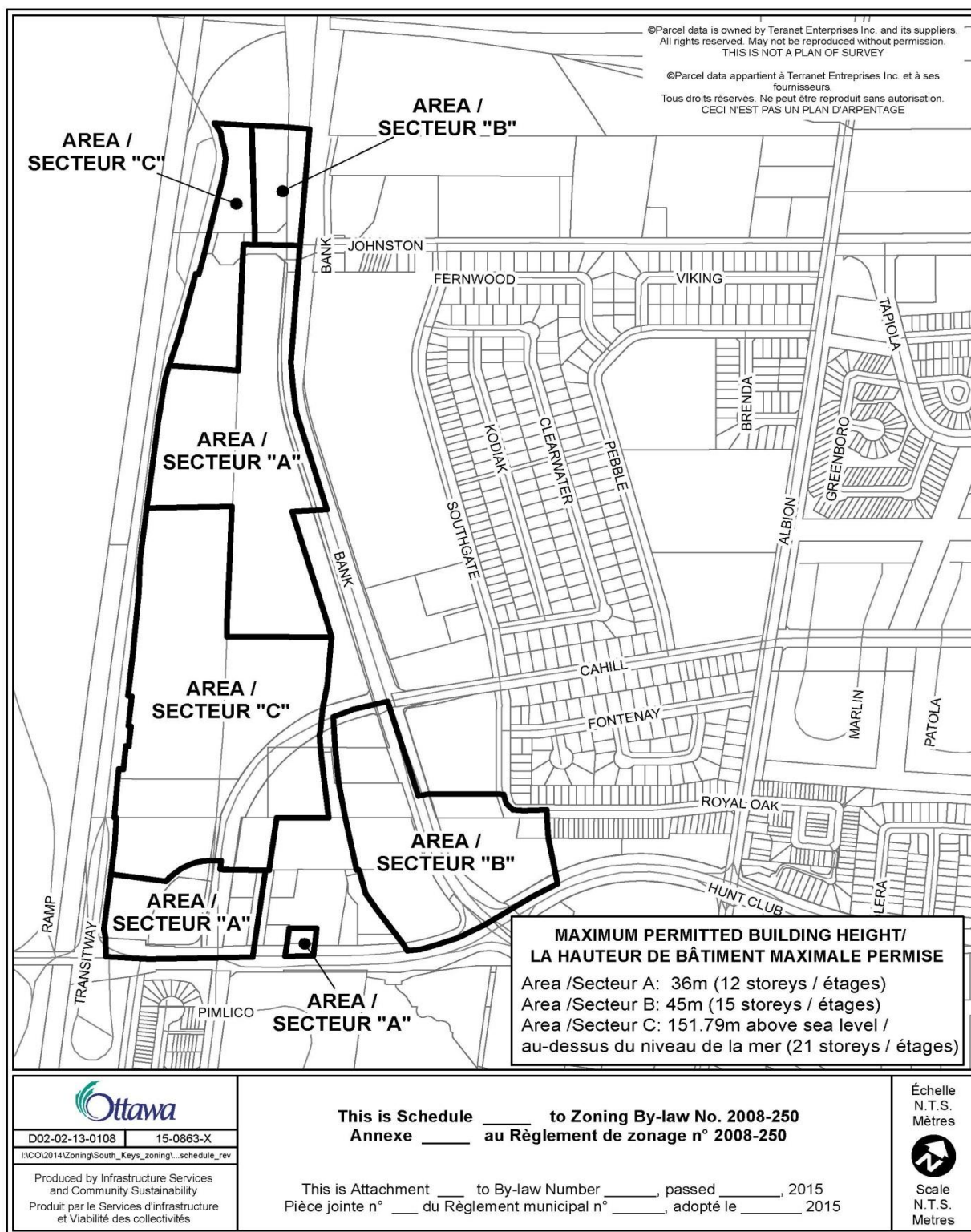


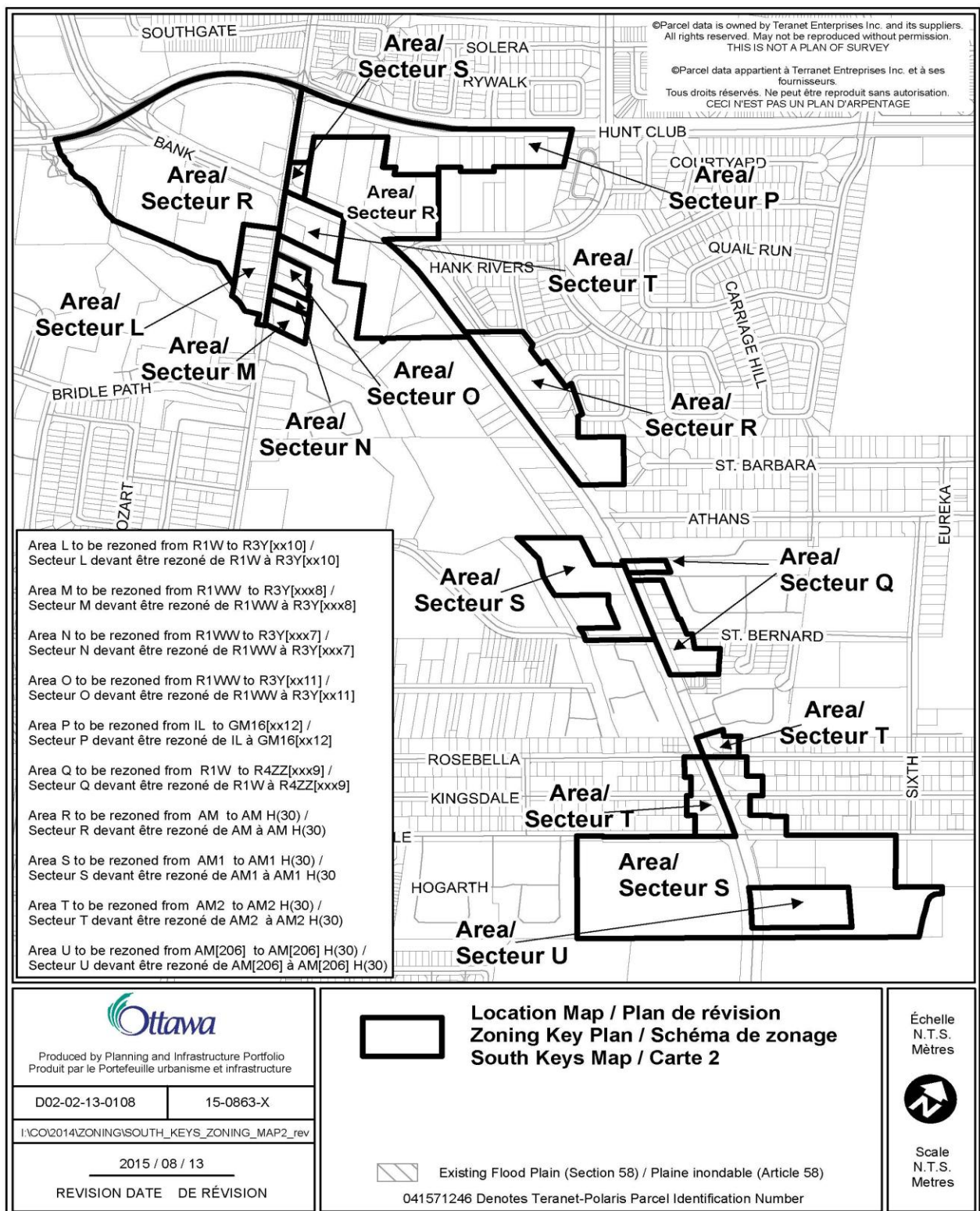
AREA AFFECTED BY PROPOSED OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS.

ZONE TOUCHÉE PAR L'ÉBAUCHE DU PLAN OFFICIEL ET DE ZONAGE DE MODIFICATIONS
DES RÈGLEMENTS MUNICIPAUX.

Document 4 – Zoning Key Plans







Document 5 – Details of Recommended Zoning

This Document details the recommended amendments to Zoning By-law No. 2008-250. Within the table, Column I identifies the Area of the associated map, as well as the addresses of the lots, or parts of the lot subject to the recommended amendment. Column II identifies the current zoning of the lot, and Column III identifies what zone code the lot is recommended to be rezoned to, including any applicable subzone, exception, or suffix. Municipal addresses / location are provided for the convenience of the reader, however, refer to the Zoning Maps in Document 4 to confirm which lands are affected by the rezoning.

Add the following as a new subsection to Section 9;

Transition Provisions

- (a) “If a “completed application” for any one or more of a:
 - (i) Committee of Adjustment approval;
 - (ii) Site plan control approval, including an extension of site plan control approval;
 - (iii) Part lot control approval;
 - (iv) Approval of draft plan of subdivision; or
 - (v) Building permitwas received on or after September 22, 2013 and before September 23, 2015, the completed application, as well as any subsequent application listed in (i) to (v) above submitted prior to the issuance of a building permit, may be processed under the provisions in place prior to this amendment or under the provisions of the Zoning By-law as amended by By-law 2015-xxx but in no manner can the application be processed using a mix of the pre-amendment provisions and the post-amendment provisions.
- (b) For purposes of subsection (a) above a “completed application” means an application which would have been approved or granted on September 23, 2015 By-law had it been processed or disposed of on that day.
- (c) Nothing in this by-law applies so as to continue the exemption provided by this subsection beyond the issuance of the approval upon which the

exemption is founded; and in no case does the exemption continue beyond the repeal of this subsection.

- (d) Once the permit or approval resulting from the processing of the application noted in clause (a) has been granted, the provisions of this by-law in place on or after the day of the passing of the By-law apply to the land in question.
- (e) This section is repealed two years from the date of enactment.”

Amend Section 188 – GM Subzones, Subsection (24) GM24 Subzone as follows:

- (a) Delete the content of Subsection (24), (c), (iii), and
- (b) Delete the content of Subsection (24), (d).

Amend the first paragraph of the purpose statement to the Mixed Use Centre Zone by adding the words “, *or a similar designation in a Secondary Plan*” after the words “*ensure that areas designated Mixed Use Centres in the Official Plan*”.

Amend Section 239, Urban Exceptions, by adding the following new exceptions with provisions similar in effect to the following;

- a) Add a new exception [xxx1] as follows:
 - i) In Column II, add the text, “MC[xxx1] Sxxx”;
 - ii) In Column III, add the text, “amusement park, automobile dealership, automobile rental establishment, automobile service station, bed and breakfast, car wash, catering establishment, funeral home, gas bar, park and rooming unit”;
 - iii) In Column V, add the text;
 - Despite subsection 191, (2), (g), the minimum 6.7 metre building height does not apply to automobile service station and to a car wash.
 - Despite the location of the lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A.

- Despite the location of the lot on Schedule 1, the maximum number of required parking spaces shall be calculated as per Section 103, Table 103, Column III, Area B.
- Despite clauses 100(1)(a) and (c), parking spaces may be available for use by any other land use located either on site or off site on an abutting property or on a property immediately across a street, but these spaces may not be used as the required parking for these other land uses.
- The tower portion (above the podium) of a building must, where the height of the building exceeds nine storeys:
 - a) where it contains a dwelling unit or rooming unit:
 - i. have a minimum separation distance of 23 metres from a tower containing a dwelling unit or rooming unit, if either tower faces the other;
 - ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit, if neither tower faces the other; and,
 - iii. have a minimum separation distance of 18 metres from a tower containing only non-residential uses;
 - b) where it contains only non-residential uses:
 - i. have a minimum separation distance of 11.5 metres from a tower containing only non-residential uses; and,
 - ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit;
 - c) where a lot abutting the interior side lot line does not contain a tower, but is zoned to permit a building with a height greater than nine storeys, have a minimum setback of 11.5 metres from that interior side lot line;
 - d) where a lot abutting the rear lot line does not contain a tower, but is zoned to permit a building with a height greater than nine

storeys, have a minimum setback of 11.5 metres from the rear lot line;

- e) not have a residential floorplate larger than 750 square metres, and
- f) not have a non-residential floorplate larger than 1,500 square metres.
- g) For the purposes of (a) above, a tower is considered to face another tower only when:
 - a line projected at 90 degrees from a tower wall intersects with any portion of another tower; and,
 - the tower wall from which the line is projected contains the window of a dwelling unit.

(a) Add a new exception [xxx2] as follows;

- i) In Column II, add the text, "MC[xxx2]-h Sxxx";
- ii) In Column III, add the text, "automobile service station, car wash, and gas bar";
- iii) In Column V, add the text;
 - Despite subsection 191, (2), (g), the minimum 6.7 metre building height does not apply to automobile service station and to a car wash.
 - Despite the location of the lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A.
 - Despite the location of the lot on Schedule 1, the maximum number of required parking spaces shall be calculated as per Section 103, Table 103, Column III, Area B.
 - Despite clauses 100(1)(a) and (c), parking spaces may be available for use by any other land use located either on site or off site on an abutting property or on a property immediately across a street, but these spaces may not be used as the required parking for these other land uses.

- The tower portion (above the podium) of a building must, where the height of the building exceeds nine storeys:
 - a) where it contains a dwelling unit or rooming unit:
 - i. have a minimum separation distance of 23 metres from a tower containing a dwelling unit or rooming unit, if either tower faces the other;
 - ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit, if neither tower faces the other; and,
 - iii. have a minimum separation distance of 18 metres from a tower containing only non-residential uses;
 - b) where it contains only non-residential uses:
 - i. have a minimum separation distance of 11.5 metres from a tower containing only non-residential uses; and,
 - ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit;
 - c) where a lot abutting the interior side lot line does not contain a tower, but is zoned to permit a building with a height greater than nine storeys, have a minimum setback of 11.5 metres from that interior side lot line;
 - d) where a lot abutting the rear lot line does not contain a tower, but is zoned to permit a building with a height greater than nine storeys, have a minimum setback of 11.5 metres from the rear lot line;
 - e) not have a residential floorplate larger than 750 square metres, and
 - f) not have a non-residential floorplate larger than 1,500 square metres.
 - g) For the purposes of (a) above, a tower is considered to face another tower only when:
 - a line projected at 90 degrees from a tower wall intersects with any portion of another tower; and,

- the tower wall from which the line is projected contains the window of a dwelling unit.
 - The holding symbol may be removed only when the following conditions have been met to the satisfaction of the General Manager of Planning and Growth Management:
 - a) Completion of the necessary studies, reports and designs including the preparation of environmental, transportation and infrastructure reports as well as preparation of site plans or master plans that demonstrate how the proposed development phase aligns with and will contribute to achieving the overall urban design and active frontage directions set out in the South Keys to Blossom Park, Bank Street Secondary Plan and in the South Keys to Blossom Park, Bank Street Community Design Plan;
 - b) Partial removal of the “h” may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.
 - Despite Section 61(2), the cumulative total gross floor area of additions and accessory buildings must not exceed the greater of 25 per cent of the gross floor area of the existing building and 600 square metres gross floor area. Also, changes in use in an existing building and a new use in an addition to an existing building are permitted without the need to lift holding.
- (a) Add a new exception [xxx3] as follows;
- i) In Column II, add the text, “MC[xxx3]-h Sxxx”;
 - ii) In Column III, add the text, “bed and breakfast, catering establishment, funeral home and rooming unit”;

iii) In Column V, add the text;

- Despite the location of the lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A.
- Despite the location of the lot on Schedule 1, the maximum number of required parking spaces shall be calculated as per Section 103, Table 103, Column III, Area B.
- Despite clauses 100(1)(a) and (c), parking spaces may be available for use by any other land use located either on site or off site on an abutting property or on a property immediately across a street, but these spaces may not be used as the required parking for these other land uses.
- The tower portion (above the podium) of a building must, where the height of the building exceeds nine storeys:

a) where it contains a dwelling unit or rooming unit:

- i. have a minimum separation distance of 23 metres from a tower containing a dwelling unit or rooming unit, if either tower faces the other;
- ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit, if neither tower faces the other; and,
- iii. have a minimum separation distance of 18 metres from a tower containing only non-residential uses;

b) where it contains only non-residential uses:

- i. have a minimum separation distance of 11.5 metres from a tower containing only non-residential uses; and,
- ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit;

c) where a lot abutting the interior side lot line does not contain a tower, but is zoned to permit a building with a height greater than

nine storeys, have a minimum setback of 11.5 metres from that interior side lot line;

- d) where a lot abutting the rear lot line does not contain a tower, but is zoned to permit a building with a height greater than nine storeys, have a minimum setback of 11.5 metres from the rear lot line;
- e) not have a residential floorplate larger than 750 square metres, and
- f) not have a non-residential floorplate larger than 1,500 square metres.
- g) For the purposes of (a) above, a tower is considered to face another tower only when:
 - a line projected at 90 degrees from a tower wall intersects with any portion of another tower; and,
 - the tower wall from which the line is projected contains the window of a dwelling unit.
- The holding symbol may be removed only when the following conditions have been met to the satisfaction of the General Manager of Planning and Growth Management Department:
 - a) Completion of the necessary studies, reports and designs including the preparation of environmental, transportation and infrastructure reports as well as preparation of site plans or master plans that demonstrate how the proposed development phase aligns with and will contribute to achieving the overall urban design and active frontage directions set out in the South Keys to Blossom Park, Bank Street Secondary Plan and in the South Keys to Blossom Park, Bank Street Community Design Plan;
 - b) Partial removal of the “h” may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development

phase satisfy the requirements for the lifting of the holding zone specified above.

- Despite Section 61(2), the cumulative total gross floor area of additions and accessory buildings must not exceed the greater of 25 per cent of the gross floor area of the existing building and 600 square metres gross floor area. Also, changes in use in an existing building and a new use in an addition to an existing building are permitted without the need to lift holding.

(b) Add a new exception [xxx4] as follows:

- i) In Column II, add the text, "MC[xxx4]-h Sxxx";
- ii) In Column III, add the text, "amusement park, automobile dealership, automobile rental establishment, automobile service station, bed and breakfast, car wash, catering establishment, funeral home, gas bar, park and rooming unit";
- iii) In Column V, add the text;
 - Despite subsection 191, (2), (g), the minimum 6.7 metre building height does not apply to automobile service station and to a car wash.
 - Despite the location of the lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A.
 - Despite the location of the lot on Schedule 1, the maximum number of required parking spaces shall be calculated as per Section 103, Table 103, Column III, Area B.
 - Despite clauses 100(1)(a) and (c), parking spaces may be available for use by any other land use located either on site or off site on an abutting property or on a property immediately across a street, but these spaces may not be used as the required parking for these other land uses.
 - Despite subsection (2) 191 (d), (i), the minimum interior side yard setback abutting a lot in a residential zone is 6.0 metres.

- The tower portion (above the podium) of a building must, where the height of the building exceeds nine storeys:
 - a) where it contains a dwelling unit or rooming unit:
 - i. have a minimum separation distance of 23 metres from a tower containing a dwelling unit or rooming unit, if either tower faces the other;
 - ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit, if neither tower faces the other; and,
 - iii. have a minimum separation distance of 18 metres from a tower containing only non-residential uses;
 - b) where it contains only non-residential uses:
 - i. have a minimum separation distance of 11.5 metres from a tower containing only non-residential uses; and,
 - ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit;
 - c) where a lot abutting the interior side lot line does not contain a tower, but is zoned to permit a building with a height greater than nine storeys, have a minimum setback of 11.5 metres from that interior side lot line;
 - d) where a lot abutting the rear lot line does not contain a tower, but is zoned to permit a building with a height greater than nine storeys, have a minimum setback of 11.5 metres from the rear lot line;
 - e) not have a residential floorplate larger than 750 square metres, and
 - f) not have a non-residential floorplate larger than 1,500 square metres.
 - g) For the purposes of (a) above, a tower is considered to face another tower only when:

- a line projected at 90 degrees from a tower wall intersects with any portion of another tower; and,
 - the tower wall from which the line is projected contains the window of a dwelling unit.
 - The holding symbol may be removed only when the following conditions have been met to the satisfaction of the General Manager of Planning and Growth Management Department:
 - a) Completion of the necessary studies, reports and designs including the preparation of environmental, transportation and infrastructure reports as well as preparation of site plans or master plans that demonstrate how the proposed development phase aligns with and will contribute to achieving the overall urban design and active frontage directions set out in the South Keys to Blossom Park, Bank Street Secondary Plan and in the South Keys to Blossom Park, Bank Street Community Design Plan;
 - b) Partial removal of the “h” may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.
 - Despite Section 61(2), the cumulative total gross floor area of additions and accessory buildings must not exceed the greater of 25 per cent of the gross floor area of the existing building and 600 square metres gross floor area. Also, changes in use in an existing building and a new use in an addition to an existing building are permitted without the need to lift holding.
- (c) Add a new exception [xxx5] as follows;
- i) In Column II, add the text, “MC[xxx5] Sxxx”;
 - ii) In Column III, add the text, “bed and breakfast, catering establishment, funeral home and rooming unit”;

iii) In Column V, add the text;

- Despite the location of the lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A.
- Despite the location of the lot on Schedule 1, the maximum number of required parking spaces shall be calculated as per Section 103, Table 103, Column III, Area B.
- Despite clauses 100(1)(a) and (c), parking spaces may be available for use by any other land use located either on site or off site on an abutting property or on a property immediately across a street, but these spaces may not be used as the required parking for these other land uses.
- The tower portion (above the podium) of a building must, where the height of the building exceeds nine storeys:

a) where it contains a dwelling unit or rooming unit:

- i. have a minimum separation distance of 23 metres from a tower containing a dwelling unit or rooming unit, if either tower faces the other;
- ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit, if neither tower faces the other; and,
- iii. have a minimum separation distance of 18 metres from a tower containing only non-residential uses;

b) where it contains only non-residential uses:

- i. have a minimum separation distance of 11.5 metres from a tower containing only non-residential uses; and,
- ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit;

c) where a lot abutting the interior side lot line does not contain a tower, but is zoned to permit a building with a height greater than

nine storeys, have a minimum setback of 11.5 metres from that interior side lot line;

- d) where a lot abutting the rear lot line does not contain a tower, but is zoned to permit a building with a height greater than nine storeys, have a minimum setback of 11.5 metres from the rear lot line;
- e) not have a residential floorplate larger than 750 square metres, and
- f) not have a non-residential floorplate larger than 1,500 square metres.
- g) For the purposes of (a) above, a tower is considered to face another tower only when:
 - a line projected at 90 degrees from a tower wall intersects with any portion of another tower; and,
 - the tower wall from which the line is projected contains the window of a dwelling unit.

(f) Add a new exception [xxx6] as follows:

- i) In Column II, add the text, "MC[xxx6]-h Sxxx";
- ii) In Column III, add the text, "amusement park, automobile dealership, automobile rental establishment, automobile service station, bed and breakfast, car wash, catering establishment, funeral home, gas bar, park and rooming unit";
- iii) In Column V, add the text;
 - Despite subsection 191, (2), (g), the minimum 6.7-metre building height does not apply to automobile service station and to a car wash.
 - Despite the location of the lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A.

- Despite the location of the lot on Schedule 1, the maximum number of required parking spaces shall be calculated as per Section 103, Table 103, Column III, Area B.
- Despite clauses 100(1)(a) and (c), parking spaces may be available for use by any other land use located either on site or off site on an abutting property or on a property immediately across a street, but these spaces may not be used as the required parking for these other land uses.
- The tower portion (above the podium) of a building must, where the height of the building exceeds nine storeys:
 - a) where it contains a dwelling unit or rooming unit:
 - i. have a minimum separation distance of 23 metres from a tower containing a dwelling unit or rooming unit, if either tower faces the other;
 - ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit, if neither tower faces the other; and,
 - iii. have a minimum separation distance of 18 metres from a tower containing only non-residential uses;
 - b) where it contains only non-residential uses:
 - i. have a minimum separation distance of 11.5 metres from a tower containing only non-residential uses; and,
 - ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit;
 - c) where a lot abutting the interior side lot line does not contain a tower, but is zoned to permit a building with a height greater than nine storeys, have a minimum setback of 11.5 metres from that interior side lot line;
 - d) where a lot abutting the rear lot line does not contain a tower, but is zoned to permit a building with a height greater than nine

storeys, have a minimum setback of 11.5 metres from the rear lot line;

- e) not have a residential floorplate larger than 750 square metres, and
- f) not have a non-residential floorplate larger than 1,500 square metres.
- g) For the purposes of (a) above, a tower is considered to face another tower only when:
 - a line projected at 90 degrees from a tower wall intersects with any portion of another tower; and,
 - the tower wall from which the line is projected contains the window of a dwelling unit.
- The holding symbol may be removed only when the following conditions have been met to the satisfaction of the General Manager of Planning and Growth Management Department:
 - a) Completion of the necessary studies, reports and designs including the preparation of environmental, transportation and infrastructure reports as well as preparation of site plans or master plans that demonstrate how the proposed development phase aligns with and will contribute to achieving the overall urban design and active frontage directions set out in the South Keys to Blossom Park, Bank Street Secondary Plan and in the South Keys to Blossom Park, Bank Street Community Design Plan;
 - b) Partial removal of the “h” may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.
- Despite Section 61(2), the cumulative total gross floor area of additions and accessory buildings must not exceed the greater of 25

per cent of the gross floor area of the existing building and 600 square metres gross floor area. Also, changes in use in an existing building and a new use in an addition to an existing building are permitted without the need to lift holding.

(g) Add a new exception [xxx7] as follows;

- i) In Column II, add the text, "R3Y[xxx7]";
- ii) In Column III, add the text, "day care";
- iii) In Column V, add the text;
 - Despite Table 160A – R3 Subzone Provisions, subzone "Y" and Table 160B – Additional Provisions, for existing detached dwellings: Minimum Interior Side Yard is 1.0 metre, and the Minimum Lot Width for townhouse dwelling is 5.0 metres.

(h) Add a new exception [xxx8] as follows;

- i) In Column II, add the text, "R3Y[xxx8]";
- ii) In Column III, add the text, "place of worship, place of assembly";
- iii) In Column V, add the text;
 - Despite Table 160A – R3 Subzone Provisions, subzone "Y" and Table 160B – Additional Provisions, for existing detached dwellings the Minimum Interior Side Yard is 1.0 metre, and the Minimum Lot Width for townhouse dwelling is 5.0 metres.

(i) Add a new exception [xxx9] as follows;

- i) In Column II, add the text, "R4ZZ[xxx9]";
- ii) In Column V, add the text;
 - Despite Table 162A - R4 Subzone Provisions, Sub-Zone "ZZ" and Table 162B – Additional Provisions, the provisions of Table 156A – R1 Subzone Provisions, Sub-Zone "W" apply to existing detached dwellings.

(j) Add a new exception [xx10] as follows;

- i) In Column II, add the text, "R3Y[xx10]";
- ii) In Column V, add the text;
 - Despite Table 160A – R3 Subzone Provisions, subzone "Y" and Table 160B – Additional Provisions, for existing detached dwellings:
Minimum Front Yard is 4.5 metres, Minimum Rear Yard is 6.0 metre and Minimum Interior Side Yard is 1.0 metre, and the Minimum Lot Width for townhouse dwelling is 5.0 metres.

(k) Add a new exception [xx11] as follows;

- i) In Column II, add the text, "R3Y[xx11]";
- ii) In Column V, add the text;
 - Despite Table 160A – R3 Subzone Provisions, subzone "Y" and Table 160B – Additional Provisions, for existing detached dwellings:
Minimum Interior Side Yard is 1.0 metre, and the Minimum Lot Width for townhouse dwelling is 5.0 metres.

(l) Add a new exception [xx12] as follows;

- i) In Column II, add the text, "GM16[xx12]";
- ii) In Column V, add the text;
 - Despite Table 187 – GM Zone Provisions, subsection (f), maximum building height, the maximum building height in any area up to and including 20 metres from a lot line abutting a R1, R2, R3 or R4 zone is 11 metres. In any other area the maximum height is 18 metres.

(m) Amend exception [472] as follows:

- i) In Column II, add the text, "MC[472]-h Sxxx";
- ii) In Column III, following the word "warehouse", add the text, "amusement park, automobile dealership, automobile rental establishment, automobile service station, bed and breakfast, car wash, catering establishment, funeral home, gas bar, park and rooming unit";

iii) In Column V, following the existing [472] provisions, add the text;

- Despite subsection 191, (2), (g), the minimum 6.7 metre building height does not apply to automobile service station and to a car wash.
- Despite the location of the lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A.
- Despite the location of the lot on Schedule 1, the maximum number of required parking spaces shall be calculated as per Section 103, Table 103, Column III, Area B.
- Despite clauses 100(1)(a) and (c), parking spaces may be available for use by any other land use located either on site or off site on an abutting property or on a property immediately across a street, but these spaces may not be used as the required parking for these other land uses.
- The tower portion (above the podium) of a building must, where the height of the building exceeds nine storeys:
 - a) where it contains a dwelling unit or rooming unit:
 - i. have a minimum separation distance of 23 metres from a tower containing a dwelling unit or rooming unit, if either tower faces the other;
 - ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit, if neither tower faces the other; and,
 - iii. have a minimum separation distance of 18 metres from a tower containing only non-residential uses;
 - b) where it contains only non-residential uses:
 - i. have a minimum separation distance of 11.5 metres from a tower containing only non-residential uses; and,

- ii. have a minimum separation distance of 18 metres from a tower containing a dwelling unit or rooming unit;
- c) where a lot abutting the interior side lot line does not contain a tower, but is zoned to permit a building with a height greater than nine storeys, have a minimum setback of 11.5 metres from that interior side lot line;
- d) where a lot abutting the rear lot line does not contain a tower, but is zoned to permit a building with a height greater than nine storeys, have a minimum setback of 11.5 metres from the rear lot line;
- e) not have a residential floorplate larger than 750 square metres, and
- f) not have a non-residential floorplate larger than 1,500 square metres.
- g) For the purposes of (a) above, a tower is considered to face another tower only when:
 - a line projected at 90 degrees from a tower wall intersects with any portion of another tower; and,
 - the tower wall from which the line is projected contains the window of a dwelling unit.
- The holding symbol may be removed only when the following conditions have been met to the satisfaction of the General Manager of Planning and Growth Management Department:
 - a) Completion of the necessary studies, reports and designs including the preparation of environmental, transportation and infrastructure reports as well as preparation of site plans or master plans that demonstrate how the proposed development phase aligns with and will contribute to achieving the overall urban design and active frontage directions set out in the South Keys to Blossom Park, Bank Street Secondary Plan and in the South Keys to Blossom Park, Bank Street Community Design Plan;

b) Partial removal of the “h” may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.

- Despite Section 61(2), the cumulative total gross floor area of additions and accessory buildings must not exceed the greater of 25 per cent of the gross floor area of the existing building and 600 square metres gross floor area. Also, changes in use in an existing building and a new use in an addition to an existing building are permitted without the need to lift holding.

(n) Add a new exception [xx13] as follows;

- i) In Column III, add the text, “Entranceway feature for adjacent development”;

2. Rezone the lands described in Column I below, and shown in Document 4, in accordance with Column III;

Address / Location	Existing Zoning	Proposed Zoning
Area AA 2100 Bank Street (north part)	AM1[384]	O1[384]
Area A 2100 Bank Street (south part)	AM1[384]	MC[xxx1]
Area B 2200 Bank Street (part of)	GM24 F(1.0) H(25)	MC[xxx2]-h Sxxx
Area C 1131, 1135 and 1145 Hunt Club Road and part of 2200 Bank Street	GM24 F(1.5) H(25)	MC[xxx2]-h Sxxx
Area D 1187 Hunt Club Road	GM F(1.5)	MC[xxx5] Sxxx

Area E 1, 20 and 30 Mountain Crescent	GM F(1.5)	MC[xxx3]-h Sxxx
Area F 40 Mountain Crescent	GM[165] F(3.30)	MC[xxx3]-h Sxxx
Area G 2400 Bank Street (west part fronting on Dazé Street)	GM F(1.0)	MC[xxx5] Sxxx
Area H 2300, 2380, 2401 and 2430 Bank Street.	AM	MC [xxx6]-h Sxxx
Area I 2425 Bank Street	AM[72] F(1.0) S116	MC[xxx4]-h Sxxx
Area J 2400 Bank Street (east part) and 2420 Bank Street	AM[472]	MC[472]-h Sxxx
Area K 2200 Bank Street (Sawmill Creek portion only)	GM24 F(1.0) H(25)	EP[xx13]
Area L 3548, 3556, 3558, 3560, 3568, 3572, 3580, 3582 and 3588 Albion Road	R1W	R3Y[xx10]
Area M 3591 Albion Road	R1WW	R3Y[xxx8]
Area N 3581 Albion Road	R1WW	R3Y[xxx7]

Area O 3565, and 3573 Albion Road	R1WW	R3Y[xx11]
Area P 3511 and 3513 Albion Road, 2555 and 2559 Bank Street (north parts) and 1406, 1408, 1410, 1426, 1434, 1438, 1444, 1450, 1452, 1460, 1470 (north part), 1480 Hunt Club Road	IL	GM16[xx12]
Area Q 2785, 2797, 2807, 2813, 2821, 2831, 2837, 2845 Bank Street	R1W	R4ZZ[xxx9]
Area R As shown on Map 2	AM	AM H(30)
Area S As shown on Map 2	AM1	AM1 H(30)
Area T As shown on Map 2	AM2	AM2 H(30)
Area U 2965 Bank Street	AM[206]	AM[206] H(30)

Document 6 - Public Consultation Details

The planning process for the CDP was carried out in collaboration with affected stakeholders, including the Ward Councillor, project advisory groups (Business Advisory Group, Public Advisory Group and Technical Advisory Group), community organizations, external agencies and numerous residents, property and business owners. The following community groups participated: Hunt Club Park Community Association, South Keys Greenboro Community Association and the Emerald Woods Residents Association.

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

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

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

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

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

The advertising approach for the open houses included a variety of methods to ensure a broad cross-section of the community was notified of the consultation events. This included: (1) Ads appearing in English and French local papers two weeks prior to the consultation events; (2) More than 6,000 postcards dropped-off to homes and businesses within the CDP area and surrounding neighbourhoods; (3) Updates on the project webpage; (4) E-newsletter distribution; (5) Ads appearing in the Councillor's column; (6) Emails sent directly to key stakeholders and community associations; and, (7) Earned media (i.e. Councillor interview, media interest, etc.).

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

SUMMARY OF PUBLIC INPUT

The public has generally expressed support for the CDP and its vision and principles. The following table is a summary of comments received as part of consultation including public meetings and circulations to registered community organizations and members of the public who identified an interest in the project. Comments of a similar nature have been consolidated into one comment or comment theme in the summary table. Staff responses to the comments are provided.

	Comment	Planning Response
1	Mixed Use Area (MUA)	
	The new mixed use area around the South Keys Shopping Centre should: permit housing, more of a mix of land use including smaller stores and patios, have parking above or below ground, improve walking and cycling facilities, employ CPTED principles in the design, manage parking and traffic.	The proposed zoning for the mixed use area permits a broad range of transit-supportive land use including residential. Although future market requirements will guide the size and type of stores, the zoning for the MUA allows for a full range of shopping opportunity including patios and outdoor spaces. The CDP provides for new sidewalks and multi-use pathways to support future walking and cycling routes

	Comment	Planning Response
	<p>Concerned about what appears to be “downtown” density fitting into the area and how local infrastructure, transit, walking cycling and area roads can handle the intensification.</p>	<p>to, from and within the MUA. Bicycle parking at transit stations and as part of private development. The maximum permitted amount of parking is reduced for development in proximity to the two transit stations. Parking is to be screened from view from parks and street frontages. Preparation of Transportation Demand Management plans are recommended as part of development approval. Future increases in travel by sustainable modes of transportation (walking, cycling and transit) will reduce the amount of vehicle use / congestion. CPTED principles are applied to all site plan approvals in the City.</p> <p>The CDP sets the stage for future growth, by selecting the most appropriate locations for the tallest buildings / higher densities, and to guide development as applications are made in the future. At the same time plans and guidance for new walking and cycling infrastructure to support development have been established. The City’s normal review of piped infrastructure requirements will enable proper response to any needed upgrades. The CDP transportation analysis assumed a level of growth at approximately eight times the existing density of the MUA, and approximately at double the future required minimum density of the MUA. Local improvements to road infrastructure needed as a result of development are a</p>

	Comment	Planning Response
		developer responsibility.
2	Pedestrians and Cyclists	
	<p>Improvements are required to pedestrian crossing points. Improve space between cars, cyclists and pedestrians.</p> <p>Sidewalks are needed on the east side of Bank Street.</p> <p>Bicycle lanes should be re-painted on the Bank Street bridge to improve cycling safety. Albion Road needs a bicycle connection. A bicycle connection is needed through Greenboro Transit station. Cycling bridge connecting north and south parts of Albion needed. Cycling connection to the Sawmill Creek pathway is important.</p>	<p>The CDP recommends improvements to crossing points for pedestrians including: lengthening walk signal timing and using special pavement markings at intersections and adding 2 mid-block pedestrian crossing locations on Bank Street. New cross-section designs are recommended that provide for improved placement and design of pedestrian and cycling facilities.</p> <p>The CDP identifies the locations for new sidewalks on Bank Street and on other streets within and adjacent to the CDP area.</p> <p>The CDP identifies improvements to cycling facilities including for example: cycling (and walking) connections to the South Keys transit and Greenboro stations, to the Sawmill Creek pathway, to the future multi-use bridge over Hunt Club Road, painting of sharrows on the Bank Street bridge as an interim measure prior to bridge reconstruction and throughout the CDP area. The Cycling master plan identifies additional future cycling facilities in the CDP area including north of Albion Road.</p>

3	Zoning and Official Plan Amendments	
	<p>New zoning should allow existing land uses to continue to operate.</p> <p>Concerned about changes / impacts to the area east of Bank Street across from the new MUA.</p> <p>Can zoning do anything to limit the amount of car dealerships?</p> <p>Does not support the proposed GM16 zone (replacing the IL2 zone) along Hunt Club Road and asks that another GM subzone be used that restricts low and mid-rise apartments.</p> <p>Concerned about the potential for negative impacts on property values.</p> <p>Would like to see east side of Bank Street in the St. Bernard Street area zoned from R1W residential to</p>	<p>Existing uses of land on properties subject to rezoning have in most instances been included as a permitted use by zone exception on the property. Where existing uses are not permitted in existing zoning, they have not been approved as permitted uses as part of proposed new zones.</p> <p>Intensification is not proposed for the area east of Bank Street across from the MUA. This area is shown in the CDP and Secondary Plan as being an area of established character where only minor changes are permitted.</p> <p>The Official Plan supports auto related uses on Arterial Mainstreets (AM) and these uses are permitted in the AM zone that currently applies to much of Bank Street.</p> <p>The proposed range of residential land use is appropriate in the context of the area. Also, Hunt Club Road is an arterial road that is also a designated transit priority corridor. The Secondary Plan limits building height to six storeys.</p> <p>MPAC has asked that landowners with questions related to the potential for changes in assessment be directed to contact them directly.</p> <p>The proposed R4ZZ zone on the east side of Bank Street is viewed as being more compatible with the context of existing</p>

	<p>Arterial Mainstreet instead of to the proposed R4ZZ residential zone.</p> <p>Buildings should be permitted to fill-in parking lots along Bank Street.</p>	<p>lower density residential area to the east</p> <p>The existing Arterial Mainstreet zone that applies along much of Bank Street allows for buildings at between 0 and 3 metres from the front lot line.</p>
4	Daze Realignment	
	<p>Concern that traffic would increase in the neighbourhoods located east of Bank (at Cahill). Daze is a relief valve for drivers trying to avoid Hunt Club intersection. Likes the grid pattern of Daze – it really encourages walkability. Likes Daze in existing alignment. Concerned that the realignment will negatively impact the commercial viability of adjacent sites.</p>	<p>Restriction on eastbound through movement from Daze to Cahill will remain in place. Existing alignment of Daze will remain however the CDP provides for an optional future realignment to a “grid” layout which is triggered by the development plans for the adjacent land to the east. Public road frontage will be maintained. A study of the potential realignment of Daze is appended to the CDP.</p>
5	Traffic	
	<p>Johnston / Bank Place intersection needs to be improved, blocks eastbound traffic off of Bank Street.</p> <p>Concerned that plan will download the traffic problem on Bank southward.</p> <p>Concerned about potential</p>	<p>The CDP identifies the need to improve the Johnston / Bank Place intersection. The design will be determined as part of a study for the Johnston Road employment lands described in the CDP.</p> <p>Potential traffic increases over the long term will primarily be off set by increases in travel by sustainable modes of transportation (walking, cycling and use of transit).</p> <p>This area should not see changes in light compared to the existing conditions and</p>

	increases in noise and light along the north side of Hunt Club Road east of Bank Street.	the existing noise walls along Hunt Club were designed for development along arterial roads.
6	Greenboro Park and Ride	
	The park and ride is well used and shouldn't be redeveloped. Concern that parking would overflow into neighbourhoods if the park and ride was redeveloped.	If redevelopment of the park and ride is considered by the City in the future, the CDP identifies the need for additional study and a requirement for public consultation.
7	Sieveright Avenue	
	Concerned about six storey buildings on the north side of Sieveright, the potential impact of higher densities on local property values and issues relating to increases in vehicle traffic. Height transition with lower buildings along Sieveright should be considered.	The CDP and Secondary Plan identify future study areas for Sieveright Avenue (and for Johnston Road) to determine any changes in land use, building height, etc..
8	Sawmill Creek and Greenspace	
	Sawmill Creek should be protected and provide an opportunity for public viewing, access and calm reflection. Concerned about general loss of greenspace in the area.	The CDP identifies several measures to protect the creek valley, to guide adjacent development and to provide for views from the surrounding area. The redeveloped mixed use area will provide approximately 20 per cent greenspace overall and approximately 10 per cent (urban) parks and squares.