

Document 3 – Proposed Official Plan Amendment



**Official Plan Amendment XXX to the
Official Plan for the
City of Ottawa**

South Keys to Blossom Park, Bank Street Secondary Plan

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THE STATEMENT OF COMPONENTS

Part A – THE PREAMBLE introduces the amendment but does not constitute part of Amendment No. **XXX** to the Official Plan.

Part B – THE AMENDMENT constitutes the actual Amendment No. **XXX** to the Official Plan for the City of Ottawa.

Part C – THE APPENDIX does not constitute part of Amendment No. **XXX** to the Official Plan for the City of Ottawa, but is provided to help illustrate the land affected by the Amendment on Annex 5 and on Annex 6.

PART A – THE PREAMBLE

1.0 PURPOSE

The purpose of this amendment to the Official Plan is to implement the land use and urban design components of the South Keys to Blossom Park, Bank Street Community Design Plan (CDP) by introducing a new South Keys to Blossom Park, Bank Street Secondary Plan (Plan) to Volume 2A of the Official Plan. Annex 5 is updated to show the location of the CDP and Annex 6 is updated to show the new Secondary Plan however, changes to these annexes are not formally part of the Official Plan amendment. This Plan will provide policy guidance on Council's direction on the future development of the Plan area.

A new mixed use area will affect the large South Keys Shopping Centre and surrounding properties located in proximity to the South Keys and Greenboro transit stations. The existing average density of this area is relatively low. To support transit as encouraged by the Official Plan, the Secondary Plan establishes the framework for growth and change at increased densities and at varied building heights that are located appropriately in the context of the community.

Bank Street and Hunt Club Road are the major transportation corridors in the Plan area. The Arterial Mainstreet (AM) designation that applies to properties along Bank Street is not appropriate in all locations given the varied character of existing development along its length. Through the new mixed use area, the AM designation is removed. The boundary of the AM designation along Bank Street south of Hunt Club Road has been refined to recognise certain existing developed areas that are considered to be stable and of established character and where introduction of some uses of land permitted by the AM designation are not desirable.

The minimum density requirement for the AM designation along Bank Street is removed from Figure 2.3 of the Official Plan and a new minimum density has been applied to the mixed use area, focussing the highest levels of intensification in proximity to the two rapid transit stations.

A summary of the proposed amendments and changes to the Official Plan made through this amendment is as follows:

- a. Amending Schedule B – Urban Policy Plan in Volume 1 to remove a portion of the Arterial Mainstreet designation along Bank Street adjacent to and within the new

South Keys Mixed Use Area, from the Ottawa Central Railway tracks to Hunt Club Road;

- b. Amending Figure 2.3 in Volume 1, Minimum Density Requirements to change 'Bank' to 'Bank (Riverside to Ottawa Central Railway)' under Arterial Mainstreets;
- c. Amending Volume 2A, Secondary Plans to include the new South Keys to Blossom Park, Bank Street Secondary Plan; and
- d. Changing Annex 5 in Volume 1, Areas subject to a Community Design Plan or Policy Plan to illustrate the area subject to the South Keys to Blossom Park, Bank Street Community Design Plan and changing Annex 6, Secondary Plans and Site-Specific Policies to illustrate the area subject to South Keys to Blossom Park, Bank Street Secondary Plan.

2.0 LOCATION

The Official Plan Amendment and the South Keys to Blossom Park, Bank Street Secondary Plan affect the lands in the hatched area shown within the heavy black line on the figure below:



3.0 BASIS

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

- Translate the principles and policies of the Official Plan 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 a new Mixed Use Area (South Keys Shopping Centre and surrounding area) which is strategically located along the rapid transit network.
- Direct greater intensification and tallest buildings to the new Mixed Use Area, closest to the two rapid transit stations.
- Ensure that development will occur in a manner that is supportive to the successful and sustained operation of the rapid transit stations.
- Establish permitted 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 Plan area.
- Establish minimum development density within the new Mixed Use Area to support use of public transit.
- Improve existing active transportation networks by establishing new pedestrian and cycling routes within the Plan area and the surrounding community.
- Identify locations for new parks in the Mixed Use Area.

PART B – THE AMENDMENT

1.0 Introduction

All of this part of this document entitled “Part B – The Amendment”, consisting of the following text, Schedule 1 and the South Keys to Blossom Park, Bank Street Secondary Plan attached as Annex A constitute Amendment No. XXX to the Official Plan for the City of Ottawa.

2.0 Details

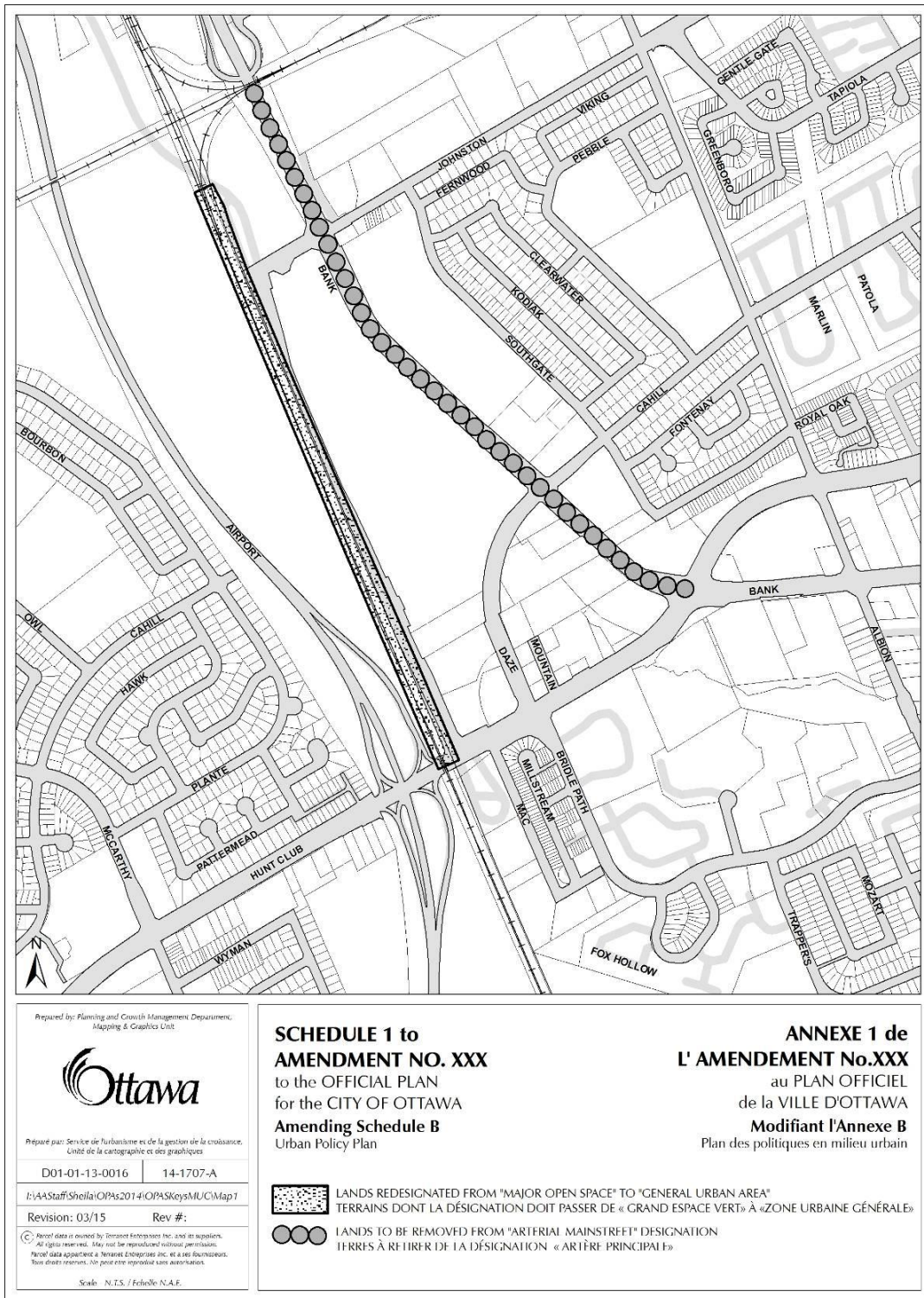
The Official Plan for the City of Ottawa is hereby amended as follows:

- a. Volume 1, Schedule B – Urban Policy Plan by re-designating land from Major Open Space to General Urban Area and by removing the Arterial Mainstreet designation from a portion of Bank Street, as shown on Schedule “1” of this Official Plan Amendment.
- b. Volume 1, Figure 2.3 – Minimum Density Requirements under section 2.2.2 by replacing the title “Bank” under the heading “Arterial Mainstreets” with “Bank (Riverside to Ottawa Central Railway)”.
- c. Volume 2A – Secondary Plans by adding to the Table of Contents of the Secondary Plans, the heading ““South Keys to Blossom Park, Bank Street Secondary Plan” and adding as a new section after the last approved Secondary Plan in Volume 2A the “South Keys to Blossom Park, Bank Street Secondary Plan” attached as Annex A.

3.0 Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the City of Ottawa Official Plan. At such time that the amendment is in full force and effect, Annex 5 of the Official Plan will be updated to show the boundary of the South Keys to Blossom Park, Bank Street Community Design Plan and Annex 6 of the Official Plan will be updated to reflect the boundaries of the South Keys to Blossom Park, Bank Street Secondary Plan.

4.0 Schedule 1 of Amendment xxx

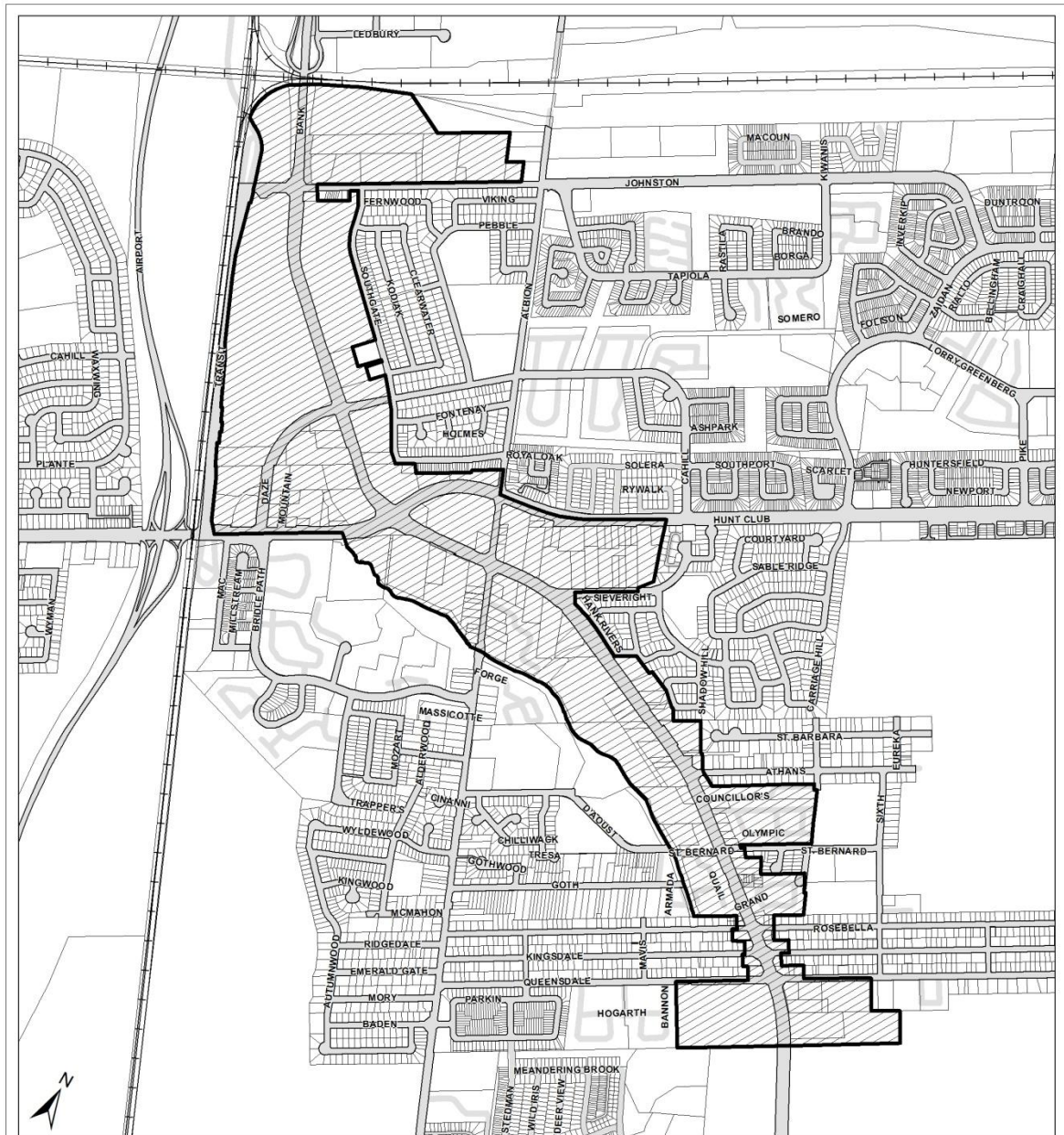


PART C - THE APPENDIX

Appendix C is provided to help illustrate the lands affected by the proposed amendment.

Changes to Annex 5 – Areas Subject to a Community Design Plan or Policy Plan are reflected on Map 1 to illustrate the area included in the completed South Keys to Blossom Park, Bank Street Community Design Plan.

Changes to Annex 6 – Secondary Plans and Site-Specific Policies are reflected on Map 2 to illustrate the area for which a new secondary plan will be added for the “South Keys to Blossom Park, Bank Street Secondary Plan”.



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

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Revision:

Rev #:

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MAP 1 to APPENDIX C

Amending Annex 5

Areas Subject to a Community Design Plan
or Policy Plan approved by
Ottawa City Council



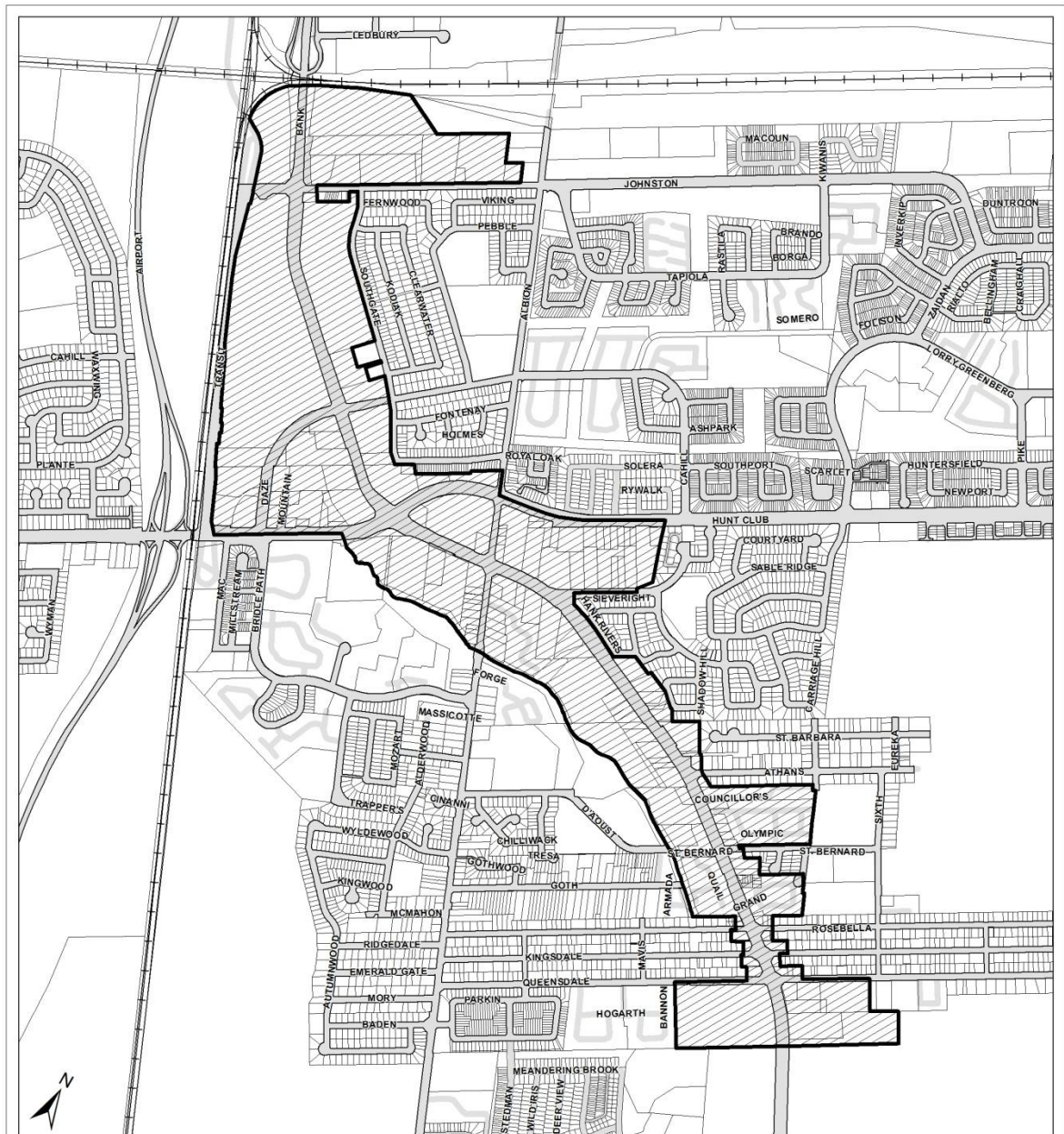
AREA SUBJECT TO THE COMPLETED SOUTH KEYS TO BLOSSOM PARK, BANK STREET
COMMUNITY DESIGN PLAN

ZONE SOUMISE AU PLAN DE CONCEPTION COMMUNAUTAIRE DE LA RUE BANK, DE
SOUTH KEYS À BLOSSOM PARK COMPLÉTÉ

CARTE 1 D'APPENDICE C

Modifiant l'Appendice 5

Secteurs assujettis à un plan de conception communautaire
ou à un plan de politique approuvé par
le Conseil municipal d'Ottawa



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

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MAP 2 to APPENDIX C

Amending Annex 6
Secondary Plans and Site-Specific Policies



AREA SUBJECT TO THE SOUTH KEYS TO BLOSSOM PARK, BANK STREET SECONDARY PLAN

ZONE SOUMISE AU PLAN SECONDAIRE DE LA RUE BANK, DE SOUTH KEYS À BLOSSOM PARK

CARTE 2 D'APPENDICE C

Modifiant l'Appendice 6
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Annex A

**SOUTH KEYS TO BLOSSOM PARK,
BANK STREET SECONDARY PLAN**

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1.0 Introduction

The purpose of this Secondary Plan is to translate key aspects of the South Keys to Blossom Park, Bank Street Community Design Plan (CDP) into Official Plan policy. Both the South Keys to Blossom Park, Bank Street Secondary Plan (Plan) and CDP guide public and private development of properties captured within the plan area and should be interpreted in conjunction with each other. This Planning area is envisioned to evolve into a more mixed-use, connected, attractive place for pedestrians and cyclists. Development intensification is supported at the South Keys Mixed-Use Area, Sawmill Creek is to be protected and enhanced, and the area will be subject to a high standard of urban design applied to new development proposals.

2.0 Location

The Plan area is located in Ward 10, Gloucester-Southgate. It extends approximately 3.5 kilometres along Bank Street from the CN railway corridor in the north (located north of Greenboro Transit Station) to south of Queensdale Avenue in the south. The Plan area is shown on Schedule A – Land Use.

3.0 Vision

The Plan and the corresponding CDP provides an opportunity to respond to the future demands of a growing area of the city. The Plan will be implemented over time and is structured to respond to evolving design, social and economic pressures.

In the future, Bank Street will have multiple roles, ranging from a place of commerce, living, and social interaction, as well as a connection that moves people through and within the area. A key role of Bank Street is to provide for the movement of goods and is an important north-south transit route. The corridor will be comfortable and inviting for pedestrians, of all abilities, and support cyclists via a well-connected and safe network of pathways and lanes.

The South Keys MUA is a large site with potential to evolve over time into a dynamic transit-oriented community core and transit node that offers a wide range of opportunities to live, work, and play for residents of any age or ability. The MUA is planned to be transformed into a more urban environment with a walkable mainstreet and public spaces to provide an urban core that is culturally vibrant and transit accessible.

Sawmill Creek will be protected and enhanced as a natural area and integrated into the MUA as adjacent development occurs in the future. The creek is recognized and

celebrated as a special natural feature – in some segments, it’s a place to go and enjoy nature, and in other segments it’s a habitat that is protected from the intrusion of people.

3.1 Guiding Principles

1.1.1 Bank Street and Adjacent Areas:

- i. Support the varying roles of Bank Street, which is a place of living, working, socializing, 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.

1.1.2 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 MUA.
- iv. Establish locations for open spaces and civic uses that respond to the needs of the community envisioned within the MUA.
- v. Ensure direct, convenient, safe, attractive walking and cycling connections within the MUA, to the surrounding community and to transit.

1.1.3 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.

4.0 Land Use, Density, Built Form, Building Height and Public Realm

This section provides detailed policies that apply to the land use areas identified on Schedule A to this Plan, in addition to applicable policies in the Official Plan. It establishes requirements for the key elements that are important to the community in establishing the physical environment of the Plan area.

4.1 South Keys Mixed Use Area

The South Keys Mixed Use Area (MUA) is identified on Schedule A – Land Use, on Schedule C – Mixed Use Area Permitted Building Heights and on Schedule D – Public Realm Plan. Land in the MUA is generally within an 800 metre walk of rapid transit stations, where increases in height and density and a full range of transit-supportive land uses are encouraged. The MUA will be an important node along the Trillium Line of the rapid transit network and of the Southeast Transitway. It includes two transit stations (Greenboro and South Keys). In the future, South Keys Station will become a multi-modal station, being a transfer point between rail and bus, supporting commuters from Barrhaven and Riverside South, in addition to being a transfer point for passengers departing and arriving from the Ottawa Macdonald-Cartier International Airport. Greenboro Station will remain as a multi-modal transfer point.

The following policies apply generally in the MUA:

- a. The minimum requirements for parking are reduced to Central Area standards and the maximum requirements for parking are reduced to Inner City Area standards under the Zoning By-law to assist in reducing the site area now used for parking.
- b. Through the development application review process applicants shall demonstrate how their proposed development provides pedestrian and cycling facilities, parks (including transit plazas and town square), streets, active frontage elements, service access etc. consistent with the Public Realm Plan on Schedule D of this Plan and other applicable policies of this Plan as well as the guidelines contained in the South Keys to Blossom Park, Bank Street CDP.

- c. Transportation Demand Management (TDM) is to be addressed on a site specific basis through the development application review process. TDM measures may include: reduced or free transit passes for new residential units to be constructed; employee incentives to reduce parking demands; and access to covered bicycle parking and other related facilities to promote cycling (i.e. secure facilities, showers, lockers, etc.).

4.1.1 Land Use

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

4.1.2 Minimum Density

The existing density in the MUA is approximately 55 people and jobs (p/j) per gross hectare. The gross area of the MUA is approximately 43 hectares and the net area is approximately 30 hectares. In order to provide for development in the MUA that supports the rapid transit network, a minimum development density of 200 p/j per gross hectare is required. This translates into a net density (density on a site-specific basis) of approximately 280 p/j per net hectare. This minimum density is to be implemented for all development within the MUA as part of the areas phased development. Exceptions to this minimum density requirement may be permitted for smaller properties, for minor additions to existing buildings on larger properties as well as for changes in use in existing buildings.

4.1.3 Built Form

The future built form character of the MUA is demonstrated in the Community Design Plan and varies depending on location. Schedule C – Mixed Use Area Permitted Building Heights defines the various areas of permitted height for the Mixed-Use Area. Minor changes in configuration and/or size of the permitted building height areas identified on Schedule C will not require an amendment to this Secondary Plan.

- a. High-rise buildings will generally take a podium and tower form. A high-rise building that deviates from a podium and tower form with support from a specialized design

review by the City's Urban Design Review Panel will be permitted subject to the applicable policies below.

- b. A building height of 12 storeys will be permitted in the implementing Zoning By-law along Bank Street in proximity to the low density residential areas identified as being an Area of Established Character on Schedule A. A building height of 12 storeys will also be implemented in the Zoning By-law along the north limit of Hunt Club Road, west of Sawmill Creek. The lower building heights in these parts of the MUA are to provide height transition to the lower built form to the east of Bank Street and to the south of Hunt Club Road.
- c. A building height of 15 storeys will be permitted in the implementing Zoning By-law along Bank Street from Daze Street / Cahill Drive to Hunt Club Road, as well as along Bank Street in the northerly portion of the MUA. Buildings in these locations are taller than the nine storey buildings permitted along Bank Street south of Hunt Club Road and are taller than the permitted 12 storey buildings along Bank Street in the central part of the MUA to provide opportunity for the creation of a visible node and a sense of arrival at the north and south ends of the MUA. Buildings proposed on the northeast corner of Bank Street and Hunt Club Road that are in proximity to existing low-rise homes are subject to building height transition regulations in the Zoning By-law.
- d. The building heights to be permitted in the implementing Zoning By-law adjacent to Transit Plazas, the Town Square and along the future Main Street range between 12 and 21 storeys depending on location. Buildings located closer to Transit Plazas are generally higher than those located between Transit Plazas. The purpose of this is to provide opportunity for establishment of the highest densities with proximity to transit and public spaces. The permitted building height of 21 storeys is a result of the zoning regulations of the Ottawa Macdonald-Cartier International Airport. This height is calculated as the difference between the elevation above sea level of the subject property, and 151.79 metres. The maximum height established by the Airport Authority applies to buildings as well as rooftop projections (e.g. satellite dishes, antennae, radio towers, etc.).
- e. Except where required by the height limits established by the Airport Authority, adjustments to permitted building heights established through the implementing Zoning By-law may be considered to provide for architectural interest for building tops that could include partially useable floor area around permitted roof top projections. Acceptability of such proposals shall be determined through the review

of rezoning applications for development proposals with input from the Urban Design Review Panel.

- f. The new Main Street is to be designed with a complete streets approach, accommodating all users but placing special emphasis on pedestrians and active modes of transportation. The placement and form of buildings along Main Street should contribute to the creation of a complete street with “active frontage” characteristics such as building siting in proximity to the street (e.g. achieved through a maximum setback), property frontage along the street being occupied by building walls that include transparent glazing, active entrances; patios and courtyards between the building and the sidewalk and vehicle parking screened from view at the street. The CDP provides greater detail and should be used in conjunction with this policy to guide future development approvals along the Main Street.
- g. Towers of high-rise buildings should be designed and located to minimize wind and shadowing impacts and maintain sunlight penetration to public spaces, maintain privacy, and preserve public views and sky views, among other elements. To achieve these objectives the tower portion of all high-rise buildings shall:
 - i. Be appropriately separated from adjacent towers, either on the same site or on an adjacent property. The tower portion of residential high-rise buildings shall have a minimum separation distance of approximately 23 metres from other residential high-rise building towers. A reduced separation distance of approximately 18 metres may be permitted for residential towers fully offset from one another or for proposals where a residential tower faces an existing non-residential tower. Where there is no high-rise building on an adjacent property and the property is zoned to permit a high-rise building, a minimum tower setback from interior side and rear lot lines of approximately 11.5 metres is to be provided. Non-residential towers facing one another will have minimum separation distance of approximately 11.5 metres. Proposals for high-rise buildings that include distances less than specified above shall:
 - Demonstrate that the objectives stated above are met through the use of a smaller floor plate, building orientation and/or building shape; and
 - Demonstrate that the potential for future high-rise buildings on adjacent lot can be developed and meet the separation distances and setback distances above.

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

- ii. Have a floor plate size that is limited. Proposals for residential floorplates larger than 750 square metres, or commercial floorplates larger than 1,500 square metres shall:
 - Demonstrate that the objectives stated above are met through the use of building orientation, and/or building shape; and
 - Provide a greater separation distance between towers on the same lot and greater setbacks to side and rear lot lines.
- iii. The tower separation policies will be detailed in the implementing Zoning By-law and where adjustments may be proposed, such adjustments may be considered through site specific Committee of Adjustment or rezoning applications provided the underlying objectives for tower separation are respected and with input from the Urban Design Review Panel.

4.1.4 Public Realm

A key component to the success of the MUA is the establishment of an attractive and functional public realm. The various components of the public realm are illustrated on Schedule D – Public Realm Plan. The Public Realm Plan along with the associated guidelines set out in the CDP will ensure the high-quality liveability of the MUA as it experiences redevelopment and intensification incrementally over time. Strong pedestrian and cycling connections, public spaces, complete streets and community facilities will make the MUA a dynamic place to live, work and play.

The locations of future Streets, Pedestrian / Cycling connections and parks including the Transit Plazas and Town Square shown on Schedule D – Public Realm Plan are conceptual and will be refined and dedicated to the City as may be required at the time applications are made for site plan, severance or subdivision approval. Minor changes in location, configuration and/or size will not require an amendment to this Secondary Plan.

The placement and form of buildings adjacent to the Transit Plazas and Town Square should contribute to the creation of an urban environment with “active frontage” characteristics such as building siting in proximity to the space, building walls that include transparent glazing, active entrances, patios and courtyards and vehicle parking

screened from views from the plaza and square. The CDP provides greater detail and should be used in conjunction with this policy to guide future development approvals adjacent to the Transit Plazas and Town Square.

4.1.4.1 Pedestrian and Cycling Connections

The future pedestrian and cycling connections have been arranged to shift the prioritization of travel within the MUA from the automobile to active and sustainable modes. The routes illustrated on Schedule D – Public Realm Plan will enable short walking and cycling distances to the transit stations, help to establish a walkable grid within the MUA and provide key connections to the existing pedestrian and cycling network within the surrounding community. The Pedestrian Network and Cycling Network plans in the CDP build on the existing active transportation network in the community and along with the Ottawa Pedestrian Plan and the Ottawa Cycling Plan provide connections to / from and through the MUA and to the transit stations. The following connections will be secured through the development approval process:

- a. Provision of sidewalks on both sides of future public and private streets.
- b. Securing a Pedestrian / Cycling connection between Daze Street and Mountain Crescent to provide an active transportation link since a street connection is difficult to establish.
- c. Securing a Pedestrian / Cycling connection from the intersection of Daze Street and Bank Street to the southwest corner of the MUA that provides a dual function of providing an off-road connection to the South Keys transit station as well as to the future pedestrian / cycling bridge to be located on the east side of the rail bridge over Hunt Club Road.
- d. Securing a Pedestrian / Cycling connection from the Sawmill Creek Pathway to the South Keys Mixed Use Area illustrated to the north of the Greenboro transit station as shown in a conceptual location on Schedule “D”. The actual location and function of this connection is subject to future study and detailed design.

4.1.4.2 Parks, Open Spaces and Greening

New parks, open spaces and streetscape tree planting areas form key components of the urban structure of the Plan, and support its growth and liveability. They are focused within the MUA to respond to the increased density envisioned for the area. These spaces should be designed to meet the needs of new populations, and respond to the types and densities of land use in adjacent parts of the MUA. The CDP describes the

intended components of each park space, which may be refined in the future to better align with community needs at the time of development.

Two Transit Plazas (at Greenboro and South Keys Stations) and a central Town Square are illustrated on Schedules C and D to this Plan. These parks are to be important people-places in the MUA that will help to define its identity and character. These areas require a high standard of urban design and will be able to accommodate many users in a compact urban environment. Development surrounding the edges of these areas will be animated by human-scaled development and active land uses. The landscape design should be characterized by a combination of hard and soft landscaping, seating areas, shade structures and coordinated tree plantings to provide reprieve from the summer sun and protection in the winter.

The location, configuration and size of parks, including the Transit Plazas and Town Square, as well as the open spaces shown on Schedules C and D to this Plan are conceptual and may be refined at the time applications are made for site plan or subdivision approval. Minor changes in park location, frontage, configuration and/or size will not require an amendment to this Secondary Plan. These spaces should be publicly-owned and will be dedicated at the time of development approval as part of parkland dedication. Parks that are not publicly owned will not be accepted as parkland dedication. The following directions are to be responded to when development applications are submitted that include the spaces as shown on Schedules “C” and “D”.

- a. The Town Square will abut the east side of the future Main Street approximately in the centre of the MUA. It is to be designed to function as the primary gathering place and be the central focus point of surrounding redevelopment. It is recognized that the Town Square may be constructed in the later redevelopment phases of the MUA. The minimum size for this park is approximately 0.6 hectares and the minimum public road frontage is to be approximately 60 metres.
- b. The Transit Plaza abutting the South Keys Transit Station is to be designed to form an urban courtyard “gateway” to the station entrance, comprised of hard and soft landscape elements. This park can be dedicated and constructed in phases, the first phase being equal to 50 per cent of the minimum required park size. If the Transit Plaza is dedicated and constructed in phases, the phase one design / construction must consider future phases of park development. The minimum size for this park is approximately 1.3 hectares and the minimum public road frontage is to be approximately 70 metres.

- c. The Transit Plaza abutting the Greenboro Transit Station is to be designed to form a compact urban courtyard “gateway” to the station entrance. If the City chooses to discontinue the park-and-ride in the future and make the area available for development, this park will be required as part of the development of the residual property area. The minimum size for this park is approximately 0.2 hectares and the minimum public road frontage is to be approximately 40 metres.
- d. The park located in the north end of the MUA area currently situated on City-owned land used for a park-and-ride facility will be required as part of the development of the residual property area, should the City choose to discontinue the park-and-ride in the future and make the area available for development. The park is located on land currently designated as Major Open Space in the Official Plan. Public access and maintenance access may be obtained through registered easements if public road frontage is not required by the City. The minimum size for this park is approximately 1.3 hectares.
- e. The park abutting the west side of the future Main Street and to the south of the Greenboro Transit Station is to have a minimum size of approximately 0.4 hectares and the minimum public road frontage is to be approximately 35 metres.
- f. A park has not been identified on Schedules C and D to this Plan for the southeast portion of the MUA bordered by Daze Street, Bank Street and Hunt Club Road. The need for a park in this area will be determined in the future as development and redevelopment proceeds. In particular the location for a park, its size and facilities will be based on an analysis of surrounding land use mix by the City. For MUA parkland evaluation purposes, it is assumed that this park would be approximately 0.65 hectares. Parkland dedication may be taken incrementally as contributions of land and/or cash in lieu of parkland in order to complete the necessary land area to create the park. Generally, the preferred location for a park in this area is abutting the Sawmill Creek corridor. Public access and maintenance access may be obtained through registered easements if public road frontage is not required by the City. If a park is not acquired by the City in this area through land dedication, an amendment to this Secondary Plan is not required.
- g. A Greenspace natural buffer is required along Sawmill Creek. The width of some segments of the creek corridor is defined by existing development. The width of other segments, and the need to dedicate the land to the City, is subject to review at the time of development approval and/or subject to future land use study.

Policies affecting the Sawmill Creek and abutting development through the MUA and in other areas are set out in other sections of this Plan.

- h. In total, a combination of park dedication in the MUA (including the Transit Plaza's and Town Square) plus the natural open space along Sawmill Creek should form a minimum of approximately 20 per cent of the gross MUA area. Parks should form a minimum of approximately 10 per cent of the net developable area of the MUA except for the northerly City-owned (existing park and ride) area where a greater percentage may be dedicated for parkland purposes.
- i. Streetscape Tree Planting as identified on Schedule D – Public Realm Plan is to be implemented at the time of development or redevelopment, subject to future detailed landscape design, as a condition of site plan approval.

4.1.4.3 Community Facilities

New community facilities are envisioned in the MUA to support the increased density of the community. Based on a strategic distribution to provide appropriate access by community members, two locations for community facilities have been identified on Schedule D - Public Realm Plan. The following directions are to be considered in the review of development applications in order to secure the provision of community facilities within the MUA:

- a. A community facility centrally-located abutting or near to the Town Square is appropriate. Preferred land uses include gallery, museum, library, educational facility, community centre and/or seniors centre.
- b. A smaller community facility may be located on the north side of the westerly extension of Johnston Road near the Greenboro Transit Plaza. This location is proximate to transit, the neighbourhood park to the north and the surrounding community.
- c. Community facilities may be in stand-alone public buildings or integrated into private developments, such as on the ground-floor of mixed-use buildings.
- d. The creation of these community facilities will be based on the timing of redevelopment, the needs of the community and the interest and ability of the City to secure financing, space / land or facilities.
- e. An amendment to this Plan is not required if a community facility is not achievable or if it is developed in an area not identified on the Public Realm Plan.

4.1.4.4 Future Streets

New public streets and service access routes are illustrated on Schedule D – Public Realm Plan. These include for example a new Main Street and the conversion of exiting parking lot driveways to roads. The purpose of the new public streets is to create a walkable mainstreet environment, provide access to / from Bank Street, to create smaller blocks for development and to improve connectivity to the community. New streets are arranged on a grid pattern and loosely follow existing parking area driveway locations and Bank Street access points. The alignments will be refined and dedicated to the City as may be required at the time applications are made for site plan, severance or subdivision approval. Minor changes in location, configuration and/or size will not require an amendment to this Secondary Plan.

- a. The Main Street and the connector streets are to be dedicated as public roads as may be required by the City. They are to be designed with a complete streets approach, accommodating all users but placing special emphasis on pedestrians and active modes of transportation. Intersections are to be highly pedestrianized using appropriate design cues to ensure motor vehicle drivers are aware of these pedestrian priority areas.
- b. The Main Street is to be the cultural and economic spine of the MUA, helping to create an active and vibrant core to the community. The right-of-way (ROW) should be approximately 26 metres to 30 metres wide, subject to future detailed design. Within the ROW, two lanes of through traffic, on-street parking, cycling facilities, a planting and furnishing zone and a spacious 4 metres wide sidewalk on both sides of the street is required.
- c. Main Street may be built in phases over time. As a result the City may choose to assume public ownership of the roadway after its full completion. The timing of acquiring Main Street and other rights-of-way in the MUA shall be determined at the discretion of the City.
- d. Connector streets are east-west gateways into the MUA and provide way-finding opportunities to Transit Plazas from Bank Street. Three connector streets are envisioned for the Plan area including at the westerly extension of Johnston Road and at the two existing driveways into the site from Bank Street.
- e. Connector streets shall have a right-of-way (ROW) between 22 metres to 26 metres wide, subject to future detailed design. Within the ROW, two lanes of

through traffic, sidewalks and dedicated cycling facilities on both sides of the street are required.

- f. Service roads are to provide coordinated and shared access to future buildings adjacent to the west limit of the MUA. Service road rights-of-way will be subject to easement and maintenance and liability agreements between benefiting landowners and with the City as may be required, subject to the discretion of the City at the time of development approval. In the interim, until the parkette and transit plaza's are constructed, the existing service road may exist continuously along the westerly limit of the MUA.

4.1.5 Zoning Implementation

The Zoning By-law will be amended to implement the policies of this Plan. The majority of properties in the Mixed Use Area will be zoned MC – Mixed Use Centre to ensure that a broad range of transit-supportive uses are permitted. Holding symbols will be applied to land in proximity to Bank Street, the future Main Street, the southerly portion of Daze Street (future southerly portion of Main Street), Town Square and Transit Plazas and will detail the provisions that are required to be met before the holding symbol may be lifted. These will include, but are not limited to, 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 this Plan and in the South Keys to Blossom Park, Bank Street Community Design Plan. The zoning by-law will permit minor additions to existing buildings and changes in use to proceed without lifting holding. Applications for development approval in the MUA will be subject to review by the City's Urban Design Review Panel (UDRP).

4.2 Arterial Mainstreet (Bank Street)

The Arterial Mainstreet (AM) designation applies to properties located along Bank Street, between Hunt Club Road and the southerly limit of the Plan area (south of Queensdale Avenue) as shown on Schedule A – Land Use. Despite the Arterial Mainstreet designation along Bank Street in the Official Plan, Schedule A – Land Use to this Plan refines the areas to which the Arterial Mainstreet policies of the Official Plan apply. Many of the properties in the AM designation are presently underdeveloped and/or have surface parking lots that are sufficiently large to accommodate redevelopment. Land within this area, as a result, is expected to be subject to a higher

degree of development pressure. The design parameters established by the Arterial Mainstreet designation in the Official Plan are appropriate for this area, being characterized by mid-rise buildings with highly-transparent store frontages, landscaping, and ample pedestrian connections.

- a. The policies that apply to land in the AM designation are as set out in the Arterial Mainstreet designation of the Official Plan.
- b. The maximum permitted building heights are shown on Schedule B – Permitted Building Heights to this Plan. Mid-Rise buildings are permitted and may be subject to height transition regulations in proximity to residential zones as may be required in the Zoning By-law.

4.3 General Mixed Use (Hunt Club Road)

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

- a. The policies that apply to land in the GM designation are as set out in the General Urban Area designation in the Official Plan.
- b. The maximum permitted building heights are shown on Schedule B – Permitted Building Heights to this Plan. Buildings up to a height of six storeys are permitted and may be subject to height transition regulations in proximity to residential zones as may be required in the Zoning By-law.

4.4 Low-Rise Residential (Albion Road and Bank Street)

The Low-Rise Residential (LR) designation applies to properties located along Albion Road as well as along Bank Street generally to the south of Athens Avenue, as shown on Schedule A – Land Use. Properties in the LR designation are, in most cases, identified as an Area of Established Character where only minor change such as small-scale infill development is expected.

The properties in the LR designation not shown as being an Area of Established Character are more likely to experience development or redevelopment pressure. These properties are located beyond a walking distance of 800 metres from the South Keys and Greenboro Transit Stations and are not located on a Transit Priority Corridor

in the Official Plan. When these areas redevelop, the intent is that new development be compatible in terms of land use and built form with the adjacent Area of Established Character.

- a. The policies that apply to land in the LR designation are as set out in the General Urban Area designation in the Official Plan except that:
 - i. Along Albion Road and Bank Street only residential uses such as semi-detached houses, townhouses or stacked townhouses are permitted and, additionally, low-rise apartment buildings are permitted along Bank Street.
 - ii. Development of properties identified as being an Area of Established Character is limited to minor infill projects and second unit additions to existing homes.
- b. Existing single detached dwellings permitted under existing zoning should continue to be permitted under future Zoning By-law amendment(s).
- c. The maximum permitted building heights are shown on Schedule B – Permitted Building Heights to this Plan. Low-rise buildings are permitted.

4.5 Apartment (Bank Street)

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

- a. The policies that apply to land in the Apartment designation are as set out in the General Urban Area designation in the Official Plan except that:
 - i. Development of properties identified as being an Area of Established Character is limited to minor infill projects and second unit additions to existing homes.
 - ii. The maximum permitted building heights are shown on Schedule B – Permitted Building Heights to this Plan. Buildings generally up to a height of 21 storeys are permitted and are subject to compliance with the zoning regulations of the Ottawa Macdonald-Cartier International Airport.

4.6 Employment (Johnston Road)

The Employment designation applies to properties located along the north side of Johnston Road east of Bank Street as shown on Schedule A – Land Use. The properties in the Employment designation are within an 800 metre walking distance from the Greenboro Transit Station. The Employment area is subject to a future study as set out in Section 4.10 in this Plan.

- a. The policies that apply to land in the Employment designation are as set out in the Employment designation in the Official Plan.

4.7 Greenspace

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

- a. The portion of the creek corridor located to the north of Johnston Road illustrates a conceptual width for the Greenspace designation. The actual width of greenspace to be protected along the creek corridor, including any required flood plain area, is to be determined as part of the future land use study (discussed in section 4.9.1). An amendment to this Plan to make minor changes to the illustrated width of the Greenspace designation following approval of the future land use study is not required. The Employment Area policies of the Official Plan apply to this area.
- b. The portion of the creek corridor abutting the east side of Bank Street and south of Johnston Road is defined and bordered by existing development that is in an “Area of Established Character”. This section also contains some existing recreational uses. The General Urban Area policies of the Official Plan apply to this area.
- c. The portion of the creek corridor located to the west of Bank Street through the MUA and continuing south of Hunt Club Road within the Plan area is designated as Urban Natural Features (UNF) in the Official Plan. The portion of the creek through the MUA is envisioned to evolve into a neighbourhood feature, with adjacent buildings and associated amenity spaces oriented towards the creek offering shoppers, employees and residents views of the greenspace. The width of

the greenspace corridor in the area between Daze Road and Hunt Club Road to be dedicated to the City is to be determined at the time of development approval of abutting land. Any additional greenspace land should be rezoned to the EP – Environmental Protection Zone as may be required. The UNF policies of the Official Plan apply in this area.

4.8 Cemetery (Jewish Memorial Gardens)

The long-established Jewish Memorial Gardens property is located along the west side of Bank Street and east of Sawmill Creek. The property has a frontage of approximately 540 metres on Bank Street. Over time, the cemetery may intensify operations in accordance with the regulations of its current zoning and Provincial law.

- a. The policies that apply to the Cemetery designation are as set out in the General Urban Area designation in the Official Plan.

4.9 Area of Established Character (Stable Residential)

The Area of Established Character is shown on Schedule A – Land Use Plan and includes the majority of properties in the Low-Rise Residential designation and all of the Apartment designation. Properties include for example Southgate Square, Strathmere Towers, Southwood Place; along Albion Road, between Bank Street and Sawmill Creek; along Bank Street near D'aoust (Quail Ridge); along Bank Street at Councillor's Way; and along Bank Street at Olympic Way (Victoria Heights). The purpose of illustrating the Area of Established Character is to identify locations of existing primarily residential development that are well-established and not likely to change significantly within the short term (approximately 20 years). Development of properties identified as being an Area of Established Character is limited to minor infill projects and second unit additions to existing homes.

4.10 Future Study Areas

Two locations in the Plan require additional study to determine appropriate land use mix and/or permitted building heights. The Johnston Road employment area and an area of land on the north side of Sieveright Road are identified as "Future Land Use Study" on Schedule A – Land Use. 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 studies through secondary plan or Zoning By-law amendments.

4.10.1 Employment Area (Johnston Road)

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

- a. Determine locations that may be appropriate for higher or lower buildings compared to the existing zoned maximum permitted building height and in consideration of proximity to and the existing character of adjacent residential areas, the rail line to the north, to Bank Street and the Greenboro Transit Station.
- b. Determine if additional or fewer types of permitted uses of land would be appropriate.
- c. Determine if additional public roads and/or shared private access points to property from Johnston Road are required.
- d. Identify required development setbacks from Sawmill Creek and the appropriate width for the greenspace corridor, the need for a flood plain overlay, the need to dedicate the greenspace corridor land to the City and if any public amenities are required within the greenspace corridor.
- e. Identify that the required setback from the top of bank of the tributary to Sawmill Creek located along the northerly limit of the employment area is 15 metres.
- f. Determine any required safety setbacks and measures from the railway as well as any required setbacks and mitigation measures due to noise and vibration issues, and

- g. Implement any required changes to this Plan, to the Community Design Plan and to the Zoning By-law arising from the study.

4.10.2 Sieveright Avenue

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

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

