Volume 2A.
Urban Secondary Plans
Volume 2A – Urban Secondary Plans

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1 – Alta Vista / Faircrest Heights / Riverview Park Secondary Plan

Section 1: Introduction / Key Principles

1.1 Location

The boundary of the Alta Vista / Faircrest / Riverview Park Secondary Plan, as shown on Schedule A - Designation Plan, is:

- South: Kilborn Avenue, including the Green Transportation and Utility Corridor, continuing south along the Heron Corridor, to Heron Road and west to the Bank Street Secondary Plan east boundary.
- West: Bank Street Secondary Plan east boundary.
- Northwest: Riverside Drive from Bank Street Secondary Plan east boundary to Smyth Road, to the Beachburg Rail Corridor (abandoned CN Railway line) from Smyth Road to Riverside Drive off ramp to Industrial Avenue.
- North: Industrial Avenue to Neighbourhood Way and Coronation Avenue from Neighbourhood Way to Russell Road.
- Southeast: Russell Road south and east to the Green Transportation and Utility Corridor and Ring Road, and then south along the Green Transportation and Utility Corridor, to Kilborn Avenue.

1.2 Existing Area Development and Essential Character

Alta Vista / Faircrest Heights / Riverview Park planning area was Ottawa’s first post-World War II suburb. It is therefore distinct in character from the other traditionally urban neighbourhoods. Its location within the City is now much more central, and over the period to 2046 its building stock will be near eight or nine decades old.

The neighbourhood’s residential building stock is comprised mostly of detached houses, in the form of bungalows, split levels and some two-storey houses, with some multiple housing located near the northern edge of the secondary plan boundary and on Kilborn Avenue. These low-rise neighbourhood areas are particularly open and spacious, with generous front yard, side yard and rear yard setbacks, having well-maintained homes, which are set back from the street and with many mature trees. Trees located in front yards as well as rear yards are a key part of the essential character of these neighbourhoods. These low-rise neighbourhood areas include neighbourhood-serving uses such as school sites, parks and green transportation and utility corridors, now used for a variety of recreational activities.
Three small commercial sites (one on Alta Vista Drive and two on Kilborn Avenue) provide neighbourhood shopping services. Businesses along Bank Street are more car-oriented and have broader levels of commercial uses and also serve the community. The Ottawa Hospital General Campus, DND and other health science office buildings are located south of the Green Transportation and Utility Corridor, to the eastern boundary of the secondary plan, north of Smyth Road, north of the Faircrest Heights neighbourhood and east of Alta Vista Drive. Immediately to the east of the Ottawa Hospital General Campus, outside of the secondary plan boundaries, is the developing Ottawa Life Sciences Technology Park. Institutional / Office uses are west of Alta Vista Drive and the Ottawa Hospital - Riverside Campus occupies a portion of the planning area's western edge, south of Smyth Road and west of the Beachburg Rail Corridor line.

1.3 Purpose

The purpose of this secondary plan is to guide future growth and change according to key principles which deal with land use and site development in order to maintain the quality of life in the planning area as it evolves over time. More specifically:

a. To ensure that neighbourhood development gently accommodates additional density in building types that complement the scale and form of the existing buildings, employing site designs that maintain the character of the existing neighbourhood, which is defined by low-rise buildings, green front yards and tall trees along the streets.

b. To allow for the emergence of the elements of a 15-minute neighbourhood, by allowing the Zoning By-law to consider opportunities for micro-retail or local commercial outlets and other neighbourhood services at key corners along Mainstreets and Minor Corridors, as long as these establishments are not car-oriented and intended for a walking clientele.

c. To promote the retention of the parks, green transportation and utility corridors and natural areas, to be enjoyed by the community, in accordance with the objectives and policies set out in the Official Plan and the Parks and Recreation Facilities Master Plan. The Alta Vista Transportation Corridor begins at Conroy and Walkley Roads and winds through the green transportation and utility corridor behind the Ottawa Hospital and CHEO, terminating at the Nicholas Street on-ramp. It is planned to be a major transportation corridor.

d. To ensure that development is in compliance with the policies of the Official Plan and compatible with the low-rise neighbourhood areas.
Section 2: Policies

Low-Rise Development

1) The following portions of arterials, major collector and collector streets shown on Schedule A – Designation Plan, are designated for low-rise neighbourhood development. In determining the acceptability of low-rise neighbourhood growth proposals, lot sizes in the immediate surrounding blocks of the proposed growth will be considered representative of the typical lot size of the surrounding area. Where lot sizes vary as a result of redevelopment, street trees at the same interval as the established street tree alignment must be provided in order to maintain streetscape continuity:

a) South side of the Smyth Road Mainstreet from Alta Vista Drive to Faircrest Heights Park; and

b) Alta Vista Drive from Dale Avenue to Heron Road, excluding that portion of Alta Vista Drive from the Green Transportation and Utility Corridor to Smyth Road; and

c) Pleasant Park Road Minor Corridor from Riverside Drive to the Green Transportation and Utility Corridor; and

d) Heron Road from Bank Street Secondary Plan boundary to east of the Heron Corridor; and

e) Kilborn Avenue Minor Corridor from Blossom Drive / Utah Street to Green Transportation and Utility Corridor and Featherston Drive.

2) In order to ensure that new development gently accommodates additional density in building types and site designs that maintain the character of the existing neighbourhood, the following policies apply to private approaches:

a) The multiplication of individual driveways through increasing private approaches, or the widening of driveways, whereby an on-site private parking space for one or two landowners reduces the amount of green front yard, space for healthy tree growth and the viable use of streetside space for street parking and other purposes for all users:

   i) Is generally discouraged; and

   ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.

b) Maintaining or enhancing unbroken streetside space for short-term, visitor and delivery street parking and other common purposes in accordance with posted or general permissions, and maintaining front yard space for trees and intensive landscaping, is given priority over private approaches and driveways.
c) Further to the above, development applications may be required to
   i) Reduce the number and/or width of private approaches on a site; and
   ii) Re-use existing private approaches; or
   iii) Relocate and/or combine existing private approaches with no net increase in number or width.

3) On Mainstreets and Minor Corridors, the Zoning By-law shall:
   a) Prohibit new automobile-oriented land-uses and development forms, including but not limited to:
      i) Automobile service stations; and
      ii) Automobile dealerships, except automobile showrooms entirely contained within a building; and
      iii) Drive-through facilities; and
      iv) Surface parking lots as a main use of land; and
   b) Permit only the types of retail operations that are clearly neighbourhood-serving, daytime businesses, and intended to be accessed on foot or by active and sustainable transportation modes

4) Notwithstanding the right-of-way protection or existing width along Smyth Road, high-rise buildings are not permitted on any parcel of land on the north side of Smyth Road within the boundary of this Secondary Plan.

5) The transportation network for the Alta Vista and Faircrest Heights neighbourhoods shall:
   a) Prioritize walking, cycling and transit; and
   b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

Leisure Areas

6) Physical and ecological attributes of the system of parks, natural areas and hydro corridor will be protected.

7) Future use as a transportation or utility corridor will have priority over any interim use. Provision will be made for recreational uses to continue, wherever possible.
Site Development

8) For new development, existing mature vegetation (trees, shrubs) is to be retained or replaced with vegetation of comparable size, where possible. Where not possible, there shall be a reinstatement of an appropriate quantity and quality of urban tree canopy on the site of the development.

Schedules

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2 – Bank Street South Secondary Plan

Section 1: Introduction

The Bank Street South Secondary Plan is a guide to the long-term design and development of the portion of Bank Street between Riverside Drive and the Walkley rail corridor, and provides direction on land designations, built form, design and mobility. The secondary plan provides a framework for change that will see the planning area transform over time, according to the vision developed by the affected community and stakeholders as well as the vision of the Official Plan. This secondary plan is to be read and interpreted as Council’s policy direction for municipal actions, undertaking of public works and the review of development proposals, including zoning changes and Committee of Adjustment applications.

This secondary plan provides the legal framework that supports the Bank Street Community Design Plan (CDP), a joint stakeholder effort that represents a vision for the area; an area that will be vibrant and mixed-use, with a diverse concentration of housing types, employment, shops and services, and that is accessible, attractive and sustainable. The CDP includes detailed information on existing conditions, the overall planning strategy, desired transportation modal splits, measuring sustainability and implementation and phasing, which augment this secondary plan to ensure a comprehensive growth strategy for the planning area.

1.2 The Planning Area

This secondary plan affects the portion of Bank Street that extends from Riverside Drive to the Walkley rail corridor located south of Walkley Road. This secondary plan affects three Wards (Ward 16 – River, Ward 17 – Capital and Ward 18 – Alta Vista) and includes the properties that abut either side of Bank Street and several properties nearby at Heron and Walkley Roads. The area is shown in Schedule A - Designation Plan.

1.3 Vision and Design Principles

This secondary plan and CDP are framed by a vision and design principles that were developed in consultation with advisory committees, residential communities, business representatives and the general public.

The Official Plan identifies the secondary plan area as Corridor, set to become a desirable destination where people will live, work and shop. The area is transitioning to a more urban form.
The vision for Bank Street foresees:

- A vibrant mixed-use area with a diverse concentration of housing types, employment, shops and services.
- An area with hubs of activity that are comfortably accessible by foot, bicycle and public transit.
- An area with an improved and landscaped streetscape and many public gathering places, which enhance the corridor’s environment and sustainability.

The vision for Bank Street is supported by a number of key underlying principles:

1. The street is a Mainstreet Corridor, Bank Street will function as a connection for sustainable mobility between other parts of the City and as a destination in itself.

2. Bank Street will primarily be a place that is safe and accessible for bicycles and pedestrians. It will be attractive, green and promote public gathering and community activities with year-round amenities.

3. All new development and infrastructure will be planned to be flexible so it can better accommodate future shifts in transportation choices. Opportunities for a more robust public transit network and mobility system will be built into the corridor.

4. The streetscape will be attractive, comprised of pedestrian and greenspace elements such as street furniture, trees and lighting standards.

5. A long-term area-wide parking strategy will be developed to reduce automobile usage and promote lower parking standards over time.

Redevelopment

6. Redevelopment will help make the area more liveable and will incorporate sustainable design principles so that in the future, the area will be more environmentally sensitive than it is today. The area must remain economically viable for businesses and residents and be more socially vibrant. Every new development and infrastructure improvement along the street will take these factors into consideration when being planned and designed.

7. Development and infrastructure will respect the existing neighbourhoods that surround the planning area and help create a Mainstreet that becomes the focus of the community rather than a barrier.

8. Neighbouring properties should be encouraged to redevelop within a similar time period, starting at key areas in the planning area. Private sector phasing strategies
could be developed and supported by public actions and incentives to promote positive change through catalytic projects.

Identity

9. Distinct and coordinated public realm and streetscape improvements will help create a sense of place and identity for the planning area such that, over time, people refer to this section of Bank Street by name.

10. The diverse range of shops, services and employment in the planning area will be encouraged to grow over time and will contribute to the Bank Street identity.

Section 2: General Land-Use and Design Policies

Unless otherwise stated in the area-specific policies for the Nodes or Kaladar Area outlined in Section 2 of this secondary plan, the following provides general policy direction for the entire planning area, as shown within the secondary plan boundary, on Schedule A - Designation Plan.

The Connecting Areas, as shown on Schedule A - Designation Plan, are outside of the Nodes and mixed-use area and will have intensification as is currently permitted by the Zoning By-law. As the sites gradually redevelop, the Nodes will be bridged together into a Mainstreet with a distinct community identity and character.

2.1 Land Use

1) A wide range of mixed-land uses, including residential, office, institutional, employment, community and park spaces are permitted.

2) Mixed-use development, with street-related retail uses on the ground floor, is encouraged and preferred along the Bank Street frontage, not along side streets.

3) Residential or office uses should be considered the primary use for all buildings and located on the upper floors of mixed-use buildings. If mixed-use development cannot be achieved within an individual building, a mix of uses in a cluster of single-use buildings is a reasonable alternative approach.

4) Outdoor commercial patios are discouraged on side streets.

5) Single-use buildings for institutions or community uses are permitted along Bank Street and should contribute to the pedestrian-friendly environment.

6) Parks, privately-owned public spaces and commercial patios are permitted along Bank Street where a strong design rationale is submitted. These places may serve as gateways, entrance features, gathering places, focal points, connections, etc.
7) A range of housing types and tenures are encouraged for residential uses.

2.2 Built Form

8) Unless otherwise specified, the maximum building height for Node areas is 50 metres, approximately a 16-storey building. The maximum permitted height may be lower depending on the distance away from residential areas.

9) The maximum building height for the properties within the Connecting Areas is 25 metres, approximately an eight-storey building. The maximum permitted height may be lower depending on the distance away from residential areas.

10) A maximum floor space index (FSI) of 2.0 is permitted for properties zoned as Arterial Mainstreet or any successor zone. In order to reduce the presence of surface parking, if 80% of the parking is provided below grade, or if the required and provided parking is reduced by an equivalent amount, the maximum FSI is 3.5.

11) A well-defined streetwall of two to four storeys is encouraged along Bank Street to create a visually continuous streetscape and a strong street edge.

12) Mixed-use buildings should have a high ground floor-to-ceiling measurements to allow for a range of uses (e.g. 4.5 metres from floor-to-ceiling).

13) Height transitions shall be maintained between high-rise buildings, mid-rise buildings and existing low-rise buildings. Transitions in heights can be achieved by: locating tall buildings away from low buildings, having a generous separation space between buildings and having upper storeys of building stepped-back away from low buildings.

2.3 Design

14) For Nodes, at least 70% of the lot width along Bank Street should be occupied by one or more building wall(s). Lot width should be measured at the front yard building setback. A phasing plan, submitted to the satisfaction of the Planning, Infrastructure and Economic Development Department, may demonstrate how this policy will be achieved over time. New buildings framing Bank Street should be built before any other phases. Existing buildings that expand to a maximum 25% of their existing gross floor area and gas bars are exempt from this requirement.

15) A step back is required at the second, third or fourth storey of mid- to high-rise buildings to ensure a pedestrian-oriented environment is upheld. Where possible, the upper-storey step-back should be designed at the same storey as those established in the immediate area to create a cohesive visual pattern of
development. Step backs at the upper storeys help achieve a human scale and allow more light on the sidewalks.

16) Building setbacks and design shall respect the overhead hydro wires and other utility wires that exist in the Bank Street corridor. Overhead hydro wires and other utility wires may influence the placement and selection of street trees and the separation distance between buildings and wires.

17) Buildings with longer street frontages should be designed with architectural features to break up and enliven the façade. At a minimum, the building should not have any length greater than 20 metres without some form of articulation, courtyard or other architectural feature that achieves a break in the visual appearance of the length.

18) Buildings along Bank Street shall have front doors that are easily accessible directly from the sidewalk for pedestrians.

19) Large format retail uses should be designed in an urban multi-storey street-related form.

20) High-rise towers should be point towers with floor plates that do not exceed 750 square metres. A separation distance of 30 metres between towers is recommended.

21) The location and orientation of upper-storeys of high-rise buildings shall be sensitive to adjacent residential areas. The perceived intrusion of high-rise buildings onto private amenity spaces of existing residential neighbours should be minimized or mitigated.

22) Development proposals within Nodes and under the zoning designation of Arterial Mainstreet are to be reviewed by the City’s Urban Design Review Panel (UDRP). Pre-application consultation is required. Exemptions of when the UDRP does not require application review are established by the City and should be followed.

23) Where parking lots/parking ramps are permitted, they must provide screening from residential properties and the public realm to reduce the visual impact of cars. Trees, shrubs and/or low opaque walls are required to screen cars from view.

24) Trees shall be used to improve the overall aesthetics and unique identity of the study area. Trees should be planted every seven to ten metres along Bank Street and side streets to establish an Avenue of mature trees which gives character, identity and distinction to Bank Street as an important pedestrian and automobile route. When site conditions make it impossible to achieve this in the public right-of-
way, private landowners shall plant trees in the front yard setback areas to complement the public realm plantings.

2.4 Parking and Access

25) Development will be required to provide enough short- and long-term bicycle parking to support the TMP’s modal share targets.

a) Bike parking rates will set a minimum rate of 1.0 protected bike parking space per multi-residential unit. More spaces may be required in proportion to the number of bedrooms in each unit; and/or

b) Bike parking rates for other uses will be set at or above what is required to support a 15 per cent modal share for its users and visitors. Development shall provide enough long-term bike parking to accommodate a minimum of 15 per cent of its all-day users such as commuters.

26) At time of redevelopment, private owners and other stakeholders shall collaborate to add long-term bicycle parking in existing automobile parking facilities. An example includes the conversion of motor vehicle parking spaces to bike parking.

27) The City will actively identify opportunities for the construction of publicly-accessible protected bicycle parking garages near hubs and corridors to accommodate the current or future parking demands of nearby destinations. The City may require such facilities as part of development. The City will consider including such facilities as part of the redevelopment of City-owned lands.

28) Development with less or no motor vehicle parking is encouraged. Parking is not permitted between any building and Bank Street. Where they exist, front parking lots will be phased out through redevelopment. Parking shall be located behind buildings that front Bank Street.

29) Existing front-yard and corner-side-yard parking lots or spaces will be phased out through redevelopment and will be legally nonconforming.

30) Shared parking arrangements between buildings are encouraged, especially for land uses that operate at different times.

31) Parking lots should be accessed via rear lanes or local streets. A driveway from Bank Street may be permitted if a rear lane or local road is not available for access. The geometry of the driveway will be kept to a minimum and it should not negatively impact sustainable modes.
32) Parking may be permitted in side yards if the subject property is too shallow to allow for rear yard parking and alternatives to on-site parking have been considered. Only one drive aisle is permitted for side yard parking lots.

33) Shared municipal, public-private or private motor vehicles parking facilities (excluding surface lots) are permitted within Nodes as a replacement for on-site parking. The need and location for these developments should be demonstrated via a parking study.

34) Parking structures along public rights-of-way shall not include blank walls and are required to include at-grade active uses.

35) The number of driveways onto the street needs to be minimized, and reduced through redevelopment, to improve pedestrian and cycling continuity. Where driveways are permitted, shared driveways are encouraged and will allow access to multiple developments with less impact to the street and sidewalk.

2.5 Public Realm Improvements

36) A public greenspace is encouraged near the Ledbury Park area. This greenspace would act as a small pedestrian and cycling Node with pedestrian and cycling facilities connecting to Sawmill Creek. Refer to Section 4.3 of the CDP for more information.

37) A community garden located in the Green Transportation and Utility Corridor is encouraged for the Ledbury Park area. The garden would serve the near-by residents and connect Bank Street to the future east-west pathway, which is outlined in the City’s Pedestrian Plan.

2.6 Right of Way

38) Vehicle lanes are to be at a compressed standard (3.2 metres or below are preferred and lanes up to 3.75 metres where possible) in order to prioritize the safe movement of sustainable modes and improved public realm facilities at intersections.

39) The City will ensure that vehicular speeds are compatible with the Official Plan’s objectives of prioritizing safe and convenient pedestrian and cycling movement and fostering a lively street life on corridors. To be compliant with these policies, the City will set posted speeds on all streets as slow as possible. 30 km/h is preferred for local streets. Lower speeds should be considered especially in Nodes and in other locations with especially high pedestrian and/or cycling traffic. The maximum speed
should be reinforced through right-of-way design at the time of reconstruction as well as with interim traffic-calming measures.

40) **Cycling facilities will be on both sides of Bank Street at 1.5 to 2 metres wide at minimum and should be separated from traffic where vehicular speeds exceed 30 km/h.**

41) **Sidewalks** should be as wide as possible. They are to provide a clearway of at least 1.8 metres. Where the City does not have **enough property**, reductions in vehicular lane widths should be prioritized over reductions in the widths of sidewalks or cycling facilities. The **boulevard** (planted area between sidewalk and curb) and the cycling lane will create a separation distance between pedestrians and vehicles.

42) Frequent pedestrian crossings of Bank Street will allow pedestrians to cross at and between major intersections. The crossing distance for pedestrians will be kept to a minimum and will be enhanced with consistent textures and/or vertical deflection at minor intersections. Fencing will not be considered for the purposes of preventing pedestrian movements across the street.

43) A **narrow boulevard** (can be landscaped with pavers or with soft landscaping) will accommodate street lighting, utilities and utility poles.

44) **Trees** will be planted within the landscaped setback (1.5 to 3.0 metres) on the opposite side of the street to where hydro poles are found. The maximum width for the landscaped area is set at a width to establish a row of mature trees on one side of the street and improve the likelihood of tree survival. There are opportunities for expanded landscaping on abutting private property.

45) The median of up to 5.0 metres wide is to be used for landscaping, pedestrian refuge, community identification (i.e., banners, signs) and/or lighting. The location of the median is also where left turn lanes and mountable medians would be accommodated where desirable and compatible with Section 1.3, Principle 2.

46) **Transit priority signals** and/or **queue jump lanes** for buses should be used at the Walkley Road, Heron Road and/or Alta Vista Drive intersections to facilitate the movement of buses along Bank Street. Other transit priority measures may be added to this list without amendment. Consult Section 4.2 of the CDP for more information.

47) Opportunities to establish on-street parallel parking may be pursued and implemented in the future to promote the viability of sidewalk-oriented retail. A parking study should determine whether on-street parking is viable in the study area. The introduction of high-quality dedicated facilities for pedestrians, cycling and
transit users will take precedence over the introduction of on-street parking where there is not space for both.

Section 3: Land-Use and Design Policies for Node Areas

The following policies provide direction for three Nodes in the secondary planning area, as shown on Schedule A - Designation Plan. Nodes are concentrated areas of mixed-use intensification that accomplish the Official Plan’s objectives for intensification along Mainstreets as well as transit-oriented development. Nodes are within walking distance of existing and future higher-order transit service for taller mixed-use development.

Further policy direction for the Nodes is found under Section 2, General Land-Use and Design Policies. Demonstration plans for Nodes are available in the CDP.

3.1 Node 1: Riverside Drive and Billings Bridge

Node 1 includes properties on the west and east sides of Bank Street, between the eastbound and westbound lanes of Riverside Drive and the Billings Bridge Shopping Centre site.

The properties on the west and east sides of Bank Street, between the eastbound and westbound lanes of Riverside Drive, enjoy a prominent location in the planning area, close to the Rideau River. The opportunity to substantially redevelop these properties is currently hindered by their limited vehicular access from Bank Street. The redevelopment potential of most of these properties would increase significantly if access could be gained from new local roads, connected to Riverside Drive instead of Bank Street.

The north end of Node 1 is an appropriate location for mid- to high-rise mixed-use buildings that use special design elements and architecture to communicate their prominent gateway location into the planning area.

At the south end of Node 1, the redevelopment of the Billings Bridge Shopping Centre site with higher-density mixed-use development will be a major contributor to achieving the City’s intensification goals. The shopping centre site should become a transit-oriented neighbourhood, with retail streets and residential and office towers organized around a system of streets and blocks centered on a park. The site will be redeveloped in phases over time, with the rear portion of the site likely changing first. The first or second phases of redevelopment should create an internal network of streets with the later phase of redevelopment creating a park, a new access point from Data Centre Road and mixed-use and residential intensification.
Land Use

1) A master concept plan for the entire Billings Bridge Shopping Centre site shall be submitted with proposed development when the FSI for the site exceeds 1.0. The master concept plan shall demonstrate how the redevelopment will unfold to meet the City’s intensification targets, to the satisfaction of the Planning, Infrastructure and Economic Development Department.

2) A park will be developed for the Billings Bridge Shopping Centre site. This amenity space may be achieved in later phases of redevelopment, but the timing of its development should be coordinated with the introduction of any high-rise residential buildings on site.

3) Mixed-use development with street-related retail uses on the ground floor is encouraged along the new, internal east-west street, around any park on the Billings Bridge Shopping Centre site and required along Bank Street.

Built Form

4) The maximum building height is 70 metres for development located at the rear of the Billings Bridge Shopping Centre site, close to the Transitway station. The preferred development is a 16-storey office building connected to the existing Transitway station.

5) The maximum building height is 50 metres for development along the Bank Street frontage. Fifty metres is approximately a 16-storey mixed-use building. For lands at 1335 and 1339 Bank Street, the maximum building height is 85 metres for a mixed-use building, but shall not exceed 32,137 square metres in gross floor area.

6) The maximum building height is 25 metres for development located along the Riverside Drive frontage of the Billings Bridge Shopping Centre site. Twenty-five metres is approximately an eight-storey mixed-use building.

Design

7) Mid to high-rise buildings located at the north end of Node 1 should have a signature architectural design given their visible and important location along the Rideau River.

8) Proposed development occurring close to the Rideau River will be circulated to the National Capital Commission for comment.

Parking

Public parking for retail uses on the Billings Bridge Shopping Centre site may be provided on surface lots during the initial phases of redevelopment, but the parking
supply should be reduced and replaced by underground or structured parking. This may occur in the later stages of redevelopment (e.g. when residential towers at the front and/or side of the site are developed).

Circulation

9) Primary vehicular access to the properties located between the separated lanes of Riverside Drive should be from new local streets, which replace the easterly and westerly ramps. Shared driveways, secured through easements or land dedicated to the City upon redevelopment, should be provided. Development parcels on the east side of Bank Street should use the existing accesses from Riverside Drive. Development parcels on the west side of Bank Street should use a new local one-way street, replacing the westerly ramp. Refer to Section 5.2.1. of the CDP for illustrations of this development concept.

10) Direct pedestrian connections located north, east and west of the Billings Bridge Transitway Station must be developed, maintained and enhanced.

11) A north-south pedestrian and cycling link between the Riverside trails and the Billings Bridge Transitway Station should be developed. This link would connect the community around Rockingham Avenue to Billings Bridge Shopping Centre and should connect to the east-west linkages mentioned above. Refer to Section 4.3 of the CDP for illustrations of this connection.

12) A network of new local streets (public or private) should be developed over time on the Billings Bridge Shopping Centre site. This internal roadway network should connect to existing intersections on Bank Street, Riverside Drive and Data Centre Road. The new streets should prioritize pedestrians and cyclists and set vehicular speeds at or below 30 km/h.

3.2 Node 2: Heron Road

Node 2 includes the northwest and southwest corners of Bank Street and Heron Road, referred to below as “development blocks”. Node 2 will evolve into a pedestrian-oriented main street, with a continuous streetscape and strong street edge along Bank Street. Mixed-use buildings with retail frontages are envisioned for the area. The east side of Bank Street has a smaller parcel fabric than the west side and will accommodate less-dense development. Pedestrian walkways between buildings are encouraged to provide greater permeability to Bank Street from neighbouring residential areas. A Linear Greenspace, running north-south, will further increase connectivity by linking Bruce Timmerman Park with Brookfield Road (refer to Section 4.3 of the CDP for more information).
Design

13) Development along existing or new local roads shall have front doors that are easily accessible from the sidewalk for pedestrians.

Parking

14) A municipal parking lot is envisioned for this area as a replacement for on-site parking in the vicinity. The need and exact location of this lot is to be demonstrated through a parking study to be undertaken by the City. Refer to Section 8.2.6 of the CDP for more information.

Circulation

15) Primary vehicular access for the northwest development block should be from Cecil Avenue. A second vehicular access to Heron Road may be permitted, provided traffic studies can prove its functionality.

16) Primary vehicular access for the southwest development block will be from Wildwood Avenue (either through user agreements, converted to a public road or a private road rebuilt to public standards), which should connect to Bank Street and Heron Road.

17) The privately-owned section of Wildwood Avenue should be converted into a public right-of-way or a private road of comparable public standards with an access to Bank Street at Erie Avenue upon major redevelopment of the area. "Major redevelopment" includes a change in land use (e.g. to mixed-use or residential), and/or a significant increase in intensity of uses of the sites (e.g. developed to an FSI of 1.0 or greater). In the short-term, the City will encourage the landowners on both sides of Wildwood Avenue to enter into user agreements on the private road upon the receipt of any planning applications from the owner(s) of Wildwood Avenue.

3.3 Node 3: Walkley Road

Node 3 includes the northwest, northeast and southwest corners of Bank Street and Walkley Road, referred to below as “development blocks”. Node 3 should evolve into a medium- to high-density transit-oriented development area with higher-density buildings being located on the north side and/or the southwest side of the Walkley Road / Bank Street intersection. A transfer station will be located at Walkley Road, near the existing O-Train track. Pathways from Bank Street to this transfer station are required to enhance the connectivity of the area and promote the use of the station.
Land Use and Design

18) Developments near the Alta Vista Drive / Bank Street intersection should be coordinated and provide improved streetscape features to establish an entrance identity for the Alta Vista Community.

19) High-rise buildings are permitted on the north and southwest side of the Bank Street / Walkley Road intersection.

20) Townhouses or low-rise apartments are appropriate for the west side of Bank Street, behind any mixed-use building development.

Circulation

21) A direct east-west pedestrian connection should be established from Bank Street to the Walkley O-Train Station.

22) Primary vehicular access for the northwest development block should be from a new local street (public or private) that connects to the intersection of Alta Vista Drive and Bank Street, and to Walkley Road. Through traffic should be discouraged from using this local access.

23) Any new access to Walkley Road from the northwest or southwest development blocks should be coordinated with the existing intersection at Glenhaven Private. The existing Walkley Road connection to Glenhaven Private, which provides access to the residential subdivision, may need to be reconfigured to accommodate the new local street mentioned above.

24) Vehicular access to the northeast development block should be from a new local street (public or private) that connects to Walkley Road. This connection should be designed so it is not an attractive cut-through for motor vehicles from Walkley Road to Alta Vista Drive, but maintains pedestrian and cycling through-traffic.

25) Vehicular access to the southwest development block should be from a new local street (public or private) that connects to Bank Street and Walkley Road.

3.4 Land-Use and Design Policies for Kaladar Area

The following provides the policy direction for the Kaladar Area, as shown on Schedule A - Designation Plan.

The Kaladar Area is shaped by its historic industrial uses that were connected to the operation of a former railway line. Following the removal of the railway, the Kaladar Area is no longer suitable for exclusively industrial uses and may accommodate moderate intensification in this well-situated area, close to transit and a Mainstreet. The
area provides an opportunity to establish a mix of uses while being sensitive to adjacent residential communities and providing connectivity between the adjacent residential neighbourhoods and Bank Street.

**Land Use**

26) Ensure compatibility and sensitivity between residential and non-residential uses by excluding new uses that create undue noise, vibrations, odours, dust, air emissions and/or heavy vehicle traffic, and by limiting outdoor storage. Uses which are self-contained and have a low probability of external air or noise emissions will be permitted. Section 8.2.4 of the CDP lists the prohibited uses and the permitted land uses in the proposed new zoning. These are gas bars, car washes, automobile service stations and any uses prohibited by the Official Plan’s Corridor policies.

27) Multiple-attached dwellings, walk-up apartments and/or low-rise apartments are suitable forms of residential development.

28) Low-impact employment and retail land uses are appropriate.

29) The former CN Rail corridor abutting the Kaladar Area will be developed into a Linear Greenspace to promote active transportation and passive recreation.

**Built Form**

30) The maximum building height for residential, non-residential or mixed-use development is 22 metres, approximately a seven- to eight-storey building, depending on their proximity to existing residential development. When adjacent to a low-rise neighbourhood, the maximum permitted building height is 11 metres, approximately a three- to four-storey building and can transition into a 22-metre-tall building when further away from the neighbourhood. Refer to the GMX Subzone for more details.

31) Taller buildings in the Kaladar Area should be located closer to the eastern property boundary, next to the former CN railway line.

32) Adaptive reuse of the buildings in the Kaladar Area is encouraged.

33) Large format retail uses, large format food store and large format restaurants are not permitted and will be limited to 300 square metres of gross floor area. The cumulative total gross floor area of these uses is up to 2,999 square metres.

**Circulation**

34) Vehicular access to the Kaladar Area will be from Kaladar Avenue and Brookfield Road.
35) A new east-west local street or publicly-accessible connection should be established between the Linear Greenspace to Kaladar Avenue. This will break up the Kaladar Area into smaller blocks that contain buildings that have pedestrian-oriented street frontages.

36) Pedestrian and cycling access will be provided from Kaladar Avenue to the railway line, to facilitate access to the future Linear Greenspace and, ultimately, to Bank Street.

Schedules

Schedule A – Designation Plan
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3 – Barrhaven Downtown Secondary Plan

Section 1: Introduction

The Barrhaven Downtown Secondary Plan is intended to provide more detailed area-based policy direction, to guide both public and private development within Barrhaven Downtown, over the next 20 years.

The City’s Official Plan identifies the Barrhaven Downtown as being within the Suburban Transect, within a Transforming Neighbourhood Overlay and designated as a Hub. Barrhaven Downtown is served by an existing grade-separated Transitway line with future plans to extend O-Train Line 1 and the Chapman Mills Transitway into and through Barrhaven Downtown. Throughout the City, growth and intensification is being driven by proximity to transit. Barrhaven Downtown will attract development and evolve over time to become a vibrant, pedestrian-friendly, transit-supportive, mixed-use community hub for Barrhaven.

1.1 Planning Area

Barrhaven Downtown is an area of approximately 165 hectares in size, located within the Suburban (South) Transect of the City. Barrhaven Downtown’s northern boundary is Strandherd Drive, its western boundary is the Kennedy-Burnett Stormwater Management Facility, its eastern boundary is Longfields Drive and its southern boundary is the Jock River.

Section 2: Vision

Barrhaven Downtown will develop as a compact and transit-supportive area, acting as the centre of the growing Barrhaven community, a meeting place for residents and providing opportunities for residents to live, work and play in proximity to their homes.

Six over-arching goals summarize the vision for Barrhaven Downtown:

1. Compact Urban Form - development that reflects a dense, compact and transit-supportive built form.

2. High-Quality Urban Design - high-quality design for all development, both public and private.

3. Mixture of Land Uses - provision of a broad range of retail, office, institutional and residential uses.
(4) Diverse and Accessible Greenspace Network - provision of a diverse and accessible greenspace network.

(5) Efficient Transportation System - provision of an efficient, multi-modal transportation network.

(6) Anticipation of Growth - a logical progression of on-street development from initial phases to a mature state reflecting the envisioned urban form (see Appendix 2 - Population and Density Projections).

Section 3: Land Designations

The future of Barrhaven Downtown will be a mixed-use community with several integrated land-designation policy areas connected by a convenient network of streets, paths and parks. The greatest densities will be focused around the Transitway and O-Train lines. Barrhaven Downtown is a designated Hub, with a Transforming Overlay in the Official Plan. This section provides detailed land-designation policies for each policy area. It also establishes criteria for the key built elements that will help to shape the community.

The planning area is divided into north and south by the planned major collector roadway known as Chapman Mills Drive. Chapman Mills Drive is planned as an east-west major collector, providing four lanes for traffic, a centre-median Transitway line and sidewalks and cycle tracks on both sides.

North of Chapman Mills Drive is envisioned as a mixed-use area, including the existing Strandherd Retail District, and is the most developed to date. This area is envisioned to continue to intensify and infill over time, around the O-Train line. South of Chapman Mills Drive is envisioned as a more residential community with compact, urban housing forms that support the vision of the planning area and offer additional opportunities to live in proximity to transit, parks and amenities.

The following land-designation policies refer to Schedule A - Designation Plan and provide specific directions for various character areas.

3.1 Station Area

Centred around the existing Transitway and future O-Train Line 1 stations within the planning area (Marketplace Station and Barrhaven Centre Station), the Station Area will incorporate a wide range of transit-supportive uses and see the tallest buildings and highest densities in the planning area.

1) A range of transit-supportive land uses are permitted including residential, commercial, office, institutional, entertainment, parks and recreational uses.
2) The minimum density is 150 units per net hectare for residential uses and the minimum floor space index for non-residential uses is 0.50.

3) Buildings will have a minimum height of two storeys.

4) The ground floor treatment of all buildings should include a street-oriented built form (such as townhouses) and have individual primary entrances oriented to the public realm.

5) The City will encourage public plazas and Privately-Owned Public Spaces as part of developments within the Station Area designation in accordance with the policies of Section 4: Public Realm.

3.2 Mixed-Use Corridor

The north and south sides of Chapman Mills Drive will be bordered by mixed-use development at a density that will provide activity on the street and create an attractive and vibrant streetscape. Adjacent to the Station Area designation, blocks will feature active ground floor uses that will further this contribution. East and west of the Station Area, opportunities for ground floor non-residential uses will be encouraged and spaces protected for conversion in the future.

6) A range of transit-supportive land uses are permitted including residential, commercial, office, institutional, entertainment, parks and recreational uses.

7) The minimum density is 75 units per net hectare for residential uses and the minimum floor space index for non-residential uses is 0.50.

8) Buildings will have a minimum height of two storeys.

9) Surface parking will not be permitted between the face of the building and Chapman Mills Drive.

10) The ground floor treatment of all buildings should include a street-oriented built form (such as townhouses) and have individual primary entrances oriented to the public realm.

3.3 Mixed-Use Neighbourhood

Flanking the Station Area designation are mixed-use areas that provide a mix of uses and a transition from the higher-density Station Area to the adjacent low-rise communities east of Longfields Drive, west of the Kennedy-Burnett Stormwater Management Facility and north of Strandherd Drive. This area will continue to evolve and intensify over time to support Downtown Barrhaven and the transit network.

11) A range of transit-supportive land uses are permitted including residential, commercial, office, institutional, entertainment, parks and recreational uses.
12) The minimum density is 60 units per net hectare for residential uses and the minimum floor space index for non-residential uses is 0.50.

13) Buildings will have a minimum height of two storeys.

14) The ground floor treatment of all buildings should include a street-oriented built form (such as townhouses) and have individual primary entrances oriented to the public realm.

3.4 Neighbourhood

South of Chapman Mills Drive, the planning area takes on a more residential character. The Neighbourhood designation will provide urban housing options, appropriate to the suburban planning area context, in proximity to amenities and transit.

15) Residential uses and parks are permitted and are encouraged to reflect the compact, dense, urban nature of the planning area.

16) Buildings will have a minimum height of two storeys.

17) The minimum density for residential development is 50 units per net hectare.

3.5 School

The School policy area will accommodate school uses but can also accommodate other community uses.

18) Schools, community facilities and place of worship are permitted.

19) The alternate designation for the School / Residential designation located on the west side of Greenbank Road, is Neighbourhood.

3.6 Strandherd Retail District

The Strandherd Retail District represents an important retail destination for the broader Barrhaven community. Large-format retail uses within the Strandherd Retail District are permitted to remain and evolve. Over time, the intensification of surface parking areas that supports the creation of a complete, mixed-use, transit-supportive community will be encouraged.

20) Large-format retail uses and parks are permitted in the Strandherd Retail District designation, as shown on Schedule A - Designation Plan.

21) Notwithstanding the policies of the underlying designations, non-residential development within the Strandherd Retail District is not subject to a minimum-density requirement.

22) All buildings must have a minimum building height of 6.7 metres.
23) The infill and intensification of properties within the Strandherd Retail District shall be encouraged. Any redevelopment proposal should have regard for the policies of the underlying land designation, as shown on Schedule A - Designation Plan.

24) In order to provide guidance for the future evolution of large-format and other retail areas, development or redevelopment shall provide for:

   a) A pattern of public streets and blocks in a fully-connected grid, with blocks generally in the range of 1.0 to 1.5 hectares, and the provision of pedestrian connections; or

   b) Where no public streets are proposed, private streets or the aisles of parking lots shall be set out so that they can form blocks that are consistent with the provisions of a) above.

25) Development proposed within the Strandherd Retail District shall not jeopardize the acquisition by the City of lands for arterial and/or major collector streets identified in the Official Plan or of public parks identified on Schedule A - Designation Plan.

Section 4: Public Realm

4.1 General Policies

1) The land use and built form of the buildings on the abutting properties shall respect and enhance the function and character of the open spaces and shall not produce adverse micro-climate impacts on these open spaces.

4.2 Parks

2) Public parks and community facilities are permitted.

3) Parks 1, 2 and 3 on Schedule A - Designation Plan must:

   a) Generally, be between 0.35 and 1.0 hectares of level land; and

   b) Aim to have a minimum 50 per cent frontage that abut a public street or public land; and

   c) Be designed as urban parkette / plaza providing a range of amenities which may include decorative paving, shade structures, seating, games tables, play components, fitness structures, unstructured play areas and other similar facilities, as well as sidewalks along any public street frontage; and

   d) Not contain sports fields.

4) Parks 5 and 6 on Schedule A - Designation Plan must:
a) Generally, be between 0.4 and 1.0 hectares of level land; and

b) Aim to have a minimum 50 per cent frontage that abut a public street or public land; and

c) Be designed to provide a range of amenities which may include a range of active and passive recreational uses, seating, play equipment, splash pads, outdoor rinks, unstructured play areas, mini sports fields and other similar facilities, as well as sidewalks along any public street frontage.

5) Urban parkettes / plazas will also be considered through the subdivision approval process within the Station Area, Mixed-Use Corridor and Mixed-Use Neighbourhood designations and must:

a) Generally, be between 0.2 to 0.4 hectares of level land; and

b) Aim to have a minimum 50 per cent street frontage that abut a public street or public land; and

c) Be designed to provide a range of amenities which may include decorative paving, shade structures, water feature, seating, games tables, fitness structures, performance areas, basketball or other similar facilities, as well as sidewalks along any public street frontage.

6) The public urban parkette / plaza at the corner of Chapman Mills Drive and RioCan Avenue (Park 4) must:

a) Generally, be 0.25 hectares of level land; and

b) Be designed as an urban plaza and be able to accommodate a range of civic uses and to act as a gathering place for the community. Potential amenities/features may include decorative paving, shade structures, water feature or water play, outdoor rinks, seating, games tables, play components, fitness structures, performance areas and basketball; and

c) Aim to have a minimum 50 per cent street frontage that abut a public street or public land and sidewalks along any public street frontage; and

d) Complement the use of the adjacent buildings; and

e) Not accommodate sports fields or traditional suburban play amenities.

4.3 Green Transportation and Utility Corridor

The former Jockvale Road right-of-way east of the Barrhaven Centre Station is envisioned to be repurposed as a recreation corridor to further improve the pedestrian
and cyclist connectivity between the District Park and Natural Lands and the central plaza. It will not be deemed a park for the purposes of parkland dedication.

7) Public parks and community facilities are permitted.

8) The design of the Green Transportation and Utility Corridor must:
   a) Provide clear pedestrian and cycling connections; and
   b) Incorporate naturalized planting and seating to create additional green space within the community; and
   c) Where the corridor widens, consider incorporating additional uses including games tables, play components, fitness structures and basketball to serve the surrounding community.

4.4 Privately-Owned Public Spaces (POPS)

To support the creation of a compact community, the City will encourage POPS throughout the planning area to supplement the open space network. POPS will be encouraged throughout the planning area, but specifically within the Station Area designation.

9) A POPS shall have a minimum size of 200 square metres and shall be fully open to the public street or a public pathway on at least one side.

10) A POPS is additional to land that would be in a setback, a landscaped open space and/or an at-grade amenity space required by the Zoning By-law and cannot be credited in-lieu of parkland dedication.

11) A POPS will be subject to a surface easement registered on title and will remain as such in perpetuity to allow public access.

12) A POPS shall incorporate signage at visible locations to identify the name and address of the space and clearly indicate that the space is open to the public subject to the review and approval by the City.

13) A POPS shall be a welcoming place for the public, designed and constructed to follow applicable policies and guidelines.

14) A POPS shall be properly maintained by the property owners to meet the designed functions specified in the Site Plan Agreement with the City.

4.5 District Park and Natural Lands

The District Park and Natural Lands area will accommodate the establishment of a large and natural area that is focused on passive recreation, but also with some opportunities for active recreation uses. The area will extend the entire width of the planning area along the Jock River and is intended to be a focal point of the greenspace system in the
area, connecting with existing and future greenspace components in the surrounding communities.

15) Public parks, conservation management and control uses, trails, walkways and bicycle paths, educational facilities, sports fields and recreational facilities, existing uses as per Policy 2), Section 4.2: Parks and buildings accessory to other permitted uses are permitted. Active recreation facilities such as sports fields are also permitted as long as the general intent of this park is maintained.

16) For the design of the District Park and Natural Lands:
   a) Pedestrian crossings of the river will be clearly defined; and
   b) Vehicular access will be limited to certain points and parking will be provided in small pods with significant landscaping; and
   c) The use of permeable surfaces for any hard-surfaced areas will be investigated
d) Internal streets will be designed to be rural in character; and

e) Public works will be located outside of natural features unless it is demonstrated that there is no reasonable alternative and then only if such works meet the requirements of the Official Plan; and

f) All uses will be designed to ensure limited disruption to natural features and in consultation with, and approval of, the Rideau Valley Conservation Authority, where applicable to establish the appropriate development buffer from any identified natural features on the site.

17) The City will work with the Rideau Valley Conservation Authority, local interest groups and interested advisory committees, in the creation of a continuous, interconnected trail system and the protection and rehabilitation of identified natural features within District Park and Natural Lands.

18) Existing homes and commercial operations within the District Park and Natural Lands policy area are recognized as conforming uses, as per the Official Plan. Landowners have the right to improve the properties in conformity with the existing zoning standards on the property.

4.6 Civic Complex

A new Civic Complex is envisioned at the centre of the community to accommodate the development of a multi-purpose civic facility that will serve the broader Barrhaven community (noted on Schedule A - Designation Plan). The facility is envisioned adjacent
to the Barrhaven Centre Station and the complementing public urban plaza. The development of the Civic Complex will be subject to funding being made available.

19) The Civic Complex will develop as a civic and cultural hub that fosters social interaction and community engagement and will feature of a mix of uses including a civic building and/or mixed-use buildings.

20) The Civic Complex is intended to be urban in form with buildings generally fronting onto Chapman Mills Drive.

21) All buildings will have a minimum height of two storeys.

22) If no Civic Complex is to be developed, the underlying Station Area designation policies would apply.

Section 5: Built Form

5.1 Built Form

Barrhaven Downtown is envisioned as a compact, mixed-use, transit-supportive community and as such is intended to develop with a mix of different building heights, massing and typologies. The established minimum densities, are intended to ensure minimum densities to support the Transitway and O-Train, in Barrhaven Downtown are achieved while providing flexibility in terms of housing types, building massing and building heights.

1) Developments within the planning area shall have regard for Appendix 1 - Barrhaven Downtown Urban Design Guidelines and for other applicable design guidelines.

2) Building heights up to thirty storeys are permitted generally within 400 metres of transit stations identified on Schedule A - Designation Plan. High-rise buildings shall generally be encouraged to be located along Greenbank Road, Chapman Mills Drive and Longfields Drive and shall demonstrate compatibility with surrounding uses in accordance with the appropriate policies of the Official Plan.

5.2 Animated Building Edge

Animated building edges are essential for creating a safe, pedestrian-friendly and successful urban environment within the Barrhaven Downtown. RioCan Avenue (connecting Chapman Mills Drive and Strandherd Drive) and Marketplace Avenue (connecting Longfields Drive and Greenbank Road) shall be established as pedestrian prioritized main streets with intensified built form and a mix of uses animating the pedestrian realm.

3) The location of Active-Frontage Streets is shown on Schedule A - Designation Plan.
4) Buildings adjacent to Active-Frontage Streets shall:
   a) Be street oriented with individual building entrances accessible to the street; and
   b) Feature highly transparent ground-floor façades for non-residential ground-floor uses; and
   c) Incorporate and encourage outdoor commercial patios along the street; and
   d) Provide wide hard sidewalk surface treatment and enhanced landscaping and street furniture; and
   e) Incorporate on-street parking where needed.

5) Retail stores and restaurants with outdoor patios will be encouraged as ground-floor uses along these streets.

6) Ground-floor residential uses are permitted abutting these streets, provided they include individual units with direct access to the street.

7) Servicing and loading are not permitted to directly abut these streets.

8) Surface parking will not be permitted between the face of the building and the Active-Frontage Street.

Section 6: Transportation

The transportation network in Barrhaven Downtown will be an accessible and sustainable system focused on public transit, cycling and walking. This transportation network contains four components: the transit network, the street network, the pedestrian and cyclist network and the parking network. The proper design of all components is critical to achieving the built form and urban design objectives for the planning area.

6.1 Transit Network

Two transitway lines will service Barrhaven Downtown, one oriented east to west and one oriented north to south. The east-west route will operate in the central lanes of Chapman Mills Drive, that are divided from automobile traffic with landscaped medians. The north-south route currently operates as a dedicated transit corridor north of Chapman Mills Drive and in the future will be replaced with the O-Train. The north-south route will also extend from Chapman Mills Drive in the central lanes Greenbank Road south of Chapman Mills Drive.

Two Transitway stations and a Transfer Station are proposed along Chapman Mills Drive: the eastern station at Longfields Drive; the central Transfer Station at the
intersection of the Transitway and the O-Train; and the western station at Jockvale Road. Two O-Train stations are proposed within Barrhaven Downtown: the existing Marketplace Station and Barrhaven Centre Station (that will become a Transfer Station). A new Transitway Station is also proposed south of Chapman Mills Drive on, the new Greenbank Road alignment. The transit focus of Barrhaven Downtown is the Transfer Station at the intersection of the Transitway line and O-Train Line. This transit “hub” will be a focal point for the broader community, at which both residents within Barrhaven Downtown, and transit users transferring from local buses serving nearby residential and commercial areas, can access rapid transit services. The transit network will evolve over time as the construction of the rapid transit lines, development within the Barrhaven Downtown and development within the surrounding residential and commercial areas occurs.

1) The proposed Transitway alignments and station locations are identified on Schedule A - Designation Plan. The alignment of the lines and the location of stations have been identified in the 2013 Transportation Master Plan.

2) All development must follow development principles that are transit-supportive, including considerations for the Official Plan and the urban design guidelines for the Barrhaven Downtown contained in Appendix 1 - Barrhaven Downtown Urban Design Guidelines.

3) Temporary Park & Ride facilities may be permitted within the immediate vicinity of the planned or existing transit stations within any land-use designation in the planning area, provided they do not jeopardize the long term acquisition of the public streets or public parks identified on Schedule A - Designation Plan, or compromise the ability to develop those lands in a transit-supportive manner at the earliest opportunity. Permanent Park & Ride facilities may also be permitted where they are integrated within a proposed development. Permanent Park Ride facilities are encouraged to be within underground or above-grade parking structures and/or be shared with other uses within the planning area, as appropriate.

6.2 Streetscape Typologies

The street network is organized to connect the Barrhaven Downtown with surrounding communities, provide a pattern of regular development blocks and integrate different neighbourhoods within the planning area.

4) Greenbank Road and Chapman Mills Drive within the planning area will be prominent and comfortable multi-modal streets with wide sidewalks and cycle tracks separated from vehicular movements and large street trees adjacent to the sidewalk. The City’s Transportation Master Plan calls for at-grade, median Transitway lanes along Chapman Mills Drive in the near term and along Greenbank Road (south of
Chapman Mills Drive) beyond 2031. This secondary plan recognizes that Chapman Mills Drive is shared between property owners and may require a landowners’ agreement to ensure a coordinated construction of the new road.

5) RioCan Avenue and Marketplace Avenue will be animated and active streets with generous pedestrian zones for walking and outdoor commercial patios, ample bicycle parking, strategic on-street parking, special furnishings, street trees and planting beds.

6) Jockvale Road will be designed with wide sidewalks, bicycle lanes/tracks, on-street parking and generous greenery through prominent street trees.

6.3 Pedestrian and Cyclist Network

The pedestrian and cyclist network will be safe and accessible for all users, it will work well with the surrounding built form and it will be connected to various destinations within Barrhaven Downtown and in adjacent communities.

7) All Arterial (Greenbank, Longfields and Strandherd) and Major Collector (Chapman Mills) streets will have pedestrian and cycling facilities.

8) Commit to “pedestrians-first” and provide a connected network of accessible sidewalks and pedestrian paths for access to neighbourhoods, transit, schools, parks, community facilities and retail areas.

9) An adequate supply of bicycle parking, as per the applicable zoning by-law, must be provided near transit stops, in high activity areas, in parks and in locations linked to the pedestrian and cyclist network.

10) A pedestrian and cycling connection must be provided from Chapman Mills Drive along the east side of the Kennedy-Burnett Stormwater Management Facility, to the surrounding streets. Where such a connection cannot be provided within public lands, a pedestrian and cycling pathway must be dedicated within the adjacent development.

11) All public streets within the Station Area, Mixed-Use Corridor and Mixed-Use Neighbourhood designations shall aim to have sidewalks on both sides of the street.

12) Cycling facilities will be developed in accordance with Schedule B – Cycling Network

6.4 Parking

Over the long-term, parking within Barrhaven Downtown will be largely accommodated by parking structures, both above and below-grade and on-street parking to avoid large
surface parking areas that detract from the streetscape aesthetics and to maximize the available land for development.

13) While this secondary plan permits alternatives for parking and access, parking must:

a) On designated Active-Frontage Streets or along Chapman Mills Drive, not be located between the public right of way and the front of the adjacent building, or the front and exterior side for corner sites. Parking may be permitted between street-fronting buildings, subject to review through a development application process; and

b) Have a limited number of access points from the primary street to reduce conflicts with the pedestrian realm.

14) The City will encourage sharing of parking facilities, subject to evaluation.

15) Underground or above-grade structured parking is permitted and will be encouraged for all development in the Station Area designation.

16) On-street parking on both sides of all streets within Barrhaven Downtown is permitted. Restrictions, such as for peak hour, may be required on major streets in the long-term.

17) Required parking for any development within the planning area may be provided within 500 metres of the development that is being served by the parking facility, subject to the approval of the City.

Section 7: Servicing and Infrastructure

7.1 Wastewater and Water Supply

For sanitary requirements, Barrhaven Downtown will be serviced through a connection to the existing Barrhaven Collector, near the intersection of Jockvale Road and the Jock River. The City completed a functional design of this connection in 2003 and the first phase to the existing Jockvale Road at the crossing of the Jock River was constructed in 2005. For water supply requirements, the planning area will be serviced with potable water through the reservoir and pumping station on Fallowfield Road. This is connected to the City’s central purification plant on the Ottawa River through the trunk watermain along Woodroffe Avenue.

1) All development will be undertaken in accordance with the Infrastructure Master Plan, the Serviceability Report prepared in support of the South Nepean Town Centre Design Urban Design Strategy and City of Ottawa standards for wastewater and water supply servicing.
7.2 Stormwater Management

The Kennedy-Burnett Stormwater Management Facility will service the western portion of the planning area while the Chapman Mills Stormwater Management Facility will serve the eastern portion.

2) All development must be undertaken in accordance with the Infrastructure Master Plan, the Serviceability Report prepared in support of the South Nepean Town Centre Design Urban Design Strategy and with current City of Ottawa standards for stormwater management.

3) The configuration and sizing for stormwater management facilities will be defined by stormwater management plans as part of subdivision plans for the eastern stormwater management facility.

4) The stormwater drainage system must be designed to the satisfaction of the City, in consultation with the Rideau Valley Conservation Authority and the Ministry of the Environment, Conservation and Parks, as required.

5) Stormwater management facilities must be designed as attractive community amenities that maintain environmental and ecological integrity.

Section 8: Interpretation

This secondary plan establishes broad principles to guide future development in Barrhaven Downtown.

Schedule A - Designation Plan identifies various land designations within Barrhaven Downtown and this secondary plan provides policy direction for these areas.

1) The boundaries of the land designations in this secondary plan are flexible and subject to minor variation without amendment to this secondary plan. The location of land uses and rights-of-way are included to represent the facilities and services required and are not intended to represent exact locations.

2) Where lists or examples of permitted uses are provided in Section 3: Land Designation, of this secondary plan, they are intended to illustrate a general range and type of uses. Specific uses that are not listed but are considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land-use policy area are permitted.

3) Interpretation of the Downtown Barrhaven Secondary Plan will be made, having regard for all applicable policies established in the Official Plan.
Section 9: Implementation

The policies of this secondary plan provide a framework for the future development and transformation of Barrhaven Downtown. The success of these policies depends on effective implementation. This section reinforces and augments the implementation policies contained in the Official Plan and describes the principal tools and actions the City intends to use to implement the objectives and policies of the plan.

9.1 Development Approvals

While implementation of the secondary plan will be multi-faceted in approach, traditional land-use planning processes, including zoning, plan of subdivision and site plan processes, will be the primary method of implementing the policies of this secondary plan.

1) Development applications must meet the policies identified in the Official Plan, as they may apply.

2) The goals, objectives and policies of this secondary plan will direct all development applications within the planning area. The urban design guidelines from Appendix 1 - Barrhaven Downtown Urban Design Guidelines will be used by the City to inform the development review process and provide specific guidance but are not considered policy.

3) All development in the planning area is subject to site plan control in accordance with the City’s Site Plan Control By-law.

4) Council must enact a by-law providing zoning categories and standards for lands within the planning area to permit new development within Barrhaven Downtown. The City may, when enacting implementing zoning by-laws, use a holding zone to specify the future uses of these lands that, at the present time, are considered premature or inappropriate for development.

5) All new development must proceed by way of plan of subdivision or site plan control for the full extent of the property, in order to secure any public streets or parks identified on Schedule A - Designation Plan.

6) Within the Strandherd Retail District, plans of subdivision are only required upon redevelopment or intensification where new uses are introduced. At that time, any identified public streets or parks must be dedicated as part of the plan of subdivision.

7) Development agreements may be required by the City, as a condition of the approval of development applications, to ensure that the necessary approvals and the required contributions of funds, lands and commitments for services will be in place. Development agreements may address:
a) Parks, open space and environmental features; and/or
b) Streetscape features; and/or
c) Water, wastewater collection and storm water management; and/or
d) Transit and street infrastructure and widenings; and/or
e) Other utilities.

9.2 Greenspace Acquisition and Development

The Parks and the Green Transportation and Utility Corridor identified on Schedule A - Designation Plan are intended to provide open spaces where people can meet and connect within Barrhaven Downtown.

8) Parks to be acquired by the City through development applications are generally identified on Schedule A - Designation Plan.

9) Within Barrhaven Downtown, the City will require parkland dedication in accordance with the standard rate as set out in the Ontario Planning Act.

10) Where parkland dedication cannot be satisfied through land conveyance, cash-in-lieu of parkland dedication will be collected in accordance with the above parkland dedication rates. Cash-in-lieu funds collected will be used to purchase identified parcels within the District Park and natural lands with the exception of those within the floodplain (and associated setbacks) zone. Once that parkland has been fully acquired it will be directed to the purchase of parkland in communities surrounding the Barrhaven Downtown.

11) Parks are intended to be built concurrently with plans of subdivision for the lands that the parks are intended to serve.

12) Landowners within Barrhaven Downtown may be required to enter into private agreements to share the costs of the development of the Parks identified on Schedule A - Designation Plan, so that the costs shall be distributed fairly among the benefiting landowners. The agreement shall contain a financial schedule describing the estimated costs of the development of the parks and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of draft approval for all plans of subdivision, requiring proof that the landowner is party to the agreement and has paid its share of any costs pursuant to the agreement.

13) The existing Jockvale Road right of way, south of Chapman Mills Drive (Section 4.3: Green Transportation and Utility Corridor), will be re-purposed as a pathway corridor.
to connect the core of Barrhaven Downtown and Barrhaven Centre Station to the District Park and Natural Lands. This corridor will not be counted towards parkland dedication as per Policy 9), Section 9.2: Greenspace Acquisition and Development, of this secondary plan.

14) The District Park and Natural Lands identified on Schedule A - Designation Plan, will be acquired by the City and designed and developed primarily through the collection of Development Charges.

15) Where minor modifications to a park boundary are made, as per Policy 17), Section 9.3: Amendments, of this secondary plan, the underlying land-use designation for Park 7 on Schedule A - Designation Plan shall be Mixed-Use Corridor.

9.3 Amendments

The planning area will have a longer timeframe for the achievement of its envisioned ultimate built form than traditional suburban areas. Although this secondary plan has been developed to be flexible in terms of permitted uses, built forms and block sizes to allow the development industry to adapt to changing market conditions, changes may be necessary over the life of the plan.

16) Any proposed change must reflect the goals, objectives and policies of the secondary plan. Updates to the studies supporting the secondary plan may be required in support of any proposed changes.

17) Minor modifications to the secondary plan that are proposed prior to plan of subdivision or site plan approval may be made at the discretion of the General Manager of Planning, Infrastructure and Economic Development. In these cases, an approval of a plan of subdivision or site plan by the City reflecting these changes constitutes approval of the change to the secondary plan. These changes include:

a) The size, shape or location of parkland; or

b) Other changes deemed to be minor changes by the General Manager of Planning, Infrastructure and Economic Development.

18) Major modifications to the secondary plan that are proposed prior to plan of subdivision or site plan approval will be subject to approval by Planning Committee. These changes include:

a) A major realignment in the network of arterial or collector streets; and/or

b) Any change in a land designation, unless an alternative designation is specified in Section 3: Land Designation; and/or
c) Other changes deemed to be major changes by the General Manager of Planning, Infrastructure and Economic Development.
Section 10: Appendices

Appendix 1 – Barrhaven Downtown Urban Design Guidelines
Appendix 2 – Population and Density Projections

Appendix 1 – Barrhaven Downtown Urban Design Guidelines

The urban design guidelines provide specific design guidance on particular issues and elements within the Barrhaven Downtown Secondary Plan. The design guidelines are not considered a “design checklist”, but instead are to be applied on a case-by-case basis. While not considered policy, the City will use these guidelines during the review of development applications.

Built Form

Guideline 1: Entrances

Orient principal entries to the primary street, so that they are connected to the sidewalk and are clearly identifiable through architectural features or signage.

Guideline 2: Orientation

Orient buildings to face all parks, plazas and natural areas so as to “frame” these spaces and to allow visual access into these spaces for safety and security.
Guideline 3: Corner Sites

Locate the buildings on corner sites close to both public streets and ensure that the level of architectural detailing on both flanking sides is consistent and includes windows and primary doors. Widen boulevards at corners to provide enhanced sidewalks conditions that include decorative planting areas, seating areas and other amenities. Wherever possible, locate the primary entrance at the corner of the two streets.

Guideline 4: Stepping

Step the upper storeys of taller buildings back from the front lot line to minimize the impacts of taller buildings on the streetscape, such as shadowing and wind acceleration. For instance, step the building 2.0 metres above the 4th storey and another 2.0 metres above the 8th storey.

Guideline 5: Transition
Guideline 6: Signage
Locate and size all awning, wall or projecting signs on buildings so that they emphasize special façade features, store entrances or display windows and do not dominate the façade or obscure architectural elements.

Guideline 7: Lighting
Establish pedestrian scale lighting on buildings that highlights architectural features, provides a sense of safety by illuminating sidewalks and pedestrian activity areas and does not result in excessive light and glare.

Guideline 8: Awnings
Provide awnings for protection from the weather at the pedestrian level on all non-residential uses. Extend awnings only the width of an individual storefront or an individual unit within a multi-unit building so as to avoid a single, continuous awning.
Guideline 9: Architectural Continuity

Align architectural features on a building, such as building kickplates, display windows, upper storey windows, parapets and cornice lines, roof lines and sign bands, in order to create visual continuity.

Guideline 10: Non-Residential Setbacks

Set back all non-residential buildings, including commercial and institutional buildings, between 0 and 3.0 metres from any front or side yard property line in order to create a more intimate street environment.

Guideline 11: Increased Non-Residential Setbacks

Increase the setback up to 5.0 metres for non-residential buildings if the additional space that is generated creates space that is conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining.
Guideline 12: Non-residential Façade

Design non-residential or mixed-use buildings so that any façades that are publicly visible are articulated through windows, projections and recesses, and are not simply blank or single-material walls. Design the ground floor façade so that the building materials and architectural features are oriented to the pedestrian realm.

Guideline 13: Commercial Windows

Design buildings with commercial uses at grade with transparent windows and doors that occupy at least 80% of the linear building frontage for the ground floor and at least 50% for all upper storeys. Ensure windows are at least 2.5 metres in height, are located within 1.0 metre of the ground and views into the store interior are not blocked.

Guideline 14: Residential Unit Variation

Vary the unit façades of multiple-unit ground oriented dwelling blocks so that facades on the same block differ in terms of architectural details, roof silhouettes and shapes, colour and materials and lot widths.
Guideline 15: Residential Setbacks

Set back all residential buildings between 3.0 and 5.0 metres from any front or side yard property line in order to create a more intimate street environment, while ensuring privacy, adequate front yard landscaping, uninterrupted site lines, adequate sunlight as well as space for utilities, snow storage and street furniture.

Guideline 16: Residential Rear Lane Garages

Design end unit garages that flank public streets to be complementary to the principal dwelling in terms of materials, windows and architectural elements.

Guideline 17: Residential Ground Floor

Design ground floor units in taller multi-residential buildings with entries that access the street, read as front doors and are visible from the street. Wherever possible, design ground floor units so that they can be converted to non-residential uses at a later date, with floor-to-ceiling heights between 3.3 and 4.0 metres.
Streetscape

Guideline 18: Amenities

Design all streetscape amenities, including pedestrian lighting, newspaper boxes, benches and waste receptacles, for a particular street or block with a consistent style to enhance the pedestrian environment. Concentrate these amenities in key locations outside of the pedestrian travel route so that they do not clutter the sidewalk and do not obstruct pedestrian traffic.

Guideline 19: Bicycle Parking

Locate bicycle parking at commercial and institutional sites in highly visible locations that are connected to the pedestrian system, that are near building entrances and that do not conflict with pedestrian routes.

Guideline 20: Sidewalks

Build sidewalks that are at least 2.0 metres wide on all streets and provide direct pedestrian access from the public sidewalks to all building entries. In heavy pedestrian traffic areas, such along a transit street, build sidewalks that are at least 3.0 metres wide.

Guideline 21: Crosswalks
Design crosswalks with appropriate surface markings or variation in construction material and clear signage, especially within commercial areas with high levels of pedestrian activity, to clearly delineate pedestrian routes.

Guideline 22: Transit Stops

Design transit stops with hard-surfaced loading areas, outside of the sidewalk, which are at least 2.0 metres wide to permit safe exit by all passengers and that are long enough to accommodate all doors of the longest vehicles using the route. Design all transit shelters with transparent sides for maximum visibility to and from the interior.

Guideline 23: Street Landscaping

Landscape the space between buildings and the sidewalk with foundation planting, street trees, street furniture and hard landscape connections to public sidewalks.
Guideline 24: Street Tree Location

Plant deciduous street trees 6.0 to 10.0 metres on centre to line all sites, including the frontage of parks, so that the selected species grows to form a consistent, enclosed canopy. Street trees will have to be coordinated with the location of utilities and infrastructure that share the right-of-way.

Guideline 25: Street Tree Planting

Locate street trees in commercial areas within a paved boulevard and planted in an adequate pit under a metal grate and possibly with metal sleeves. In residential areas plant trees within a grassed and landscaped boulevard. For lane-based building forms, plant one tree for each townhouse unit, one tree for every two stacked townhouse units and one tree for every two apartment units on a site.

Parking and Loading

Guideline 26: Service Areas

Coordinate the location of service areas for delivery, loading and garbage pick-up at the side or rear of buildings to reduce vehicular interruptions along the public street and to improve the aesthetic appeal of the streetscape. Ensure that any required passenger drop-off areas are appropriately landscaped.
Guideline 27: Utility Equipment

Design all utility equipment so that it does not detract from the public streetscape, either by incorporating it into the design of a building, containing it in streetscape features such as gateways or lampposts, locating it so that it is not visible from the public street, or screening it with landscaping. Wherever possible, cluster or group utilities to minimize visual impact.

Guideline 28: Surface Parking

Locate required surface parking at the side or rear of all buildings and away from the intersection for corner sites. Limit access driveways to one location per frontage in order to minimize pedestrian and vehicular conflicts on the sidewalk and maximize the space for landscaping and on-street parking.

Guideline 29: Surface Parking Screening

Provide a landscaped area between 3.0 and 6.0 metres wide along the edge of any surface parking area that is adjacent to a public right-of-way.
Guideline 30: Parking Garage Entrances

Design all garage entrances on public streets so that they do not dominate the streetscape, through landscaping and architectural treatments such as overhanging balconies or recessed entrances.

Guideline 31: Parking Structures – Stand Alone

Design aboveground parking structures with at-grade commercial or residential uses that wrap the entire length of the street-facing façade.

Guideline 32: Parking Structures – Accessory

Ensure that aboveground parking contained within the lower floors of any building is incorporated into the design and architecture of the building to ensure it is visually unobtrusive.
Open Space and Connections

Guideline 33: Mature Trees

Incorporate existing natural features, such as mature trees, into the development through variation of building setbacks.

Guideline 34: Mid-block Walkways

Divide longer development blocks with a walkway block that is at least 3.0 metres wide in order to facilitate pedestrian and bicycle movement through the community.

Guideline 35: Active Public Space

Locate active uses that create pedestrian traffic such as retail uses, cafes and restaurants and higher-density residential at the perimeter of plazas and walkways. Ensure windows face these areas to provide interest and improve security along these routes.
Guideline 36: Park Design

Incorporate hard and soft landscape elements and features in parks and plazas so that they define and articulate activity areas, circulation, entry points, seating and gathering areas.

Guideline 37: Stormwater Management Areas

Design stormwater management facilities to accommodate opportunities for public access, interpretation and education and also to protect and enhance natural features and functions. Ensure that ponds are not entirely fenced and that any required fencing is decorative in nature.

Guideline 38: Outdoor Amenity Areas

Provide outdoor amenity space for apartments and mixed-use buildings in a location adjacent to any indoor recreation space, in view of residential units and well connected to the public streetscape. Alternatively, outdoor amenity space can be provided through rooftop terraces which are planted, screened and sheltered from the wind.
Guideline 39: Trails and Pathways
Design all trails and pathways to be barrier-free, with clear signage, special pavement treatment at points where they cross streets, and with adequate amenities, such as seating, trash receptacles, lighting and educational information.

Guideline 40: Patios
Use open and transparent patio railings to define the boundary between public and private areas.
### Appendix 2 – Population and Density Projections

<table>
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<tr>
<th>Options</th>
<th>Projected Retail Floor Area (m²)</th>
<th>Projected Office Floor Area (m²)</th>
<th>Projected Dwelling Units</th>
<th>Projected Population</th>
<th>Projected Employment</th>
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</tbody>
</table>

### Assumptions

*Numbers for each option are total, not cumulative.*

- **Net Area is calculated as follows:**
  - 70% of gross area for Mixed-Use Neighbourhood and Neighbourhood
  - 90% of gross area for Station Area and Mixed-Use Corridor

- **Employment Densities**
  - 1 job per 45 square metres of GFA for Retail
  - 1 job per 20 square metres of GFA for Office

- **Household Size**
  - Apartment 1.62
  - Townhouse 2.06

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### Section 11: Schedules

Schedule A – Designation Plan

Schedule B – Cycling Network
Barrhaven Downtown / Centre-ville de Barrhaven

SECONDARY PLAN - VOLUME 2
Schedule B - Cycling Network Plan

PLAN SECONDAIRE - VOLUME 2
Annexe B - Plan du réseau de pistes cyclables

- Barrhaven Downtown Secondary Plan Boundary / Limite du plan secondaire du centre-ville de Barrhaven
- Multi-Use Trail / Sentier polyvalent
- Cycling Facility / Infrastructure cyclable
- Storm Water Management / Gestion des eaux pluviales
- Future O-Train Station / Station projetée - O-Train
- Transitway Station / Station du Transitway
- Transfer Station / Station de correspondance
- Civic Complex / Complexe municipal
- Consolidation and Amendments / Consolidation et amendements
4 – Carleton Heights Secondary Plan

Section 1: Designations

This secondary plan includes the following designations as shown on Schedule A - Designation Plan.

- Neighbourhood Low-Rise
- Neighbourhood Mid-Rise
- Neighbourhood High-Rise
- Major Shopping Area
- Minor Shopping Area
- Neighbourhood Park
- District / Community Park
- Capital Greenspace

Section 2: Characteristics of Designations

2.1 Parks and Greenspace

Parks and Greenspace designations include Neighbourhood Parks, District / Community Parks and Capital Greenspace areas adjacent to the Rideau River.

2.2 Major Shopping Area

The Major Shopping Area designation includes community-level shopping facilities, professional offices, community meeting halls, indoor recreation facilities and public utility installations.

2.3 Minor Shopping Area

The Minor Shopping Area designation includes neighbourhood level shopping facilities of a corner store, of a local convenience nature.

2.4 Neighbourhood

1) The Neighbourhood High-Rise designation generally permits buildings of up to 20 full storeys, which includes apartment dwellings.

2) The Neighbourhood Mid-Rise designation generally permits a built form of up to six full storeys. This area includes most of the community's townhouse dwellings and includes ground-oriented multi-unit dwellings and apartment dwellings. Along Mainstreets and Minor Corridors, greater heights and non-residential uses, such as schools, places of worship, and public utility installations, compatible with a dense mixed-use urban environment may be permitted.
3) Maximum heights for Mid- and High-Rise buildings will be determined in part by the ability to provide transitions in accordance with Section 4.6.6 of the Official Plan, and applicable Council-approved urban design guidelines, and by the:

a) Proximity of buildings to commercial services and public amenity areas; and

b) Desire to generally concentrate density in Neighbourhood Mid- and High-Rise designations and the Major Shopping Area designation.

4) The Neighbourhood Low-Rise designation generally permits a built form of four full storeys. Neighbourhood Low-Rise areas will predominately feature single-detached and semi-detached dwellings and may also include other typologies consistent in form. Along Mainstreets and Minor Corridors, greater densities and non-residential uses, such as schools, places of worship, and public utility installations, compatible with a dense mixed-use urban environment, may be permitted.

Section 3: Development Standards and Policies

The following are the standards and policies which shall be applied.

3.1 Population Growth

During Carleton Height’s inception, a population of 16,000 was anticipated. This figure formed the basis to determine the adequacy of existing and future public services, such as water and sewer, for which no problems were foreseen. Based on the 2016 census data, there are 4,019 dwelling units and a population of 7,901 in the Carleton Heights Secondary Plan area. The foregoing indicates that there is residual capacity within the existing public infrastructure to accommodate growth.

1) With the arrival of key structural elements such as the Baseline Transitway, the Carleton Heights Secondary Plan will ensure that an eventual denser built environment and a higher proportion of built-up land improves the area’s climate resilience through such measures as:

a) Retention of mature trees, tree planting, and other urban greening; and

b) Identification and mitigation of the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management approaches; and

c) Implementation of site, grading, building, and servicing design measures to protect existing and new development from urban flooding.
2) To prevent creating further demands on existing stormwater management facilities, any development or redevelopment within the Neighbourhood Low-Rise designation is subject to the following requirements:
   a) No new driveways and no new private approaches are permitted, regardless of the number of lots or dwelling units resulting from such development or redevelopment;
   b) No existing driveways or private approaches may be widened;
   c) All new development or redevelopment that reinstitutes an existing driveway, and any new surface parking spaces created on-site, are required to observe the maximum driveway width and parking space dimensions prescribed in the Zoning By-law.

3) The dominant development feature of the secondary plan area shall be the Neighbourhood High-Rise and the Major Shopping Area at the corner of two Minor Corridors, Meadowlands Drive and Prince of Wales Drive. This Major Shopping Area shall be the focus for shopping, professional offices, community meeting halls and indoor recreation facilities for the secondary plan area.

3.3 Minor Shopping Area Development

4) Neighbourhood level commercial needs, Minor Shopping Areas, intended to serve the immediate neighbourhood area, shall be permitted to develop within the secondary plan area as identified on Schedule A - Designation Plan and along Mainstreets and Minor Corridors to minimize traffic on local streets. Minor Shopping Areas shall follow the below criteria:
   a) Minor Shopping Area development shall be on a lesser scale than the Major Shopping Area. Building height restrictions, as outlined in section 2.4.3, apply; and
   b) Mooney's Bay, Hog's Back Park, Vincent Massey Park and the National Capital Commission driveways represent City recreation places and scenic routes. The visual quality of the environment shall be protected from sporadic development in accordance with Section 4.6.2 of the Official Plan, and applicable council-approved urban design guidelines.

3.4 Multi-Use Pathway

5) The pedestrian and cycling networks shall be expanded to provide safe and comfortable access by active modes to all community destinations, including schools, parks, transit and greenspace along the Rideau River.
crosswalks shall be provided where necessary, especially at those locations where the pedestrian route does not cross arterials and collectors at major intersections.

3.5 Public Transit System

6) Provision of additional public transit facilities will be encouraged as extensions of existing facilities, and no part of the secondary plan area shall be more than 400 metres walking distance from the public transit service. This public transit system shall generally utilize arterial, major collector and collector roads to meet the 400 metres walking distance criteria.

Section 4: Interpretation

1) The boundaries of designations in Schedule A – Designation Plan are flexible and subject to minor variation without amendment to the Official Plan.

2) The standards and policies of development set out in this secondary plan are included as guides and are subject to minor variation without amendment to the Official Plan.

3) Interpretation of this secondary plan shall be made having regard to information contained in the Official Plan.

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5 – Central and East Downtown Core Secondary Plan

Section 1: Introduction and Structure

The Central and East Downtown Core Secondary Plan provides the strategic planning direction to guide future development and redevelopment within the Central and East Downtown Core. This secondary plan consolidates several former secondary plans, including the Central Area, Sandy Hill, Centretown and Uptown Rideau Street Secondary Plans.

The planning area includes the areas shown on Schedule B – Designation Plan.

This document contains policies (Sections 2 and 3) which apply across the entire secondary planning area. Section 4 contains additional policies, specific to each character area, as shown on Schedule A – Character Areas.

Section 2: Designations

2.1 Local Neighbourhood

1) Local Neighbourhoods are primarily residential. They may include small-scale commercial and institutional uses that are meant primarily to support local residents’ everyday needs, as per Section 6.3 - Neighbourhoods, of Volume 1 of the Official Plan.

2.2 Local Mixed-Use

2) Non-residential uses will be restricted to small-scale commercial uses. Uses such as restaurants, retail stores and retail food stores, more appropriately located on Corridors, as designated on Schedule B1 – Downtown Core Transect of the Official Plan, will not be permitted, except within landmark buildings, as described in Subsection 4.4.9, of this secondary plan.

3) Permitted non-residential uses shall be restricted to the first two floors and the basement and will not occupy more than half of the gross floor area of the building.

2.3 Downtown Mixed-Use

Downtown Mixed-Use areas will provide uses and infrastructure which support the Downtown Core Transect’s role as the main hub of the National Capital Region’s activity. These areas require an intense mix of uses, including residential, major employment and retail.

4) Development will provide active uses along the entire ground floor frontage.
a) Uses which do not contribute activity and animation to the public realm should be located away from the building’s frontage. Examples include offices; and

b) Parking garage entrances and loading facilities will, wherever possible, be located on a different wall than that of the main building frontage and accessed from a side street. Residential parking, office parking and loading facilities will share the same curb cut and access point unless it is demonstrated that such arrangement is impossible to design. The width of garage and loading dock doors, and associated curb cut, shall be kept to the strict minimum. Curb returns leading to garage and loading doors are not permitted; any vehicular access crossing a public sidewalk shall be designed to maintain a level sidewalk and give absolute priority to pedestrian safety. Signage will require vehicles to yield to pedestrians on the sidewalk.

2.4 Corridors

5) Corridors will be consistent with Section 6.2 – Corridors, of Volume 1 of the Official Plan.

2.5 Parks and Passive Open Space

6) Parks will be consistent with Volume 1 of the Official Plan.

2.6 Institutional

7) Areas designated as Institutional indicate places where such uses exist and will continue to be permitted.

Section 3: General Policies

3.1 Built Form

Development in the Central and East Downtown Core will contribute to an active street life and pedestrian convenience through its design, function and activity.

1) Development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it. Measures include but are not limited to:

a) Functional main entrances directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.

b) Usable indoor and/or outdoor amenity areas where possible. These amenities are meant to encourage people to linger in or within view of the public realm. Examples include patios, porches, atria, stoops, etc.

c) Lower floor articulation with a high degree of transparency and functional permeability.
d) Notwithstanding Section 3.1 - Built Form, Policies 1) b) and f), residential units at or near the ground floor and their private outdoor amenity spaces should provide a comfortable degree of privacy, while also accommodating easy interaction with the public realm.

e) A lack of blank walls, or designs which do not contribute to the activity of the public realm. In particular, retail stores shall not be permitted to block or cover any windows or transparent doorways with posters, opaque glass, the backs of shelves, or anything that obstructs the full and clear view of the interior of the store from the sidewalk, other than up to 10 per cent window coverage by temporary posters or advertisements.

f) Visual and functional variety from the sidewalk. Street-level frontage widths for individual non-residential units should be narrow.

g) The inclusion of art in the public realm where possible.

h) Buildings must front onto all their adjacent streets.

i) Vehicular facilities must minimize all visual and functional impacts on the public realm.

j) Further to Section 3.1 - Built Form, Policy 1) i), surface parking and surfaces likely to be used as surface parking in front of buildings are prohibited.

k) Increased setbacks in front of buildings occupying a large portion of a block should be provided. The setback will be dedicated to widened pedestrian and public realm facilities.

2) Development will provide a continuity of active frontages along the ground floor fronting all corridors. This includes functional main entrances that are directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.

3) Further to Section 3.1 - Built Form, Policy 2), continuous at-grade retail and commercial frontages with public access from the street will be provided along the entirety of Rideau Street, Bank Street and Elgin Street (north of McLeod Street). Amenity rooms or similar types of spaces reserved only for residents of a building shall not be permitted along mainstreet frontages.

4) Where development has little or no setback from the public realm, it should generally provide continuous and substantial weather protection for pedestrians along its frontage. These setbacks will constitute a seamless extension of the street’s pedestrian realm. If provided in the form of colonnades or cantilevers, the minimum height of such spaces is two storeys. Weather protection features will ensure a maximum visibility for storefronts and a minimal footprint on the ground. Such features should not be required above residential units or where it conflicts with...
heritage considerations. Refer to the Downtown Moves: Transforming Ottawa’s Streets, study Section 3.2.12.

5) Much of the Central and East Downtown Core is located within the Design Priority Area identified in the Official Plan. All new development within this area shall be subject to design review by the City’s Urban Design Review Panel, including the process and exemptions identified for the panel.

3.2 Public Realm

Active recreation facilities are a priority in the Central and East Downtown Core. In addition to maintaining, increasing, expanding and enhancing existing facilities, the City will provide facilities for future recreation needs.

6) Planning studies, local plans and the planning rationale, provided with planning applications, will consider the increased pressure on parks and recreation facilities as a result of population growth from development.

7) An Urban Parks Strategy and Parks and Recreation Facilities Master Plan, existing community design plans and area-specific policies in this secondary plan can guide the location of investments, in addition to the parks identified in the specific policies in Section 4 - Character Area Policies, of this secondary plan. The City may pursue the acquisition and creation of the new parks in addition to the parks identified without amendment to this secondary plan.

8) Changes in the population and its composition will be considered for new and existing park amenities.

9) In the Central and East Downtown Core, the preference is for land for new parks. If no suitable land is available, the departments responsible for planning and recreation should leverage lifecycle and cash-in-lieu of parkland to create improved parks, community recreation facilities and meeting spaces.

10) The following strategies are uniquely relevant to the Central and East Downtown Core:

a) Consider city-owned properties, including those being considered for disposal, as a location to build a new park. Parking facilities are a notable example; and

b) Identify and consider public rights of way, vehicular lanes, underused road segments and other vehicular spaces as opportunities for park space. They do not comprise part of parkland dedication unless the process to convert the right of way to a park is undertaken (street closing application); and

c) The City will prohibit the creation of surface parking lots on newly vacant lands and instead require that such lands be appropriately landscaped, publicly accessible areas for the interim period between demolition and redevelopment.
3.3 Mobility

The City will prioritize sustainable modes (pedestrians, cycling, transit), making them the most convenient and comfortable way of accessing the Central and East Downtown Core and moving within it. The pedestrian experience is essential to lively street life and a liveable urban environment. This will be reflected in the allocation of space in rights of way, infrastructure, development and other relevant initiatives. The presence of motor vehicle traffic and its related infrastructure will be reduced in order to support these objectives. The City should support further initiatives which advance a modal shift towards sustainable modes (for example: bikeshare, slow streets, traffic calming) and regularly monitor its progress.

3.3.1 Rights of way

11) Streets will be designed to prioritize the safety, convenience and comfort of pedestrians, followed by cycling and transit. Where motor vehicle traffic is permitted it will not be prioritized and its presence should be minimized.

   a) As much right of way space as possible should be allocated to sustainable modes and public realm facilities; and

   b) Vehicular lanes and facilities will be built to the most compressed standard.

12) The City will prioritize limiting or removing motor vehicle traffic and infrastructure where it risks adversely impacting the safety, comfort or convenience of pedestrians, cycling or transit use, or where transit operations are adversely affected by excessive private vehicle traffic.

13) The City will ensure that vehicular speeds are compatible with the Downtown Core Transect’s objectives of prioritizing safe and convenient pedestrian and cycling movement and fostering a lively street life. To be compliant with these policies, the City will set posted speeds on as many streets as possible to or below 30 kilometres per hour. Lower speeds should be considered in locations with especially high pedestrian and/or cycling traffic. The maximum speed should be reinforced through right of way design at the time of reconstruction as well as with interim traffic-calming measures.

14) Right of way widening consistent with right of way protections will be used for the purposes of improving the streetscape and addressing the needs of pedestrians and/or cyclists. Examples include widened sidewalks, bicycle parking, street trees and parkettes. This space will not be used to expand motor vehicle infrastructure. Corner sight triangles will no longer be required, unless it is demonstrated that it is impossible to achieve the satisfactory placement of signal or other infrastructure in a way that maintains pedestrian flow on the sidewalk. Wall-mounted infrastructure placement based on agreements with abutting landowners should be considered as preferable to the taking of land.
3.3.2 Development

15) The City will ensure the provision of ample protected bicycle parking for residents, visitors and commuters. For further clarification, protected facilities do not include outdoor spaces. Measures include but are not limited to the following:

a) At time of redevelopment, collaborating with private owners and other stakeholders to add protected bicycle parking in existing facilities. An example may include the conversion of motor vehicle parking spaces.

b) Requiring publicly accessible protected facilities in new development and/or public facilities.

c) Actively identifying opportunities for the construction of protected bicycle parking facilities.

16) The City will consider undertaking an inventory of existing public motor vehicle and bicycle parking spaces and their current utilization. As the area evolves, the City should monitor changes to public parking supply and demand. Pricing for on-street and public parking will be reviewed regularly to respond to demand and to support the shift towards sustainable modes.

17) Development will locate loading and other vehicular access infrastructure in a manner which does not compromise or otherwise negatively impact sustainable modes. Where possible, they should be accessed from within the building envelope and not the public right of way.

a) Vehicular access, parking and loading infrastructure shall not be permitted from Corridors. Existing accesses will be removed at time of development. Exceptions may be made if a lot both fronts no other streets and has no alternative vehicular access. In that case, the dimensions of the access shall be kept to an absolute minimum and shall minimize their visibility from the public realm.

b) Further to Section 3.3 Mobility, Policy 17) a), exceptions are not permitted on Bank Street, Sparks Street, Rideau Street and Elgin Street, where such infrastructure does not already exist. No new private approaches shall be permitted on those streets.

18) Development will minimize the provision of motor vehicle parking. Alternatives should be prioritized over increases in the parking supply. Examples of alternatives include the sharing of existing facilities within walking distance and various transportation demand management strategies. Zoning By-laws should review the maximum limit on parking spaces to support the City’s Transportation Master Plan’s modal targets for the area.

19) The City will prohibit parking facilities in front of buildings, including front yard parking, or in any location which is highly visible from the public realm. Where they
currently exist, the City will require their removal at the time of redevelopment or change of use.

20) The City may require publicly accessible pedestrian routes through large development parcels to enhance connectivity for active modes, especially around rapid transit stations and mid-block locations. Existing and future mid-block routes should be supported by mid-block street crossing facilities for pedestrians. Above-or below-grade pedway alternatives are generally discouraged.

3.4 Heritage

21) The Central and East Downtown Core is distinguished by its high concentration of heritage buildings, districts and landscapes, including those designated under Part IV and Part V of the *Ontario Heritage Act*, the Federal Heritage Buildings Review Office, or listed on the City’s Heritage Register. Development will respect the area’s heritage character and where located on or adjacent to a built heritage resource, will be in accordance with the policies found in Section 4.5 – Cultural Heritage and Archaeology, of Volume 1 of the Official Plan.

22) Development on properties designated under Part V of the *Ontario Heritage Act*, including alterations to existing properties and new construction, shall be consistent with the policies and guidelines of the following Heritage Conservation District Plans, as applicable: Bank Street, Besserer-Wurtemburg, Cathedral Hill, Centretown, Daly Avenue, King Edward Avenue, Minto Park, Russell-Range, Sandy Hill West, Sparks Street, Stewart-Wilbrod and Sweetland Avenue. Heritage applications will be required for any development on properties located within a Heritage Conservation District.

23) A heritage impact assessment may be required as part of a complete application where development has the potential to adversely impact a designated cultural heritage resource and is located on a property that includes or is within 30 metres of the boundary of:

   a) A property containing an individually designated heritage building (Part IV of the *Ontario Heritage Act*); and/or

   b) A heritage conservation district (Part V of the *Ontario Heritage Act*); and/or

   c) A provincial or federal heritage property; and/or

   d) National Historic Site; and/or

   e) Rideau Canal UNESCO World Heritage Site; and/or

   f) A property listed on the Heritage Register

24) The City shall update the Centretown Heritage Conservation District Plan according to the requirements of the *Ontario Heritage Act*, with the following considerations:
a) The diversity of buildings within the existing Centretown Heritage Conservation District (CHCD) and the objective of the Official Plan to accommodate population growth and new, contemporary buildings within the CHCD and shall develop appropriate infill guidelines; and

b) More comprehensive descriptions and guidelines for individual buildings and streetscapes; and

c) Architectural guidelines for new buildings and additions to existing buildings; and

d) Modifications to the current boundaries of the CHCD as deemed appropriate by the study findings.

25) The City shall pursue appropriate designations of undesignated heritage buildings and areas.

3.5 Urban Design

26) All development within areas identified as Design Priority Areas on Schedule C7A of the Official Plan will be subject to Design Review by the City’s Urban Design Review Panel, including the process and exemptions identified for the panel.

27) Official Plan Amendments, Zoning By-law Amendments, and Site Plan Control applications associated with mid-rise, high-rise, and high-rise 41+ buildings within the boundaries of the Secondary Plan will be reviewed by the Urban Design Review Panel until the completion of an updated UDRP Terms of Reference which may provide more specific guidance on the role of the Panel in this area.

Section 4: Character Area Policies

These policies add to the general secondary plan policies with greater local detail. They should be read along with the general policies. Near the limit between two or more areas, it may be necessary to take the policies of the neighbouring areas into consideration in order to ensure an appropriate transition between them.

4.1 Upper Town

4.1.1 Character Area

This subsection applies to the Upper Town area as shown on Schedule A - Character Areas. It is generally bounded by Lyon Street, Sparks Street, Bay Street, Wellington Street, Commissioner Street and Albert Street. It excludes those parcels covered by the Parliament and Confederation Boulevard Special District.

4.1.2 Mobility

1) The City will reflect the Central and East Downtown Core’s priority placed on sustainable mobility, notably by providing a movement system from the bottom to the top of the cliff at Bronson Park, in collaboration with the National Capital Commission,
enabling easy movement for pedestrians and cyclists from LeBreton Flats to Upper Town. An example is a public elevator.

4.2 Escarpment

4.2.1 Community Design Plan

This subsection implements the necessary components of the Escarpment Area District Plan Community Design Plan (CDP). The Escarpment Area District Plan CDP includes detailed land-use descriptions and design guidelines that contain additional detail and guidance for development and its evaluation. This subsection is to be read in conjunction with the Escarpment Area District Plan CDP.

4.2.2 Character Area

This subsection applies to the Escarpment area as shown on Schedule A - Character Areas. It is generally bounded by Booth Street, the Aqueduct, Commissioner Street, Albert Street, Bay Street, Laurier Avenue, Bronson Avenue and Slater and Albert Streets.

4.2.3 Land Use and Built Form

2) Development in the Escarpment Area will reflect the design principles laid out in the Escarpment Area District Plan CDP. Development should:

   a) Be designed according to the principles of point towers with podiums and sufficient separation between towers, no less than 20 metres; and

   b) Provide increased setbacks (minimum of three metres) from the surrounding sidewalks for the purposes of public realm improvements.

4.2.4 Public Realm

3) The City will provide new parks, as described within the Escarpment Area District Plan CDP. The City will:

   a) Acquire the necessary lands for the creation of a new park of 0.8 hectares on the western portion of the block bounded by Bronson Avenue, Slater Street, Bay Street and Laurier Avenue, as described in Section 5 of the Escarpment Area District Plan CDP. The inclusion of the uses and facilities proposed in the Escarpment Area District Plan CDP should be considered in the design of the park; and

   b) Improve recreational amenities within Escarpment Park (Bronson Park), located at 506 Commissioner Street.

4) Develop park amenities at 84 Bronson Avenue, owned by the National Capital Commission. Refer to policies in the Escarpment Area District Plan CDP.
4.2.5 Mobility

5) The City will reflect the Central and East Downtown Core’s policy of sustainable mobility priority in the Escarpment area, notably by:

   a) Acquiring the necessary lands for the creation of a mid-block pedestrian mews running north-south from Albert Street to Laurier Avenue at the mid-block between Bronson Avenue and Bay Street, as described in Section 5 of the Escarpment Area District Plan CDP. The mews will facilitate pedestrian and cycling movement through the district and provide a front-door address for the western edge of the new residential infill development. Between Slater Street and Laurier Avenue, the mews will define the eastern edge of the central park and provide access, as well as a transition to, the new residential development. Once completed, the mews shall be dedicated to the City as a public right of way. It will not be dedicated as parkland; and

   b) Providing streetscape improvements to prioritize pedestrian and cycling movements at key intersections such as Albert and Slater Streets at Bronson Avenue.

4.3 Core

4.3.1 Character Area

This subsection applies to the Core area as shown on Schedule A - Character Areas. It is generally bounded by Sparks, Elgin, Lisgar, Metcalfe, Gloucester and Lyon Streets. It excludes those parcels covered by the Rideau Canal Special District and the Parliament and Confederation Boulevard Special Districts

4.3.2 Land Use and Built Form

6) The Core area is intended to be the principal focal point of activity in the city and within the metropolitan downtown core. Development will:

   a) Be designed to maximize the activity on, accessible to, and visible from the public realm; and

   b) Provide continuous active frontages and active uses along all streets.

4.3.3 Public Realm

7) The City should require the inclusion of parkland in new developments as referenced in the Downtown Ottawa Urban Design Strategy and an Urban Parks Strategy. The City will identify potential locations for new parks and endeavour to acquire them for that purpose.
4.3.4 Mobility

8) The City will require a minimum sidewalk width of 3 metres along all streets, as per the Downtown Moves: Transforming Ottawa’s Streets study. This may be increased without amendment.

4.4 Centretown

4.4.1 Character Area

This subsection applies to the Centretown area as shown on Schedule A - Character Areas. It is generally bounded to the north by Gloucester Street and Lisgar Street, to the east by the Rideau Canal, to the south by the Queensway and to the west by Bronson Avenue.

4.4.2 Purpose and Structure of this Subsection

The purpose of this subsection is to establish a comprehensive set of policies to guide future growth and change in Centretown. It is based on the Centretown Community Design Plan (CDP), translating many key aspects of the Centretown CDP into statutory policy.

Paragraphs 4.4.3 Vision and 4.4.4 Principles and Objectives, of this secondary plan lay the foundation for Centretown, with a vision statement and set of overarching principles. Paragraph 4.4.4 Principles and Objectives, of this secondary plan also identifies Centretown’s general objectives under each principle. Centretown’s policies pertaining to mobility, the public realm, heritage, housing, land use and site development can be found in paragraphs 4.4.5 to 4.4.9 of this secondary plan. This subsection concludes with policies intended to provide Interpretation (paragraph 4.4.10) and guide its implementation (paragraph 4.4.11).

In considering and preparing proposals for new development and other physical improvements in Centretown, including public projects, proponents should review all paragraphs of this subsection, the general policies within this secondary plan, in addition to the Centretown CDP and applicable policies in Volume 1 of the Official Plan.

4.4.3 Vision

Over the first third of the 21st century, Centretown’s population has grown and its physical environment has evolved, enhancing an already authentic urban character and unrivalled quality of life. People from all backgrounds are attracted by its central location, the variety of businesses and amenities and a strong sense of community, remarkable heritage assets and the ever-improving quality of the built environment. Centretown continues to be one of Ottawa’s most diverse and vibrant mixed-use community.

Architecturally, Centretown has become a showcase of creative and beautiful design. Heritage buildings are celebrated features of the community, carefully preserved and
creatively re-used and frequently incorporated into new development. At the same time, new buildings of all shapes and sizes, responding to neighbourhoods and the downtown context, have been constructed. The resulting eclecticism reinforces Centretown’s identity as a place that values its past and embraces its future.

More space for walking and cycling has turned busy roads into people places that stitch the different parts of the community together. Calm streets, greener streetscapes and unique parks have also improved the overall image of Centretown. Heritage streetscapes and individual buildings have been maintained and enhanced.

Metcalfe Street has been reinvented as an elegant green boulevard that gracefully connects the civic and federal realms. The Museum of Nature continues to be the pride of Centretown and is a more prominent and visited landmark. Its expanded green lawns enhance the Museum’s setting and play host to countless community events throughout the year. Centretown’s revitalized parks and two new parks are abuzz with the growing number of children and families that use these fun and safe spaces.

As advocates, for “shop local, eat local, act local”, the growing number of residents choosing to make Centretown their home have reinvigorated businesses along Bank and Elgin Streets. Somerset Village has expanded and Gladstone Avenue has become a destination for creative businesses, fuelled by the conversion of light industrial type buildings and garage spaces into studios, gallery spaces and other commercial uses.

Centretown has continued to evolve as a complete downtown community that optimizes its central location. There is a wide range of housing options, including affordable housing. Most residents don’t rely on their own car for transportation, walking, cycling or taking transit to work. Everything needed for a high-quality urban living, including parks, schools, shops, services and cultural attractions, is a short stroll away.

4.4.4 Principles and Objectives

The following seven core principles flow from the vision for Centretown and provide the foundation for this Character Area. They recognize that Centretown is not only one of Ottawa’s oldest established communities with many significant built heritage resources, but is also an area of the city that will continue to evolve to accommodate more residents and businesses.

The following principles reinforce each other, and none is more important than any other. They establish overarching goals for Centretown, and each provides the basis for the more specific objectives.

1. **Maintain and respect the character of Centretown’s neighbourhoods**

The heritage character of Centretown is fundamental to its attractiveness as a place to live, work, shop and visit. The low-rise neighbourhoods generally west of Kent Street and east of Elgin Street have a consistency in the layout, form and architectural quality
of housing. That is to be maintained and preserved as much as possible, and new development should be compatible as viewed from the public realm.

Gentle intensification is planned in these areas, and new development, adaptive re-use or modifications to existing buildings should reinforce the established heritage character.

The centre of Centretown, roughly between Kent and Elgin Streets and between Lisgar and Argyle Streets is the Centretown Heritage Conservation District. This District includes the historic mainstreets of Bank Street and Elgin Street, and the Museum of Nature. It is a dynamic, mixed-use area with an eclectic character. As this area continues to evolve, conserving cultural heritage value will be essential.

Objectives:

- Protect buildings of cultural heritage value, heritage streetscapes and areas
- Rehabilitate, conserve and re-use buildings with heritage value
- Ensure compatibility with the character of neighbourhoods and mainstreets
- Preserve irreplaceable, valued architectural styles

2. Accommodate residential growth

More people living in Centretown will strengthen the local economy, support investments in public transit and help achieve the City’s broader sustainability objectives. New buildings to house more people will fill gaps in Centretown’s urban fabric, optimizing the use of land and creating more attractive streetscapes.

All neighbourhoods in Centretown can accommodate growth to varying degrees. Most of the growth will be directed to the northern area where high-density development already exists and to the Catherine Street corridor. Growth will also continue to occur through the development of mostly mid-rise buildings in the central area of Centretown. Existing low-rise neighbourhoods may experience a sensitive level of infill growth as a result of small-scale, low-rise redevelopment, secondary suites and converted houses, for example.

Objectives:

- Achieve a minimum intensification target of 10,000 new residents
- Target larger intensification projects where they will have minimal adverse impacts on low-rise neighbourhoods. The low-rise neighbourhoods are generally located east of Elgin Street and west of Kent Street (including properties located south of James Street to the west of Bank Street)
- Ensure that intensification in Heritage Conservation Districts (HCD) is consistent with the HCD study and applicable HCD plan
- Ensure utilities and municipal services are adequate to support the intensification target
- Provide adequate educational, recreational, social and cultural facilities and programming for all residents

3. Accommodate a diverse population

Centretown is one of Ottawa’s most diverse communities socially and culturally. It is a downtown neighbourhood, has good access to transit and services and contains a variety of housing options for households of all incomes, from detached homes to studio apartments. As Centretown grows and evolves, there should continue to be a wide range of housing types and a significant component of affordable housing. Centretown should continue to accommodate a culturally diverse, dynamic community in an inclusive urban environment

Objectives:
- Ensure new housing provides a range of dwelling types and sizes, including units suitable for families with children
- Provide housing which meets the needs of disabled persons, senior citizens, single parent families and other groups with special needs
- Maintain an adequate supply of affordable housing
- Strengthen the protection of existing rental housing
- Provide adequate educational, recreational, social and cultural facilities and programming for all residents
- Promote equity and inclusion by recognizing, protecting and honouring sites of cultural heritage value associated with Centretown's diverse historical experiences, including those associated with the LGBTQ2, Indigenous, and visible minority communities

4. Reinforce and promote commercial activity

Bank Street and Elgin Street are successful neighbourhood Mainstreets. Somerset Village is a restaurant destination and small commercial enterprises now occupy many of the historic houses south of Somerset Street and on either side of Bank Street. Encouraging commercial investment that respects the heritage character of the area will help ensure that Bank and Elgin Streets, as well as secondary mainstreets, like Somerset and Gladstone will thrive. The rehabilitation of heritage buildings will ensure their long-term viability. A thriving commercial environment in Centretown comprising retail, small-service businesses and professional offices supports population and employment growth in broader downtown Ottawa.

Objectives:
• Enhance the presence of small businesses within mixed-use areas
• Fill in gaps on Bank and Elgin Streets with mixed-use buildings that reinforce the streets’ pedestrian-oriented character
• Enhance the continuity of retail and small-scale offices within existing and new buildings on Somerset Street and Gladstone Avenue
• Accommodate institutional, cultural and community facilities for all residents that complement, and are compatible with, surrounding uses
• Provide opportunities for studios and workshops in live-work accommodation

5. Enhance the public realm

Centretown has lively corridors and a few distinctive parks, such as Dundonald Park and Minto Park, but its heavily trafficked north-south streets need improvement from a pedestrian standpoint, and there is a deficiency of public parks and other public open space. As Centretown’s population grows, ages and becomes more culturally diverse, the pressures on parkland and community facilities will increase.

It is the City’s intent to pursue, through its capital plan and partnerships with other public agencies, a program of streetscape and other public realm enhancements in Centretown and the creation of new public squares and gathering places. In addition, it will be important to seek and encourage opportunities to establish new public spaces and/or other community facilities on significant development sites.

Objectives:

• Increase the overall supply of parkland in Centretown
• Improve the quality and functionality of existing parks
• Establish new urban plazas, public spaces, and privately-owned public spaces
• Improve the pedestrian comfort and image of primary streets
• Establish Metcalfe Street as a premier civic boulevard and National Capital entryway
• Protect and preserve existing trees and other desirable vegetation
• Plant new trees in public parks and rights of way
• Establish new community and cultural facilities to serve the needs of residents and complement existing cultural amenities

6. Prioritize and improve walking, cycling and transit use

With its grid pattern of streets and mix of uses, Centretown is generally a walkable community that is well served by public transit. Nevertheless, the priority placed on
vehicular traffic on Kent, O’Connor and Metcalfe Streets makes them pedestrian and bicycle unfriendly and creates mobility barriers within Centretown. The incremental conversion of these streets from one-way to two-way, along with streetscape improvements, would encourage more walking, cycling and transit use, as well as promote investments in adjacent private properties, improved cycling and pedestrian connections to surrounding neighbourhoods and the National Capital Commission’s pathway system.

Objectives:

- Reduce and regulate the use of cars
- Provide additional amenities for sustainable modes on Centretown’s corridors and other key streets
- Ensure high quality pedestrian and cycling infrastructure is provided as part of any major roadway improvement projects
- Expand the network of pedestrian pathways and cycling facilities in Centretown and improve connections to adjacent neighbourhoods
- Create arterial streets that prioritize sustainable modes, particularly pedestrians
- Improve public transit service as warranted
- Minimize traffic flow and speed on residential streets and mitigate their impacts
- Expand car-share and bike-share programs and facilities

7. Promote design excellence

The cherished historic character of Centretown is testimony to the value of design excellence. As the community grows and evolves, it should maintain and celebrate its excellent qualities while encouraging development that establishes new legacies. High quality improvements to the public realm also have a vital role to play.

Design excellence can result from the creativity of a single architect, landscape architect, engineer or artist, but it should be inspired by context and it almost always relies on input from many sources including professional collaborators and reviewers, users of the building or space and the public. Building on the guidelines and other recommendations of the Centretown CDP, it is the City’s intent to ensure that all significant developments and capital projects are subject to a rigorous design review process.

Objectives:

- Ensure all new development is well designed and built with high quality, long lasting materials
• Ensure new development in established neighbourhoods respects and complements the existing character of the area

• Steadily increase the number of buildings that meet high standards for energy efficiency, environmental design and green buildings generally (ex., LEED rated buildings)

• Steadily increase the number of projects recognized by professional design organizations for excellence

• Ensure the community is engaged in the processes that lead to significant new developments and has an opportunity to provide input on the design of new buildings and public projects

• Respect the heritage character of Heritage Conservation Districts and other areas with built heritage resources. Development will respect the guidelines in Section 6.5 of the Centretown CDP

4.4.5 Mobility

Centretown is a compact, urban community with a traditional grid pattern of streets and well served by public transit. As such, it encourages walking, cycling and transit use. However, much of the network is designated as part of the arterial road system and is focused on supporting the movement of cars between Ottawa’s downtown core to the north and Highway 417 to the south. It has been generally accepted that vehicular flow through Centretown will remain low with some areas experiencing congestion, particularly at peak times. Nevertheless, it is a goal of this subsection to reduce automobile use, speed, their impacts on the neighbourhood and create an environment that is even more conducive to using alternatives to the automobile. This subsection encourages a program of complete streets for Centretown. The policies in this subsection focus on functional improvements aimed at achieving a more balanced mobility network in Centretown. Related policies regarding other improvements to streetscapes can be found in Section 4.4.6 Public Realm, of this secondary plan.

Public Transportation

9) The City shall maintain the general level of transit service in Centretown and make service enhancements where supported by an increased population in the area and/or by the demands placed on the larger city transit network.

10) The City shall identify and implement opportunities to make streets in Centretown more transit friendly. Measures to be considered shall include transit lanes, bus bulb outs and improved shelters/waiting areas at bus stops.

Cycling and Walking

11) Expanding the cycling network and implementing other cycling improvements shall be guided by the Ottawa Cycling Plan and the Centretown CDP. The City shall also
pursue other opportunities to improve cycling connections to the Laurier Avenue bike lanes, across the Queensway and the Rideau Canal, and to the National Capital Commission pathway network.

12) The City shall identify and implement opportunities for protected bicycle parking in major developments and at key destinations in Centretown, including Jack Purcell Community Centre, Minto Park, the Museum of Nature and along Bank and Elgin Streets.

13) The City shall be guided by the Centretown CDP and the policies in Sub section 4.4.6 for Streetscapes, of this secondary plan, for enhancements to the pedestrian network. Metcalfe, Elgin, O’Connor and Somerset Streets are pedestrian-priority streets, where improvements shall be focused first. The City shall re-allocate the space and priority of the public rights of way to better serve the needs of pedestrians and cyclists, through expanded boulevards for sidewalks and plantings, cycling facilities and other measures set out in the Centretown CDP.

**Street Network**

14) Right of way (ROW) protection shall respond to the existing pattern of development in Centretown and be pursued on a case-by-case basis. The primary consideration in modifying ROWs shall be to retain a consistent streetwall or other building frontage condition. In cases where a site is on the corner, or a neighbouring building is already setback, the ROW protection standard could be applied to increase the pedestrian zone.

15) The City shall study the potential to convert key one-way streets in Centretown that favour peak-hour traffic traveling through the area to two-way streets. Two-way conversions are intended to improve safety and comfort for sustainable modes, provide a greater choice of routes, improve wayfinding and create more inviting addresses for development. The first street to be analyzed for conversion shall be Metcalfe Street, followed by Lyon Street and then O’Connor Street and Kent Street. The conversion of Metcalfe shall be considered in conjunction with a landscape plan for the Museum of Nature block.

**4.4.6 Public Realm**

The public realm of Centretown includes its streets, back lanes, pathways, parks and recreational facilities, schools and other institutions. The accessibility and quality of the public realm is fundamental to the quality of life in Centretown as a green and liveable community as well as to the success of its businesses.

The policies in this subsection focus on maintaining and improving key elements of Centretown’s existing public realm and adding new ones. Equally important, the Centretown CDP and the policies below support a strategy of upgrading existing parks, greening Centretown’s key streets and securing high-quality parks through
redevelopment. In addition, the policies in sub section 4.4.5 Mobility, of this secondary plan, emphasize the importance of improved connections for pedestrians and cyclists within the community and to surrounding areas with park and recreational amenities.

**Parks and Privately-Owned Public Spaces (POPS)**

16) The City shall implement an ongoing program of park improvements in Centretown, guided by Section 5 – Greening Centretown, in the Centretown CDP.

17) Priorities for park or POPS are to be considered as part of planning applications along Metcalfe Street.

18) Priorities for improvements within existing parks include Jack Purcell Park, Dundonald Park, McNabb Park, St. Luke’s Park and Minto Park.

19) The City shall pursue the acquisition and creation of new parks, POPS and other public spaces conceptually identified on Schedule B - Designation Plan and Schedule E - Greening Centretown and described in the Centretown CDP. The acquisition and/or programming of these areas will require working cooperatively with public agencies and private landowners. In addition to the parks identified on Schedule E - Greening Centretown the City may acquire other lands for parkland without amendment to this secondary plan. Designated heritage buildings will not be demolished when creating new parks.

20) Any future development of 265 Catherine Street within the height limit of the zoning in place on January 23rd, 2014 will include a minimum of 25 per cent of the lot area as a POPS. Approval of a site plan for such development will be required and the community will be consulted by the City during this process.

21) The McNabb and Jack Purcell Community Centres shall be maintained and enhanced as required. The City shall investigate the potential for a third community centre in the northern part of Centretown to meet the needs of the existing and future population in the area. The City shall also pursue opportunities, including partnerships with private landowners and developers, to acquire additional community meeting spaces, youth and senior centres and outdoor recreation spaces, such as skateboard courts and basketball courts.

22) To complement existing and new parks, the City shall use the development approval process to secure the provision of new parks and POPS at strategic locations throughout Centretown. Generally, small parks and POPS shall be located at intersections, although mid-block locations will also be considered. The location and design of small parks and POPS shall be guided by the Centretown CDP.

23) The City, in collaboration with the National Capital Commission, shall initiate a restoration plan for the Metcalfe Gateway and the Canadian Museum of Nature block aimed at significantly improving its landscape and accessibility. The plan shall address:
a) Eliminating the Metcalfe Street jog between McLeod Street and Argyle Avenue to create a unified park; and

b) Re-landscaping of the park, using its distinctive historic plan as an inspiration, with an emphasis on the west lawn, to a significantly higher standard as per the 2003 Public Works-Government Services Canada study; and

c) Special streetscape treatment for the Metcalfe Street and McLeod Street intersection to create a public gathering space at the front entrance to the museum; and

d) Reconstruction of Metcalfe Street as a civic boulevard, including street trees, special paving, lighting, coordinated street furniture and traffic calming measures; and

e) Opportunities for an improved alternative scenic access system from the Queensway and Elgin Street to the Queen Elizabeth Driveway.

24) Where appropriate, and through formal agreements where necessary, the City shall seek to ensure open spaces associated with schools, churches and office buildings are located and designed for enjoyment by the general public.

Community Services

25) The City supports the concentration of a number of recreation and meeting facilities in community centres. These centres may also include health and dental clinics, personal counseling services, legal aid, licensed childcare centres, information and referral services, and any other service which is best delivered at the neighbourhood level.

Streetscapes

26) Guided by the Centretown CDP, the City shall undertake streetscape improvements on the following key streets, as part of the capital budget for any road and infrastructure renewal program for the streets:

a) Elgin Street; and

b) Catherine Street; and

c) Metcalfe Street; and

d) O’Connor Street; and

e) Somerset Street; and

f) Gladstone Avenue; and

g) Lyon Street.
27) Where existing surface parking lots meet or encroach on the public right of way, the City shall use the development application process or may use other means at its disposal to eliminate encroachments and improve the buffering of parking lots and associated streetscapes.

28) Hydroelectricity, natural gas, communications/telecommunications and other utility systems will be extended wherever necessary to serve new development in consultation with the utility provider. In the interest of enhancing the physical environment of the downtown, the City will explore the possibility of installing utilities underground and will support the burying of existing overhead wiring where feasible, and in keeping with the City’s Underground Wiring Policy.

4.4.7 Heritage

Centretown is rich in heritage, and it is highly valued by residents, business owners and visitors. Its historic buildings, streetscapes and neighbourhoods are central to Centretown’s existing character and should remain so as the area evolves to incorporate more contemporary buildings. The intent of the policies below is to ensure the most significant aspects of Centretown’s heritage are protected, maintained and celebrated. They also aim to ensure that, where redevelopment occurs, the design and landscaping of new buildings will be sensitive and complementary to the character of neighbouring heritage assets and consistent with existing heritage plans and policies.

29) The City shall encourage the rehabilitation and re-use of heritage buildings in Centretown and shall consider new financial incentives in the context of a Community Improvement Plan to further this objective.

30) In addition to being subject to design guidelines in the CHCD Plan, where applicable, new development adjacent to heritage buildings and streetscapes shall respect the guidelines in Section 6.5 of the Centretown CDP.

4.4.8 Housing

The population of Centretown is expected to rise in the decades ahead, and a key objective of this Character Area subsection is to ensure there is a broad range of housing choices for existing and future residents. The policies below, which are further to the policies in Section 4.2 - Housing, of Volume 1 of the Official Plan, support this objective, focusing specifically on the issue of affordable housing.

Affordable and Assisted Housing

31) The City shall include the provision of affordable housing units and the conservation and replacement of rental housing as per Policy 15), Section 11 of Volume 1 of the Official Plan for community benefits. A Centretown Affordable Housing Fund shall be created and funded as per Policy 15), Section 11 of Volume 1 of the Official Plan and Development Charges Reserve Fund contributions.
32) The City shall work with private developers to introduce home ownership programs to create affordable condominium units.

33) In recognition of the affordability problem encountered by many individuals and families in securing adequate housing, the City shall encourage, and shall determine specific means to provide for, a percentage of publicly assisted housing for persons and families of low to moderate income in major new residential developments in Centretown. The City of Ottawa may also purchase existing housing or assemble land for housing construction, as circumstances demand, in order to further the objectives of this subsection.

Protection of Rental Housing

34) The City shall review the provisions of the Municipal Act with the intent of strengthening existing policies regarding the replacement of rental units, focusing on affordability, tenure, rent controls and administration.

35) Notwithstanding Section 4.2.3 of the Official Plan, properties designated under Part IV of the Ontario Heritage Act and Category 1 and 2 properties designated under Part V of the Ontario Heritage Act shall not be exempted from the rental conversion policy.

4.4.9 Land Use and Site Development

The policies of this Character Area subsection address how land can be used and developed and relate to Schedule B - Designation Plan and Schedule C - Maximum Building Heights.

Centretown as a whole is a mixed-use community comprised of distinct areas or neighbourhoods, some of which are more mixed than others but each of which has its own physical character. These Centretown Character Areas, identified on Annex 1 - Centretown Character Areas, of this secondary plan and described in detail in the Centretown CDP, are very important to the continued evolution of Centretown. The Centretown Neighbourhood Character Areas, comprised almost entirely of low-rise buildings, are the most consistent and uniform neighbourhoods in Centretown. They are generally attractive and healthy and are planned for sensitive physical change. The Centretown North Character Area is an area of high-density development that is planned for more residential and mixed-use intensification in mostly tall buildings that frame and enliven adjacent streets. The Centretown South Character Area, defined for the most part by automobile-oriented commercial uses and underutilized land, has the potential, like its northern counterpart, to accommodate a significant amount of the planned growth in Centretown in generally tall buildings.

The Centretown Central Character Area is the most complex of the Centretown Character Areas. Containing parts of Bank, Elgin and Metcalfe Streets, Somerset Village, and the Museum of Nature, it is the core of Centretown and accommodates an
assortment of uses. Its charm derives from its eclectic, ever-evolving character. With a number of vacant or underutilized lots, parking lots and aging buildings that lack heritage value, it is expected to continue to evolve to accommodate more residential and mixed-use development that respects and complements the many historic buildings and streetscapes in the area.

The policies below respond to the varying land use and built form visions for each Centretown Character Area. They are linked to Schedule B - Designation Plan and Schedule C - Maximum Building Heights.

**Centretown Neighbourhood Character Areas**

36) The predominant designation in the Neighbourhood Character Area is Local Neighbourhood, as identified on Schedule B - Designation Plan.

37) In Minor Corridors identified in Volume 1 of the Official Plan, denser low-rise forms are permitted. Small-scale, neighbourhood-oriented commercial uses are also permitted on properties fronting these streets.

38) New development in the Local Neighbourhood designation of the Neighbourhood Character Area shall be compatible with the prevailing pattern of development along the street in the immediate vicinity, in terms of front and side yard setbacks and massing. The maximum height shall be the lesser of 14.5 metres or four storeys, except for the interior low-rise neighbourhood areas in the Golden Triangle east of Elgin Street where the maximum height shall be 11 metres, as identified on Schedule C - Maximum Building Heights.

**Centretown North Character Area**

39) The predominant land use designation in the North Character Area is Local Neighbourhood, as identified on Schedule B - Designation Plan. Non-residential uses are restricted to the first two floors of a building and cannot occupy more than 50 per cent of its gross floor area in R4 and R5 zoned areas.

40) Buildings on Corridors in this Character Area shall have active uses such as retail on the ground floor fronting the street and maintain a continuous streetwall. Retail shall also be permitted on the second floor. Otherwise, upper floors shall be occupied by residential or office uses.

41) Buildings of varying heights shall be encouraged in the North Character Area. The maximum heights, identified on Schedule C – Maximum Building Heights, are intended to achieve a transition to the mid-rise and low-rise areas to the south. Proposals for development in the North Character Area shall be guided by the Built Form Guidelines in the Centretown CDP. These guidelines, together with other applicable Council approved design guidelines, provide the framework to ensure better quality architecture, appropriate building design and the creation of a positive sense of place in Centretown. The guidelines are meant to be general and may not
apply equally in all circumstances. The site context may inform the application of, and the emphasis on, the various guidelines.

**Centretown South Character Area**

42) The predominant designation in the South Character Area is Corridor, as identified on Schedule B - Designation Plan. The intent is to maintain employment uses in the area while encouraging infill and high-rise redevelopment that provides a buffer between the Queensway and the established neighbourhoods to the north. Permitted uses shall include apartment buildings, townhouses, offices, small-scale and large-format retail, hotels, bulk good outlets, wholesale operations and other commercial operations that serve the needs of travellers, commuters and Centretown residents.

43) Buildings of varying heights shall be encouraged in the South Character Area. The maximum heights, identified on Schedule C - Maximum Building Heights, are intended to achieve a transition to the mid-rise and low-rise areas to the north. Proposals for development in the South Character Area shall be guided by the Built Form Guidelines in the Centretown CDP. These guidelines, together with other applicable Council approved Design Guidelines, provide the framework to ensure better quality architecture, appropriate building design and the creation of a positive sense of place in Centretown. The guidelines are meant to be general and may not apply equally in all circumstances. The site context may inform the application of, and the emphasis on, the various guidelines.

**Centretown Central Character Area**

44) Consistent with the eclectic nature of the Central Character Area, it comprises several land use designations, as identified on Schedule B - Designation Plan, including the following mixed-use designations:

a) Corridor – For Elgin Street and Bank Street this applies to the properties subject to Mainstreet Corridor policies as identified in Section 6.2 - Corridors, of Volume 1 of the Official Plan. In these areas, active uses such as retail shall be required on the ground floors of buildings fronting the street and a continuous streetwall shall be maintained. Retail shall also be permitted on the second floor; otherwise, upper floors shall be occupied by residential or office uses. On-site parking is discouraged. If provided, will be located at the rear of buildings or underground.

b) Corridor – Other than Elgin Street and Bank Street this applies to the properties subject to Minor Corridor policies as identified in Section 6.2 - Corridors, of Volume 1 of the Official Plan. Commercial uses in heritage houses and at the base of apartment and office buildings are permitted and encouraged. Notwithstanding the presence of commercial uses on Somerset Street, it should maintain a generally residential form, with buildings set back from the right of way.
and landscaped front yards (or restaurant patios), except where it intersects with Bank and Elgin Streets.

c) Local Mixed-Use – This applies to portions of the Centretown Central Character Area historically occupied by houses and other low-rise housing forms that have been partially converted to commercial uses and to adjacent neighbouring properties where such conversions are appropriate. Non-residential uses shall be restricted to small-scale commercial uses such as personal services, medical facilities, offices and small-scale institutional uses, such as licensed childcare centres. Uses such as restaurants, retail stores and retail food stores, more appropriately located on a Corridor, will not be permitted, except within landmark buildings. Permitted non-residential uses shall be restricted to the first two floors and the basement and shall not occupy more than 50 per cent of the gross floor area of the building, with the exception of those existing buildings containing legally established non-residential uses existing at the date of adoption of the Official Plan. The expansion of legally established non-residential uses shall be subject to appropriate limits. The Local Mixed-Use designation also permits low-rise residential buildings and apartment buildings that do not contain non-residential uses.

45) The Centretown Central Character Area also includes properties designated Local Neighbourhood, where the permitted uses shall be restricted to low-rise forms.

46) A variety of mid-rise and low-rise buildings shall be encouraged in the Centretown Central Character Area. Schedule C - Maximum Building Heights identifies maximum heights of up to nine storeys as permitted. Where a building greater than six storeys is proposed adjacent to a property where the maximum height is four storeys or adjacent to built heritage resources, a stepping of heights or increased setbacks should be provided to achieve an appropriate transition. Buildings shall be restricted to five storeys along Elgin Street.

47) Proposals for development in the Centretown Central Character Area shall be guided by the Built Form Guidelines in the Centretown CDP. The guidelines are meant to be general and may not apply equally in all circumstances. The site context of the provision of a public benefit may inform the application of, and the emphasis on, the various guidelines. Where a high-rise building is introduced in the Centretown Central Character Area, provisions described in Section 4.4.9.3, Policy 43) and Section 4.4.9.4, Policy 46) of this subsection shall apply.

48) Notwithstanding the maximum building heights identified on Schedule C – Maximum Building Heights, the lands legally described as Lots 12 and 13 (West O’Connor Street) and Part of Lot 43 (North Gilmour Street) on Registered Plan 15558 shall be subject to a maximum building height of six storeys. Furthermore, notwithstanding Policy 45), the development of a midrise apartment dwelling shall
be permitted on the portion of such lands designated Local Neighbourhood, being Part of Lot 43 on Registered Plan 15558.

49) Despite Policy 46) above, the property at 100 Argyle Avenue is permitted a maximum building height of 10 storeys pursuant to Section 37 of the Planning Act where one or more community benefits are secured through and agreement with the City which will be provided at the time of development.

General Policies

50) Centretown is home to a range of public and institutional uses, including schools, parks, museums, public utility installations, municipal facilities, community resource and health facilities and places of worship. Schedule B - Designation Plan identifies Public/Institutional Areas, where such uses exist and will continue to be permitted.

51) Schedule B - Designation Plan and Schedule E - Greening Centretown identifies the locations of existing parks and potential locations for future parks. Parks and other public open spaces shall also be permitted in all other land use areas. A range of community, cultural and recreational facilities are permitted in parks and open spaces.

52) The implementing zoning by-law shall establish appropriate maximum building heights within the ranges shown on Schedule C - Maximum Building Heights. These maximum building heights are intended to help ensure compatibility between existing buildings and new development and between areas of different building heights, which together with other applicable zoning provisions ensure new development achieves an appropriate built form transition to adjacent areas of lower height.

53) 267 O’Connor Street is a significant site strategically located along O’Connor Street amongst sites developed with buildings of various character and height within the Local Mixed-Use designation of the Centretown Central Character Area. Given its location, context, size and current development conditions comprising a single use non-residential building with extensive surface parking and having frontage on three public streets, redevelopment of the site is encouraged. Such development could make a significant contribution to improving the Centretown Central Character Area and O’Connor Street, and to significantly improving the area’s public realm. Such development is encouraged to include the provision of a park, a key objective of this subsection for this part of Centretown. The determination of the nature and form of development that is consistent with the opportunity and potential exhibited by the site shall be determined through a site-specific re-zoning process and be subject to a specialized design review process within the framework of the City’s Urban Design Review Panel. Accordingly, to provide for flexibility in determining an appropriate development, and recognizing the varied context of the site where buildings of various styles and heights are located, the final building height that may
be determined through the site specific rezoning will be permitted to exceed the nine storey height limit identified on Schedule C - Maximum Building Heights, while providing for an appropriate building height and mass in order to create a positive street relationship as well as ensure compatibility with surrounding properties, provided an appropriate publicly accessible private open space is included. Any proposal for a building height that would be permitted within the framework of the Landmark Building policies of this subsection will be subject to the policies set out for Landmark Buildings. Notwithstanding Subsection 4.4, Policy 42) c), small retail, cafes and restaurants will be permitted on the first two floors and basement.

54) Where the existing maximum building heights in the Zoning By-law are lower than those shown on Schedule C - Maximum Building Heights, any increase in height and/or density deemed suitable by the City through a rezoning process will be subject to Policy 15), Section 11 of Volume 1 of the Official Plan.

55) As a mixed-use, downtown community in the nation’s capital, Centretown may be an appropriate location for developments that, through their design and public uses, establish true civic or national landmarks. Landmark Buildings are those that make both significant and exceptional contributions to the public realm and overall identity of Centretown. They combine iconic architecture, extraordinary site design and a unique civic or national function to create a distinctive place that invites visitors to experience its qualities. Both the building and its landscape should be appreciated as much for their beauty as for their utility. While Landmark Buildings must respect the form and character of their surroundings, they may depart from the built form parameters established for Centretown, but in this regard they will not set precedents for other development, and to be different they must be special. Notwithstanding the built form policies of this subsection, including the height limits on Schedule C - Maximum Building Heights, where high-rise and mid-rise buildings are permitted in the Centretown North, Central and South Character Areas, the City may permit Landmark Buildings that do not conform to the built form policies and height limits but only under very specific circumstances as described below. Landmark Buildings shall:

a) Only be permitted on large corner lots with frontage on three streets, except in the Centretown South Character Area, where frontage on two streets is required; and

b) Not be permitted in Local Neighbourhood or Corridor designations; and

c) Notwithstanding the provisions of (b) above, proposals for the development of potential Landmark buildings will continue to be considered on any lots where they would have been considered on October 26, 2021. These lots are those designated “Corridor” in the following locations:
i) The west side of Kent Street between Lisgar Street and Somerset Street, excluding lots whose front lot line is on Somerset Street;

ii) Either side of Kent Street between Somerset Street and James Street, excluding lots whose front lot line is on Somerset Street;

iii) Either side of Gladstone Avenue between Bank Street and O’Connor Street, excluding lots whose front lot line is on Bank Street, but including all lots whose front lot line is on O’Connor Street;

iv) The south side of Gladstone Avenue between O’Connor Street and Elgin Street, excluding lots whose front lot line is on Elgin Street;

v) Lots whose front lot line is on Catherine Street;

vi) Either side of Metcalfe Street between Somerset Street and Waverley Street West, excluding lots whose front lot line is on Somerset Street;

vii) Either side of Metcalfe Street between Gladstone Avenue and Catherine Street, excluding lands designated as “Institutional”.

d) In the Local Mixed-Use designation, only be considered on properties fronting O’Connor, Metcalfe and Kent Streets and only if the proposed development, along with any park/public open space component, is massed to those streets; and

e) Provide and deliver a significant, publicly accessible and publicly owned park and/or a significant public institutional use, such as a cultural or community facility, on the site. Where an institutional use is not proposed, the open space shall comprise of a contiguous area that is a minimum of approximately 40 per cent of the area of the subject site and have frontage on at least two streets; and

f) Not result in a new net shadow impact on an existing public open space greater than that which would be created by the base height condition; and

g) Conform to the built form policies of this Plan applicable to tall buildings (Subsection 4.4 Policy 44) and Section 4.4 Policy 48)) where the landmark includes tall building element for residential uses incorporated into the design of a landmark building and only with respect to such uses; and

h) Not require the demolition of a designated heritage building and shall respect the cultural heritage value of the site and its setting through the retention of its significant heritage resources; and

i) Demonstrate leadership and advances in sustainable design and energy efficiency; and

j) Be subject to an architectural design competition that includes City representation on the selection jury and/or, at the City’s discretion, be subject to
the City’s specialized design review process within the framework of the Urban Design Review Panel, process to exercise a detailed peer review of landmark buildings; and

k) Be subject to the provisions as per Policy 15), Section 11 of Volume 1 of the Official Plan for community benefits, and as per Section 4.4, Policy 54) of this secondary plan, with the public open space or institution taken into account when determining the appropriate community benefit under Policy 15), Section 11 of Volume 1 of the Official Plan; and

l) Fully respect the requirements of the Visual Integrity and Symbolic Primacy of the Parliament Buildings and Other National Symbols guidelines related to building height restrictions; and

m) Not exceed a height of 27 storeys.

This provision is not intended to introduce tall buildings that are out of scale with their planned surroundings without a specific review and analysis of the impacts and implications. The specific context of the location of the proposal will form part of this review and be taken into account when determining building massing, building heights and the relationship of the project features to the streets.

Prior to considering a proposal for a Landmark Building in Centretown, a formal and rigorous application and review process that includes public consultation shall be developed for consideration by the appropriate standing committee of Council and shall be adopted by Council.

56) In addition to conforming to the built form policies of this section, all new development in Centretown shall respect the guidelines in Sections 6.2 to 6.4 of the Centretown CDP.

4.4.10 Interpretation

57) This subsection establishes broad principles to guide future development in Centretown. Schedule B - Designation Plan is intended to illustrate certain aspects of this subsection and shall be considered as approximate rather than absolute. The boundaries between the various classes of land use are general only and are not intended to define the exact limits of a land use area.

58) Annex 1 - Centretown Character Areas, of this secondary plan is provided for information only and is not part of the secondary plan.

59) Where the policies of this subsection conflict with those of Volume 1 of the Official Plan, the policies of this secondary plan shall prevail.
4.4.11 Implementation

The policies of this subsection provide a framework for the future development of Centretown. The success of these policies depends on effective implementation. This section, which reinforces and augments the implementation policies contained in the Official Plan, describes the principal tools and actions the City intends to use to implement the objectives and policies of this subsection.

General

60) This subsection shall be implemented using some or all of the following, as provided for under the Planning Act and also identified in Volume 1 of the Official Plan:

   a) Approval of individual draft plans of subdivision/condominium and part lot control exemptions

   b) Enactment of zoning by-laws

   c) Use of density and height bonusing provisions as per Policy 15), Section 11 of Volume 1 of the Official Plan for community benefits

   d) Use of site plan control

   e) Execution of letters of undertaking and/or registration of site plan agreements

   f) Use of the Holding Symbol “H”

   g) Dedication of parkland or cash-in-lieu of parkland

   h) Use of powers and incentives enabled by a community improvement plan

   i) Use of development agreements registered on title

61) The implementation of certain policies may require the co-operation of other public authorities, including the Province of Ontario and the National Capital Commission. Wherever the agreement or involvement of two or more authorities is required to implement certain aspects of this subsection, the City of Ottawa will initiate discussions with these authorities with the objective of reaching an agreement on a desirable course of action.

Future Initiatives

62) As identified in the policies of this subsection, the City will initiate and implement the following studies and other undertakings to implement public elements and land use and site development policies of the subsection:

   a) Zoning By-Law amendments consistent with the land use and built form policies of the subsection; and

   b) One-way to two-way conversion study for Metcalfe Street, followed by similar studies for Lyon Street, O’Connor Street and Kent Street; and
c) Safe crossings project; and
d) Metcalfe gateway and Canadian Nature Museum block restoration plan (with the National Capital Commission); and
e) Public parking inventory, utilization study and strategy; and
f) Jack Purcell Park improvement plan; and
g) Review and update of the Centretown Heritage Conservation District Study; and
h) Open space acquisition plan.

4.5 Uptown Rideau

4.5.1 Introduction

The purpose of this subsection is to provide detailed area-based policy direction to guide both public and private development within the planning area of Uptown Rideau over the next 20 years.

This subsection is prepared as a statutory planning tool to implement the Uptown Rideau Street Community Design Plan (CDP). Uptown Rideau is designated Mainstreet Corridor in the Official Plan and a target area for intensification. The Uptown Rideau Street CDP and this subsection provide an updated vision for the area and set out policies on matters related to land use, built form and public realm to guide and manage the anticipated growth and change.

This subsection is to be read and interpreted in conjunction with the Uptown Rideau Street CDP as City Council’s policy direction for all municipal actions, including public works, site plan control, Zoning By-law amendment, and Committee of Adjustment applications in the Uptown Rideau area. The various sections in this subsection are closely linked and are not meant to be read in isolation. Proponents should review all sections of this subsection in addition to the applicable policies in Sections 2 and 3 of this secondary plan, and Volume 1 of the Official Plan, when considering and preparing proposals for new public and private development.

4.5.2 Character Area

This subsection applies to the Uptown Rideau area as shown on Schedule A - Character Areas. It applies to properties generally located along Rideau Street between King Edward Avenue and the Rideau River.

4.5.3 Vision

The following vision statement describes the future state of Uptown Rideau when policies of the Uptown Rideau Street CDP and this subsection are fulfilled:

Uptown Rideau is a vibrant downtown mainstreet and an entryway to the City’s Downtown area and Parliament Hill. It is a gathering place between two established and
diverse neighbourhoods, being Lowertown and Sandy Hill, and a safe and inviting place for people of all ages to live, shop, work and relax. It is generally a street of mid-rise buildings with continuous active storefronts, shops, restaurants and cafés at the street level and places for people to live and work above. Occasionally, taller buildings rise above human-scaled podiums, transitioning in height towards Downtown Rideau and adding visual interest to the skyline. The buildings that line the street are a mix of historic and contemporary buildings, the latter achieving sensitivity to established neighbourhoods, strong contributions to the pedestrian realm and a high-level of architectural excellence befitting of a premiere street in the National Capital. The public realm and rights of way of Uptown Rideau prioritize pedestrians, cyclists and transit users over motorists. A network of pedestrian and cyclist connections and crossings make it a safe and comfortable place to move through and small, accessible, parks encourage people to stay a while, relax and observe all the street has to offer.

4.5.4 Core Principles and Key Directions

This subsection establishes the following four core principles and key directions to guide public and private developments.

1. Establish a vibrant, successful mainstreet that is part of Ottawa’s downtown and one of the entryways to the downtown area and Parliament Hill.

   Directions:
   - Provide a mix of uses along Rideau Street to serve local residents, employees, businesses and visitors
   - Provide more opportunities for people to live and work on Rideau Street through intensification
   - Integrate built heritage resources into new development
   - Promote high-quality design to ensure the overall quality of the built environment, including the buildings and the public realm, is suitable for an entryway to the Downtown area and Parliament Hill

2. Locate new buildings and taller buildings strategically and with transition to the surrounding neighbourhoods.

   Directions:
   - Require new buildings to be designed to frame Rideau Street and reflect the scale of the Street
   - Require the massing and design of all new buildings to relate to the human scale and make a positive contribution to the pedestrian environment
   - Ensure that all new buildings provide transitions to the surrounding neighbourhoods and mitigate shadow and wind impacts
   - Require that high-rise buildings be located strategically in accordance with the conditions set out in this secondary plan, where impacts on established
neighbourhoods can be mitigated and the design of the high-rise buildings can contribute positively to the skyline of the City

- Ensure that the operational needs of new developments are planned to minimize the impacts on the Uptown Rideau Street CDP area and neighbouring communities

3. Improve the existing mobility network, prioritizing pedestrian, cyclist and transit users and create an inviting environment.

Directions:

- Prioritize and improve the pedestrian and cycling connections to and through the area
- Improve way-finding signage for cyclists to the designated cycling routes in the area
- Ensure a generous provision of pedestrian realm along Rideau Street including wide sidewalks and buildings setbacks at strategic locations

4. Enhance and connect the park network.

Directions:

- Provide for on-site public parkland as a part of the redevelopment of larger sites
- Provide for privately owned, publicly accessible spaces as a condition for density redistribution for new development that seeks alternative built form design
- Ensure that new parkland and privately-owned public spaces be designed to be welcoming, accessible, safe and comfortable to diverse populations
- Improve existing parks, open spaces, and other components of the public realm with additional seating and improved landscaping
- Improve connections between all parts of the public realm network for pedestrians and cyclists
- Ensure that the redevelopment of properties, especially larger sites, contributes to the greening of the public realm

4.5.5 Land Use and Built Form

Uptown Rideau is designated as Mainstreet in the Official Plan and this designation supports a wide range of uses. This subsection provides detailed delineation of land-use designations and clear directions on built form design within the planning area. This subsection appreciates the dynamics of this Mainstreet and recognizes the considerably varied physical and contextual conditions of different properties. The built form approach of this subsection is to establish consistent mid-rise building heights and density while allowing for the exploration of alternative built form under specific conditions without increasing the density. Design principles are also provided as general guidance for different built forms.
Land Use

Three designations are found within the planning area including Corridor, Local Neighbourhood, and Parks as shown on Schedule B - Designation Plan.

- Uses permitted in Section 6.2 – Corridors, of Volume 1 of the Official Plan, are permitted on properties designated Corridors in this subsection.
- A range of residential uses are permitted on lands designated Local Neighbourhood.
- The Park designation refers to Besserer Park located at the east end of Rideau Street.

Heights and Density

This subsection envisions Uptown Rideau as a street of generally mid-rise buildings and establishes baseline heights. This subsection also recognizes implications of the development density for built form design and establishes maximum Floor Space Indexes (FSI) as an indicator of the development density. The baseline building heights and maximum FSI established in this subsection are generally greater than the heights and FSI allowances under the current Zoning By-law. Council may grant such baseline building heights and density provisions through amendment to the Zoning By-law sought after by individual proponents.

63) Baseline building heights are shown on Schedule C - Maximum Building Heights. Council may approve additional heights as exceptions through the mechanism of density redistribution as detailed in the policies of this subsection for Density Redistribution.

64) The maximum FSI is shown on Schedule C - Maximum Building Heights.

65) This subsection supports a maximum FSI of 6.0 on two sites identified on Schedule C - Maximum Building Heights. These sites are a minimum 4,000 square metres in size, are of regular shape and abut at least two public streets. The size, shape and location of these two sites allow these properties to absorb more density while meeting the built form and public realm design objectives of this subsection. Development on these two sites must accommodate all required parking, loading, and service areas within the building envelope. Vehicular circulation for the development should be internal to the site and must be managed to minimize the impacts on the adjacent properties and municipal right of way.

66) Proponents who seek to achieve higher baseline building heights and greater maximum density shall demonstrate that the objectives of this subsection and other relevant plans, including the policies found in this subsection for Built Form Principles, are achieved and relevant policies and guidelines are followed, including
the execution of an agreement pursuant to Policy 15), Section 11 of Volume 1 of the Official Plan for community benefits.

Density Redistribution

This subsection appreciates the varied physical and historical conditions of the properties within the Uptown Rideau area, including the presence and allowance of high-rise buildings on certain properties, and recognizes the potential opportunities offered by buildings taller than the baseline building heights described in this subsection for Heights and Density.

67) Council may approve a built form design that deviates from the maximum building height provision described in the Heights and Density section of this subsection and as shown on Schedule C - Maximum Building Heights, provided all of the following conditions are met as prerequisite requirements:

a) The lot is a minimum of 2000 square metres in size; and

b) The lot must abut at least two public realms (with the exception of a privately-owned public space as per Subsection 4.5, Policy 65) e); and

c) The proposed development does not exceed the maximum FSI established by this subsection as detailed on Schedule C - Maximum Building Heights; and

d) The proposed development does not exceed the maximum height allowance established by this subsection, as detailed on Schedule D - Uptown Rideau On-Site Density Redistribution; and

e) The proposed development provides a minimum 200 square metres of privately-owned publicly accessible space that meets the design guidelines found in Subsection 4.5.6. for Privately-Owned Public Spaces, of this secondary plan; and

f) The proposed development achieves the principles found in this subsection for Built Form Principles.

68) To protect the established characteristics and pattern of existing residential areas within and adjacent to the planning area, this subsection identifies properties that are not appropriate for density redistribution based on circumstances and context of the lots, as shown on Schedule D - Uptown Rideau On-Site Density Redistribution.

Built Form Policies

The built form design in the area should follow the guidelines found in the Uptown Rideau Street CDP and other applicable policies and guidelines. Derived from the Uptown Rideau Street CDP built form guidelines, the following key principles address the most significant aspects in built form design in the area:

Creating a positive ground floor experience
69) Locate appropriate uses at the ground floor to achieve an active building frontage along the public realm.

70) Locate parking, utility rooms, garbage rooms, etc. at the rear of the building where possible.

71) Regardless of use, the ground floor should be designed to achieve a great degree of transparency and to animate the public realm through the incorporation of elements such as pedestrian entrances, windows, porches and façade articulations.

72) Except for Rideau Street, building setbacks should be consistent with the existing pattern on the street and generally be setback 3 metres from the street right of way to allow for landscaping and tree planting.

73) Development along the north side of Besserer Street must provide generous landscaping and a continuous tree canopy.

**Mid-rise Development**

74) Mid-rise development should generally take the base-middle-top approach in built form design.

   a) The base of the building should relate to and animate the sidewalk and the pedestrian realm; and

   b) The middle portion of the building should relate to the adjacent buildings to form a continuous street wall; and

   c) The top of the building should be articulated to break up building mass and allow sky-view, sunlight and transition towards the abutting properties.

75) Building massing and elevation(s) along the public realm should enhance the character of the public realm, avoid the canyon effect and minimize visual and microclimate impacts.

76) Where a mid-rise building fronts onto two streets, the corner should be given prominence and special treatment/articulation.

77) Provide reasonable mid-block conditions between different buildings to ensure liveability, privacy, access to sunlight and cross ventilation.

   a) Generally, the separation between two buildings with residential units facing each other should be at least 15 metres; and

   b) Generally, the rear yard setbacks should be at least 7.5 metres; and .

   c) Generally, the interior side yard setback in the portion of a development parcel that abuts the rear yard of a residential use should be at least 7.5 metres; and

   d) The provision of an interior courtyard is encouraged on larger development lots; and
e) The upper floors of the building should incorporate stepbacks.

**High-rise Development**

78) High-rise development must be well-proportioned, integrated with its surroundings and should generally take the podium and tower approach in built form design.

79) The podium should animate the pedestrian realm, form a continuous street wall and relate to the adjacent buildings in massing, height and architectural rhythm.

80) The maximum podium height should be six storeys and the built form principles found in this subsection for Mid-rise Development should apply to the design of the podium.

81) The tower should setback from the podium faces and should be articulated to break up building mass and allow sky-view, sunlight and transition towards the abutting properties.

82) The maximum floor plate for a tower containing primarily residential uses should be 750 square metres.

83) The maximum floor plate for a tower containing non-residential uses should be 2,000 square metres.

84) Where the proposed floor plate for a tower is greater than what is specified above, the proponent shall demonstrate that the objectives stated in Section 4.6 - Urban Design, of Volume 1 of the Official Plan are met.

85) Generally, the minimum separation distance between towers should be 23 metres and the towers should be set back by a minimum of 11.5 metres from the rear and the side property lines to achieve the minimum separation.

86) The top portion of a tower or the last few storeys should contribute to the city skyline through a varied articulation or special architectural treatment.

87) Mechanical penthouses should be architecturally integrated in a manner which is consistent with the overall character of the tower.

**4.5.6 Public Realm**

Uptown Rideau is a people place. The public realm in the Uptown Rideau area includes streets, publicly accessible pathways and lanes, parks, privately-owned public spaces (POPS) and watercourses. While the completion of the Rideau Street Reconstruction project has greatly improved the quality of the public realm along Rideau Street, this subsection recognizes the need for the provision of additional parks to further enhance the public realm network to support the envisioned future growth. This subsection emphasizes the provision of small parks and POPS along Rideau Street.
Public Parks

This subsection encourages the provision of new parks within the planning area and the enhancement of the existing parks in the vicinity identified in the Uptown Rideau Street CDP.

88) Development on a lot that is of 4,000 square meters or greater will be required to provide a public park on site to be held under the ownership of the City.

   a) The land area of the public park should be equivalent to 10 per cent of the total area of the development lot.

   b) Notwithstanding Section 4.5, Policy 90)a), in cases where the land area of the required public park is smaller than 10 per cent of the total area of the development lot, a cash contribution in-lieu of the balance will be required.

89) Lands accepted as public parkland shall be a single contiguous parcel, have frontage on at least one public street, must have sidewalks across the frontage(s) and should be regular in shape.

90) Development on a lot abutting a park must ensure that the construction, maintenance and access to the buildings does not infringe on the park through building setbacks or other means. To achieve the above objectives detailed conditions such as building setbacks from the park, site design and maintenance standards shall be specified in the site-specific Zoning By-law amendment and/or the site plan agreement following the policies found in the Uptown Rideau Street CDP.

91) The design of the parks should follow the guidelines found in the Uptown Rideau Street CDP and other applicable policies and guidelines to allow for intense use, to serve multiple overlapping functions and a diverse population and to support year-round activities.

92) Development lots that are smaller than 4,000 square metres shall provide cash-in-lieu of parkland in accordance with the Parkland Dedication By-law, and Council may direct the portion of the cash-in-lieu of parkland that is distributed to the Ward account towards supporting the expansion and improvements to the existing public parks in the vicinity of Uptown Rideau identified in the Uptown Rideau Street CDP as a primary purpose.

Privately-Owned Public Spaces (POPS)

This subsection requires the provision of Privately-Owned Public Spaces (POPS) by any developments that seek opportunities for density redistribution as provided for in Subsection 4.5.5 for Density Redistribution as a prerequisite condition.
93) A POPS shall be a welcoming place for the public and designed and constructed to follow the criteria found in the Uptown Rideau Street CDP and other applicable policies and guidelines.

4.5.7 Implementation

The policies of this subsection provide a framework for the future development in the Uptown Rideau area. The success of these policies depends on effective implementation. These policies reinforce and augment the implementation policies contained in Volume 1 of the Official Plan and the rest of this secondary plan and describes the tools and actions the City intends to use to implement the objectives and policies of this subsection.

Holding Provisions for Zoning Amendment Applications

94) Council will introduce a holding provision upon considering all Zoning By-law amendment applications that seek density redistribution as detailed in Section 4.5.5 for Density Redistribution. The removal of the holding provision will not be considered by Council until the policies set out in this subsection are implemented and met to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development Department including the following:

a) Approval of a site plan control application, including the execution of an agreement pursuant to Section 41 of the Planning Act, to the satisfaction of the General Manager of the Planning, Infrastructure and Economic Development Department, that will require the implementation of all policies of this secondary plan, and fulfilling obligations specified in the relevant policies and by-laws; and

b) Execution of an agreement pursuant to Policy 15), Section 11 of Volume 1 of the Official Plan for community benefits, to the satisfaction of the General Manager of the Planning, Infrastructure and Economic Development Department where such an agreement is required in accordance with Policy 15), Section 11 of Volume 1 of the Official Plan.

Mobility Initiatives

95) The City shall prioritize and undertake initiatives identified in the Uptown Rideau Street CDP to improve mobility for pedestrians and cyclists in the area, including the following:

a) Improving conditions of the existing cul-de-sacs and pedestrian crossings identified in the Uptown Rideau Street CDP to ensure a safe, convenient and comfortable walking environment; and

b) Improving the signage system to facilitate better wayfinding for cycling in the area.
4.6 Downtown Rideau

4.6.1 Character Area

This subsection applies to the Downtown Rideau area as shown on Schedule A - Character Areas. It is generally bounded by George Street, King Edward Avenue, Besserer Street, Waller Street, Laurier Avenue and Colonel By Dr. It excludes those parcels covered by the Rideau Canal and ByWard Market Special Districts. The area also includes parcels adjacent to both sides of Waller Street.

4.6.2 Land Use and Built Form

Downtown Rideau is intended to be a focal point of activity in the metropolitan region. Development should support an active, pedestrian-oriented street life through its uses and form.

96) Future development on the Rideau Centre site will ensure:
   a) The optimization of the use of the public realm on the roof; and
   b) The provision of improved pedestrian access to and across Colonel By Drive; and
   c) The restoration of the relationship to the adjacent streets and the Rideau Canal by reversing the internal orientation of retail and other uses to create active frontages; and
   d) The avoidance of blank walls.

97) Development should ensure an appropriate building profile transition to the cluster of heritage buildings in the vicinity of Daly Avenue and Nicholas Street and enhance the visibility of these heritage assets. The City should consider the Heritage Asset Protection recommendations from the Downtown Ottawa Urban Design Strategy.

4.6.3 Mobility

98) The City will reflect the priority placed on sustainable modes in the Downtown Rideau area, notably through:
   a) Ensuring priority for sustainable modes on Rideau Street, particularly pedestrians; and
   b) Maintaining and enhancing public pedestrian links to and through the Rideau Centre including the building that contains the Hudson’s Bay department store, along the interior walkway that replaced Freiman Street after 1982; and
   c) Providing traffic calming, comfortable pedestrian and cycling infrastructure and public realm improvements for intersections around the Nicholas Street / Laurier Avenue East and Mackenzie King Bridge / Waller Street intersections; and
   d) Reintroducing a traffic-calmed pedestrian and cycling grid in the Nicholas Street / Laurier Avenue East / Mackenzie King Bridge / Waller Street / Rideau Street.
area, including frequent pedestrian and cycling crossings of Nicholas Street, Laurier Avenue East and Waller Street; and

e) Maintaining and creating comfortable and convenient pedestrian links towards the ByWard Market, the Core and the University of Ottawa; and

f) Removing through traffic as appropriate alternative routes become available.

4.7 Sandy Hill

4.7.1 Character Area

This subsection applies to the Sandy Hill area as shown on Schedule A - Character Areas. It is generally bounded by Besserer Street to the north, the Rideau River to the east, Mann Avenue to the south and King Edward Avenue to the west. It also encompasses Sandy Hill West between Waller Street, Stewart Street, Cumberland Street, Laurier Avenue, King Edward Avenue and Besserer Street. It excludes any lots adjacent to Waller Street and Besserer Street which are in the Downtown Rideau Area.

In establishing heritage designations in Sandy Hill, the following will be considered:

- The location of individual designated buildings and heritage districts generally corresponds to the intention to preserve as much of the existing neighbourhood built fabric as possible, with areas of change located on the periphery of the community;
- In addition to preservation of the existing physical structure of the neighbourhood, the intention is to strengthen the neighbourhood’s place identity. The existing historic structures, with their special associations and architectural character, identify Sandy Hill as a unique neighbourhood and contribute to its sense of place and community;
- Preservation of heritage structures, now primarily residential, corresponds to the intention of maintaining Sandy Hill as a downtown neighbourhood.

4.7.2 General Objectives

- To preserve and enhance Sandy Hill as an attractive residential neighbourhood, especially for family living.
- To provide for a broad range of socio-economic groups.
- To accept a modest increase in population, primarily as a way of housing some of the growth in the Central Area labour force.
- To maintain and coordinate both the local functions of Sandy Hill (primarily as a residential neighbourhood) and the functions that serve a wider area (e.g., the mainstreet mixed-use area along Rideau Street and the University of Ottawa)

4.7.3 Land Use and Built Form
Local Neighbourhood

99) Preserve and enhance a stock of good housing.

100) Distinguish among types of new housing on the basis of scale, and to locate the different types in areas appropriate to them.

101) Provide a wide variety of housing, including accommodation for low-income people, the elderly, the handicapped and others with special needs.

102) Permit uses that complement the residential ones in type and intensity.

103) A mix of institutional, commercial and residential uses that serve both the University and the adjacent residential community will be permitted at 261, 265, 271, 275, and 281 Laurier Avenue East and 400 Friel Street.

104) The lands municipally known as 315 Chapel Street shall be recognized as a Design Priority Area, and a mix of community and commercial uses that serve the Sandy Hill community will be permitted on the site.

Commercial Uses

105) Provide for small-scale shopping areas that serve the immediate residential sector and to have them distributed generally throughout Sandy Hill.

106) Locate commercial uses serving a wider market in areas where they will be readily accessible and will least affect the residential environment.

107) Laurier Avenue East is designated as a Minor Corridor in Volume 1 of the Official Plan. A mix of institutional, small-scale commercial and residential uses that serve both the University and the adjacent residential community will be permitted along this Avenue. The City will support the efforts by the National Capital Commission and the local community to establish a Prime Ministers’ Row theme on this street.

108) Somerset Street East is designated as a Minor Corridor in the Official Plan. Micro-retail and small-scale, locally-oriented commercial uses that serve the needs of the immediate vicinity will be permitted along this street.

109) Permit and encourage small commercial uses on Ring Lane.

Institutional

110) Permit orderly development of the University of Ottawa, and to encourage useful links between the University and the adjacent community, a mix of institutional, commercial and residential uses that will serve both the University and the adjacent residential community will be permitted to locate along both sides of King Edward Avenue between Laurier Avenue East and Templeton Street, and between Cumberland Street and King Edward Avenue between Wilbrod Street and Laurier Avenue East.
Parks and Public Realm

111) Maintain, improve and where desirable, add new parks and privately-owned public space.

112) Seek to create new public space by using vacant lots and street closings, incorporating new parks and privately-owned public space within new developments, etc.

113) The City will investigate the provision of new park or privately-owned public space as part of redevelopment of 174 and 200 Wilbrod Street. The two parcels shall coordinate to provide a combined public park as part of their developments regardless of the timing of each redevelopment.

4.7.4 Mobility

114) Provide a transportation system that combines good access by active modes with minimal adverse effects from motorized modes on the physical and social environment.

115) Prioritize public transportation and bicycle and pedestrian movements over motor vehicles. In particular, the City will:

a) Provide frequent and comfortable pedestrian and cycling crossings of Waller Street, King Edward Avenue and Laurier Avenue East; and

b) Implement traffic calming on Cumberland Street to reinforce its role as a main pedestrian and cycling link between Rideau Street and the University of Ottawa. The City should consider preparing a streetscaping plan to address paving, lighting, public realm amenities, street trees and landscaping and reducing through traffic; and

c) Enhance Ring Lane as a pedestrian link.

116) Direct motor vehicle through traffic around rather than into the neighbourhood using various traffic-calming measures and filtered permeability.

117) In future planning, land use should be the initial determinant of transportation needs. The latter should then be used to set any necessary limits on the provision of parking in light of motor vehicle impacts on existing streets.

118) The City will undertake targeted strategies to implement the Downtown Ottawa Urban Design Strategy. This includes the King Edward South Beautification, a streetscaping plan for King Edward Avenue (as part of a larger streetscaping plan extending from Rideau Street to Mann Avenue) including street tree planting, lighting, improved sidewalks, public art, street furniture, traffic calming and landscaping.

4.7.5 Servicing and Infrastructure
119) Provide adequate physical and social services (e.g., sewer systems and recreation guidance) and, in the case of new development, to provide them concurrently with population growth.

4.7.6 Site Development

120) Ensure that the scale, form, proportion and spatial arrangement of new development cause minimal intrusion on the sunlight, air and aspect enjoyed by existing adjacent development. Wherever possible, such new development shall contribute to the overall physical environment.

121) To ensure that new development shall provide for internal and external on-site amenity areas.

122) Enhance development with landscaping, especially for parking and loading areas and as a buffer between dissimilar land uses.

123) Ensure that new infill development along the eastern side of King Edward Avenue is of a scale that transitions down from the larger university buildings to the smaller residential buildings of Sandy Hill.

124) Ensure that any development west of King Edward Avenue respects its low-profile heritage character, contributes to a sense of human scale, and provides an appropriate transition to individual heritage buildings and to surrounding areas. In particular, Council shall:

a) permit high-rise development on the north side of Besserer Street which provides transition to the node of high-profile development permitted along Rideau Street;

b) permit high-rise development on the south side of Besserer Street that is lower than on the north side of Besserer Street, to establish an appropriate building profile transition to the predominantly low-rise heritage area to the south; and

c) on streets to the south of Besserer Street, ensure predominantly low-rise development which respects, and is sensitive to, nearby heritage buildings and creates a building profile transition;

125) Ensure that new development between Waller Street and the north side of the University respects the scale and character of the historic university core and the scale of Laurier Avenue.

126) Upon redevelopment of the parcel known municipally as 200 Wilbrod Street (the former St. Joseph’s Elementary School), the City will seek to obtain a POPS or park on part of the property.

4.7.7 Public Participation

127) Provide for the continuing involvement of the public in the development of Sandy Hill.
4.7.8 Building Heights

128) Within the Sandy Hill Character Area, any maximum building heights permitted in the Zoning By-law that exceed the heights indicated on Schedule B as of the date of adoption of this Secondary Plan will continue to apply. Any increases beyond these maximum heights will require an Official Plan Amendment.

4.7.9 Heritage

129) New buildings, alterations or additions to existing buildings shall comply with the Sandy Hill Cultural Heritage Character Area Guidelines or the relevant Heritage Conservation District Plan.

4.8 Lees Station

This subsection accompanies the 2014 Transit-Oriented Development (TOD) Plan for the Lees Station TOD. This subsection is meant to reflect its principles and objectives. The TOD Plan is a Council-approved guideline document, similar in status to a Community Design Plan.

4.8.1 Character Area

This subsection applies to the Lees Station area as shown on Schedule A - Character Areas. It is generally bounded by Mann Avenue, the Alta Vista Transportation Corridor and the Rideau River.

4.8.2 Land Use and Built Form

130) The City will:
   a) Direct development density and building height towards the immediate vicinity of the Lees O-Train station; and
   b) Direct major non-residential uses towards the Lees O-Train station; and
   c) Maintain the low- and mid-rise character of Robinson Village.

131) The City will permit community uses on the Sandy Hill Arena Lands. These include a community centre, community garden, day care, emergency service, library, municipal service centre, park, recreational and athletic facility, and/or sports arena.

132) Active Frontages will be required along:
   a) Lees Avenue between Mann Avenue and Robinson Avenue; and
   b) Lees Avenue and any future streets segments directly adjacent to the Lees O-Train station.
4.8.3 Public Realm

133) Parks and City recreation facilities will be acquired through the development process. Developers will be required to combine smaller parcels of land through a number of developments to create neighbourhood parks.

134) The Passive Open Space corridor along the shoreline of the Rideau River at Lees Campus will be considered as University Passive Open Space which will remain in the ownership of the University of Ottawa. These lands will be publicly accessible. The provisions of the City’s Official Plan and the Greenspace Master Plan shall continue to apply, and the pathway must be built and maintained at least to City standard.

4.8.4 Mobility

135) The City will pursue the construction of the pedestrian and cycling bridges as described in the TOD Plans. They should be designed to separate bicycle and pedestrian traffic in order to accommodate current and future growth in traffic. The City may require the bridges as part of the development of nearby sites. The bridges include:

   a) An overpass over Highway 417 between Chapel Street and Lees O-Train station; and

   b) A bridge over the Rideau River between the Lees University campus and Hurdman Station.

136) The City will prioritize the comfort and convenience of walking and cycling, notably at the Key Pedestrian Crossings as identified in the TOD Plan. In addition to permanent infrastructure, the City will consider interim improvements and traffic calming along Lees Avenue, Mann Avenue and King Edward Avenue. Interim and permanent improvements include:

   a) Dedicated, separated and all-seasons infrastructure with separate spaces for bicycles and pedestrians:

      i) Along the entire length of Lees Avenue, connecting to the multi-use pathway adjacent to the O-Train right of way; and

      ii) Along the north and west banks of the Rideau River; and

      iii) Along the north side of Highway 417; and

      iv) Over Highway 417 parallel to Nicholas Street; and

      v) Between Mann Avenue and Colonel By Drive; and

      vi) Along Greenfield Avenue.
b) Pedestrian priority (including reduced crossing distances and horizontal and vertical deflection) at:

i) Mann Avenue at King Edward Avenue, with special considerations to improve pedestrian comfort under the O-Train and Nicholas Street overpasses; and

ii) Lees Avenue at the northbound Highway 417 off-ramp; and

iii) Lees Avenue and Robinson Avenue; and

iv) Lees Avenue and Chapel Street; and

v) Lees Avenue at the Lees Station; and

vi) Mann Avenue in front of the Minto Sports Complex; and

vii) Mann Avenue at the future multi-use pathway east of Russell Avenue; and

viii) Mann Avenue at Chapel Street.

c) The narrowing and rationalization of vehicular lanes in order to redistribute the space to active modes, street trees and public realm improvements along the length of Lees Avenue, particularly between Mann Avenue and Robinson Avenue.

Schedules

Schedule A – Character Areas
Schedule B – Designation Plan
Schedule C – Maximum Building Heights
Schedule D – Uptown Rideau On-site Density Redistribution
Schedule E – Greening Centretown
Annex 1 – Centretown Character Areas
**Note:** The max height shown on this schedule indicates the max permitted height in each character area identified in this Plan. It is NOT an as-of-right condition applicable to every single property. It only applies to properties where density redistribution may be deemed appropriate in accordance with the conditions established in this Plan.

**Remarque:** La hauteur maximum indiquée sur ce calendrier indique la hauteur max autorisée dans chaque zone de caractère identifiée dans ce plan. Il ne s'agit pas d'une condition de plein droit applicable à chaque propriété unique. Elle ne concerne que les propriétés où la répartition de la densité peut être jugée appropriée en conformité avec les conditions établies dans ce plan.
REPAIR AND UPGRADE / RÉFECTION ET EMBELLISSEMENTS
1. Museum of Nature Open Space / Espace vert du Musée de la nature
2. Jack Purcell Park / Parc Jack-Purcell
3. Minto Park / Parc Minto
5. Dundonald Park / Parc Dundonald
6. McNabb Park / Parc McNabb

NEW PARKS & OPEN SPACES / NOUVEAUX PARCS ET ESPACES VERTS
7. Catherine Linear Landscape / Aménagement paysager linéaire de la rue Catherine
8. Upper Town Commons / Bérets communautaires de la Haute-Ville
9. Clyde Lotus Square / Place de la noble Dentée
10. Catherine Park / Parc Catherine
11. Logan Pedestrian (Hydro Land) / Promenades Logans (couloir de transport d’électricité)
12. Gladstone Park (Hydro Land) / Parc Gladstone (couloir de transport d’électricité)

SMALL OPEN SPACES / PETITS ESPACES OUVERTS
Illustrative location only / Emplacement illustratif seulement

- Main Street / Rue principale
- Priority Streetscape Improvement / Amélioration du paysage de rue prioritaire
- Possible Small Open Space Location / Lieu possible d’un petit espace vert
Central and East Downtown Core / Centre-ville Est et Centre

CHARACTER AREAS / ZONES DE CARACTÈRE
- North / Nord
- Neighbourhood / Quartier
- Central / Centrale
- South / Sud
- CENTRETOWN / CENTRE-VILLE

ANNEX 1 - Centretown Character Areas

SECONDARY PLAN - Volume 2
Planning, Infrastructure and Economic Development Department, Geospatial Analytics, Technology and Solutions

Appendix 1 - Zones de caractère - Centre-ville
6 – East Urban Community Phase 3 Secondary Plan

Section 1: Introduction

The purpose of this secondary plan is to guide future growth and development on the East Urban Community Phase 3 Secondary Plan lands.

The secondary plan is Council’s policy direction for municipal actions, particularly in the review of plans of subdivision, zoning and site plan control applications, applications to the Committee of Adjustment and in the undertaking of public works.

This secondary plan is based on the East Urban Community Phase 3 Area Community Design Plan (CDP) and supporting documents. This secondary plan translates the key aspects of the CDP and supporting documents into statutory policy. The CDP includes detailed land use descriptions and design guidelines that must be referred to in the review of development applications. This secondary plan is closely linked to the CDP and the two documents should be read in conjunction to assist with the interpretation and implementation of this secondary plan’s policies.

Schedule A - Designation Plan must be read in conjunction with the policy direction.

Section 2: Planning Area

The East Urban Community Phase 3 Area Secondary Plan lands are shown on Schedule A - Designation Plan and hereafter referred to as the planning area.

Section 3: Vision

The planning area is envisioned to be a new complete neighbourhood for Orléans and the rest of the city. Its mix of housing, employment, institutional and commercial services, combined with leisure and recreational opportunities will make it an attractive place to live, work and play.

The design of this community is based on a walkable, transit-supportive street and block network with connectivity to the future Cumberland Transitway line and its stations. Highest-Density Neighbourhood and Mixed-Use designated areas are located strategically to serve the community and beyond. The neighbourhoods will have parks, transit and other amenities within an easy walking distance.

3.1 Planning and Design Framework
The following principles provided the policy framework for this secondary plan and form the foundations of creating a liveable and walkable community for the planning area:

1. Establish a new, vibrant centre in Orléans which accommodates a range of uses, such as office, low-, medium- and highest-density residential, retail, entertainment and institutional uses, and acts as a central node of activity for the surrounding community.

2. Achieve compact growth which makes efficient use of land and existing infrastructure and is phased in step with required infrastructure improvements.

3. In anticipation of the future Cumberland Transitway line, establish a transit-oriented development pattern which incorporates complete streets that provide safe, convenient and comfortable conditions for walking, cycling and public transit for all ages and abilities.

4. Ensure that connections across the Utility Corridor, the Transitway and Brian Coburn Boulevard are provided for the safe and efficient passage of pedestrians, cyclists and motorists from one side of the planning area to the other.

5. Foster growth that complements the existing community of Orléans and facilitates connectivity between Transitway stations and surrounding neighbourhoods through such measures as sidewalks and cycling facilities, multi-use pathways, safe road crossings and a pedestrian-friendly road network.

6. Protect, improve and restore the natural heritage system within and adjacent to the planning area and create a greenspace network which connects natural features, such as woodlands and stormwater ponds, and community features, such as public parks and shopping areas.

7. Encourage the establishment of a distinct identity for the currently undeveloped planning area through the creation of area-specific design guidelines which recognize and celebrate existing features and promote the creation of new public parks and civic spaces that contribute to a sense of place and foster a sense of community.

8. Support the economic development potential of Orléans by creating development opportunities within this planning area for a range of employment uses that are well-served by transit.

Section 4: Land Use and Key Urban Design Direction

The following subheadings and policies provide guidance for the future development of the planning area with respect to land use, mobility, community development, urban
design and implementation. Further detail and guidance regarding their interpretation is found within the East Urban Community Phase 3 Area Community Design Plan, which should be read in conjunction with this secondary plan.

4.1 Land Use Policies

Council has approved the East Urban Community Phase 3 Area Community Design Plan and supporting studies to guide future development in the secondary plan area. Development is therefore to occur in keeping with the CDP and its supporting studies subject to the following objectives and policies.

General Policies

1) Residential development will be limited to not more than 55 per cent detached dwelling units, at least 10 per cent apartment dwelling units and the remainder may be comprised of multiple dwelling units, other than apartments.

2) The overall residential development shall meet the minimum average density target of 34 units per net hectare. Net residential density is based on the area of land exclusively for residential use, including lanes and parking areas internal to developments but excluding public streets, right of way and all non-residential uses.

3) Illustration of any lands within Schedule A - Designation Plan does not imply that the lands are available or open to the public.

4) The City will determine when to purchase lands for public benefit. The inclusion of privately-owned lands within any designation or schedule in this secondary plan does not in any way obligate the City, conservation authority or Province to acquire, compensate or purchase these lands.

5) As illustrated on Schedule A - Designation Plan, a community park will be a permitted use in the Employment designated lands on lands abutting the Snow Disposal Facility.

6) The CDP policies shall guide permitted uses and building heights within each CDP designation.

7) West of the Innes Park Woods the City will permit, without need for an Official Plan Amendment, any extension of the Medium-Density Neighbourhood designation area south to Vanguard Drive.

Policies for Private Agreements

Agreements are to be initiated by the landowners within the defined planning area to provide for the fair sharing of costs among the benefiting parties and to coordinate the
necessary development of parks, infrastructure and open space. The following policies provide requirements for new development under these private agreements.

8) Landowners within the planning area shown on Schedule A - Designation Plan, shall enter into private agreement(s) to share costs associated with:
   a) The preparation of the CDP, secondary plan and supporting studies; and
   b) Costs of the major infrastructure projects and associated studies and plans required for the development of the planning area which are not otherwise covered by development charges; and
   c) The dedication and costs of development of parklands.

9) Landowners within the planning area shown on Schedule A - Designation Plan shall enter into private agreement(s) to establish a master parkland agreement to create a mechanism which allows for compensation of parkland dedication and associated development costs that may be inequitably distributed across the planning area;

10) Each agreement under policies 8) and 9) above shall contain a financial schedule describing the estimated costs of the major infrastructure projects or parkland requirements and associated studies and plans, as well as the proportionate share of the costs for each affected landowner.

11) The City will require each owner to demonstrate that it has executed the Funding Agreement and any applicable Cost Sharing Agreement, or the other owner’s consent to the owner proceeding in advance of the Cost Sharing Agreement being executed, as a condition of approval for all draft plan of subdivision and condominium, site plan and severance applications in the planning area. A development condition shall require notification from the administrator of the East Urban Community Phase 3 Area Landowner’s Group that the owner is party to the relevant agreement(s) and has paid their share of any costs pursuant to the agreement(s) prior to registration.

**Mix of densities, forms and uses**

A mix of housing forms and unit types shall be provided, to create housing options and diversity in housing stock throughout the planning area.

12) To distribute density and housing forms more evenly throughout the area, dwelling types in the Low-Density Neighbourhood designation should be mixed by blocks to avoid large blocks with only a single type of housing form.
Small-scale commercial uses

13) In addition to the designated Commercial areas on Schedule A - Designation Plan, small-scale convenience commercial or micro-retail uses that are easily accessible by foot or bicycle shall be permitted in areas along collector streets, as enabled by the Zoning By-law. The implementing zoning should apply use of the suffix “-c” (or similar notification) to the parent residential zone to permit small-scale commercial businesses in a residential zone.

Parks

14) A hierarchy of parks in the greenspace network is to be provided including community and neighbourhood parks and parkettes, with amenities as recommended in the East Urban Community Mixed-Use Centre Area Parks Plan. One of these, a community park of not less than 4.6 hectares shall be located just west of and abutting the existing Snow Disposal Facility.

4.2 Pedestrian and Cycling Mobility

Cycling Facilities

15) Cycling facilities will be established along collector streets as exhibited in the CDP.

Pedestrian-Priority measures and crossing of Collector Streets

16) Infrastructure that prioritizes pedestrian movement, will be designed and installed at places over the main collectors where they meet with the through-block pedestrian corridor and where a collector divides two sides of an offset grid. This infrastructure may include bulb-outs, pedestrian cross overs and combinations of these features. Pedestrian crossings will be at periodic intervals to encourage pedestrian connectivity, with preference given to their location in the vicinity of transit stops.

17) All collector streets shall have pedestrian facilities on both sides and cycling connectivity. Collector street cross sections will be refined based on City policies and standards at the time to achieve necessary connectivity for pedestrians and cyclists in the 24 metre right-of-way. Exceptions may be made without amendment to this secondary plan in the case of short collector street segments that do not provide essential connectivity; in such cases, there may be a sidewalk on only one side of the street.
4.3 Community and Urban Design

Street and Block Pattern for People

The street and block pattern of a new neighbourhood sets the stage for a community’s quality of life and for the efficient movement of people throughout the community. The street network design is to be designed to provide a safe and pleasant experience to all users by moderating vehicle speeds. A well-planned, fully connected street grid that filters traffic through it, rather than funneling it to the largest streets, not only improves circulation, but also serves as the most important traffic calming strategy in community design. Before specific traffic calming features (such as speed bumps or curb extensions) are planned for, the street and block patterns are already carefully planned to achieve passive traffic calming as the result of good design layout.

18) The street network will be designed to meet the following:

a) As a priority, the street and block layout will be designed with the user experience in mind and must ensure a safe and pleasant environment for all users and not only motorists; and

b) The street system will be fully connected and organized in an offset grid configuration. The intent of this grid configuration is to provide multiple route options for all modes of transportation throughout the planning area while calming through traffic, providing for efficient transit operations and discouraging cut-through car traffic. Local (minor) streets and collector (major) streets should connect directly with arterials (avenues); and

c) As illustrated in the CDP, neighbourhood blocks will, where feasible, be one hectare or less in size and regular in shape to support a highly permeable neighbourhood. Smaller block sizes are also intended to promote shorter active transportation trips and a variety of route and mode options. Where larger block sizes are proposed and are deemed acceptable to the City, there shall be at least one pedestrian mid-block connection that aligns with streets on either side of the block:

i) Plans of subdivision shall establish a street hierarchy in which the various street types are designed (and not merely posted) for driving speeds that support: safer driver behaviour; enhanced pedestrian and cycling safety; and achieves desired comfort levels for non-motorized users; and

d) Vehicular operating speeds on each type of street will be passively controlled through appropriate design. Local streets will be designed to dictate lower
vehicular speeds (30km/h) and collector streets will be designed to dictate moderate speeds (40 to 50 kilometres per hour); and

e) The street pattern and network design will facilitate access by all modes of transportation to public facilities, places of commerce, parks, schools, open space and to the public transit network; and

f) Reverse lotting, where rear yards abut collector streets, shall not be permitted. There shall be no window streets along collector streets; and

g) The frontage of lands along public streets will feature buildings with active frontages regardless of the land uses contained therein. Surface parking areas should primarily be to the side or rear of buildings; and

h) Where houses are adjacent or opposite parks, the front, rear or side elevations will have windows and doors facing the park to provide for greater streetscape continuity and animation; and

i) Where soil conditions are favourable, strong street tree planting can create character among many other benefits, such as safety and comfort, and will be included along all street frontages, at the developers cost. Trees and other landscaping, such as plantings along noise fences, window streets and bio-swales, or other remnant pieces of land within a subdivision are also encouraged.

Traffic calming

19) The design and implementation of traffic calming facilities shall occur at the time of development and at the cost of the developer as a condition of the approval at the draft plan of subdivision application process. This will occur in conjunction with the original street design and construction to avoid the need to return later at greater cost and inconvenience. This process will also include the identification of the appropriate traffic calming techniques for certain streets or conditions to encourage local walking, cycling and slower but efficient vehicular movement. The highest-priority areas or streets for traffic calming are expected pedestrian travel routes. Determination of traffic-calming measures shall be consistent with City guidelines for the design and implementation of such measures, and will be undertaken in consultation with affected City departments.

Parking

One objective of this secondary plan is to ensure that, in the design of subdivisions, the location of various dwelling types is planned to deliberately offset the site-specific parking strengths and challenges of each type of dwelling, by having sufficient proximity
between dwelling types to absorb overall parking needs, on a neighbourhood-wide basis.

20) At the time of draft plan of subdivision, proponents shall submit a street parking plan that demonstrates how on-street parking has been maximized, including how lots of varying widths and dwellings of varying types have been organized so as to maximize on-street parking opportunities. The CDP outlines design options to achieve the above.

Section 5: Natural Heritage System

Rock Barren

A rock barren featuring large areas of exposed limestone bedrock is located along the northern edge of the planning area, to the immediate south and east of Innes Park Woods. The Rock Barren as shown on Schedule A – Designation Plan and the adjacent 30 metres of land have been identified as significant wildlife habitat for snakes, due to the presence of an overwintering habitat (hibernaculum) within the fractured limestone of the rock barren. The area must be protected from unnecessary encroachment and is particularly susceptible to changes in water infiltration (in terms of both quantity and quality) and shading of the rocky outcrops. Some encroachment will be necessary to ensure that the grades maintain existing drainage patterns in the area.

The planned southern extension of Frank Bender Street across the Rock Barren poses a barrier to wildlife movement, which should be reduced to the extent possible through the use of crossing structures, protective barriers and/or other measures. Further, design and construction of the extension of Frank Bender Street will require additional design criteria and mitigation to minimize the impact on the natural feature and its functions in order to protect the significant wildlife habitat and the wildlife that depend on it. The extension of Frank Bender Street across the Rock Barren will be permitted subject to a detailed design approved by the City, in consultation with the Province and the conservation authority.

In order to offset the impacts of the proposed development, a compensation plan may be developed which contains measures that could improve the habitat of species in the rock barren area.

Elements of the Natural Heritage System are illustrated on Official Plan, Volume 1, Schedule C11C. Other natural features may be present, which are not shown on Schedule C11C, but which meet the City’s natural heritage system definition in Section 4.8, Volume 1 of the Official Plan. The policies below apply to all natural heritage features and constraint lands, regardless of whether or not they are included on Schedule C11C.
1) Development and site alteration will not be permitted within or adjacent to any natural feature or adjacent to the designated Innes Park Woods, unless an environmental impact statement has been prepared as part of the development application process, which indicates that there will be no negative impacts on the natural features or their ecological functions.

For the purposes of this secondary plan, adjacent is generally defined as within 30 metres of the edge of the feature.

2) As part of the development application process and in keeping with policies of Volume 1 of the Official Plan, additional studies may be required to address constraints such as, but not necessarily limited to unstable slopes and geotechnical hazards.

3) Where Species at Risk are found within the planning area, consideration will be dealt with during the development review stage as per the Endangered Species Act.

4) The woodlot in the southwest quadrant of the planning area will be preserved, as part of the natural heritage system, as non-developable lands and will be transferred to the City for nominal consideration through plan of subdivision approvals.

Section 6: Implementation

Private Agreements for Development Costs

1) Landowners within the planning area shown on Schedule A - Designation Plan, shall enter into private agreement(s) to:

   a) Proportionally share the costs by affected landowners for major infrastructure projects and associated studies and plans required for the development of the planning area which are not otherwise covered by development charges; and

   b) Establish a master parkland agreement, including the adjacent landowner of the approved plan of subdivision located to the immediate west to create a mechanism which allows for compensation of parkland dedication and associated development costs that may be inequitably distributed across the planning area; and

   c) Share the dedication and costs of development of parkland.

Such agreement(s) are to be initiated by the landowners within the defined planning area and provide for the fair sharing of costs among the benefiting parties, to complement the provisions of a Development Charges By-law.
2) Each agreement under Policy 1) above shall contain a financial schedule describing the estimated costs of the major infrastructure projects or parkland requirements and associated studies and plans, as well as the proportionate share of the costs for each affected or benefitting landowner.

3) Consistent with Section 11.6 Policy 11) of Volume 1 of the Official Plan, the City will require each owner to demonstrate that it has executed the Funding Agreement, and any applicable Cost Sharing Agreement, or the other owner’s consent to the owner proceeding in advance of the Cost Sharing Agreement being executed, as a condition of approval for all draft plan of subdivision and condominium, site plan and severance applications in the planning area. A development condition shall require notification from the administrator of the East Urban Community Phase 3 Area Landowners Group that the owner is party to the relevant agreement(s) and has paid their share of any costs pursuant to the agreement(s) prior to the registration.

**Bus Transit Routes**

To capture transit ridership in the initial phases of development transit stops and routes should be available for use beginning with the early stages of development to provide the highest degree of convenience, safety and efficiency for new residents.

4) Landowners will be required to enter into an early transit service agreement to determine the method and means by which the development, as well as adjacent areas, can be efficiently and effectively serviced by transit. The Owner shall enter into the agreement to outline the provision of interim bus service with the Transit Services Branch, prior to the registration of the subdivision or condominium.

5) Early transit service agreements shall include, but are not necessarily limited to, the following: establishment of routes and stops, levels of service and provision and maintenance of stops and turnarounds. Early transit service agreements may also be required to include funding and cost-sharing arrangements, and the timing and triggers for the transfer of responsibility to the City.

6) Pre-consultation, which is required prior to an application for draft plan of subdivision, will include OC Transpo and the relevant school boards in order to coordinate bus routes with the design of streets, blocks and pedestrian connections.

**Additional Conditions and Requirements for Plans of Subdivision**

7) Applications for draft plan of subdivision shall be processed concurrently with any required applications under the *Drainage Act*. 
8) Prior to the approval of any draft plan of subdivision application, the master servicing study shall be consulted directly to determine what conditions are required to be completed and approved by the affected agencies.

**Build Out**

Upon build out of the streets, for Medium-Density Neighbourhood, Highest-Density Neighbourhood and Commercial areas, it is intended that this secondary plan and associated East Urban Community Phase 3 Area Community Design Plan may, at the discretion of the City, be retired and voided.

While small-scale change and development within the planning area is possible after build-out, the directions contained in the secondary plan and CDP will have already been implemented, and development policies can revert to the general policies of Volume 1 of the Official Plan.

**Schedule**

Schedule A – Designation Plan
Section 1: Introduction

The purpose of this secondary plan is to guide the redevelopment of the Elmvale Acres Shopping Centre at 1910 St. Laurent Boulevard, as well as the parcel of land located at the southwest corner of the intersection of Smyth Road and Russell Road known as 1990 Russell Road. This secondary plan is to be considered along with policies of Official Plan.

Section 2: Planning Area

The planning area is shown on Schedule A – Designation Plan.

Section 3: Guiding Principles

The following guiding principles have been developed to guide the redevelopment of the planning area:

1) The area will transform over time to become an attractive and well-designed focal point for the community with active street frontages, outdoor amenity areas, and a new park.

2) The area will accommodate a mix of land uses, including residential, office, retail, and greenspaces which will offer a live, work, play environment for residents.

3) The redevelopment will be integrated into the community with multiple connections into the area, and buildings with active edges.

4) New development will frame the area with transitional building heights including low-rise buildings along Othello Avenue, mid-rise buildings along Smyth Road, and high-rise buildings closest to the transit station along St. Laurent Boulevard.

5) Efficient transit services will support existing and new development through multi-directional connectivity and improved transit movements. Public transit will become an attractive mode choice to new and existing residents which represents a shift to sustainable modes of transportation.

6) Transportation system efficiency will be improved by allowing users, particularly non-drivers, the opportunity to choose from a wide range of accessible transportation options.

7) New development will provide key pedestrian and cyclist connections within and abutting the site, including safe and convenient access to the transit station area, and adjacent neighbourhoods with sidewalks, landscaping and public amenity areas.
8) Intersection and right-of-way improvements will ensure that access to the area is safe for all modes of travel.

Section 4: Land Designation and Built Form

The following land designations and building height overlays are identified on Schedule A – Designation Plan.

4.1 St. Laurent Boulevard Mixed-Use Area

1) The maximum permitted building height for development along Smyth Road is nine storeys.

2) The maximum permitted building height for development along St. Laurent Boulevard is 16 storeys.

3) High-rise buildings, as defined in Official Plan, must be well-proportioned, integrated with surroundings and should generally take the podium and tower approach in built form design.

4) New buildings abutting the transit terminal shall be designed with an articulated façade and mass and design techniques such as setbacks and step backs shall be used to avoid the canyon effect along the public street and to minimize the visual and micro-climate impacts on public and private realms.

5) Generally, the floor plates for towers should not exceed 750 square metres.

6) The height of a podium for a high-rise building should be between three and six storeys. The tower should be well set back from the podium faces and should be articulated to break up building mass and allow sky-view, sunlight, and transition towards the abutting properties.

4.2 Othello Avenue Mixed-Use Area

7) The maximum permitted building height is two storeys.

8) The placement and form of buildings adjacent to Othello Avenue must occur in a manner that is respectful and compatible with the existing low-rise residential character of Othello Avenue. Street-facing garages along the east side of Othello Avenue are not permitted.

9) Loading for commercial areas will be directed to the interior of the site through phased redevelopment.

Section 5: Public Realm

The success of the redevelopment of the planning area depends on the creation of an attractive and functional public realm. The components of the public realm are illustrated on
Schedule B – Public Realm and Transportation Plan. New development is to be consistent with this secondary plan and the following policies apply:

1) New development along Othello Avenue will provide a continuous streetscape. The space between buildings fronting on Othello Avenue and the sidewalk will be landscaped in a manner that facilitates activation and animation of the street edge.

2) In order to create a more urban environment on Smyth Road, buildings will be located closer to the street with building walls that will include clear glazing, pedestrian entrances, patios and courtyards where appropriate.

3) The St. Laurent Boulevard frontage is intended to become a transit-supportive area with an urbanized edge including active frontage and sidewalks of sufficient width to accommodate users.

4) Vehicle parking lots abutting St. Laurent Boulevard shall be screened from view.

5) All building facades that face onto open spaces and the park shall be animated. Blank walls are not permitted.

5.1 Park

6) Lands for the use of public parks shall be provided according to Official Plan. The park must be regular in shape, have 50 per cent road frontage and be a minimum of 0.32 hectares in size. Where lands above 0.32 hectares are required in order to meet the parkland dedication calculation and cannot be provided, the balance may be in the form of cash-in-lieu of parkland as directed by the Planning Act and the City’s Parkland Dedication By-law or any successor By-law applicable to each phase of development. The Ward portion of cash-in-lieu of parkland payments shall be set aside in a reserve fund to fund the construction of the park.

7) Development and conveyance of the parkland is intended to coincide with the redevelopment of that portion of the planning area and will include facilities and programming suitable for the demographics of the planning area at the time of development as approved by the City.

8) The design of the park and proposed park facilities is to be carried out under the direction of the City and in consultation with the community.

9) Any work required on the park block due to soil contamination will be at the expense of the developer. Services such as water, storm, sanitary, and hydro will be required to the lot line of the park and shall be provided at the expense of the developer.

10) Upon the transfer of the parkland to the City, additional funding for park development will be contributed by the developer at the rate per hectare for park development and an indexing rate utilized for park development by the City at the time the park block is
transferred to the City. The area used to calculate this per hectare funding rate will be for the full parkland dedication owing on the lands in the secondary plan (approximately 0.5 hectares of parkland).

5.2 Privately Owned Public Spaces (POPS)

11) Privately Owned Public Spaces (POPS) shall be provided at general locations shown on Schedule B – Public Realm and Transportation Plan. Changes to the location, configuration and/or size of the POPS do not require an amendment to this secondary plan or its schedules, unless it is contrary to the following POPS policies.

12) POPS throughout the secondary plan area shall be a combined total of approximately 3,800 square metres with no single POPS being less than 650 square metres. POPS shall have a length to width ratio of no more than 2:1.

13) POPS are for the exclusive use by the public and shall not be occupied by private uses such as commercial patios.

14) POPS shall be designed in consultation with the City and to the standards of the City’s Park Development Manual.

15) POPS are to be designed in phases by the developer as part of the development application approval process.

Section 6: Transportation and Circulation

1) Proposed improvements for transportation and circulation are illustrated on Schedule B – Public Realm and Transportation Plan. Changes to the location, configuration and/or width of streets, drive aisles, intersections and pedestrian and cycling connections will not require an amendment to the secondary plan.

2) The area will evolve over time with the intention that surface parking will be reduced. Parking to serve ground floor commercial uses will be located at the interior of the site and screened from view from the street. Parking inside buildings will be below or above grade, but not at sidewalk level.

3) Private drive aisles will be designed and maintained in order to give priority to pedestrians by allowing safe crossing and requiring that vehicles yield to pedestrians.

4) Access to and from the area is to be improved by breaking up existing building mass and providing landscaped walk-through areas.

5) Connectivity to the transit station will be improved through the provision of an east-west pedestrian promenade through the middle of the site. At points where the pedestrian pathway crosses a parking drive aisle, enhanced pedestrian pavement markings shall be provided.
6) Underground garage ingress and egress for the high-rise buildings shall be designed to maximize vehicle circulation towards the arterial road network with the intent to minimize internal vehicle circulation and use of the adjacent local road network.

7) In support of the City’s sustainable mobility goals, the use of car-sharing services and electric vehicles should be supported by providing designated parking spaces for these uses which will be determined through planning application processes.

8) At each phase of development, a transportation study must be undertaken to determine the detailed design of transportation and circulation measures, consistent with the City’s Transportation Impact Assessment Guidelines.

9) To address issues with speeding and cut-through traffic between the study area and the surrounding areas, the developer will be required to undertake a neighbourhood traffic management review to identify appropriate mitigation measures within the immediate vicinity of the development as per the Transportation Impact Assessment Guidelines.

10) Transportation Demand Management strategies are to be implemented for the area at the time of redevelopment. Transit passes for new residents as well as information signage are recommended Transportation Demand Management strategies.

11) Any new development shall also provide dedicated spaces for car sharing services and electric car charging stations.

12) The realignment of the intersection of Smyth Road with Russell Road and Othello Avenue as well as the construction of the proposed roundabout on St. Laurent Boulevard are development charge-related infrastructure projects that will be implemented through the development charge program. The roundabout will be required to operate in conjunction with the provision of:
   a) A transit-only left-turn signal at St. Laurent Boulevard and Russell Road (southerly location) providing northbound access to Russell Road; and
   b) The provision of a transit-priority signal at the corner of St. Laurent Boulevard and Russell Road (northerly location); and
   c) A public art and/or landscaping opportunity in the vicinity or centre of the roundabout will be pursued at the time of its design and construction in accordance with the City’s Public Art policies; and
   d) Depending on the timing of the realignment of the Othello Avenue, Smyth Road and Russell Road intersection, a northbound right turn lane from Othello Avenue to Smyth Road may be required when development occurs along the Smyth Road frontage, should that development occur in advance of the realignment.

6.1 St. Laurent Boulevard

13) The section of St. Laurent Boulevard abutting the transit terminal, shown on Schedule B – Public Realm and Transportation Plan, will be designed with a complete street
approach, using designated lanes for transit and place emphasis on active modes of transportation.

14) A new roundabout identified on Schedule B – Public Realm and Transportation Plan will provide greater efficiency to the transit network and transit station while also improving vehicle and pedestrian connectivity moving through the area and into the site.

6.2 Othello Avenue

15) Access to and from the site on Othello Avenue must be designed in order to minimize cut-through traffic to the adjacent neighbourhood.

16) The intersection of Othello Avenue, Smyth Road and Russell Road shall be realigned to address long standing concerns at this intersection with delays associated with traffic signal timing, public safety and visibility.

17) Othello Avenue will be designed as a Complete Street and improvements are to be carried out in phases by the developer through the development application process. Improvements shall include the following:
   a) Traffic calming measures including raised intersections which are narrowed with bulb outs; and
   b) A reduced speed limit from 50 km/h to 30 km/h; and
   c) Improved opportunities for walking and cycling facilities;
   d) A new sidewalk along the west perimeter of the site from Smyth Road to Pleasant Park Road; and
   e) Othello Avenue improvements south of the limits of the Elmvale Acres Shopping Centre are to be carried out through the development charge program.

6.3 Transit Terminal

18) No new motor vehicle accesses are permitted in the area fronting the transit terminal on St. Laurent Boulevard in order to minimize conflicts with transit services and ensure spatial requirements are met for transit operations and enhance pedestrian safety.

19) Proponents of new development will consult with the City to integrate new transit facilities such as shelters and passenger information displays into the main floor lobbies of new buildings that face onto the transit station on St. Laurent Boulevard. Service and utility areas between different uses within a single building or between different buildings should be shared to maximize space efficiencies.

20) As part of any new development, the developer shall consult with the City to ensure that transit stops, shelters and crosswalks are to be centrally located for ease of access by all users and building occupants. Transit platforms shall be designed to enable ease of pedestrian movement as well as incorporate the necessary elements that support transit use.
21) New development shall ensure that clear signage, landscaping and public art are provided around transit stops to promote walkability, wayfinding and sense of place.

22) Direct well-lit, weather-protected pedestrian access shall be provided between the transit station and key destinations as part of new development to increase pedestrian comfort, clear sightlines and safety.

Section 7: Implementation

1) Annex 1 – Demonstration Plan is a conceptual plan showing the proposed build out of the site. This demonstration plan was used to guide the preparation of this secondary plan and its policies which are intended to guide the development shown however Annex 1 is conceptual and could be changed without the need for an Official Plan Amendment.

2) Any application for site plan control will be subject to public notification and consultation and includes a requirement to hold a community information and comment session. Notification shall be provided according to the City’s Public Notification and Consultation Policy for Development Applications and the Planning Act as amended.

Schedules

Schedule A – Designation Plan
Schedule B – Public Realm and Transportation Plan

Annex

Annex 1 – Demonstration Plan
Elmvale Acres

SECONDARY PLAN - Volume 2
Schedule A - Designation Plan

PLAN SECONDAIRE - Volume 2
Annexe A - Plan de désignation

- Secondary Plan Boundary / Limite du plan secondaire
- St Laurent Boulevard Mixed-Use Area / Secteur à usage mixte du boulevard St-Laurent
- Othello Avenue Mixed-Use Area / Secteur à usage mixte de l'avenue Othello
- Park / Parc

MAXIMUM BUILDING HEIGHTS / HAUTEURS MAXIMALES DES IMMEUBLES

- 2 storeys / étages
- 9 storeys / étages
- 16 storeys / étages

- Transit Stop - Bus / Arrêt de transport en commun
8 – Inner East Lines 1 and 3 Stations Secondary Plan

Section 1: Purpose

The Inner East Lines 1 and 3 Stations Secondary Plan establishes policy on maximum building heights and minimum densities within the planning area, identified in Schedule A – Maximum Building Heights and Minimum Densities.

This secondary plan is informed by the “Transit-Oriented Development (TOD) Plans: Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair, January 2014”, which is a Council-approved policy document, similar in status to a community design plan. However, building heights and densities for the Lees Station TOD are addressed in a separate plan titled “Central and East Downtown Core Secondary Plan”.

The minimum densities set out in the Inner East Lines 1 and 3 Stations Secondary Plan will result in the achievement of transit-supportive development densities over the long term. The intent of requiring minimum densities is to set the stage for intensification so that development with increased densities can occur in context-sensitive locations at the time market pressure for density exists. The implementing zoning will provide flexibility by permitting existing constructed uses of land to be expanded and rebuilt at densities below the minimum densities in this secondary plan.

Land estimated to be subject to development intensification pressure beyond 2031 in its respective TOD Plan is permitted to remain in the existing zoning until such time as the owner requests a rezoning. At that time, the property is to be rezoned to the appropriate Transit Oriented Development zone (TD zone) in accordance with this secondary plan and the TOD plan.

Section 2: Policies

1) The maximum building heights and minimum densities for the planning area are identified in Schedule A.

2) Each district requiring a future public park is identified in Schedule A and the requirement applies to the entirety of each property that is located within such a district. Where a district contains more than one property owner, a cost-sharing agreement may be required between all property owners within that district. Landowners may be required to submit the landowners park cost-sharing agreement to the City as a condition of draft plan approval of plans of subdivision and plans of condominium and as a condition of approval for severance applications and site plan control.
3) The southwest corner of Tremblay Road and St. Laurent Boulevard (municipally known as 530 Tremblay Road) shall provide for a minimum floor area of 40,000 square metres for office employment uses, to be implemented through the Zoning By law.

Schedule

Schedule A – Maximum Building Heights and Minimum Densities
Schedule A - Maximum Building Heights and Minimum Densities

Area A: Maximum height 30 storeys and Minimum density 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential)

Area B: Maximum height 20 storeys and Minimum density 250 units per net hectare (residential) and/or 1.0 floor space index (non-residential)

Area C: Maximum height 16 storeys and Minimum density 150 units per net hectare (residential) and/or 0.5 floor space index (non-residential)

Area D: Maximum height 6 storeys and Minimum density 150 units per net hectare (residential) and/or 0.5 floor space index (non-residential)

Area E: For Maximum Number of Storeys and Minimum Density refer to Volume 1 of the Official Plan
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  Section 2: Vision Statement .................................................................................. 2
  Section 3: Goals, Objectives and Design Principles .............................................. 2
  Section 4: Broad Issues ....................................................................................... 4
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  Section 6: Other Issues ....................................................................................... 24
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9 – Kanata Town Centre Secondary Plan

Section 1: Background

The Kanata Town Centre comprises approximately 230 ha of land, located on both sides of Provincial Highway 417. It is bounded by four major arterial roads, being: Campeau Drive on the north, March-Eagleson Road on the east, Katimavik Road on the south and First Line Road, north of Highway 417, on the west.

When planning for the Kanata Town Centre began in the 1970’s, this community was intended to straddle the Queensway. While significant development occurred on the south side, the north side was slow to start due to a variety of factors. It is now acknowledged that most of the more urban form of the Kanata Town Centre development will occur on the north side with only two connections across the Queensway, including the existing pedestrian overpass the crossing of Kanata Avenue and Terry Fox Drive. Eagleson Road crosses the Queensway at the eastern perimeter of the Community.

Kanata Town Centre policies will apply to the entire planning area of this secondary plan. Various other sections of the Official Plan will also be applicable to these lands.

Section 2: Vision Statement

The Kanata Town Centre will be an active, vibrant core area containing a diverse mix of urban uses arranged in a form and a scale, which is both human and appropriate to its function. It will be a uniquely identifiable place that caters to residents and attracts visitors and will be a constant source of pride for future generations.

Section 3: Goals, Objectives and Design Principles

Based upon previous studies, community input and a desire to achieve the vision for the Kanata Town Centre, the following goals, objectives and design principles have been developed.

3.1 Goal: Create a vibrant, attractive town centre

Objectives / Design Principles

Provide a mix of generally higher-density and higher-order, residential, commercial, civic, institutional, cultural and employment uses, especially along the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way, which will populate, animate and contribute to an urban experience that complements the former City of Kanata’s earlier developments.
Provide opportunities and facilities that respond to the needs of a maturing City with a greater mix of ages, incomes and cultural backgrounds.

Ensure that the development form responds to the human scale and encourages interaction by creating an interesting and safe pedestrian environment with features such as weather protection, views and lighting.

3.2 Goal: Create an enhanced public realm, recognizing the permanence of these decisions.

Objectives / Design Principles

Ensure that the locations of streets recognize their permanent contribution to the public realm as the urban skeleton for the built form, the public viewscape, a place for the urban forest and as a conduit for people via their chosen mode of transportation.

Reserve key locations that will communicate civic pride and provide a prominent place for public art and monuments.

3.3 Goal: Incorporate flexibility and efficiency into this secondary plan in order to respond to future uncertainty

Objectives / Design Principles

Ensure that block sizes and orientation are based on a modified grid and are capable of development and eventual redevelopment in the future - a recognition that cities constantly evolve. Ensure that facilities perform a multiplicity of functions wherever possible, for example:

- Stormwater ponds may also serve as visual buffers
- Planting areas are visual buffers as well as environmental filters

Capitalize on the Kanata Town Centre’s unique opportunity for direct access to the existing Transitway system and future O-Train system.

3.4 Goal: Integrate natural and built elements

Objectives / Design Principles

Encourage development that responds sensitively to the topography and other natural features of the site.

Add to Bill Teron Park and increase the park’s accessibility by developing pathways from the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way. Maintain rock outcrops, significant treed areas where possible.
Create a network of smaller parks which punctuate the major pedestrian routes and provide meeting places and a reminder of our natural heritage.

Strive to minimize the disruptive impact of Highway 417 on residential uses. Encourage businesses to take advantage of highly visible areas adjacent to Highway 417.

3.5 Goal: Develop the appropriate infrastructure to serve the Kanata Town Centre.

Objectives / Design Principles

Plan and build a street network that meets the needs of people first, recognizing that these public spaces do more than move private automobiles.

Create effective pedestrian linkages between activity centres, keeping walking distances reasonable.

Section 4: Broad Issues

This section provides a summary of some of the more significant market and other issues which influence the land-use approaches to the Kanata Town Centre's ultimate development. It also establishes broad policies to address these issues.

4.1 Employment

At least 10,000 jobs will be achieved in the Kanata Town Centre, with an ultimate target established in the Official Plan, Section 5.4.3: Provide direction to the Hubs and Corridors located within the Suburban Transect. The achievement of these targets may be phased over time as determined by market conditions.

4.2 Commercial

Access to Highway 417, visibility from major roadways and a central location provide the required initial impetus in an increasingly competitive market. Proximity to a growing population and to an attractive section of Kanata Avenue within 600 metres of the existing Terry Fox bus and Future O-Train station will help to support further growth opportunities, which can adapt to market conditions.

The policies of this secondary plan and the regulations of the Zoning By-law will carefully guide the various forms that Kanata's commercial development will take, helping to ensure that market opportunities contribute to a built form that will ultimately enhance the Kanata Town Centre.

4.3 Residential

As the City grows and matures, demographic indicators suggest the need for residential development that caters to a range of household sizes, incomes and to households
which are less dependent on the private automobile. This will include various forms of affordable and socially assisted housing.

A range of 4,100 to 5,150 dwellings is provided for. These figures will be reassessed from time to time, as required. An approximate breakdown will be:

<table>
<thead>
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<th>Area</th>
<th>Low</th>
<th>High</th>
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<tr>
<td>South of Highway 417</td>
<td>800</td>
<td>1050</td>
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<tr>
<td>Central Business District (north of 417)</td>
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<tr>
<td>Town Centre Residential Area (North of 417)</td>
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<td>1100</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>4100</strong></td>
<td><strong>5150</strong></td>
</tr>
</tbody>
</table>

A range of housing types and sizes will be provided in the Kanata Town Centre in order to accommodate the full spectrum of the evolving community's residential needs.

The section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way is within 400 to 600 metres of the existing Terry Fox bus and Future O-Train station. There is therefore a need to encourage the highest densities in this location. Residential uses are encouraged to be located above commercial uses that are provided at street level and with parking underground or at the rear of buildings to provide a pedestrian friendly environment along the street frontage.

4.4 Building Height and Density
Building heights, like the design of building facades, should vary to create an interesting urban streetscape and shall be governed by the policies of Section 5.8 of this secondary plan.

Development must be designed to meet the minimum density requirements expressed in jobs and people per hectare as set out in Section 5.4.3: Provide direction to the Hubs and Corridors located within the Suburban Transect, of the Official Plan.

Section 5: Designations

5.1 Central Business District

The Central Business District designation, on Schedule A - Designation Plan, applies to land in the central part of the Kanata Town Centre. This land has the marketing asset of good Queensway exposure and high accessibility. It is the intent of this designation that these lands become an urban place that provides for employment uses, complemented by higher-density residential uses.

The lands designated Central Business District are conveniently located adjacent to the existing bus system and Future O-Train system providing access to pedestrians and cyclists, as well as motor vehicles.
Permitted Uses

Office uses, light manufacturing such as high-tech businesses which operate in office buildings, other employment uses typical of central business districts, hotels and commercial uses that serve the business community will be located within the Central Business District lands. Higher-density residential development (generally 65 - 100 units per net hectare and higher) or medium density (50-65 units per net hectare) if included in a mixed-use building or development, will be required in order to enhance the vitality of this designation and the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way.

That portion of the Central Business District which abuts Campeau Drive will be predominantly residential and be developed in a form which does not overshadow residential development in the Kanata Lakes community.

Mixed-use developments within a single building and within groups of buildings will be encouraged. Commercial and business uses serving the needs of the employees and residents will be permitted on the ground floor of office and residential buildings. On-street parking in this area shall be encouraged.

Phasing

It is expected that residential developments within the Central Business District may occur sooner than office and commercial developments and this is permitted provided the capacity to achieve the 10,000-job target within the Central Business District and Regional Shopping Centre designations is retained. This may result in much of this land remaining vacant for long periods of time, or in construction disruptions as intensification of development or redevelopment occurs.

Initial stages of development may result in surface parking and shared parking arrangements. It is intended that such surface parking will eventually be accommodated in parking structures. A key requirement will be the siting of early phases of development in a manner which facilitates the later redevelopment needed to achieve ultimate densities without the removal of the initial buildings.

Onsite parking will be in accordance with Section 7.6 of this secondary plan.

Kanata Avenue

The permitted retail uses will generally be limited to the ground floor and result in continuous commercial storefronts along the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way, with the exception of access to the civic square at a point along the north side of the road.
The section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way will contain mixed-use development, combining ground floor retail and service commercial, cultural and entertainment uses with upper floor employment and residential uses in order to ensure day and evening vitality in the Kanata Town Centre. Residential development is encouraged in order to help ensure this vitality.

Commercial uses encouraged include restaurant, retail food store, grocery store and other uses intended to serve the needs of the local population and complement the general retail uses provided in the Regional Shopping Centre designation.

Off-street parking is encouraged to be confined to land located behind the buildings abutting the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way, located below grade and / or will be contained within structures designed to appear like buildings if visible from the street. On-street parking will be permitted during off-peak hours on this section of Kanata Avenue, but may be permitted at all times if deemed appropriate.

An urban plaza park typology is encouraged to be provided at a strategic point along Kanata Avenue. The anticipated urban plaza parcel is owned by the City and will be retained for civic use as a public meeting and gathering place, which serves the entire community.

Opportunities to provide privately owned public spaces (POPS) along the rear of developments that abut the Parks designation are encouraged through the planning approvals process.

5.2 Regional Shopping Centre

The land designated as Regional Shopping Centre on Schedule A - Designation Plan, is located between Highway 417, Terry Fox Drive, Campeau Drive and Kanata Avenue. The entire area now designated as Regional Shopping Centre is further categorized as sub-categories RSC-1, RSC-2 and RSC-3, as shown on Schedule A - Designation Plan of this secondary plan and detailed below.

Collectively, the lands designated as Regional Shopping Centre are intended to accommodate a full range of commercial and other Kanata Town Centre activities which will include a large concentration of high order retail and service commercial uses. This planning intent reflects not only the inherent development opportunities and locational advantages of these lands, but also the importance of encouraging development in this prominent location with uses that will serve immediate residents and those from the broader area. Development of the lands designated as Regional Shopping Centre will support and encourage the development of other desired uses and areas within the balance of the Kanata Town Centre.
Urban Design Principles

The urban design of the Regional Shopping Centre designated lands should be based on the following general principles:

1) All parts of the Regional Shopping Centre should be designed to enable integration and connectivity between the various components of the Regional Shopping Centre and adjacent components of the Kanata Town Centre.

2) There should be clarity in the direction and identity of the southerly extension of section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way. This also applies to the portion of the proposed pedestrian way, called the City Walk, that connects from the Landmark Cinemas to the Kanata Centrum area and between the open area in front of the Landmark Cinemas and the future office areas fronting on Kanata Avenue.

3) Generally, the shopping centre and its required pedestrian ways and pedestrian-vehicular ways should provide open spaces and places at strategic locations where people can gather and interact.

4) The design and construction of developments located in the RSC-2 designation east of Earl Grey Drive should enable all or part of these developments to be built, converted or re-built as enclosed structures providing indoor climate-controlled pedestrian ways or, in the case of pedestrian-vehicular ways, as structures providing weather-protected pedestrian facilities. Developments may have multiple levels of retail areas and deck parking. It is desirable to have such developments physically integrated with the existing theatre and with future office buildings.

5) The urban design of the entire area should provide for the incorporation of strong visual elements that provide landmarks and entry points. Some examples are office or residential buildings located adjacent to the future Terry Fox O-Train Station, the intersection of Lord Byng Way / Maritime Way and Kanata Avenue and the entry to the City Walk area from Earl Grey Drive.

6) The urban design of any private or public developments should be integrated and should incorporate elements that reflect design themes such as the Canadian Shield.

7) Pedestrian convenience and safety should be top priorities in the design and lay-out of the Regional Shopping Centre designated lands and related areas, including lighting, security features and accessibility.
Designations & Planned Function

8) The area designated as Regional Shopping Centre includes a portion of those areas that were previously designated Central Business District and Main Street, as well as Regional Shopping Centre. The Regional Shopping Centre (RSC) designation is composed of a number of sub-categories that reflect different functions within the overall framework, namely RSC-1, RSC-2 and RSC-3. These sub-categories are shown on Schedule A - Designation Plan of this secondary plan.

9) The planned function of the Regional Shopping Centre is to provide a major shopping centre, as well as a broad range of services and other central-place activities, high-density employment and some high-density residential development in conjunction with the Central Business District.

10) Accordingly, the Regional Shopping Centre will include a large and complete concentration of retail and service commercial uses of all types. In concert with the development and use of other Kanata Town Centre designations, the Regional Shopping Centre designation will contribute to the evolution and development of the Kanata Town Centre as a significant regional activity and employment centre in Ottawa. The lands designated Regional Shopping Centre will provide the major shopping, entertainment and service commercial functions within the Kanata Town Centre and for the western part of the Suburban Transect area. By the phased development and intensification of these functions, the lands designated Regional Shopping Centre will assist in making the Kanata Town Centre increasingly self-sufficient in meeting the varying needs of its residents for the full range of goods and services and an increasingly significant location for the surrounding regional population to do business.

11) The Regional Shopping Centre designation should accommodate a major shopping centre as a development having a minimum of 35,000 square metres gross leasable area (GLA) for retail and service uses. Total development may eventually be approximately 125,000 square metres GLA. As provided in the RSC-2 policies below, it is the aim of this secondary plan that the major shopping centre should be significantly larger than the minimum set out in the Official Plan.

Permitted Uses

Permitted uses include a full range of retail stores and restaurants, clinics, services, places of entertainment, recreational establishments, hotel, convention centre and institutional uses. High-density office and residential uses are also permitted, primarily along Kanata Avenue and in the vicinity of the Future Terry Fox O-Train Station. Specific policies for the development and use of the RSC-1, RSC-2 and RSC-3 designations are set out in the following sections.
RSC-1 Policies

Location and Existing Development:

This designation applies to the existing development north-west of Earl Grey Drive and to some additional future development located adjacent to Roland Michener Drive. This area has developed partly as community commercial and partly as a cluster of large, independent stores which cater primarily to customers arriving by automobile and have large surface parking areas located near the entrances of the individual buildings and businesses.

Future Development:

This development pattern may continue and consolidation and enclosure of buildings and structures in the long term may also occur. All types of retail uses as generally permitted in the Regional Shopping Centre designation are permitted in this area.

12) The implementing zoning by-law may establish a limit on the total amount of retail and service uses within the RSC-1 designation, in order to encourage development of the regional-scale retail facilities envisioned for the RSC-2 lands. In the first instance, the amount of retail uses and services permitted in the by-law for the RSC-1 lands shall be not more than approximately 41,000 square metres GLA. This amount represents all existing development, contemplated development and a modest expansion allowance. The by-law may be subsequently amended in this respect, without amendment to this secondary plan, in order to accommodate additional development related to the consolidation and enclosure of buildings and structures as provided above.

RSC-2 Policies Location and Existing Development:

13) This designation applies to the area located south-east of Earl Grey Drive, excluding the area fronting on Kanata Avenue and the existing hotel development.

14) This area is intended to accommodate the greatest concentration of higher-order retail and service commercial activities in the Regional Shopping Centre, the future Terry Fox O-Train Station, the park and ride area and limited office and residential development. The form of this development is intended to be strongly pedestrian-oriented and transit-friendly, to provide a range of uses of different sizes and to be developed in an orderly phased manner, all in accordance with the following policies addressing pedestrian-transit orientation, unit size mix and phasing.

15) Retail and service development of at least 35,000 square metres GLA shall be developed in phases on the RSC-2 lands. The development shall provide for and maintain the additional capability to develop to the level of at least 50,000 square
metres GLA of retail and service uses, including the cinema complex. This level of development may involve multi-level retail and service commercial buildings and deck parking. The form of the development should be convenient for and primarily oriented to pedestrians. Free standing buildings containing retail uses such as those located in the RSC-1 area are not permitted in this area, but this direction is not intended to preclude single-use buildings which are located and designed in accordance with the following:

a) One or more faces of the building is oriented to a pedestrian way or pedestrian-vehicular way and all public pedestrian entrances are located on such face(s); and

b) The building is designed to minimise the affect of blank wall space facing abutting pedestrian ways or pedestrian-vehicular ways, by architectural treatment including the use of window areas for visibility into the building or for display purpose, by the location, number and spacing of public pedestrian entrances into the building and by other design techniques; and

c) The separation between the face of a building adjacent to the pedestrian way or pedestrian-vehicular way and the face of an adjacent building on the same side of the pedestrian way or pedestrian-vehicular way shall be not more than 8.5 metres.

Pedestrian-Transit Orientation:

16) It is intended that retail and service development in this area will be oriented to and located along a comprehensive network of pedestrian ways and pedestrian-vehicular ways, including a major pedestrian way referred to as City Walk, generally connecting in an east-west direction from Earl Grey Drive, to the front of the cinema complex and then east, to connect with a pedestrian-vehicular way between Kanata Avenue and the existing Terry Fox Transitway Station. There may be branches of City Walk extending in a north-south direction towards Kanata Avenue, or extending towards the existing Terry Fox Transitway and future O-Train station. Minor pedestrian access routes will provide for access to parking facilities serving the City Walk development. The City Walk concept may, as an optional approach, be extended east of the pedestrian-vehicular way between Kanata Avenue and the existing Terry Fox Transitway Station, or the area may be developed with common pedestrian-vehicular ways.

17) For the purposes of this secondary plan, City Walk is defined as a common pedestrian way that may be indoor or outdoor, with retail and service uses located on both sides. City Walk will function as an urban pedestrian way and provide settings for people to gather and interact. The width of the City Walk will be sufficient
to enable comfortable pedestrian movement and year-round maintenance. It will also be designed and constructed to enable partial or full enclosure in the future.

18) For developments adjacent to City Walk, all public entrances to each building or use shall be from City Walk. For developments adjacent to the common pedestrian-vehicular way, between Kanata Avenue and the existing Terry Fox Transitway Station or other common pedestrian-vehicular ways or common pedestrian ways, all public entrances to each building or use shall be from the common pedestrian-vehicular way or common pedestrian way, as the case may be.

19) The maximum width of a pedestrian-vehicular way shall approximate that of a public streetscape with minimal building setbacks. However, in order that City Walk and the developments adjacent to it provide and maintain an urban sense of place and a pedestrian-friendly environment, as well as the capability to be partially or fully enclosed in future, City Walk shall be narrower than such pedestrian-vehicular ways, with a maximum width set out in the implementing zoning by-law of not more than 18 metres, except for activity areas or focal points, such as forecourts associated with the cinema complex and the existing Terry Fox Bus and Future O-Train station, or at a junction with other pedestrian ways or pedestrian-vehicular ways. In addition, the implementing zoning by-law shall establish maximum widths of breaks between buildings for minor pedestrian access routes, which connect City Walk with related parking facilities. The number and spacing of such minor pedestrian access routes will be controlled through the site plan approval process in a manner, which maintains the pedestrian-orientation of the development while providing reasonable pedestrian circulation patterns.

20) As the transit passenger facilities are improved, coincidental with the development of the future O-Train system and/or buildings at this location, the pedestrian linkage to City Walk shall be climate-controlled and grade-separated from vehicular traffic. In addition, development of the future O-Train system and air rights for uses permitted within the RSC-2 area is permitted, subject to agreements regarding air rights and the adequacy of infrastructure and the traffic system in the surrounding area. Development of the Future O-Train system is not intended to be restricted by the policies otherwise applicable to the RSC-2 area.

Unit Size Mix:

21) One of the specific objectives for the RSC-2 area is to protect and provide for the opportunity to locate higher-order retail uses, such as fashion stores, in this area.

22) To ensure the RSC-2 development provides a range of unit sizes to accommodate both small and large uses, the zoning by-law shall incorporate provisions which prohibit large retail warehouse uses, and which limit the maximum floor area
permitted to be occupied by an individual retail or service use, other than a department store or cinema complex, to not more than 5,000 square metres GLA. The zoning by-law shall also regulate the unit size mix of retail and service uses by requiring that the maximum proportion of the floor area of such uses which is permitted to consist of units of 2,000 square metres GLA or more is not more than 50 per cent and the minimum proportion of the floor area which is required to consist of units of 500 square metres GLA or less is 25 per cent. The floor areas of any cinema complex or department store shall be excluded from these regulations. These regulations shall not apply in the case of retail and service units located in a fully enclosed shopping centre.

23) The provisions of Section 5.2, Policy 22) may be reconsidered in order to update the desired unit mix in relation to the evolution of the shopping centre over time, to respond to the needs and preferences of residents, or to adjust the numerical provisions if these provisions are having an unintended result such as the inhibition or delay of appropriate development and use of the RSC-2 area.

**Phasing:**

24) The development of the RSC-2 area shall proceed in a logical and orderly manner and may involve a number of phases.

25) Each phase shall be sufficiently large to encompass a logical portion of the overall development and the associated City Walk and / or other pedestrian facilities or pedestrian / vehicular facilities and infrastructure to serve that phase. Additional sections of pedestrian ways and pedestrian-vehicular ways shall be included in that phase where it is necessary to complete logical connections between elements of the Regional Shopping Centre, such as the existing RSC-1 development, the cinema complex and the hotel within the RSC-3 area.

26) It is Council’s intent to ensure an orderly pattern of development during the building of parts of the City Walk and a one-sided strip commercial plaza is not permitted. City Walk development shall be phased so that the development of buildings on both sides of that section of City Walk is undertaken in the same phase.

27) Each phase of City Walk shall be designed and constructed to ensure that provision is made to enable climate-controlled partial or full enclosure in the future.

28) In determining the appropriateness of a phase of the development, regard shall be had for the functional relationship and contiguity of the proposed phase with approved preceding phases and with existing development and the completion of logical connections between elements of the Regional Shopping Centre as described in Section 5.2, Policy 4).
29) Each phase shall include provision of convenient and safe pedestrian connections to transit facilities as are available at the time of development, consistent with Section 5.2, Policy 28).

30) Parking facilities will be provided for each phase and such requirements shall be reduced in recognition of future improvements in transit service and accessibility such as the development of a bus station or terminal and the future Terry Fox O-Train Station and in pace with the development of such facilities.

Office & Residential Uses:
The RSC-2 designation shall also permit high-density office and/or residential uses, provided that they are in buildings that are located adjacent to or within 200 metres of the future Terry Fox O-Train Station. These buildings should be attractively designed and act as landmarks at the foot of the pedestrian-vehicular way between Kanata Avenue and the existing Terry Fox Transitway Station and along Highway 417. Parking requirements shall be significantly reduced for these buildings and the provided parking may be located in the common parking areas when the future Terry Fox O-Train Station is available.

Implementation:

31) Phasing requirements, as set out in the preceding provisions, shall be implemented in the zoning by-law and through the site plan approval process.

32) Site plans shall incorporate and provide for development of City Walk, a pedestrian-vehicular way between Kanata Avenue and the existing Terry Fox Transitway Station and other elements described in the RSC-2 policies above, as related to that phase of the development and the creation of logical connections. The general conceptual arrangement of these elements is illustrated on Figure 10 of the Kanata Regional Shopping Centre Master Concept Plan, 1999. Each site plan application for a new phase shall demonstrate the ability to accommodate these major elements of the RSC-2 area.

33) Council discourages private agreements that have the effect of conflicting with the future planning and development of the area as indicated in this secondary plan.

34) The implementing zoning by-law shall regulate the orderly phasing of development by requiring that commencement of a new phase not occur prior to substantial completion of buildings in the preceding phase and completion of that section of City Walk or common pedestrian-vehicular way related to the preceding phase and by defining substantial completion of buildings.
35) The development in the RSC-2 area shall comply with the zoning by-law regulations established pursuant to the unit size mix requirements provided for in this secondary plan. In determining the compliance of a proposed phase of development, the aggregate of:

a) Existing buildings

b) Buildings which are in an approved site plan for a preceding phase and have been substantially completed

c) Development in the proposed phase, must comply with the unit size mix requirements

RSC-3 Development Policies

Location and Existing Development:

This designation applies to the area located along the south side of Kanata Avenue, south-east of Earl Grey Drive. Except for the hotel development near Highway 417, this area is vacant.

Future Development:

36) This designation is intended to be a high-density office employment area with the potential for high-density residential uses and retail and service uses on the ground-floor level of an office or residential structure. The retail and service uses shall be oriented to, and the main entry for each use shall be from, Kanata Avenue, the common pedestrian-vehicular way pedestrian-vehicular way between Kanata Avenue and the existing Terry Fox Transitway Station, Earl Grey Drive or Lord Byng Way, or by means of a lobby which has its entry from one of these streets.

37) This area is intended as a transitional area from the Central Business District and the northside section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way to the RSC-2 area to the south. It is intended that this designation shall contribute to achieving the level of employment development that is contemplated for the Kanata Town Centre in this secondary plan.

38) A major shopping centre entry structure and pedestrian way connecting the retail development in the RSC-2 area and Kanata Avenue is permitted to be integrated with the larger office or residential developments fronting on Kanata Avenue. Retail and service uses are permitted along that entry provided that they are at the same level or levels as the entry structure.

39) In order to relate the retail and service uses to the primary office and residential uses intended for the RSC-3 lands and achieve a transition from the Central
Business District lands to the RSC-2 lands, the implementing zoning by-law shall establish a maximum unit size for all retail and service uses in the RSC-3 designation, except for retail and service uses which are related to and operated by the primary occupants of the office building in which they are located. Free standing buildings containing retail and service uses such as those located in the RSC-1 area are not permitted in this area.

40) Surface parking for some initial development in the area designated RSC-2 is permitted, provided such parking does not prevent the long-term use of this area. The primary vehicle entry to parking areas located north of the City Walk retail areas will be provided by an internal driveway connecting to Earl Grey Drive and / or the pedestrian-vehicular between Kanata Avenue and the existing Terry Fox Transitway Station.

Site-Specific Policies:

41) Notwithstanding Section 5.2, Policies 37) and 40) on the lands located within 150 metres west of the westerly edge of the Lord Byng Way right of way and 70 metres south of the southerly limits of the Kanata Avenue right of way and being part of the lands identified as part of 255 Kanata Avenue, retail and service uses are permitted in accordance with the following:

a) Retail and service uses are only permitted on the ground floor level of a building also containing office or residential uses; and

b) All but one of the retail and service uses must be oriented to and have the main entry for the use from Kanata Avenue or the common pedestrian-vehicular way which extends in a southerly direction from Kanata Avenue; and

c) The Zoning By-law shall establish permissions for a specific range of permitted retail and service use unit sizes.

5.3 Town Centre Neighbourhood

The Town Centre Neighbourhood designation applies to land in the north east, south east and south west portions of the Town Centre community.

The south west area has developed with a limited range of low to medium-density residential uses in a form similar to many other communities in Kanata. Few additional development opportunities are available. Nevertheless, for lands not yet built on, the development approaches described in the relevant policies herein will be encouraged where possible and required where appropriate.

The north east area has a unique location due to its close proximity to Future O-Train stations, future employment opportunities and the section of Kanata Avenue between
Earl Grey Drive and Lord Byng Way / Maritime Way area to the west, all of which will eventually provide very significant attractions. It is intended that the area be developed with a highly urban form to acknowledge its proximity to the Central Business District. In keeping with the desire to create an attractive urban form for residential development, streetscapes will not be dominated by garages and carports. Appropriate regulations will be included in the Zoning By-law to ensure this desire is achieved.

The housing mix will consist of medium-density types (rows, stacked townhouse units, apartments, etc.), with at most a very limited amount of small lot singles, provided they are integrated with the medium-density development. Except for limited mid- to high-rise apartment development in the 8 to 10 storey range, building heights will generally not exceed 3 to 4 storeys. The intermixing of building types and densities is required throughout the designation.

A total in the range of 800 to 1100 dwelling units will ultimately be accommodated in the Town Centre Neighbourhood designation, north of Highway 417.

Due to servicing requirements, development will occur generally from east to west. Where market factors result in certain unit types proceeding earlier, appropriate spaces will be left to achieve the required mix.

In order to help ensure a well-rounded and convenient residential area, institutional, convenience retail and other uses that enhance and support the primary uses will be encouraged.

Neighbourhood shopping facilities totaling up to about 500 m² of gross leasable floor area may be permitted north of Highway 417 within this designation subject to the following criteria:

- They are primarily intended to serve the future residents of the north-eastern Town Centre Neighbourhood area
- Location(s) selected will not contribute to significant traffic congestion
- They will not directly abut Campeau Drive unless they provide no parking
- Buildings will directly abut other Kanata Town Centre streets in order to be consistent with other policies requiring development to be oriented to streets
- Development shall be encouraged to be in mixed-use buildings, integrating innovative architectural forms for joint residential / commercial

The Zoning By-law will regulate the permitted uses, store sizes and other factors to help ensure that these facilities do not directly compete with commercial uses on the section.
of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way or in other communities.

The parks network will ensure a convenient linkage between points of special interest such as rock outcrops, significant treed areas or other natural features and be oriented along the east-west pedestrian corridor near the centre of the designation. Pedestrian and cycling links with surrounding features and destinations such as the Mlacak Community Centre, Earl of March High School, shopping, employment and transit services will be provided.

5.4 Low-Rise Employment Area

The Low-Rise Employment Area designation applies to an area located in the south-east part of the Kanata Town Centre near the interchange of Highway 417 and Eagleson Road and to an area to the north-west of the interchange of Highway 417 and Terry Fox Drive.

South-East Area

In the Low-Rise Employment Area located in the south-east area of the Kanata Town Centre, existing development consists of light industrial buildings and a motel. It is intended that future development will consist of low-rise buildings containing office and light industrial or retail uses. Retail uses north of Hearst Way will be limited as follows:

- Total retail GLA will not exceed 10,000 square metres.
- Building sizes will be in the range of 2,800 to 4,700 square metres.

Opportunities to intensify development over time will be encouraged but total retail GLA within the designation will be limited to 10,000 square metres.

North-West Area

1) In the Low-Rise Employment Area located north and west of the interchange of Highway 417 and Terry Fox Drive the permitted uses shall include the following:

- a) Restricted Industrial uses subject to the policies of this secondary plan, including office uses; and
- b) Automotive Commercial Uses, subject to the policies of this secondary plan;
- c) Large Retail Warehouse, subject to the policies of Section 9 of this secondary plan; and
- d) Retail Warehouse, subject to the policies of Section 9 of this secondary plan; and
- e) Business Park Retail Outlet; and
f) Planned Retail Centre, subject to the policies of Section 9 of this secondary plan; and

g) Accessory Commercial Development; and

h) Home Renovation Centre.

The standards established for certain uses, such as retail warehouse type uses, shall be guided by the applicable policies and definitions of this secondary plan. The zoning by-law shall set out specific regulations on uses, performance standards and restrictions.

Special Policy Areas

Special Policy Area 2 - LRE-2

2) In the Low-Rise Employment Area – Special Policy Area 2, the permitted uses shall include the following:

a) All of the uses permitted in the Low-Density Employment Area located north and west of the interchange of Highway 417 and Terry Fox Drive.

b) Retail Store

c) Upon redevelopment, mid-rise buildings of up to 12 storeys are permitted.

Special Policy Area 3 - LRE-3

3) Lands designated Low-Rise Employment Area – Special Policy Area 3 (LRE-3) shall be developed in conformity with the following policies:

a) Permits the same uses as in the Low-Density Employment Area located north and west of the interchange of Highway 417 and Terry Fox Drive and also allows the additional use of a Retail Store.

b) Upon redevelopment, mid-rise buildings of up to 12 storeys are permitted.

Special Policy Area 4 - LRE-4

4) In the Low-Density Employment Area - Special Policy Area 4 (LRE-4), the permitted uses shall include the following:

a) All of the uses permitted in the Low-Rise Employment Area located in the South-East Area; and

b) A hotel.

5.5 Parks

The Parks designation applies to the expansion of Bill Teron Park located between Campeau Drive and Kanata Avenue in the north-west part of the Kanata Town Centre.
Effective linkages to surrounding land uses, especially to the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way, will be assured through the development approval process.

Prior to the approval of development applications for lands abutting this designation, an environmental impact study will be undertaken to identify the significance of the site's natural features, the potential impacts of the proposed development on those features and appropriate measures to minimise those impacts, having regard to the other relevant policies of this secondary plan.

Their exact locations will be determined at the subdivision approval stage and may be adjusted without amendment to the secondary plan provided the intent of the secondary plan is maintained.

An urban plaza and public gathering place will be established by the City at a strategic point along the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way. It will act as a primary entrance to Bill Teron Park.

5.6 Neighbourhood Service

The Neighbourhood Service designation is intended to accommodate a mixed-use node at the Future Eagleson / March O-Train Station in order to serve the community, encourage more efficient use of transit and create a significant entrance feature visible from both Campeau Drive and Highway 417.

Permitted Uses

Community service uses, offices, or similar employment opportunities and ancillary retail uses not exceeding 1,500 square metres of GLA will be developed in a mixed-use form which combines residential / business or commercial / business in an integrated form.

5.7 Hub

Hub at 143 Didsbury Road

1) The permitted uses shall include a broad variety of land uses at transit-supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing.

2) Permitted uses will also include:
   a) Hospitals
   b) Universities and community colleges
c) Major sports, recreational and cultural facilities of a scale similar to Lansdowne Park, Lynx Stadium, The Canadian Tire Centre, the Canada Science and Technology Museum and Ben Franklin Place.
d) Major shopping centres (over 50,000 square metres gross leasable area).

3) Development within the Hub and Regional Shopping Centre designation is required to contribute towards achieving a target of 12,500 jobs in the Kanata Town Centre. Therefore, residential uses are only permitted when included in a mixed-use development that contains a minimum gross floor area of 2000 square metres of non-residential uses.

4) The implementing Zoning By-law for the area designated as Hub on Schedule A - Designation Plan shall contain holding provisions that does not permit development until a transportation impact assessment has been submitted to and approved by the City. The transportation assessment is to identify the roadway and intersection modifications, including the upgrading of the construction of the Terry Fox Drive / Earl Grey Drive underpass and or the widening of Terry Fox Drive, that are required to support the proposed development. The holding zone will not be lifted until the General Manager, Planning, Infrastructure and Economic Development is satisfied that the roadway and intersection modifications will be completed by the proponent or the proponent in partnership with the City prior to occupancy of the development.

5.8 Maximum Building Heights

In addition to the policies for individual sections of this secondary plan the objectives of the Official Plan are to encourage the development of a vibrant Kanata Town Centre that is supportive of transit use. For this reason, both minimum and maximum building heights may apply in order to create an urban context to the streets within the centre and to provide a transition to adjacent residential areas. All new development or redevelopment will be subject to the following policies.

In accordance with Schedule B - Maximum Building Heights, the Building Height designations are subject to the following policies:

1) Maximum building heights shall be in accordance with Schedule B. Where zoning that pre-dates the adoption of Schedule B exceeds the building height permitted on Schedule B, the existing zoning shall apply.

2) In addition to maximum heights in Section 5.8, Policy 1), minimum building heights and building height transitions shall also apply to specific areas as follows:

   a) Development facing Campeau Drive (between the City lands to the west and Gray Crescent) will be subject to the following provisions:
i) A minimum building height of three storeys is required for residential and office development; and

ii) The maximum building height is three storeys for any development within 25 metres of the lot line abutting Campeau Drive; and

1. Mid-rise buildings up to a maximum of six storeys are permitted provided the building transitions from three storeys along Campeau Drive in accordance with the principles in Section 4.6: Urban Design, of the Official Plan; and

2. To maintain a landscaped buffer and parkway character between the edge of the Kanata Town Centre and residential neighbourhoods to the north, yard setbacks from a lot line abutting Campeau Drive will generally be 6 metres; and

b) Development facing Kanata Avenue (between Lord Byng Way / Maritime Way and Earl Grey Drive) will be subject to the following provisions:

i) A minimum building height of three storeys applies along the north side of Kanata Avenue. Since the grade of the lands on the south side of Kanata Avenue is lower than the grade of the road, buildings are required to have a minimum building height of two storeys above the level of the Kanata Avenue paved roadway; and

ii) Mid-rise buildings up to a maximum height of nine storeys are permitted and shall provide built form transition to lower heights along Kanata Avenue and will be developed in accordance with the principles in Section 4.6: Urban Design, of the Official Plan; and

iii) For the lands located within 150 metres west of the westerly edge of Lord Byng Way right of way and 70 metres south of the southerly limits of the Kanata Avenue right of way and being part of the lands identified as 255 Kanata Avenue, Section 5.8, Policy 2b) i) does not apply and a portion of a building is required to have a minimum building height of two storeys; and

c) Development facing Hearst Way (between Whitney Drive and the eastern portion of Roberge Crescent) will be subject to the following provisions:

i) Minimum building height of three storeys is required for residential and office development; and

ii) Mid-rise buildings generally up to seven storeys are permitted and shall provide built form transition to adjacent low-rise residential to lower heights
along Hearst Way and will be developed in accordance with the principles in Section 4.6: Urban Design, of the Official Plan; and

iii) To establish a human-scale and pedestrian oriented street environment, building step-backs must be provided immediately after the third storey generally resulting in a 45-degree angular plane beginning from the top of the third storey facade that is oriented towards Hearst Way; and

d) Development located in any area 3 or 4 of Schedule B will be subject to the following provisions:

i) A minimum building height of three storeys is required; and

ii) High-rise buildings up to the maximum height on Schedule B are permitted provided built form transition in accordance with the principles in Section 4.6: Urban Design, of the Official Plan; and

e) Development located in area 5 of Schedule B (along Aird Place and Katimavik Road) will be subject to the following provisions:

i) Minimum building height of three storeys is required for residential and office development; and

ii) A high-rise building up to a maximum of 12 storeys will be permitted; however, where demonstrated that a development site is located within 400 metres walking distance of a Future Kanata Town Centre O-Train Station on Schedule C2: Transit Network - Ultimate, of the Official Plan; and.

iii) Development shall provide built form transition to adjacent low-rise residential in accordance with Section 4.6: Urban Design, of the Official Plan and ensure that a human-scale and pedestrian oriented street environment is established along Aird Place and Katimavik Road; and

f) Development located in an area permitting High-Rise 10 to 30 storeys on Schedule B will be subject to the following provisions:

i) Subject to a zoning amendment, a High-Rise 10 to 30 storey building may be considered where it is demonstrated that the development satisfies all of the following:

1. Minimum of three storeys is required for residential and office development; and

2. Meets the Urban Design policies in Section 4.6: Urban Design, of the Official Plan; and
3. Meet the City’s *High-Rise Building Urban Design Guidelines*. The appropriate maximum building height will be determined on the basis of site conditions and constraints and the ultimate height must be supportable by the required submissions for a Zoning By-law Amendment, which will include but is not limited to a Transportation Impact Study, Geotechnical Study, Servicing Brief, Sun Shadow Study and a Concept Plan demonstrating compliance with Section 4.6: Urban Design of the Official Plan.

**Section 6: Other Issues**

6.1 Streets

A system of Kanata Town Centre streets shall be provided through subdivision approvals. Said streets shall be developed in accordance with applicable design guidelines. All streets in the Kanata Town Centre shall have a high level of streetscape development which complements and encourages pedestrian and cycling activities, including tree planting, lighting, furnishings and sidewalks on at least one side of every street. In the Central Business District and Regional Shopping Centre designations, sidewalks will be required on both sides of every street.

6.2 Sound Attenuation Studies

In keeping with the requirements of this secondary plan for a high-quality streetscape design, Campeau Drive, Kanata Avenue and Katimavik Road shall have no noise fences. Alternative design approaches will be used to meet the general intent of the sound attenuation policies wherever possible. These measures will occur during the earliest stages of the design process and ensure that the outdoor amenity areas are located in a manner that will not result in the need for unsightly noise fences.

In accordance with the policies of Section 10: Protection of Health and Safety, in the Official Plan, sound attenuation studies may be required to be prepared for noise-sensitive development proposals. Once these studies have been approved by the City, in consultation with the Ministry of Environment and the Ministry of Transportation, their recommendations for sound attenuation may be included in subdivision or site plan agreements.

6.3 Energy Conservation

As much as is possible, methods of conserving energy shall be used in development of the Kanata Town Centre. This will include the consideration of micro-climate, location and density decisions that encourage pedestrian / bicycle / transit travel and similar measures.
6.4 Needs of the Physically Challenged

Wherever possible, the design of buildings, parking areas, streets and pedestrian routes shall take into account the needs of physically challenged persons such as those confined to wheelchairs.

6.5 Service Access

Where required, separate service and emergency vehicle access routes shall be provided through site plan approval to ensure ease of access to areas not otherwise accessible from the local or arterial road systems.

6.6 Hydro Services

Except for 44 kV lines or higher, all Hydro services will be placed underground, preferably in public rights-of-way, in order to avoid conflicts with the urban design objectives of the secondary plan for the Kanata Town Centre.

The potentially divisive influence of the north-south Hydro corridor located immediately west of the pedestrian overpass will be minimized through mechanisms such as the design of abutting developments, encouragement of compatible planting materials and use for vehicle parking.

Section 7: Transportation

7.1 Transit

The provision of transit service is the responsibility of the City. Land for transit-related facilities or the provision of transit routes, stops and hardware shall be required through the subdivision or site plan approval process, as deemed necessary by the City. In order to avoid wasting land and help achieve the density policies of this secondary plan, the existing Bus and Future O-Train corridor will be limited to a width of about 15 m except in the vicinity of existing Bus and Future O-Train stations, overpasses and locations where designing around physical features requires greater width.

O-Train and Transitway stations shall be well-lit so as to be safe after dark. Park-and-Ride lots are permitted but will be conveniently located and shall be carefully integrated with surrounding uses so as not to become an incompatible use. Where Park-and Ride lots are provided they shall have clearly defined and well-lit pedestrian connections to the stations. In order to provide for an integrated transportation system, each transit station is to be integrated with both pedestrian and cycling systems as described in the following sections. In the long term it is expected that only the east and west O-Train and Bus stations will be directly connected to the local transit service.

To encourage maximum transit usage, higher densities will be strongly encouraged within walking distance of future O-Train and Transitway stations.
The general supply and demand for parking spaces in non-residential developments in the Kanata Town Centre shall be monitored to ensure any over-supply is not detrimental to transit use. The zoning by-law may specify minimum and maximum numbers of spaces.

In the long term, local transit service will be provided through the community Commercial lands, connecting Hearst Way to Aird Place.

7.2 Cycling Routes / Pedestrian Corridors

Primary cycling routes shall be accommodated in designated public streets and rights-of-way within the Kanata Town Centre, as required by the City and in coordination with the National Capital Commission Multi-Purpose Recreational Pathway Plan. Such routes shall be well defined through the provision of traffic signage, pavement markings and/or information/recreation signage. Cycling/pedestrian corridors are identified in Schedule C3 – Active Transportation Network – Urban-Major Pathways, of the Official Plan.

Primary and secondary cycling routes and pedestrian walkways linking the Future O-Train and Transitway stations to other Kanata Town Centre lands shall be defined on urban design plans, subdivisions and site plans, as required by the City. As much as possible, cycling routes and pedestrian walkway links shall be located in places intended to have people-related activities in the day and evenings during transit service hours, to provide safety after dark.

7.3 Pedestrian Routes

Generally, pedestrian routes shall be along sidewalks in public streets and on pathways through open space corridors in order to ensure the best possible interconnections to all parts of the community.

Convenient, protected and attractive pedestrian linkages will be designed into the Castlefrank Road bridge over Highway 417 to link lands on the south side to the proposed western Future Terry Fox O-Train Station. Pedestrian walkways shall be clearly defined and well lit.

Particular emphasis will be placed on the design of convenient linkages between the Kanata Town Centre and communities north of Campeau Drive, recognizing the special needs of school children.

7.4 Kanata Town Centre Streets

Kanata Town Centre Streets shown on Official Plan Schedule C4: Urban Road Network, may be approved in different locations on urban design plans and subdivisions without
need to amend this secondary plan provided the modified grid system is retained and the other relevant policies of this secondary plan are implemented.

Within the Town Centre Residential designation, local transit may be internally accommodated between the intersection of Campeau Drive and Teron Road and the Regional Shopping Centre and Central Business District designations without the necessity of using Campeau Drive. The design will discourage other cut through vehicular traffic and will be studied further in consultation with OC Transpo.

7.5 Town Centre Arterial Roads
Campeau Drive and Katimavik Road will be designed so that when ultimate widths are achieved, an attractive, tree lined median is constructed to enhance these major Community boundaries.

7.6 Onsite Parking
Onsite parking for new mid-rise and high-rise buildings shall be located in a parking structure or underground and concealed from public view. The provision of limited surface parking for visitor use and accessible parking spaces or as an interim measure may be permitted in the zoning by-law or through site plan control where development on the site is being phased.

Surface parking shall not be located in any yard abutting Kanata Avenue or Campeau Drive.

7.7 Kanata Avenue
The section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way is envisioned to be a unique section of Avenue that will become a cultural destination as well as a successful part of the infrastructure network. The Kanata Avenue right of way (ROW) will allow for a vibrant public space that connects people and spaces, while permitting multiple forms of movement to co-exist. The design philosophy will be to create a distinction between speed and mode of transport from the centreline out to the edge of the right of way. Faster-moving vehicular movement will occur in the centre of the ROW and the design focus will shift to cyclists and pedestrians when moving further towards the street edge, to create a comfortable and attractive pedestrian environment. With sufficient space, the cross section allows for clear allocation between zones to ensure that conflict between users is reduced.

Section 8: Implementation

8.1 Urban Design Plans and Master Concept Plans
In 1993 a detailed urban design concept plan (Demonstration Plan - September 9, 1993) was prepared to demonstrate how the vision for Kanata's Town Centre could be
achieved, taking into account the natural attributes of the site, marketing realities, transportation opportunities, community wishes, land ownership, past decisions, surrounding land uses and other parameters. The resulting design combined these factors with the views of interested persons and agencies. An additional key map was prepared to show the land areas, dwelling unit counts and job counts represented by the Demonstration Plan - September 9, 1993. The results of this exercise form an appendix to this secondary plan but do not form an actual part of the secondary plan.

In 1998 and 1999, the former City of Kanata updated its plans for the Kanata Town Centre with the preparation of the Kanata Town Centre Master Concept Plan and the Kanata Regional Shopping Centre Master Concept Plan. These documents were prepared to provide a design and development strategy for the parts of Kanata Town Centre located north of Highway 417 and between Terry Fox Drive on the west and the Hydro right-of-way on the east.

In 2018, the City of Ottawa updated its Kanata Town Centre Master Concept Plan based on further market analysis and community input, by removing the central main street spine and main street designation and expanding the Parks designation. The overall vision of the original plans has been maintained by reorienting the former main street vision to an approximate 500-metre long section of Kanata Avenue.

The area north-east of Kanata Avenue contains the Central Business District and Bill Teron Park. The area south-west of Kanata Avenue is the Kanata Regional Shopping Centre. These master concept plans were prepared taking into account the basic design principles of the Kanata Town Centre, the input of the public and other stakeholders, market conditions and engineering requirements.

These master concept plans are part of the appendices of this secondary plan but do not form an actual part of this secondary plan.

Over time it is the intent of this secondary plan is to ensure that the major principles and policies be implemented but that the detailed form be adjusted to recognize more detailed studies, changing market conditions and community needs. In order to ensure that important principles are maintained and that employment and residential targets will be achieved, revisions to urban design concept plans and master concept plans may be undertaken without the need to amend this secondary plan. It is Council's intent that urban design concept plans and master concept plans shall ensure support for the achievement of the vision and the major planning and design principles for the Kanata Town Centre.
8.2 Shared Parking / Parking Authority

Mechanisms to share parking between uses will be investigated and encouraged to ensure that there is an adequate supply of parking spaces while ensuring that an oversupply is not created in the Kanata Town Centre.

8.3 Design Committee

The Urban Design Review Panel may assist in evaluating planning applications for Kanata Town Centre developments, including consideration of applicable urban design guidelines, through the site plan approval process.

8.4 Signage

Studies will be coordinated by the City to determine the most appropriate signage to use in the Kanata Town Centre, especially in the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way, in order to help foster its unique identity, and in the Kanata Regional Shopping Centre designation to ensure its integration with this section of Kanata Avenue.

8.5 Servicing and Phasing

The City will undertake a phasing study to determine the timing of major infrastructure servicing in the Kanata Town Centre community in order to ensure the cost effective and timely delivery of the services needed to bring about the Kanata Town Centre’s development.

8.6 Tree Management Plans

Prior to approving development applications (e.g. subdivision approval, site plan approval), treed areas will be analyzed to the satisfaction of the City in order to determine the best methods of ensuring that the development program which is required under this secondary plan is accompanied by healthy trees. The following techniques will be used:

- Development will be designed to enhance tree survival prospects and any development proposal will include measures on how to achieve this
- In addition, landscaping plans will be developed and aggressively implemented to ensure that substantial new tree cover complements proposed development
- Tree cover in areas not yet undergoing development shall be retained and preserved until development occurs
- The preservation of existing trees will be encouraged, where appropriate, to help retain this vegetation until replacement trees have become established
A monitoring program will be established to evaluate the success of tree preservation efforts and make appropriate adjustments as required.

Section 9: Policies for Retail Uses in the North-West Area of the Town Centre

Retail Warehouse, Large Retail Warehouse and Planned Retail Centre may be permitted subject to all of the following policies:

1) Implementing zoning by-laws for the areas designated as LRE-2 and LRE-3 on Schedule A - Designation Plan of this secondary plan shall contain holding zone provisions with respect to the development of any individual site for such uses, specifying that the holding zone symbol may not be removed until completion of the following, to the satisfaction of the City:

a) A traffic study to identify what roadway / intersection modifications are required to support the scale of development proposed; and

b) A market study that demonstrates that the planned function of the Kanata Regional Shopping Centre in the Kanata Town Centre will not be undermined, such study to be required until the Kanata Regional Shopping Centre develops to 50,000 square metres of gross leasable area; and

c) The submission of a complete site plan application under Section 41 of the Planning Act; and

d) Other information, as may be required by the City.

2) Large Retail Warehouse uses may be permitted, but are limited to 10,000 square metres of gross leasable area until the Regional Shopping Centre in the Kanata Town Centre develops to 50,000 square metres of gross leasable area, but shall not exceed the lesser of 35,000 square metres of gross leasable area or the maximum gross leasable area permitted in the zoning by-law, subject to the submission of a zoning by-law amendment application supported by the following:

a) A traffic study to identify what roadway / intersection modifications are required to support the scale of development proposed; and

b) A market study that demonstrates that the planned function of the Regional Shopping Centre in the Kanata Town Centre and other significant retail nodes in Kanata will not be undermined; and

c) Other information, as may be required by the municipality.
3) Implementing zoning by-law amendments shall establish standards for Retail Warehouse, Large Retail Warehouse and Planned Retail Centre uses, including minimum and maximum lot area, parking and loading requirements, as well as gross leasable area, building height, setback and landscaping provisions.

4) The maximum gross leasable area for Retail Warehouse and Planned Retail Centre uses shall not exceed 10,000 square metres per lot until the Kanata Regional Shopping Centre in the Kanata Town Centre develops to 50,000 square metres of gross leasable area. When this threshold has been met, Retail Warehouse and Planned Retail Centre uses may exceed 10,000 square metres of gross leasable area but shall not exceed the lesser of 35,000 square metres of gross leasable area or the maximum gross leasable area permitted in the zoning by-law.

Schedules

- Schedule A – Designation Plan
- Schedule B – Maximum Building Heights
Kanata Town Centre / Centre-ville de Kanata

SECONDARY PLAN - Volume 2
Schedule A - Designation Plan
PLAN SECONDAIRE - Volume 2
Annexe A - Plan de désignation

DESIGNATIONS / DÉSIGNATIONS
- Town Centre Neighbourhood / Quartier du centre-ville
- Hub / Carrefour
- Regional Shopping Centre / Centre commercial régional (RSC-1, RSC-2, RSC-3)
- Central Business District / Quartier d'affaires central
- Commercial / Commercial
- Neighbourhood Service / Services de proximité
- Low-Rise Employment / Pôle d'emploi de faible hauteur (LRE, LRE-2, LRE-3, LRE-4)
- Institutional / Institutionnelle
- Park / Parc
- Future O-Train / O-Train projeté
- Future Transitway / Transitway projeté
- Future Transfer Station / Station de correspondance projetée
Section 1: Introduction

The purpose of this secondary plan is to guide and provide direction for the future growth and development of the Mer Bleue Developing Neighbourhood lands.

This secondary plan is Council’s policy direction for municipal actions, particularly in the review of plans of subdivision, zoning and site plan applications, applications to the Committee of Adjustment and the undertaking of public works.

This secondary plan is based on the Mer Bleue Urban Expansion Area Community Design Plan (CDP) and translates the key aspects of the CDP into Official Plan policy. The CDP includes detailed land use descriptions and design guidelines that must be referred to in the review of development applications. This secondary plan therefore is closely linked to the CDP and is to be read in conjunction with the CDP, to the assist with the interpretation and implementation of this secondary plan’s policies.

The Mer Bleue Developing Neighbourhood Secondary Plan area is generally bounded to: the west by Mer Bleue Road; the east by Tenth Line Road; to the north by Mer Bleue area (Avalon West development) and to the south the boundary runs along Wall Road through community of Notre Dame Des Champs to Tenth Line Road (approximately the mid-way point between Wall Road and Navan Road). The plan area is illustrated by Schedule A - Designation Plan.

Section 2: Vision

The planning area is envisaged to be a contemporary master-planned community which embraces the assets of its natural heritage features, particularly McKinnons Creek and a woodlot, and captures the expanded usage of the existing physical attributes.

Design of this community is predicated on:

- Prioritizing a walkable, transit-supportive street and block network
- Having an integrated greenspace linkage system
- Having a well-defined community core and mixed-use areas at strategic locations

...
grid and block patterns, connections, streetscapes and built form will be the cornerstone of development throughout the area.

**Planning and Design Framework**

The following principles provided the policy framework for the Plan and form the foundations of creating a vibrant, attractive, livable, healthy and sustainable community for the planning area:

1. Creating distinctive liveable neighbourhoods.
2. Promoting complete communities that support transit service, walking and cycling.
3. Creating integrated, safe, passive and active green spaces.
4. Ensuring that the achievement of the Official Plan minimum densities is accompanied by good subdivision design that creates neighbourhoods that are attractive and efficient.
5. Accommodating a variety of safe and reliable transportation options that are integrated with the planned land uses and with adjacent communities.
6. Creating a central focus for the community in the form of large active/passive open spaces.
7. Create an environmentally sustainable community, which embraces the efficient use of land and infrastructure.
8. Conserving significant forested areas and conserving and enhancing the existing landscape character of the McKinnons Creek.
9. Balancing good urban design with long-term maintenance and operational costs.

**Section 3: Designations, Land Use and Key Urban Design Direction**

The following subheadings and policies provide guidance for the future development of the planning area with respect to land designation mobility, servicing, community development, urban design and implementation. Further detail and guidance regarding their interpretation is found within the CDP.

**Land Designation**

**Mix of densities, forms and uses**

1) A mix of residential forms and unit types will be provided, to create housing options and diversity throughout the planning area. In particular, the various dwelling types in the low-density designation (detached, semi-detached, linked-detached, grade-related multiple-attached dwellings, such as townhouses) should, where appropriate, be mixed together by blocks or within blocks to preclude large areas with only single
types of housing forms and to distribute density more evenly throughout the area and to maximize on-street parking opportunities in accordance with Section 3: Designations, Land Use and Key Urban Design Direction Policies 13) and 15) of this secondary plan.

2) Residential development is to be at least 30 per cent single detached but not more than 55 per cent single detached dwellings, at least 10 per cent apartment dwellings and the remainder multiple dwellings, other than apartments.

3) The overall residential development will meet the minimum average density target of 34 units per net hectare. Net residential density is based on the area of land exclusively for residential use, including lanes and parking areas internal to developments but excluding public streets, right of way and all non-residential uses.

**Small-scale commercial uses**

4) In addition to the Commercial areas identified on Schedule A - Designation Plan, small-scale convenience commercial or micro-retail uses that are easily accessible by foot or bicycle will be permitted without the requirement of zoning change in specific areas. The implementing zoning should apply use of the suffix “-c” to the parent residential zone to permit small-scale commercial businesses in a residential zone to reflect an effort to provide a very traditional, yet sustainable and healthy, form of city building.

**Parks**

5) A hierarchy of parks in the greenspace network is to be provided including community and neighbourhood parks and parkettes, with amenities as recommended in the Mer Bleue Urban Expansion Area Parks Plan. One of these, a local parkette of not less than 0.5 hectares shall be located adjacent to the McKinnons Creek corridor to act as a trailhead and complement to this natural feature while providing typical parkette amenities to the neighbourhood.

**Special Study Area**

6) The limits of the SWM Facility, in relation to the Urban Natural Feature in this location, shall be refined to reflect the final approved, environmental management plan, master servicing study and detailed engineering analyses conducted in conjunction with a development application(s). No amendment to this secondary plan is required to modify such limits, as required.

**Pedestrian and Cycling Mobility**

**Cycling Facilities**

7) Cycling facilities will be established along Collector Roads as illustrated in the CDP.
Pedestrian Corridor

8) A significant pedestrian corridor shall be established linking McKinnons Creek to the neighbourhood park abutting the planned elementary school site. The corridor will comprise both street, with sidewalks and a pathway corridor, as a pedestrian through-block, as shown on the demonstration plan (Figure 4) and the Pathway and Greenspace Plan (Figure 7), in the CDP. The pathway corridor will be at the cost of the developer. Given this pedestrian through-block portion will be a key mobility spine through the neighbourhood, it should be designed with a greater width than standard through-block connections. This will establish better visibility linkages for safety, comfort and identity through more attractive landscape design.

Pedestrian-Priority crossing of Collector Streets

9) Infrastructure that prioritizes pedestrian movement, such as bulb-outs, narrowing of intersection widths, pedestrian cross-overs and combinations of these will be designed and installed at places over the main collectors where they meet with the through-block pedestrian corridor and where a collector divides two sides of an offset grid. Pedestrian crossings will be provided at periodic intervals to encourage pedestrian connectivity, with particular preference given in the vicinity of transit stops.

McKinnons Creek Pedestrian Bridges or Crossings

10) A complete pedestrian and cycling network within the neighbourhood and adjacent neighbourhoods is a priority of this secondary plan, including those areas bisected by the McKinnons Creek corridor. The design and installation of any pedestrian bridges or other form of pedestrian crossings shall be implemented by, and at the cost of, the developer as a condition of the approval of a draft plan of subdivision.

Community and Urban Design

McKinnons Creek Community Identity Feature

One of the defining natural heritage features for the planning area will be the enhanced McKinnons Creek corridor, as described in the Environmental Management Plan. It will link two of the largest stormwater management (SWM) ponds and the Community Park. The corridor will also function as a passive recreational corridor for mobility through the area and create a place of unique community identity where people will meet, recreate and relax.

11) A public street (or streets) will define the majority of the southwest edge of the McKinnons Creek corridor. There will be full residential frontage along the entirety of this street across from the corridor, to facilitate the creation of a community identity/feature and provide public accessibility by optimizing safety and comfort for pathway users.
12) Pathways and landscaping shall be at the cost of the developer.

**Street and Block Pattern for People**

The street and block pattern of a new neighbourhood sets the stage for a community’s quality of life and for the efficient movement of people throughout the community. The street network design is to be designed to offer a safe and pleasant experience to all users by moderating vehicle speeds. A well-planned, fully connected street grid that filters traffic through it, rather than funneling it to the largest streets, not only improves circulation, but also serves as the most important traffic calming strategy in community design. Before specific traffic-calming features (such as speed bumps or curb extensions) are planned for, the street and block patterns must be carefully planned to achieve passive traffic calming as the result of good design layout.

13) The street network will be designed to meet the following:

   a) As a priority, the street and block layout will be designed with the user experience in mind and must promote a safe and pleasant environment for all users and not only motorists; and

   b) The street system will be fully connected and primarily in an offset grid configuration. The intent of this grid configuration is to provide multiple route options for all modes of transportation throughout the CDP area while calming through traffic, providing for efficient transit operations and discouraging cut-through car traffic. Local (minor) streets and collector (major) streets should connect directly with arterials (avenues); and

   c) As illustrated in the CDP, neighbourhood blocks will, where feasible, be 1 hectare or less in size and regular in shape to support a highly permeable neighbourhood. Smaller block sizes are also intended to promote shorter active transportation trips and a variety of route and mode options; and

   d) Establish a street hierarchy in which the various street-types are designed (and not merely posted) for driving speeds that support:

      i) Appropriate driver behaviour;

      ii) Enhanced pedestrian and cycling safety; and

      iii) Desired comfort levels for non-motorized users; and

   e) Vehicular operating speeds on each type of street will be passively controlled through appropriate design. Minor (local) streets will be designed to achieve lower vehicular speeds (30 km/h), major (collector) streets for moderate speeds (40 to 50 kilometres per hour) and avenues (arterials) for moderate to slightly higher speeds (50 to 60 kilometres per hour); and
f) The street pattern and network design will facilitate access by all modes of transportation to public facilities, places of commerce, parks, schools, open space and to the public transit network; and

g) Reverse lotting, where rear yards abut collector streets, will not be permitted; and

h) Local streets will, where possible, be designed to connect directly to Mer Bleue Road (where it is a collector road) to improve connections, reduce single-loaded streets and increase the opportunity for more density and housing; and

i) The mixed-use Commercial, Medium-Density Residential and High-Density Residential designations at the western edge of the planning area, between the two collector streets, is unique to this community. Whether it is developed as a condominium with private, internal streets or developed with individual parcels that front public streets, the street framework should be established on the same principles as the surrounding area with strong connectivity to adjacent streets and the broader mobility network; and

j) The frontage of lands along public streets will feature buildings with active frontages regardless of the land uses contained therein. Surface parking areas excluding private driveways, should primarily be to the side or rear of buildings; and

k) Where dwelling units are adjacent or opposite parks, the front, rear or side elevations will have windows and doors facing the park to provide for greater streetscape continuity and animation; and

l) Continuous street tree planting can create community character together with other benefits, such as safety and pedestrian comfort. Street tree planting, where soil conditions permit, will be included along all street frontages, at the developer’s cost. Trees and other landscaping, such as plantings along noise fences, window streets and bio-swales, or other remnant pieces of land within a subdivision are also encouraged.

**Traffic calming**

14) The design and implementation of traffic calming facilities shall occur at the time of development and at the cost of the developer as a condition of the approval at the draft plan of subdivision application process. This will occur in conjunction with the original street design and construction to avoid the need to return later at greater cost and inconvenience. This process will also include the identification of the appropriate traffic-calming techniques for certain streets or conditions to encourage local pedestrian and cycling and slower, but efficient vehicular movement. The highest-priority areas or streets for traffic calming are those near schools and other expected pedestrian travel routes. Determination of traffic-calming measures shall
be consistent with City guidelines for the design and implementation of such measures and will be undertaken in consultation with appropriate City departments.

**Parking**

One objective of this secondary plan is to ensure that, in the design of subdivisions, the location of various dwelling types is planned to deliberately offset the site-specific parking strengths and challenges of each type of dwelling, by having sufficient proximity between dwelling types to absorb overall parking needs on a neighbourhood-wide basis.

15) At the time of draft plan of subdivision, the proponent will submit a street parking plan that demonstrates how on-street parking has been maximized, including how lots of varying widths and dwellings of varying types have been organized so as to maximize on-street parking opportunities. The CDP outlines design options for achieving the above.

**Section 4: Natural Heritage System**

The existing Natural Heritage System is illustrated on Figure 4 and Figure 7, which shows features such as the McKinnons Creek corridor and the woodlot as identified in the Environmental Management Plan.

1) As part of the subdivision development application process, and in keeping with policies of the Official Plan, additional studies may be required to address constraints such as, but not necessarily limited to: unstable slopes; geotechnical hazards; flood plain and necessary setbacks to McKinnons Creek.

2) The woodlot in the southwest quadrant of the planning area will be preserved as an Urban Natural Feature in accordance with applicable policies in the Official Plan at the date of the development application.

**Section 5: Implementation**

**Approval of Technical Studies and Financial Implementation Plan**

1) The City will require the completion of the master servicing study, environmental management plan and financial implementation plan, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development, prior to any development approvals in the planning area. Once approved, these plans will be implemented through and/or as part of future development approvals in accordance with the implementation policies set out in this section. Class environmental assessment approvals (including a 30-day public review following General Manager approval) will also need to be completed prior to any development approvals.
Private Agreements for Development Costs

2) Landowners within the planning area shall enter into private agreement(s) to:
   a) Share the costs of the major infrastructure projects and associated studies and plans required for the development of the planning area which are not otherwise covered by development charges
   b) Establish a master parkland agreement, including the adjacent landowner of the approved plan of subdivision located in the northerly portion of the planning area to create a mechanism which allows for compensation of parkland dedication and associated development costs that may be inequitably distributed across the planning area
   c) Share the dedication and costs of development of parkland

Such agreement(s) are to be initiated by the landowners within the defined planning area and provide for the fair sharing of costs among the benefiting parties, to complement or replace the provisions of a Development Charges By-law.

3) Each agreement under Section 5: Implementation, Policy 2) shall contain a financial schedule describing the estimated costs of the major infrastructure projects or parkland requirements and associated studies and plans, as well as the proportionate share of the costs for each landowner.

4) The City will require the execution of the agreement(s) by each landowner prior to the approval of any application by the landowner for draft plan of subdivision or condominium, conditional approval of a severance, or approval under site plan control. The City shall include as a condition of approval for all plans of subdivision and condominium, site plan and severance applications in planning area requiring notification from the Trustee of the Mer Bleue Urban Expansion Area Landowners Group that the owners are party to the agreement(s) and have paid their share of any costs pursuant to the agreement(s).

Bus Transit Routes

To capture transit ridership in the initial phases of development, transit stops and routes will be available for use beginning with the early stages of development. This will provide the highest degree of convenience, safety and efficiency for new residents.

5) Landowners will be required to enter into an early transit service agreement to determine the method and means by which the development, as well as adjacent areas, can be efficiently and effectively serviced by transit. The Owner shall enter into the agreement to outline the provision of interim bus service with the Transportation Services Branch, prior to the registration of the subdivision or condominium.
6) Early transit service agreements shall include, but are not necessarily limited to, the following: establishment of routes and stops, levels of service; and provision and maintenance of stops and turnarounds. Early transit service agreements may also be required to include funding and cost-sharing arrangements and the timing and triggers for the transfer of responsibility to the City.

7) Pre-application consultation, which is required prior to an application for draft plan of subdivision will include OC Transpo and the relevant school boards in order to coordinate bus routes with the design of streets, blocks and pedestrian connections.

Affordable Housing

The Planning Act gives municipalities the option of requiring affordable housing units as part of residential developments through inclusionary zoning.

8) If the City elects to develop specific policies and procedures regarding inclusionary zoning, future development in the planning area are to become subject to inclusionary zoning policies and procedures, once approved by Council.

Dry Ponds

9) During the plan of subdivision approval process, where it is determined through detailed engineering analysis that dry ponds are not required, an alternative layout of the school and park blocks and adjacent uses, including residential uses, may be developed. Where feasible based on detailed engineering design, dry pond development will include landscape enhancements of perimeter pathways and plantings, at the cost of the developer. The dry ponds are not in the park or part of parkland dedication but are co-located with the parks.

Additional Conditions and Requirements for Plans of Subdivision

10) Applications for draft plan of subdivision shall be processed concurrently with applications under the Drainage Act for the proposed McKinnons Creek Municipal Drain. Any draft plan approval(s) shall contain appropriate conditions to ensure the coordination of development with the Drainage Act approvals.

11) Prior to the approval of any draft plan of subdivision application, the finalized and approved environmental management plan and the master servicing study shall be consulted directly to determine what conditions are required to be completed and approved by the affected agencies.

Remnant Site created by Mer Bleue Road Realignment

12) A triangular parcel of land will be created abutting the western boundary of the planning area as a result of the future re-alignment of Mer Bleue Road. At the time of an application for its development, the land use and design of that land should be
coordinated and integrated with regard to this secondary plan and the approved master servicing study.

Schedule

Schedule A – Designation Plan
DESIGNATION / DÉSIGNATION

Mer Bleue Developing Neighbourhood / Limite du PS de la Quartier en développement de Mer Bleue

- General Residential / Zone résidentielle générale
- Medium Density Residential / Secteur résidentiel de moyenne densité
- High Density Residential / Secteur résidentiel de grande densité
- Commercial / Zone commerciale
- Urban Natural Feature / Passive Open Space Infrastructure naturelle urbaine/espace vert passif

- Existing Residential / Zone résidentielle existante
- Transitional Low Density Residential / Zone de transition de faible densité

- Community Parks (CP) / Neighbourhood Parks (NP) / Parkettes (P) / Parcs communautaires (CP)/ de quartier (NP) / Mini-parcs (MP)
- Schools / Écoles
- SWM Facility / Installation de gestion des eaux pluviales
- Potential Dry Pond / Bassin sec potentiel
- Creek / Ruisseau
- Arterial / Artère
- Collector / Route collectrice

Special Study Area / Aire d'étude spéciale

Planning, Infrastructure and Economic Development Department,
Geospatial Analytics, Technology and Solutions
Services de la planification, de l'infrastructure et du développement économique,
Analyse géospatiale, technologie et solutions
11 – Montréal Road District Secondary Plan

Section 1: Purpose and Objectives

The purpose of this secondary plan is to guide the development of the Montréal Road District. The district has been separated into three sectors: West Sector, Central Sector and East Sector. This secondary plan also identifies four major intersections: Montréal / North River, Vanier Parkway / McArthur, Montréal / Vanier Parkway and Montréal / St. Laurent. The boundaries of each sector and the Major Intersections are identified on Schedule A – Designation Plan. The Official Plan, designates, Montréal Road, McArthur Avenue and St. Laurent Boulevard as Mainstreets and Vanier Parkway as a Scenic Route.

1.1 Objectives

a) Foster development and redevelopment along Mainstreets which complements and improves upon the positive qualities of the existing character of the district.

b) Improve streetscaping along Montréal Road, McArthur Avenue, St. Laurent Boulevard and the Vanier Parkway.

c) Improve pedestrian, cycling and transit facilities to ensure safety and enhance mobility throughout the district.

d) Provide green spaces and other areas for public functions, publicly-accessible landscaped park spaces and public art, that reflects the history of the District.

Section 2: General Policies

2.1 General Policies:

The following policies apply throughout the Montréal Road District:

1) Policies within the Official Plan are applicable to all development within the district, whether or not they are described in this secondary plan.

2) In the case of a lot where multiple sections of this secondary plan are applicable, the policies of all sections apply.

3) Lands required for right of way protection as described in the Official Plan will be dedicated to the City for the purpose of pedestrian, cycling and transit facilities as part of the development application process.

4) New automobile body shops, automobile dealerships, automobile rental establishments, automobile service stations, gas bars or surface parking lots will not be permitted in the district.
5) Gateways are identified on Schedule A – Designation Plan. They are unique sites that are most suitable and desirable for significant mixed-use and residential intensification. Development of gateway sites will be distinctively different than any other development within the sector.

6) Any development in the vicinity of transit stops will consider the connection to transit stops and reduce conflicts between vehicular access and transit-only lanes. Improvements to transit stops including new accessible bus shelters may also be required during the development application process.

7) New bus shelters may be incorporated into the design of new buildings subject to the review and approval of all applicable agencies.

8) Development on lots with frontage along Montréal Road, North River Road, McArthur Avenue and the Vanier Parkway will have building setbacks that provide a minimum width of 5.0 metres for sidewalks and related boulevards, which may include a combination of private and public property. For sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City’s discretion. The design of the sidewalk located on private property will adhere to applicable City standards.

9) Development will include streetscaping and the preservation of street trees. No net loss of street trees will occur and additional streetscaping elements such as benches and planters are encouraged.

10) Any large-format retail uses will be designed in an urban multi-storey, street-related form with direct pedestrian access to each street on which the lot fronts.

11) To maintain consistent built form along Montréal Road and McArthur Avenue, the maximum building height along these Mainstreets will be six storeys, unless otherwise specified in this secondary plan.

12) Notwithstanding Section 2.1, Policy 11), the following maximum building heights may be considered:
   a) Seven storeys on a lot with a depth greater than 30 metres and a minimum lot area of 1200 square metres; or
   b) Nine storeys on a lot with a depth greater than 30 metres and a minimum lot area of 0.5 hectares; or
   c) Twelve storeys on a lot with a depth greater than 100 metres and a minimum lot area of 0.5 hectares.

13) Where a development according to Section 2.1, Policy 12) is proposed the following criteria must also be met:
   a) The lot has frontage on a Mainstreet; and
b) The portion of the building fronting the Mainstreet is a maximum building height of six storeys; and

c) Adequate setbacks and built form transition to adjacent low-rise residential and institutional uses are provided and include:
   i) Maintaining the provisions for incremental changes in building height from the rear lot line as required in the Traditional Mainstreet (TM) Zone; and
   ii) Maintaining the minimum interior side yard setback provisions as required in the TM Zone; and
   iii) Providing incremental changes in building height for any interior lot line which begins at the maximum building height permitted in the abutting zone, or other similar building design techniques; and
   iv) Addressing shadow impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.

14) Where possible, lands for park space will be dedicated to the City, favoured over cash-in-lieu of parkland and strong efforts to accommodate park space as part of a development should be made.

Section 2.1: Site-Specific Policies

15) For the lands known municipally as 325, 327 and 333 Montréal Road, 334 Montfort Street and 273 Ste. Anne Avenue, a shelter accommodation and residential care facility are permitted. The development may also include accessory surface parking.

16) For the land known municipally as 2 Montréal Road and 3 Selkirk Street the following policies apply:

   a) Building heights of 32 storeys are permitted. New buildings that face North River Road will have window and door entrances that will occupy at least 40% of the building facades. Blank facades facing any street will not be permitted. A minimum building height of 10 metres or two storeys is required abutting Montréal Road; and

   b) New buildings that face North River Road will have window and door entrances that will occupy at least 40% of the building facades. One vehicular access is permitted from North River Road for loading and servicing functions only.

Section 3: Major Intersections

The primary goal for the Major Intersection policies is to improve pedestrian and cycling connections. These intersections serve as important links between each sector as well as linkages to other neighbourhoods within the City.
Major Intersection One is the intersection of Montréal Road and North River Road. It is the entryway to the district from the west. This intersection also includes a north-south multi-use pathway connection on the west side of North River Road.

Major Intersection Two is the intersection of McArthur Avenue and the Vanier Parkway. It is an important link between the commercial uses on McArthur Avenue west of the Vanier Parkway and the residential areas on the east side of the Vanier Parkway.

Major Intersection Three is the intersection of Montréal Road and the Vanier Parkway. This is the beginning of the historic downtown core of the former City of Vanier.

Major Intersection Four is the intersection of Montréal Road and St. Laurent Boulevard. This intersection is an important link between the district and the commercial uses on the east side of St. Laurent Boulevard.

The following policy applies to all Major Intersections identified in this secondary plan:

1) Design changes to the intersection will:
   a) Prioritize pedestrians and cyclists by providing enhanced crossings and improve safety according to the Official Plan and Transportation Master Plan; and
   b) Improve connections to transit stops; and
   c) Include design techniques that reduce pedestrian crossing distances.

Section 4: Sectors

4.1 West Sector

The primary role of the West Sector is to be the entryway from the downtown core into the district. While employment is an important and necessary component of this sector, a greater mix of uses is necessary to draw urban activity across the Cummings Bridge from the west.

The following policies apply to lands designated as West Sector:

1) For lots with:
   a) Frontage on a Mainstreet; and
   b) A minimum lot area of 1.0 hectares; and
   c) Building height up to a maximum of 14 storeys may be permitted, provided the criteria in Section 4.1, Policy 2) is met.

2) For lots with:
   a) Frontage on a Mainstreet; and
   b) A minimum 100 metres of frontage on the Vanier Parkway; and
   c) A minimum lot area 1.0 hectares; and
d) Building height up to a maximum of 18 storeys may be permitted provided that the criteria of Section 4.1, Policies 3) and 4) are met.

3) All high-rise buildings shall have a limited floor plate and minimum separation distances of 20 metres between high-rise buildings, to address the impacts on shadowing, micro-climate and public views. For those high-rise buildings with a podium or base, the minimum separation distance is required between the tower portions of the high-rise buildings. All high-rise buildings shall be oriented towards either the Mainstreet or Vanier Parkway.

4) Site design will include the following:

a) Buildings with a maximum six-storey building height constructed along the Mainstreet. For high-rise buildings, a maximum six-storey podium height will be permitted along the Mainstreet; and

b) Adequate setbacks and built form shall provide transition to adjacent low-rise residential and institutional uses including:

i) Maintaining the provisions for incremental changes in building height for the first six storeys from the rear lot line as identified in the TM Zone; and

ii) Maintaining the minimum interior side yard setback provisions as contained in the TM Zone; and

iii) Providing incremental changes in building height which begins at the maximum building height permitted in the abutting zone, or other similar building design techniques; and

iv) Addressing shadowing impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.

**West Gateway**

The boundaries of the West Gateway are identified on Schedule A - Designation Plan. This is the gateway to the district from the west with a strategic view to and from the Cummings Bridge. This gateway has potential for residential intensification and mixed-use development. The gateway also serves as the linkage between the district and the west side of the Rideau River.

The following policies apply to lands designated as West Gateway:

5) New buildings will frame the green space and the Rideau River on the west side of North River Road.

6) Development will be sensitive to the low-rise residential area to the north including reducing shadowing impacts.
7) New buildings that face Montréal Road, North River Road or Montgomery Street will have windows and door entrances that will occupy at least 50% of the building facades. Blank facades facing any street will not be permitted.

8) New buildings at the corners of the site will face front, functionally relate to all streets and continue the principle facade around the corner.

9) New buildings greater than six storeys will be permitted to front Montréal Road or North River Road with a maximum podium height of six storeys.

10) New buildings that front Montréal Road will have a minimum building height of two storeys.

11) New high-rise buildings 18 storeys or greater will have a maximum floor plate of approximately 800 m² and will have a minimum separation distance between high-rise buildings of 20 metres. For those high-rise buildings with a podium or base, the minimum separation distance is required between the tower portions of the high-rise buildings.

12) New high-rise buildings less than 18 storeys will have a limited floor plate and have sufficient separation distances from other high-rise buildings to address the impacts on shadowing, the micro-climate and public views.

13) The design of the site will include public art reflecting the history of the district and a park or privately owned public space for use by the public.

14) Building heights up to a maximum of 28 storeys will be permitted subject to an overall master concept plan which will be implemented through the development application process. The master concept plan shall be prepared by the applicant and will include:

a) A concept plan of the site including the location and massing of all buildings with related elevations, parks and green spaces, sidewalks and walkways, vehicular accesses and parking; and

b) An analysis of multi-modal accesses within the site and between the site and abutting streets; and

c) Improvements to Major Intersection One according to policies within Section 3 of this secondary plan; and

d) Improved connections to Riverain Park on the west side of North River Road; and

e) A view analysis of the proposed buildings from key viewpoints including the Cummings Bridge; and

f) The phasing of development.
**North River Road**

North River Road is an important connection between Montréal Road and McArthur Avenue and to the Rideau River on the west side of North River Road. Most lots that have frontage on North River Road also have frontage on another street. This provides opportunities to direct vehicular traffic to other streets to create uninterrupted pedestrian connections along the east side of North River Road.

The following policies apply to lots with frontage on North River Road:

15) Development will include improvements to pedestrian and cycling connections to the multi-use pathways along the west side of North River Road.

16) New buildings will provide direct pedestrian access to North River Road with a building format which defines the street edge.

17) New buildings will have window and door entrances that face North River Road and will occupy at least 50% of the building facade adjacent to North River Road. Blank facades facing North River Road will not be permitted.

18) No new vehicular accesses will be permitted along North River Road unless the lot does not have access from another street.

**McArthur Avenue**

The south side of McArthur Avenue is generally comprised of smaller lots where many residential dwellings have been converted to commercial and office uses. Along the north side of McArthur Avenue, the lots are generally larger in size and contain a variety of office, residential and commercial uses.

The following policy applies to lots with frontage on McArthur Avenue:

19) Development will limit the number of vehicular accesses and will locate these accesses such that pedestrian connections and safety is prioritized. No net increase to the number of vehicular accesses will be permitted on McArthur Avenue.

**4.2 Interior of the West Sector**

The boundaries of the Interior of the West Sector are shown on Schedule A – Designation Plan. This area consists of a mix of lot sizes, land uses and building types. The proximity to the Mainstreets provides opportunities to redevelop lots with non-residential uses that are compatible with residential uses.

The north portion of Montgomery Street contains commercial and institutional uses which provide a transition from the commercial area of Montréal Road to the residential area of the interior portion of the West Sector. Palace Street has a very narrow right of way. With a direct connection to Montréal Road, the uses on Palace Street have the opportunity to evolve into a mix of uses.
The following policies apply to the Interior of the West Sector:

20) The Zoning By-law will permit a mix of uses which provide opportunities for compatible non-residential uses and the retention of low-rise residential uses.

21) If a number of lots, with frontage on Palace Street, are consolidated for redevelopment purposes a maximum building height of four storeys will be permitted fronting Palace Street.

22) Development will provide building transitions from low-rise residential uses and include site and building design techniques that reduce shadowing and overlook onto residential uses.

**Vanier Parkway - West Sector**

The Vanier Parkway is designated as a Scenic Route in the Official Plan. The Vanier Parkway Agreement of 1974 is a restrictive covenant between the National Capital Commission and the City. It regulates all new accesses to the Vanier Parkway. The parkway has an existing vegetative buffer and preservation and enhancement of this buffer while also ensuring pedestrian connections to the Vanier Parkway is a top priority.

The following policies apply to those lots which have frontage on the Vanier Parkway:

23) Development on properties which include non-residential use buildings, mixed-use buildings or mid- to high-rise residential use buildings will also provide for direct pedestrian access to Vanier Parkway.

24) Development will include enhanced streetscaping and the preservation of the existing vegetative buffer. Any alterations to the vegetative buffer along the Vanier Parkway for specific site design requirements or to increase pedestrian access to the Parkway will be at the City’s discretion.

25) Development will include public art that reflects the historic route of the Vanier Parkway or the history of the former City of Vanier.

26) Development of the site 112 Montréal Road will include a publicly accessible pedestrian connection from the Vanier Parkway to Palace Street, as shown on Schedule A – Designation Plan. The proposed connection which aligns with Jeanne Mance Street on the east side of Vanier Parkway can be a pathway or a public road. The location of this access is flexible however the intent is to provide a mid-block connection from the Vanier Parkway to the Interior of the West Sector.

**4.3 Central Sector**

The lands designated as Central Sector are identified on Schedule A - Designation Plan. The primary role of the Central Sector is as the historic downtown core of the
former City of Vanier. The scale and intensity of development in this sector is less than in the other sectors.

**Montréal Road**

The area of the Central Sector along Montréal Road has historically been referred to as the French Quarter and its role has been to act as the focal point of the cultural identity of the former City of Vanier.

The following policy applies to those lots with frontage on Montréal Road:

27) Development will include building, site design and streetscaping elements which reflect the history of the French Quarter. These may include, public art, street furniture and infrastructure and building design.

**Vanier Parkway – Central Sector**

The lots that front onto the Vanier Parkway on the east side are generally large lots which contain high-rise residential or office buildings. Many of these existing sites do not have direct pedestrian access to the Vanier Parkway and it is a priority to provide these connections.

28) The policies for Vanier Parkway - West Sector apply to development of lots fronting this part of the Vanier Parkway.

**Marier Street**

Marier Street is a Minor Corridor and a unique local street which provides a direct connection to Beechwood Avenue, a Mainstreet in the Official Plan. The uses along Marier Street have evolved over time from a primarily residential street to one with a mix of both residential and non-residential uses.

29) The Zoning By-law will permit a mix of compatible non-residential uses and low-rise residential uses which maintains the character of the streetscape.

**4.4 East Sector**

The East Sector is the entryway to the district from the commercial area east of St. Laurent Boulevard. This sector is comprised of generally larger lots than the West and Central Sectors with a mix of low to high-rise residential buildings and low-rise commercial buildings.

There are also many large lots with institutional uses, including the Notre Dame cemetery, which is an important landmark for the City. These large institutional uses have low-rise buildings with large green space areas. The preservation of these green spaces is a priority for the sector, as they provide a buffer from Montréal Road and St. Laurent Boulevard to the surrounding residential areas outside of the sector.
30) For lots with frontage on a Mainstreet and a minimum lot area of 1.0 ha, building height up to a maximum of 14 storeys may be permitted, provided the design of the site meets the following criteria:

a) Include a maximum six-storey building height along the Mainstreet. For high-rise buildings a maximum six-storey podium height will be permitted along the Mainstreet; and

b) Provide adequate setbacks and transition of the building to adjacent low-rise residential and institutional uses including:

i) maintaining the provisions for incremental changes in building height for the first six storeys from the rear lot line as contained in the TM Zone; and

ii) maintaining the minimum interior side yard setback provisions as contained in the TM Zone; and

iii) providing incremental changes in building height for any interior lot line which begins at the maximum building height permitted in the abutting zone, or other similar building design techniques; and

iv) Address shadowing impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.

East Gateway

Lands designated as East Gateway are identified on Schedule A - Designation Plan. This is the gateway to the district from the east. The gateway has significant potential for residential intensification and mixed-use development. The gateway also serves as the linkage between the residential areas west of St. Laurent Boulevard to the commercial areas east of St. Laurent Boulevard.

31) Impacts associated with development and redevelopment adjacent to low-rise residential areas and institutional areas will be minimized by:

a) Providing sufficient setbacks to reduce the impact of noise, shadowing and overlook into private amenity areas; and

b) Providing built form transition to adjacent low-rise residential and institutional areas by:

i) Maintaining the provisions for incremental changes in building height from the rear lot line as contained in the TM Zone; and

ii) Providing incremental changes in building height for any interior lot line which begins at the maximum building height permitted in the abutting Zone.
32) New buildings that face Montréal Road and St. Laurent Boulevard will have window and door entrances that will occupy at least 50% of the building facades. Blank facades facing any street will not be permitted.

33) New buildings at the corners of the site will face all streets and continue the principal facade around the corner.

34) New buildings greater than 18 storeys will have a maximum floor plate of approximately 800 m² and will have a minimum separation distance between high rise buildings of 20.0 metres. For those high-rise buildings with a podium or base, the minimum separation distance is required between the tower portions of the high-rise buildings.

35) New high-rise buildings less than 18 storeys will have a limited floor plate and have sufficient separation distances from other high-rise buildings to address the impacts on shadowing, the micro-climate and public views.

36) Building heights up to a maximum of 20 storeys will be permitted subject to an overall master concept plan which will be implemented through the development application process. The master concept plan shall be prepared by the applicant and will include:

   a) concept site layout including the location and massing of all buildings with related elevations, green space areas, sidewalks and walkways, vehicular accesses and parking; and

   b) An analysis of multi-modal accesses within the site and between the site and abutting streets; and

   c) Improvements to Major Intersection Four; and

   d) A view analysis of the proposed buildings from key viewpoints such as the Notre Dame cemetery; and

   e) An analysis of the shadow impact on the Notre Dame cemetery and other surrounding institutional uses; and

   f) The phasing of development.

37) New buildings that front onto Montréal Road or St. Laurent Boulevard will have a minimum height of two storeys.

38) New buildings greater than six storeys will be permitted fronting onto Montréal Road or St. Laurent Boulevard with a maximum podium height of six storeys.

39) High-rise buildings will be located and oriented towards either Montréal Road or St. Laurent Boulevard.
40) The design of the site will include public art reflecting the history of the district and a privately owned public space for use by the public.

41) No vehicular access will be permitted from Morin Street.

Schedules

Schedule A – Designation Plan
12 – Old Ottawa East Secondary Plan

Section 1: Introduction/Planning Strategy

The Old Ottawa East Secondary Plan is intended to establish more detailed policies to guide the growth and change in Old Ottawa East. In particular, it is intended to manage the redevelopment of properties fronting Main Street and to preserve and enhance the liveability of the Old Ottawa East neighbourhoods, the use of land, building and landscape design, transportation, greenspace network and improvement projects. This secondary plan builds upon the Mainstreet Corridor and Neighbourhood policies of the Official Plan. This secondary plan is to be read and interpreted as Council’s policy direction for municipal actions, particularly in the review of development proposals and public works undertaken by the City.

A Community Design Plan (CDP) for Old Ottawa East was undertaken in consultation with local residents, property owners, businesses and other interested parties during the period 2006 to 2011. The CDP includes detailed background information on existing conditions. This secondary plan was derived from the development of that plan.

1.1 The Planning Area

The Old Ottawa East Secondary Plan is focused primarily on Main Street, which is a recognized Mainstreet Corridor in the Official Plan, and the large areas of land undergoing change or that could undergo change and renewal in the future.

The community expressed a strong desire to extend the area covered by the secondary plan beyond the boundaries of Main Street, to include the whole of Old Ottawa East. The community believes it is on the cusp of a major intensification transition and, in order to maintain and build a distinct, liveable community, the future of the neighbourhood and its mainstreet must be planned together. This direction expanded the planning area to the entire land area between the Rideau Canal and Rideau River, from Sandy Hill on the north to Riverdale on the south. However, the portion of Old Ottawa East lands east of the Alta Vista Transportation Corridor are addressed in the Central and East Downtown Core Secondary Plan as the Lees Station Character Area and are not included in this secondary plan.

1.2 Objectives of the Plan

The goal of this secondary plan is to ensure that Official Plan policy is focused on Main Street but also responsive to the vision of the Old Ottawa East community as a whole.

The secondary plan is meant to provide policy for the changes occurring, as lands along this corridor redevelop and the current 15-minute neighbourhoods gently intensify. It
provides guidelines, boundaries and directions from which the enabling conditions for sustainable development will emerge and be of sufficient detail to guide change, as implemented through the policies of this secondary plan and urban design guidelines.

The following objectives and deliverables are considered important to the achievement of this goal:

1. Identify areas particularly suited to intensification and those areas of special importance to the community that should be preserved such as heritage, aesthetic or religious importance.

2. Implement recommendations from the “Main Street Transportation and Streetscaping Study” of 2000 and the integration with the City’s pedestrian and cycling routes.

3. Ensure sufficient and well-designed sewer and water capacity and stormwater management.

4. Provide guidance for an urban design strategy, including a framework of urban form components, parkland, buildings (setbacks, height, bulk, massing) and streetscape;

5. Provide guidance and identify parkland and urban greenspace.

Section 2: General Land Designation and Design Policies

2.1 Land Designation and Design Policies

1) Lands designated Institutional, Mainstreet, Neighbourhood Low-Rise, Neighbourhood Mid-Rise, Park, Passive Open Space, Provincially Designated Heritage Landscape and Green Transportation and Utility Corridor, are shown on Schedule A – Designation Plan, to this secondary plan.

2) Notwithstanding the provision for greater building heights set out in the Official Plan, no buildings will be allowed higher than six storeys and 20 metres within the area of this secondary plan, other than the height limits allowed within the policy areas referred to in Section 3.3 of this secondary plan.

3) To reduce the impact on adjacent low-rise areas, building setbacks will be required from both the front and rear property lines and above the first, second, third or fourth floor of all new buildings, within the Mainstreet designation. The City will implement these setbacks through the Zoning By-law.

4) Building heights within the Neighbourhood Low-rise area will not exceed four storeys.

5) In order to provide wider and more attractive sidewalks and to encourage pedestrian traffic along Main Street and Hawthorne Avenue, new buildings will be required to be set back from the street.
6) When the City continues reconstruction of Main Street and Hawthorne Avenue, complete street features, will be implemented, including the reduction of the width of travelled lanes in the roadway, the transfer of any excess to the sidewalks, cycling facilities and streetscape improvements with the Council-approved Complete Streets Implementation Framework.

7) The Traditional Mainstreet zoning will permit for the minimum density requirements of the Official Plan while ensuring compatibility with the adjacent neighbourhoods through setbacks of the building mass at grade and above the fourth floor.

2.2 Cultural and Built Heritage Resources

8) There are several properties within the secondary planning area that are currently protected from demolition and incompatible redevelopment, because they are designated under the *Ontario Heritage Act*. In addition to that protection, development within the secondary planning area will also:

   a) Recognize, support and commemorate the presence of the existing institutions as part of the community in the redevelopment of these lands; and

   b) Respect the built and cultural heritage value of heritage buildings in the design of all new development.

2.3 Green Transportation and Utility Corridor

9) The Green Transportation and Utility Corridor designation, on Schedule A - Designation Plan, represents a portion of the Alta Vista Transportation Corridor (AVTC). Should the City proceed with the construction of the AVTC:

   a) Measures will be taken with construction of the AVTC to ensure that unencumbered pedestrian access is provided along Lees Avenue and that the Major Recreational Pathway along the Rideau River is not obstructed at grade for pedestrians and bicycles; and

   b) Construction of the AVTC will include the mitigation measures outlined in the Environmental Assessment such as, noise attenuation and implementation of the landscape concept; and

   c) Access will be provided from Lees Avenue to the Major Recreational Trail along the Rideau River, by means of the City-owned parcel on the east side of the AVTC. Sidewalks along Lees Avenue will be expanded to the extent possible to improve the pedestrian linkage of the Lees O-Train Station and Main Street.
2.4 Intensification Target

This secondary plan seeks to implement the Official Plan objective for intensification and establishes the following targets to be achieved over time. The following Policy Areas are shown on Schedule A - Designation Plan.

Policy Area 1

Hawthorne Avenue west of Main Street is anticipated to accommodate a target of 150 dwelling units.

Policy Area 3

The former property of the Oblate Fathers and the Sacre Coeur are anticipated to accommodate a target of 1000 dwelling units.

Policy Areas 2 and 5

Main Street from Clegg Street to Echo Drive, excluding the former property of the Oblate Fathers, the Sacre Coeur, Immaculata High School and St. Paul University are anticipated to accommodate a target of 350 dwelling units. It is anticipated that redevelopment of the De Mazenod School (88 Main Street) property would accommodate 50 of those 350 units. It was also anticipated that redevelopment of the churches in these policy areas would accommodate 100 of those 350 units.

Section 3: Neighbourhood Policies

3.1 Policy Area 1 - Hawthorne Avenue - Colonel By Drive to Main Street

1) This policy area is designated as Mainstreet, on Schedule A - Designation Plan.

2) Intensify lots on the north side that back onto the 417 Highway in a mixed-use format. The massing of buildings may allow for the rear wall to provide a sound barrier to the traffic noise.

3) Develop Ballantyne Park for passive use and as an ornamental landmark feature at the head of Main Street in association with the historic Archville Town Hall at the northeast corner of Main Street and Hawthorne Avenue, which is currently used as the Ottawa East Community Centre.

4) Develop the south side of this corridor in accordance with the Traditional Mainstreet zoning. With lot depths ranging from 26 to 30 metres, the stepped building envelope massing is important to achieve compatibility with the low-rise neighbourhood on Graham Avenue to the south.

5) Wider sidewalks will be provided, to the extent possible, to accommodate pedestrian traffic on Hawthorne Avenue.
6) Priority will be given to burial of overhead wires along this portion of Hawthorne Avenue.

7) Mark a gateway to the community with a distinctive corner treatment of the buildings at the intersection with Colonel By Drive.

8) Create a distinctive building corner treatment at the southwest corner of Main Street and Hawthorne Avenue to signify this important landmark location.

3.2 Policy Area 2 - Main Street south of Highway 417 to Springhurst Avenue (east side) and Clegg Street (west side)

9) The De Mazenod School / St. Nicholas Adult High School (88 Main Street / 20 Graham Avenue), Church of Holy Canadian Martyrs (100 Main Street) and Immaculata High School (140 Main Street) properties have deep lots with the potential to develop both adjacent to the street and to the rear of the property. For these properties the Mainstreet designation, shown on Schedule A - Designation Plan, will only apply to the portion of the properties abutting Main Street to a depth that is consistent with the abutting properties, currently zoned Traditional Mainstreet.

10) Achieve the intensification target while maintaining compatibility with the flanking lots within the adjacent residential neighbourhoods by adhering to the Traditional Mainstreet zone building envelope.

11) Maintain the former Archville Town Hall building as the Ottawa East Community Centre, providing a public landmark at the head of the street.

12) Hazel Street and Main Street intersection is a target for mixed-use development with commercial uses on the ground floor.

13) Priority will be given to burial of overhead wires along the portion of the Mainstreet designation along the West Side of Main Street from Immaculata High School to Clegg, due to the shallow lot depth in this area.

14) Adapt and reuse the existing school buildings (88 Main Street and 20 Graham Avenue) and infill with built form compatible with the contiguous area in the redevelopment of the Ottawa Catholic School Board properties located at 88 Main Street and 20 Graham Avenue.

15) Permit and continue to expand on the existing community-serving uses, such as schools, arts and culture venues, recreational facilities, retirement homes and residential dwellings in the redevelopment of the Ottawa Catholic School Board properties (88 Main Street and 20 Graham Avenue).
16) Improve the public realm, including streetscapes, existing parks and the acquisition of new parks and privately-owned public space relative to the potential level of intensification in the lands designated Mainstreet in this policy area.

3.3 Policy Area 3 - East side of Main Street, Springhurst Avenue to Clegg Street

17) This policy area has been planned in greater detail due to its potential for redevelopment and the extensive public consultation that ensued as the former landowners and St. Paul University engaged in the planning process. It extends along Main Street, south of Springhurst Avenue, including the property owned by St. Paul University (155 Hazel Street), the Convent of the Sisters of the Sacred Heart and the former property of the Oblate Fathers, currently under development. It will develop as a Mainstreet along Main Street with an adjoining mixed-use neighbourhood extending east towards the river. Redevelopment is subject to maximum storey heights and density as shown on Schedule B - Old Ottawa East Maximum Building Heights.

18) Achieve a Diversity of Uses, Activities and People

a) Provide for a variety of residential building types and tenures for a rich and diverse community to accommodate a full demographic profile of households. A range of housing options are needed to ensure affordability and accommodate a variety of users including families, seniors, empty nesters, single room occupancy and smaller households; and

b) Encourage a diverse mix of uses that contributes to the overall self-sufficiency and sustainability of Old Ottawa East. These include a broad range of housing types as described above, live-work units, public/civic uses, commercial uses that contribute to the vibrancy of Main Street and a strengthening of the institutional presence of St. Paul University; and

c) Encourage a complementary architectural treatment of buildings, including finish, colour and materials, together with a consistent design treatment of common elements on the property, such as fencing, landscaping, gateway features, street lighting and signage; and

d) Achieve compatibility with existing lower-profile neighbourhoods bordering the subject lands by ensuring an appropriate transition of use and built form; and

e) Extend the surrounding public street grid and axial views to order and deploy the built form in the redevelopment of these properties. However, primary vehicular access/egress within the site shall be oriented to Main Street. Vehicular access/egress to Clegg Street shall be secondary; and
f) Provide a range of building heights between three and nine storeys, as shown on Schedule A - Designation Plan and Schedule B - Old Ottawa East Maximum Building Heights. The related zoning will reflect a gradual transition between the heights in this range and buildings in proximity of lower height; and

g) In areas with height reference included on Schedule B - Old Ottawa East Maximum Building Heights, projections will be permitted above the maximum height, including but not limited to mechanical and service equipment penthouses, elevator or stairway penthouses, landscaped areas, roof-top gardens, terraces and associated safety guards, access structures and washrooms; and

h) Locate parking for the mid-rise buildings primarily below grade. Where necessary, surface parking related to all development in this policy area should be obscured from view by means such as placement behind buildings and landscaping.

19) Promote a Vibrant and Thriving Mainstreet

a) Create a pedestrian-friendly environment along street frontages and main facades with primary doors at ground level facing the street and accessible from the public sidewalk; and

b) Provide active and inviting uses, such as shops and restaurants at-grade along Main Street, with pedestrian-friendly amenities, including outdoor seating areas and patios; and

c) Maintain a maximum height of six storeys and mix of uses in the built form of the properties designated Mainstreet, with a general lot depth of 40 metres.

20) Celebrate Legacy and Heritage

a) Recognize, support and commemorate the presence of the existing institutions as part of the community in the redevelopment of these lands; and

b) Conserve the Deschâtelets building by maintaining its heritage attributes while adapting it to new uses over time to ensure its ongoing utility; and

c) Conserve the allée and forecourt of the Deschâtelets building as cultural heritage landscape, which are designated under Part IV of the Ontario Heritage Act, included in the City’s Heritage Register and as shown on - Schedule A - Designation Plan, as Provincially Designated Heritage Landscape; and

d) Respect the cultural heritage value of the designated places in the design of all new development; and

e) Retain the statue of the Blessed Virgin and associated grove of trees to commemorate the Sisters of the Sacred Heart.
21) Integrate Green Space and Ensure Connectivity

a) Integrate existing trees in the development to the extent possible; and

b) Maintain public access through the new development by establishing east-west pedestrian/cycle paths between Main Street and the Rideau River as well as north-south between Springhurst and Clegg; and

c) Ensure connectivity to nearby transit stations; and

d) Provide a range of high-quality landscaped spaces within the development; and

e) The allée and forecourt are designated as parkland and cultural heritage landscape which will influence the park design. The intent of the uses of the Deschâtelet's building is for a community facility to be provided. The Park will provide the opportunity for a community gathering place in the forecourt and allée leading to the Deschâtelets building; and

f) Design the intersection of Main Street and the tree-lined allée leading to the Deschâtelets building as a gathering space for the community (for example, through the creation of attractive outdoor seating associated with commercial activity on Main Street); and

g) Naturalize the river frontage along a 30-metre open space corridor as measured from the Normal Highwater Mark of the Rideau River at the rear of the Oblate land, in consultation with the Rideau Valley Conservation Authority; and

h) Encourage partnerships to provide for community facilities and activities within this policy area.

22) Promote Health and Sustainability

a) Implement sustainable design measures in the redevelopment of this policy area through the development review process and by utilizing 3rd party certification, including the following:

i) Limit stormwater runoff and rehabilitate natural surface water drainage patterns (for example, permeable surfaces); and

ii) Reduced energy use; and

iii) Reduce water use; and

iv) Reduced resource use in construction; and

v) Renewable energy and renewable building materials; and
vi) Reuse and recycle resources on site, including water, compost and solid waste; and

vii) Support alternative transportation options; and

viii) Maximize south facing exposure for solar gain and provide passive shading from trees.

3.4 Policy Area 4 - Old Ottawa East Residential Neighbourhoods – including Archville, Spenceville and Rideau Gardens

23) Maintain the general character of these neighbourhoods as expressed by the existing zoning.

24) Maintain the traditional pattern of pedestrian priority along the street with any garages relegated to the side or rear of homes and not projecting forward or otherwise dominating the building façade.

25) Intensify these neighbourhoods primarily at their edge, as a transition to denser development sites and where they abut an arterial or collector road. Notwithstanding this, building heights will be maintained at low-rise levels overall.

26) Springhurst Park shall be expanded at least up to the line of the proposed Alta Vista Transportation Corridor.

3.5 Policy Area 5 - North of Highway 417

27) This policy area is designated Mainstreet, Neighbourhood Low-rise and Neighbourhood Mid-rise, on Schedule A - Designation Plan.

28) Limit commercial uses required on the ground floor, to personal-service business, retail store, retail food store and full-service restaurant.

29) Neighbourhood Mid-Rise area is permitted a maximum height of six storeys and a target density of 150 units per hectare.

30) Rationalize the width of travelled lanes in the roadway and transfer any excess to the sidewalks as Main Street is reconstructed.

31) Expand sidewalks within the required building setbacks on private land.

32) Encourage pedestrian use within this intensified Mainstreet environment by means of streetscape improvements.

33) Despite Section 3.5, Policy 28), the following applies to the properties municipally known as 113 and 115 Echo Drive:

   a) A building may contain only residential uses; and
b) Permitted non-residential uses are limited to personal service business, retail store, retail food store and full-service restaurant. Such uses are restricted to the ground-floor and basement only; and

c) Notwithstanding b), the following non-residential uses are permitted provided they are entirely contained within a dwelling unit:

   i) Artist Studio; and
   ii) Instructional Facility; and
   iii) Medical Facility; and
   iv) Office.

34) Despite Section 2.1, Policy 3), new development at the properties municipally known as 113 and 115 Echo Drive is permitted a building envelope generally in accordance with the Traditional Mainstreet zone, and the building mass requires a setback above the fifth storey.

Schedules

Schedule A – Designation Plan

Schedule B – Old Ottawa East Maximum Building Heights
Old Ottawa East
SECONDARY PLAN - VOLUME 2
Schedule A - Designation Plan

Vieil Ottawa-Est
PLAN SECONDAIRE - VOLUME 2
Annexe A - Plan de désignation

DESIGNATION / DÉSIGNATION
- Institutional / Institutionnel
- Mainstreet / Rue principale
- Neighbourhood Low-Rise / Quartier de faible hauteur
- Neighbourhood Mid-Rise / Quartier de moyenne hauteur
- Park / Parc
- Passive Open Space / Espace vert passif
- Green Transportation and Utility Corridor / Coulis de mobilité durable et de services publics
- Provincially Designated Heritage Landscape / Paysage patrimonial portant la désignation provinciale

Old Ottawa East Secondary Plan Boundary /
Limite du plan secondaire du vieil Ottawa-est

Consolidation and Amendments /
Consolidation et amendements

Policy Areas / Domaines politiques
Old Ottawa East
SECONDARY PLAN - VOLUME 2
Schedule B - Maximum Building Heights

Vieil Ottawa-Est
PLAN SECONDAIRE - VOLUME 2
Annexe B - Hauteurs maximales des immeubles

MAXIMUM NUMBER OF STOREYS / METRES
HAUTEUR MAXIMAL EN ÉTAGES/MÈTRES

Area A: 4 storeys / Secteur A: 4 étages
Area B: 8 storeys / Secteur B: 8 étages
Area C: 9 storeys / Secteur C: 9 étages
Area D: 83.7 meters - Above Sea Level / Secteur D: 83.7 mètres
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13 – Richmond Road / Westboro Secondary Plan

Section 1: Introduction / Planning Strategy

The Richmond Road / Westboro Secondary Plan is a guide to its long-term design and development, taking into consideration land use, urban design, zoning, transportation, existing streetscape conditions, compatibility of new development, and other issues of concern to the local communities. The secondary plan provides a framework for change as the neighbourhood experiences intensification. A unifying vision and overlying objectives and principles set out the policy context for the specific sectoral strategies that focus on land use and building scale, as well as a greenspace network strategy. This secondary plan is meant to be read and interpreted as policy direction for private development and municipal actions, particularly the undertaking of public works and the review of development proposals, City-wide and site-specific zoning changes and Committee of Adjustment applications.

The secondary plan is derived from the Richmond Road / Westboro Community Design Plan (CDP). The CDP provides detailed background information on existing conditions and community issues as well as land use policy and zoning recommendations. Development proposals and public works also need to consider the CDP’s urban design guidelines, proposed streetscaping improvements and other implementation measures.

1.1 The Planning Area

Richmond Road / Westboro is bounded on the north by the Ottawa River, on the east by Island Park Drive, on the south by Byron Avenue and by approximately Courtenay Avenue on the west as shown on Schedule A - Planning Area Sectors. The planning area is part of, or is bounded by, several neighbourhoods that are influenced by their proximity to Richmond Road, including Westboro, Westboro Beach, Champlain Park, Hampton-Iona, Highland Park and McKellar Park.

Section 2: Unifying Vision, Overlying Objectives and Principles

The following unifying vision, overlying objectives and principles for the planning area, set out the desired future and broad policy direction for managing growth and achieving the vision over the 20-year timeframe of the secondary plan.

This unifying vision derives from the following guiding principles:

- Retain all useable public greenspace; increase greenspace where possible
- Increase recreational amenities
- Ensure the area develops in such a way as to ensure that prioritizes pedestrians and cyclists
Preserve the scale and character of existing neighbourhoods and ensure the compatibility of new development

2.1 Unifying Vision

The planning area, including Westboro Village, will continue to be an attractive and liveable transit-supportive, walkable, 15-minute neighbourhood, with a wide mix of uses including employment, neighbourhood services and facilities, a range of housing types and choices, excellent transit service and well-designed, compact and inclusive development that will enhance the area’s diversity and vibrancy. Compatible intensification will occur primarily on appropriate sites on Richmond Road and Scott Street and adjacent to the future Westboro and Kichi Sibi O-Train stations.

Enhanced existing greenspaces and facilities serve both local and City-wide recreational needs. Excellent multi-use pathway routes link Westboro Village, future O-Train stations, other adjacent neighbourhoods, and the Ottawa River and its associated greenspaces, referred to as Capital Greenspaces in this secondary plan, which acts as a green linear spine unifying the area.

Richmond Road provides an important and continuous roadway link to the larger urban community, both to the east, along Wellington Street, and to the west to Carling Avenue. Other arterial and collector streets provide key links to Richmond Road for the neighbourhoods to the south.

2.2 Overlying Objectives and Principles

Objective One: Intensification

Support intensification at a scale that is compatible with the existing community on appropriate key potential redevelopment sites.

Policies

1) Preserve the scale and character of established neighbourhoods and minimize any adverse impacts of intensification.

2) Preserve and enhance the scale of the Westboro Village Mainstreet Corridor and Richmond Road in accordance with street proportion and building transition principles in Section 4.6 of the Official Plan.

3) Emphasize the role of Churchill Avenue (between Richmond Road and Scott Street) and McRae Avenue as streets that connect Westboro Village to Scott Street. These streets shall be pedestrian-oriented, with a mix of uses. Churchill Avenue is designated as a Minor Corridor, and Scott Street as a Mainstreet, in the Official Plan.

4) Consider the traffic impact on north-south residential streets south of the planning area.

5) Achieve compatible intensification on key redevelopment sites by:
a) Providing appropriate setbacks and transition in building heights, including lower heights along the edges of neighbourhoods; and

b) Contributing to the restoration of the urban fabric and introducing transit-supportive development. The future Westboro O-Train Station area has the greatest potential for intensification in the form of high-rise buildings with appropriate transition to their surroundings, while the future Kichi Sibi O-Train Station has more limited potential; and

c) Conforming to the maximum recommended general maximum building height ranges for each sector. High-mid rise and High-rise buildings will be limited to sites that are compatible with adjacent uses, such as the Capital Greenspace, sites that have deeper lots, or sites that have other natural or constructed separations enabling impacts associated with such development to be mitigated and where a step down in height can be provided abutting existing low-rise buildings; and

d) Conforming to the CDP design guidelines respecting built form, shared use of facilities, setbacks, relationship of the building to the adjacent neighbourhood’s character, other policies of the Official Plan aimed at achieving compatible development while minimizing impacts on adjacent residential neighbourhoods, and the High Performance Design Standards that ensure sustainable and climate resilient design; and

e) Respecting a transition in building height from Richmond Road to the Ottawa River Parkway in a north-south direction and along Richmond Road between different sectors in an east-west direction; and

f) Avoiding the creation of a street canyon effect by providing breaks in massing where appropriate or variations in building height, building setback and alignment to add interest to the streetscape and to provide space for activities and trees along the sidewalk.

Objective Two: Greenspace Network

Preserve, enhance and add to the greenspace network that provides access to the Ottawa River and serves local community needs.

Policies

6) Provide multi-use pathway gateways to the Capital Greenspace along the Ottawa River at Rochester Field / Mapelawn the pathway adjacent to the Jules Léger Centre and other potential locations identified by this secondary plan.

7) Create a safe and attractive pedestrian and cycle-friendly infrastructure that provides links though the area, to the Ottawa River and to other neighbourhoods.
8) Transform key streets with street tree planting and landscaping to create informal green pedestrian links to the Ottawa River.

9) Preserve and enhance Byron Linear Park, including the westerly extension of the existing pathway network.

10) Maintain a green buffer between the Ottawa River Parkway and adjoining development without using parkland dedication obligations.

**Objective Three: Distinctive Neighbourhoods**

Define the distinct urban character of each sector of Richmond Road.

**Policy**

11) Define Richmond Road as a sequence of distinct sectors each with its own individual character, including a mainstreet corridor, green streets, residential areas, as well as residential and mixed-use developments at appropriate locations.

**Section 3: Transportation Policies**

3.1 Transportation Management Implementation Plan

1) A Transportation Management Implementation Plan was completed in 2011 which examine how a 40% Transit Modal Share target could be achieved, as compared to the 53% of trips that were made by private automobiles indicated by the study. This secondary plan provides guidance on how the City and developers can implement the various transportation management measures proposed in the CDP, including potential funding mechanisms.

**Section 4: Land Designation Policies**

4.1 Greenspace Network Strategy

1) Council shall implement the greenspace network strategy for the planning area, as shown on Schedule B - Greenspace Network, by:

   a) Establishing Richmond Road and Byron Linear Park as the gateway to the Capital Greenspace, as shown on Schedule B – Greenspace Network; and

   b) Ensuring the Richmond / Byron corridor reinforces the link between the planning area and the National Capital Commission (NCC) pathway network through green streets and pathway connections, by:

      i) Applying the existing City policies concerning park preservation and improvement and the development of additional parkland in communities undergoing intensification, including investing cash-in-lieu of parkland funds generated by development towards the improvement of park and recreational amenities in the planning area; and
ii) Restoring the Richmond Road streetscape through the enhancement of Byron Linear Park and the provision of a new widened (where possible) and tree-lined sidewalk on the north side; and

iii) Enhancing Byron Linear Park with new trees and shrubs; and

iv) Retaining the Atlantis-Selby lands and the majority of the Rochester Field / Maplelawn parcel as major components of the greenspace network strategy and gateway to the Capital Greenspace; and

v) Transforming of key local streets, including Berkley, Kirchoffer and Lanark Avenues into green streets through tree planting, landscaping, provision of two-metre sidewalks and dedicated on-road cycle lanes or signed cycle route designations, as appropriate.

4.2 Richmond Road and Scott Street Mainstreet Corridors

2) Redevelopment is supported on Richmond Road and Scott Street, which are designated as Mainstreet Corridors in the Official Plan, in order to optimize the use of land through increased building height and density. Development proposals will be evaluated based on the objectives of this secondary plan and applicable Council-approved design guidelines. This secondary plan supports building heights generally in the range of four to six storeys. Greater building heights will be considered in any of the following circumstances:

a) Specific building heights are permitted by the Zoning By-law based on the Richmond Road / Westboro Community Design Plan or other Council-approved studies;

b) The proposed building height is compatible in scale with, or provides a transition between existing buildings;

c) The development provides a cultural asset, and is located on a corner lot, at a transit stop or station, or is located at a prominent location, such as a major destination, an important public space, the termination of a vista or view, or a unique natural setting;

d) The development incorporates facilities, amenities, or services that that support the goals for Mainstreet Corridors as per the Official Plan including the provision of wider sidewalks or other public realm improvements consistent with Section 4.6.3; and

e) Where the application of the provisions of Section 4.6 of the Official Plan determine that additional height is appropriate.
Section 5: Land Use Strategy and Maximum Building Height Ranges

The Richmond Road / Westboro Secondary Plan land use strategy is based on the division of the planning area into distinct sectors as shown on Schedule A - Planning Area Sectors. The strategy sets out policy directives for each sector’s land use character and appropriate general building height range. Schedule C - Maximum Building Height graphically depicts the general maximum building height ranges set out by the policies for key potential redevelopment sites in the planning area.

5.1: Skead Street Area (Sector 1)

1) Protect the low-rise neighbourhood character of this sector until such time as redevelopment opportunities in other sectors have been more fully realized.

5.2: Maplelawn / 495 Richmond Area (Sector 2)

2) Encourage new mixed-use buildings along Richmond Road, generally in the four- to six-storey range, with higher residential buildings permitted to the rear of the lots where there is minimal impact on the nearby low-rise neighbourhood and where development is permitted on the Rochester Field parcel. This will provide a transition in building height from Richmond Road to the Capital Greenspace;

3) Confirm the majority of Rochester Field parcel as Capital Greenspace to provide both a green presence on the street and a link to the pathway network along the Ottawa River Parkway and the Ottawa River.

5.3 Westboro Village (Sector 3)

4) Reinforce the mainstreet corridor character of Westboro Village through application of the urban design policies of the Official Plan, Urban Design guidelines adopted by Council and promoting improvements to storefront facades and street tree planting;

5) Maintain a pedestrian scale in Westboro Village by providing for mixed-use buildings of an appropriate height that ensures street proportionality and is consistent with transition and other built form policies of the Official Plan, generally within the range of four to six storeys, with a minimum height of two storeys. Buildings should be located close to the street, except at the key Churchill Avenue / Richmond Road intersection where wider sidewalks are needed and an opportunity for a Privately-Owned Public Space (POPS) exists;

6) Where block sizes and the street network help to minimize impacts on nearby low-rise neighbourhoods, permit mid-rise buildings generally in the seven- to nine-storey range as shown on Schedule C - Maximum Building Height;

7) Encourage a mix of uses, including a continuity of ground floor retail / restaurant uses with residential and office uses on the upper floors. Automobile-oriented uses should be redeveloped in accordance with Mainstreet Corridor and Inner Urban transect policies of the Official Plan.
5.4 East Village (Sector 4)

8) Encourage the evolution of the East Village to a Mainstreet Corridor character as an extension to Westboro Village and a link to the West Wellington traditional mainstreet east of Island Park Drive, recognizing the varying character of the existing buildings and lot and block sizes:

a) Maintain maximum building heights at four storeys where lots are less than 45 metres in depth and abut low-rise neighbourhoods, and generally up to six storeys, depending on lot depth and the application of built form policies in Section 4.6 of the Official Plan; and

b) In considering any redevelopment of the Canadian Banknote Company site, a property listed on the City’s Heritage Register, encourage the adaptive reuse of all or part of the building and the retention of the expansive front yard setback, which could become a park; and

c) Consider rezoning the Canadian Banknote Company site and adjacent 175 Richmond Road to permit mixed-use development should redevelopment be proposed. Given the lot configurations, appropriate building heights will be determined based on compatibility with the existing context and the provision of an appropriate transition to the adjacent low-rise neighbourhood; and

d) Encourage the retention and adaptive re-use of the designated heritage buildings at 70 Richmond (Champlain Oil Service Station) for active commercial uses and conserve the Aylen-Heney Cottage at 150 Richmond, which has been adaptively re-used for offices, and the Soeurs de la Visitation convent at 114 Richmond Road; and

e) Promote a gateway feature, such as a landmark building, at the Richmond Road / Island Park Drive intersection that is distinctive in form and detail compared with surrounding buildings, and represents exceptional quality in architecture and public realm design and execution, including materiality; and

f) Despite Schedule C - Maximum Building Height the maximum permitted height for the property municipally known as 89 Richmond Road is 20 metres or six storeys.

5.5 Scott Street / Westboro O-Train Station area (Sector 5)

Scott Street

9) Encourage the evolution of Scott Street to a mixed-use live / work environment, including ground floor employment / commercial uses, to take advantage of the proximity of the future Westboro and Kichi Sibi O-Train Stations;

10) Ensure that new development is generally in the form of high low-rise and low mid-rise buildings, and is compatible with and provides an appropriate transition to the adjacent low-rise neighbourhood;
11) Recognize the Granite Curling Club site as a future redevelopment opportunity for a mixed-use project, providing a transition in building scale to the low-rise neighbourhood to the south.

5.6 Future Westboro O-Train Station Area (Sector 5)

12) Recognize the 250 Lanark Avenue site as a regeneration opportunity, with the south half, closest to the future O-Train station, as an appropriate location for high-rise buildings. The north half should be developed in the form of high low-rise and low mid-rise buildings, generally in the range of four to six storeys, and must, provide an appropriate transition to the adjacent low-rise neighbourhood, which includes consideration for sun and shadow impacts, demonstrated through a sun/shadow study. A mix of uses, including residential and office uses are encouraged, with offices concentrated to the south;

13) Require the proposed redevelopment to be the subject of a study to address potential traffic impact issues on Lanark Avenue and adjacent streets;

14) Enhance the pedestrian walkway to the future O-Train station from 250 Lanark Avenue to help promote public transit use;

15) Support the development of a public plaza over the O-Train tracks adjacent to the future O-Train station in order to create a pedestrian-friendly environment, including streetscaping and a one- or two-storey building, and to provide convenience retail and other services to public transit passengers.

5.7 Westboro Beach (Sector 6)

16) Confirm the Atlantis-Selby lands as Capital Greenspace to provide both a local community and City-wide attraction;

17) Maintain the area as a low-rise neighbourhood and, specifically for the Bloomfield Yards and the Jules Leger Centre, support low-rise residential zoning up to four-storeys, compatible with the adjacent low-rise neighbourhood, if redevelopment is proposed.

5.8 McRae and Churchill Avenues (Sector 7)

18) Support the redevelopment of Churchill and McRae Avenues for high low-rise and low mid-rise mixed-use buildings;

19) Encourage residential and employment uses as well as commercial uses on these streets without compromising the viability of Richmond Road and Scott Street mainstreet and minor corridors;

Section 6: Heritage

1) Support the preservation and adaptive reuse of heritage buildings within the planning area in keeping with the heritage policies contained in Section 4.5 of the Official Plan.
Schedules
Schedule A – Planning Area Sectors
Schedule B – Greenspace Network
Schedule C – Maximum Building Height
Richmond Road / Westboro

Chemin Richmond / Westboro

SECONDARY PLAN - Volume 2
Schedule B - Greenspace Network

PLAN SECONDAIRE - Volume 2
Annex B - Réseau d'espaces verts

Richmond Road / Westboro Secondary Plan Boundary / Plan secondaire - Chemin Richmond / Westboro

- Capital Greenspace / Espace vert de la capitale
- Byron Tramway Park / Parc Linéaire Byron
- Park / Parc
- Multi-Use Pathway / Sentier polyvalent
- Green Streets / Rues verte
- O-Train
- O-Train Lines / Lignes de l'O-Train
14 – Rockcliffe Park Secondary Plan

Section 1: Overview

1.1 Introduction

The Rockcliffe Park community has played a unique and important role in the national capital since it was founded in the 1830's by Thomas MacKay. McKay was one of the principal builders of the Rideau Canal lock system and was a leading industrialist in Ottawa.

Much of the existing street and lot pattern in the community was established in 1864, when Thomas Coltrin Keefer subdivided the former MacKay estate. This street pattern was strongly influenced by the topography and woodland areas yielding a neighbourhood pattern of large and small lots, a winding street network, natural and park-like surroundings.

In 1926 the Village of Rockcliffe Park was incorporated as an independent municipality. In 2001, Rockcliffe Park was amalgamated with the City of Ottawa. The entirety of the former Village of Rockcliffe Park was designated under Part V of the Ontario Heritage Act by the former village Council in 1997. In 2016, the City of Ottawa adopted the Rockcliffe Park Heritage Conservation District Plan, which includes a statement of heritage value and attributes, as well as policies and guidelines for the management of the district, which was approved by Local Planning Appeal Tribunal in 2019. The Rockcliffe Park Heritage Conservation District Plan, in addition to this secondary plan, guides development in Rockcliffe Park.

1.2 Context

Throughout its history, Rockcliffe Park has been a primarily residential community, comprised of large single-detached homes on generously sized lots. Nevertheless, Rockcliffe Park also includes small enclaves of more modest residences as well as apartments, schools, a community hall with library, a skating rink, tennis club and large, interconnected park areas. West of Mackay Lake the neighbourhood has developed in a park-like setting with many trees.

Because of its architecture, heritage, and unique setting, many diplomatic missions have located their official residences in Rockcliffe Park. Stornoway, the official residence of the Leader of the Opposition, is also located in Rockcliffe Park.

The Rockcliffe Park community provides a complementary setting for adjacent major national capital elements, including the Governor General's residence and estate, the residence of the Prime Minister of Canada at 24 Sussex Drive, the National Capital
Commission's Sir George-Étienne Cartier Parkway, and parklands adjacent to the Ottawa River. The prominent homes, parks and schools in a unifying park-like setting have created a community distinctive from any other in the capital and one that is recognized nationally. It is the intent of this secondary plan to maintain the prominence, history and character of the Rockcliffe Park community in the City and in the nation.

Careful planning and a slow rate of change has allowed Rockcliffe Park to retain its historic landscape with its canopy of mature trees, open spaces, historic vistas, the Lake and the Pond, a system of narrow streets, and treed lots with well-designed and maintained homes. Unlike other residential neighbourhoods in the urban area, Rockcliffe Park has successfully retained a relatively good ecological condition.

It remains the City’s intent to protect the present environment, to permit modest change and to conserve, restore and maintain the quality of the landscape and built form according to the policies set out in this secondary plan, the policies and guidelines in the Rockcliffe Park Heritage Conservation District Plan and the federal Standards and Guidelines for the Conservation of Historic Places.

Section 2: Principles for Conservation, Growth and Change

2.1 A Stable Population

Rockcliffe Park has fully developed, and population changes will occur only through replacement or renovation / restoration of existing buildings and through development of secondary dwelling units and coach houses. The population of Rockcliffe Park is expected to remain stable over the planning period.

2.2 Conserving the Character of Rockcliffe Park

Development in Rockcliffe Park shall respect the cultural heritage values and shall follow the guidelines in the Rockcliffe Park Heritage Conservation District Plan, regarding such matters as:

- Residential use;
- Density;
- Lot sizes and patterns;
- Lot coverage;
- Building height, massing;
- Parking;
- Location, type and scale of accessory uses and structures;
- Landscaping;
- Tree coverage;
- Parkland;
- Natural features;
• Lighting;
• Narrow winding roads without curbs or sidewalks; and
• Setbacks and side yards.

Policies:

1) All new development and construction in Rockcliffe Park must respect the Rockcliffe Park Heritage Conservation District Plan, as amended from time to time.

2) New buildings on interior lots shall be sensitively sited in relation to adjacent buildings.

3) Existing road widths and patterns shall be maintained.

4) Dead-end streets shall not be extended.

5) All internal roads shall be local roads, with a maximum vehicular speed of 30 kilometres per hour.

6) The ground floor elevation of new construction shall be designed so its height above grade is compatible with that of buildings in the associated streetscape.

7) All billboard and advertising signs are prohibited in Rockcliffe Park, except for signs advertising a property for sale or rent.

8) Lighting in Rockcliffe Park should be configured to be sensitive to the context of the street.

2.3 Conservation of Natural Heritage and Cultural Resources

The City will ensure that new development will be undertaken in accordance with accepted principles of sustainable development. This will ensure the conservation of natural heritage and cultural resources in Rockcliffe Park.

2.4 Conservation of the Heritage Conservation District

The entire former Village of Rockcliffe Park is a heritage conservation district. The City is committed to conserving Rockcliffe Park's heritage resources, including buildings, structures, sites, landscapes, areas and environments by, among other matters:

• Ensuring that the Rockcliffe Park Heritage Conservation District Plan is respected and its guidelines followed when considering an application under the Planning Act or the Ontario Heritage Act; and

• Protecting the continuity of the unifying landscape by ensuring that soft landscaping continues to dominate individual properties and the public realm, such as including the use of Eastern White Cedar (Thuja occidentalis) hedges and low stone walls instead of fences, retaining grounds, gardens, trees and plantings.
• Any development on or changes to the publicly owned portions of the Village Green / Jubilee Garden and other parks within the Heritage Conservation District will require an application to alter under the Ontario Heritage Act.

2.5 Environmental Principles

The preservation of the environment, particularly where forest or wooded areas exist, requires special consideration when new development and public works are proposed.

It is the City’s intent that the natural landscape amenities of Rockcliffe Park be preserved or enhanced. Buildings, municipal services, site development, parking and streets can adversely affect densely vegetated areas. Depending on the density of the development and its proximity to these areas, new development, including public works, should involve the inventorying and safeguarding of these natural assets.

Section 3: Goals and Objectives of the Secondary Plan

The goal of this secondary plan is to ensure that future development maintains the integrity of the community by:

1. Maintaining Compatible Form, Density and Character in Rockcliffe Park

   Maintaining the neighbourhood and heritage character and the public, institutional and conservation uses that characterize the community.

   Development of multi-unit residential development is permitted in specific areas located east of the Pond and in an area adjacent to Beechwood Avenue.

   No commercial or industrial developments are, or will be, permitted within the Rockcliffe Park.

2. Encouraging Quality Design and Consistency within Rockcliffe Park

   Guidelines for the design of new Infill Housing can be found in Section 7.4.2 of the Rockcliffe Park Heritage Conservation District Plan. These guidelines are intended to encourage high quality of design and consistency with predominant housing forms.

3. Ensuring Public Services, Infrastructure and Streets are maintained and enhanced

   This secondary plan is intended to ensure that adequate public services are available for the health, safety and convenience of the residents. These services will be enhanced over time to ensure the preservation of the environment and to provide efficient and economical infrastructure.

   All streets interior to Rockcliffe Park will remain local streets and will have speed limits set of 30 kilometres per hour.
Section 4: Designations and Policies

Schedule A - Designations, of this secondary plan identifies the land designations of Rockcliffe Park where different types and densities of development will be permitted.

1) Illustration of any lands within Schedule A does not imply that the lands are available or open to the public.

2) The City will determine when to purchase lands for public benefit. The inclusion of privately-owned lands within any designation on Schedule A does not in any way obligate the City, Rideau Valley Conservation Authority or Province to acquire, compensate or purchase these lands.

3) Nothing in this secondary plan shall prevent the construction of any structure required to provide public utility services. Such public utility shall be located, designed, and maintained in a manner in keeping with the surrounding area, and where possible limit the impact on the natural environment and the existing residential character by restoration, the provision of buffering areas and/or landscape enhancements for mitigation.

4.1 Residential Areas and Density

Schedule A identifies the different residential neighbourhoods.

4) Residential areas permit single-detached dwellings, secondary dwelling units, coach houses, home occupations and accessory uses.

5) Residential Multi-Unit areas permit single-detached, semi-detached, duplex and row dwellings as well as apartments. The height, massing, setbacks and parking areas of any development in the area shall be compatible with the adjacent development and will be established in the City’s Zoning By-law.

6) New development shall incorporate provisions to protect and conserve the existing landscape and natural features of Rockcliffe Park and shall be consistent with policies and guidelines regarding lot creation in the Rockcliffe Park Heritage Conservation District Plan.

4.2 Parks and Open Space Areas

Schedule A identifies land as Open Space that is used for public parks, playing fields, gardens, walkways and municipal recreational facilities.

7) All Open Space areas shall be kept free of buildings except for structures accessory to a recreational activity or community gatherings on the land. Such buildings shall be compatible with the character of the surrounding residential area both in design and materials.
8) As part of development, the City may pursue the acquisition and creation of new parks in addition to the parks identified without amendment to this secondary plan. New parks and improvements to existing parks to focus on providing passive and/or active recreation amenities.

4.3 Conservation Area

Schedule A identifies those areas with special environmental quality, including MacKay Lake, the Pond and physical conditions such as steep slopes, erosion, flood susceptibility, organic soils and subsoils with poor drainage.

9) Conservation areas are to be maintained to protect them from adverse environmental impacts and from the continuing impacts of the surrounding development.

10) No residential or accessory use buildings shall be permitted in areas designated as Conservation area.

11) Public utility installations and minor structures which allow access to and interpretation of Conservation areas are permitted, provided that they are designed and located to enhance the natural environment.

12) Placing or removal of fill of any kind, whether originating on the site or elsewhere, is not permitted without the approval of the City and the Rideau Valley Conservation Authority.

13) Public and private recreational activities may be permitted in areas designated Conservation, provided such uses will not adversely affect natural heritage or the physical landscape.

14) Where a Conservation area designation applies to part of a lot or block in which the remaining portion is subject to the residential area; the area designated Conservation may be used in the calculation of the permitted residential density for the lot or block. Conservation areas below the high-water level will be excluded from the calculation of permitted residential density.

15) The City is committed to protecting and conserving significant natural and recreational amenities within Rockcliffe Park. When considering applications for development in proximity to MacKay Lake and the Pond abutting or adjacent to these water bodies, the City will:

a) Require the naturalization of lands within 10 metres of the shoreline in order to create natural wildlife habitat and to act as a natural filter to storm water runoff. This naturalization may include the planting of natural, indigenous plant species;
b) Prohibit the cutting of trees or the disturbance of existing natural vegetation within 30 metres of the shoreline;

c) Ensure runoff volume and quality to the waterline is maintained; and

d) Discourage manicured lawns on private property within 10 metres of the shoreline.

16) No development will be permitted on the land that is identified as having unstable slopes, and which is located at the outflow from MacKay Lake to the Ottawa River, without the design being undertaken and certified by a professional engineer and approved by the City and Rideau Valley Conservation Authority.

17) The land located north-east of Crescent Road and designated Conservation area forms part of the Rockeries, which functions as a pedestrian path and a nature interpretation area. The area designated Conservation area adjacent to the Sir George-Étienne Cartier Parkway provides a natural edge with intermittent outcroppings of limestone. These edges to the community are sensitive and prone to damage from man-made or natural causes. As part of a complete application, any development proposals on land adjacent to these areas shall submit the required environmental, geotechnical and engineering reports that demonstrate that the necessary measures will be taken to mitigate or avoid any impacts on these Conservation areas.

4.4 Special Use Areas

Lands identified as Special Use areas permit non-residential uses that are compatible with and serve to support the area’s residents and the wider community. Special Use areas include schools, institutional uses and the community hall.

18) Any future enlargements or changes to public and private school facilities or the community hall will be located and designed in a manner complementary to the residential character of the surrounding area.

19) In the event of the redevelopment of any of the sites or buildings on lands identified as Special Use areas, the City may consider the following uses:

a) Open Space; and

b) Conversion of the existing buildings to other public, institutional or cultural uses provided that the architectural character of the buildings and the character of the existing surrounding natural and open space areas are conserved and maintained.
4.5 Water Infrastructure

20) All new development will be connected to the public water and sanitary sewer systems.

Schedules

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15 – Scott Street Secondary Plan

Section 1: General Policies

The following policies are applicable to the area shown on Schedule A – Designation Plan, as the Scott Street Secondary Plan.

Section 2: Structure, Objectives and Purpose of the Secondary Plan

2.1 Structure

Section 3.0 lays the foundation of this secondary plan with the vision and set of overarching principles. The secondary plan’s policies addressing land use and site development and public realm improvements are contained in Sections 4.0 to 6.0.

In considering new development applications and other physical improvements in the planning area, including public realm, park and infrastructure projects, all Sections of this secondary plan will be reviewed, in addition to the Scott Street Community Design Plan (CDP) and the applicable policies of the Official Plan.

2.2 Objectives and Purpose

The objective of this secondary plan is to guide the development of the Scott Street area. The plan translates many key aspects of the CDP into statutory policy.

The purpose of this secondary plan is to direct greater intensification to certain areas while maintaining the low-rise character in other areas. In doing so, this secondary plan illustrates the relationship between the low-rise areas of the communities and the areas that are appropriate for greater intensification with increased density and taller buildings. The introduction of the Neighbourhood Line indicated on the schedules of this secondary plan provides the clear distinction between these low-rise areas of communities and the other areas within the secondary plan that are anticipated to undergo significant change. The areas that are designated Hub, Minor Corridor and Burnside Corridor are able to meet the goals of the Official Plan to accommodate the necessary intensification and growth over the planning period.

This secondary plan encompasses the community of Mechanicsville and portions of three other communities – Champlain Park, Hintonburg and Wellington Village. Tunney’s Pasture is a major element to this secondary plan. Tunney’s Pasture is an existing employment campus and is an emerging mixed-use community and provides an opportunity for additional parkland.

Mechanicsville is one of the City’s most eclectic neighbourhoods, home to more than 2,200 people living in all types of housing, from detached dwellings to high-rise apartment buildings. It also contains places of worship, social service agencies and
several small-scale commercial establishments, including two convenience stores, a take-out restaurant and automobile service shops. Laroche Park is a prominent and well-used feature of the neighbourhood with a well-used community building. Although the oldest parts of Mechanicsville have an established form and character that are generally desirable, there are strategic sites for redevelopment and a number of opportunities to improve the neighbourhood for existing and future residents. Behind the apartment buildings on the east side of Parkdale Avenue, the lower-scale residential buildings of Mechanicsville display a variety of architectural styles and their physical condition varies. The tight-knit fabric of the neighbourhood, a result of narrow lots and unusually narrow streets, are qualities that are consistent with the concept of compact, public transit-supportive, walkable 15-minute neighbourhoods, which is a planning objective across the City. The exclusion of the low-rise area of Mechanicsville from the Hub designation and the introduction of the Neighbourhood Line are important elements to this secondary plan as they stabilize the core of this neighbourhood and appropriately direct varying degrees of intensification to the north and west edges of the neighbourhood (Burnside and Parkdale Avenues).

The Champlain Park neighbourhood contains a sizeable neighbourhood park and an elementary school. It is comprised of detached and semi-detached houses and has experienced low-rise infill development. At the southeast corner of the neighbourhood are two places of worship, including a mosque that draws worshipers from across the City. The Neighbourhood Line indicated on the schedules of this secondary plan, along the east edge of Champlain Park neighbourhood abutting Tunney’s Pasture, provides a clear delineation between the low-rise area of the Champlain Park neighbourhood and the employment complex of Tunney’s Pasture and any future changes that may occur within Tunney’s Pasture. There are opportunities for the existing institutional uses in this neighbourhood that abut Tunney’s Pasture to better integrate with Tunney’s Pasture, including providing vehicular access to parking areas via Tunney’s Pasture.

The portion of Hintonburg, north of Wellington Street West is predominantly detached houses in a variety of architectural styles but also contains many semi-detached houses, townhouses and low-rise apartment buildings. Many houses are built close to the street which provides a human-scale, pedestrian-oriented neighbourhood in a tight-knit fabric. This core area of Hintonburg is a stable, low-rise area with predominantly residential uses. Residents enjoy many amenities within walking distance including various retail establishments on Wellington Street West, the Hintonburg Community Centre, the Tom Brown Arena and schools south of Wellington Street West. In addition to Parkdale Park which is outside of the Scott Street study area, there are also four small parks north of Wellington Street West; McCormick Park, Stirling-Carruthers Park, Armstrong Park and Bayview Friendship Park. The north edge of Hintonburg along Scott Street, between Parkdale Avenue and Merton Street, has a mix of low-rise
automobile-oriented commercial establishments, a hydro sub-station, the converted Odawa School and a small office building. The presence of parking lots and the low-rise buildings provide the opportunities for redevelopment and intensification along Scott Street. East of Merton Street to Bayview Road is the continuation of the low-rise neighbourhood character of this core area of Hintonburg. Here the houses are very close to Scott Street, with little room for a sidewalk and landscaping between the roadway and the property line which is one of the major considerations addressed in the vision for the future for Scott Street. There are low-rise uses on the east side of Parkdale Avenue that may evolve over time into other residential or a mixture of residential and small-scale commercial uses. Between Holland and Parkdale Avenues is a mixed-use area that consists of a variety of residential and non-residential uses with varying heights and densities. There are low-rise neighbourhood uses on the west side of Hamilton Avenue North that will need to be considered when intensification occurs in this mixed-use area. This area is the focus of greater intensification due to the proximity to the Bayview and Tunney’s Pasture O-Train Stations and because this area is designated a Hub in the Official Plan which is one of the target areas for intensification. The existing lot fabric does not allow for a high-rise building to be constructed on every lot in the Hub designation of this secondary plan; this area will require lot consolidation in order to achieve the objectives of this secondary plan. The relationship between this mixed-use area and the low-rise area of this portion of Hintonburg as well as the public realm is an important element to this secondary plan. The Neighbourhood Line provides a clear delineation between this low-rise core area of Hintonburg and the areas anticipated to experience greater change over time and accommodate greater density than that of this core of Hintonburg.

Wellington Village is an attractive, stable neighbourhood consisting of mostly detached and semi-detached houses. Several older houses on Holland Avenue have been partially or fully converted to commercial uses. Holland Avenue is designated as a Minor Corridor in the Official Plan. Generally, there are deeper lots than those found in Mechanicsville and Hintonburg which allows for deeper front and backyards. The neighbourhood enjoys proximity to shops, restaurants and other attractions on Wellington Street West, but contains no public parks. The Neighbourhood Line provides a clear delineation between the various uses along Holland Avenue and the stable residential core of Wellington Village.

Tunney’s Pasture is an emerging community, as it is currently a large Federal government employment campus. The Tunney’s Pasture Master Plan, prepared by Public Works and Government Services Canada in September 2014, will facilitate many potential changes including the introduction of residential uses, mixed-use developments, enhancements to the public realm and new parks. These changes will result in Tunney’s Pasture becoming more integrated with the surrounding
neighbourhoods and allow for greater porosity through Tunney’s Pasture by residents and employees.

Section 3: Goals and Principles of the Plan

The goal of this secondary plan is to provide a vision for the Scott Street area that allows for intensification in strategic locations that is public transit supportive and contributes to a 15-minute walkable community. This secondary plan recognizes the relationship between these areas where change is anticipated and the surrounding established neighbourhoods. The Neighbourhood Line provides clear direction as to where significant intensification will occur and where established neighbourhoods will evolve over time with small-scale infill and intensification.

Principles

1. Reinforce and respect the character of existing neighbourhoods, by:
   a. Establish a clear neighbourhood boundary; and
   b. Maintain the core of each established neighbourhood by maintaining the current zoning, while encouraging low-scale infill and intensification on under-utilized sites within neighbourhoods; and
   c. Ensure the character of local streetscapes, including front yards, is maintained.

2. Hub and minor corridors shall meet all of the following:
   a. Support intensification of Tunney’s Pasture with both residential and employment uses; and
   b. Support a mix of uses, including a range of commercial amenities, around the Tunney’s Pasture O-Train Station; and
   c. Support a mix of uses, including small-scale commercial uses, along Holland and Parkdale Avenues; and
   d. Ensure streets and greenspaces in the Mixed-Use Centre are designed as people places, lined with active uses and incorporating high-quality materials and pedestrian amenities.

3. Integrate higher density development strategically and sensitively, by:
   a. Focus new higher density development in Tunney’s Pasture and on large sites in the Mixed-Use Centre designation of this secondary plan between Holland and Parkdale Avenues; and
   b. Design mid- and high-rise buildings in accordance with the urban design policies of the Official Plan and the CDP; and
c. Parking should be located underground.

4. Enhance, protect and interconnect the greenspace network, by:
   a. Improve access to the Ottawa River and the associated Capital Greenspace, Parks and Green Transportation and Utility Corridor, from Mechanicsville and to Tunney’s Pasture; and
   b. Support the provision of parks through the provision of land for parks or by the creation of privately-owned public spaces in Tunney’s Pasture, internally and along Parkdale Avenue; and
   c. Add or improve facilities for passive and active recreation in Laroche Park, which will be revitalized as the area redevelops to meet the needs of current and future residents, including with seating, shade trees and greenery that is coordinated with lighting, public art and required utilities; and
   d. Add pedestrian and cycling amenities and landscaping to Scott Street, which includes the Green Transportation and Utility Corridor; and
   e. Support the National Capital Commission (NCC) to increase connectivity and enhance connections.

5. Improve mobility connections and create complete, inviting streets, by:
   a. Transform Scott Street into a complete street, with dedicated cycling facilities, wider sidewalks and enhanced landscaping on both sides; and
   b. Improve intersections for pedestrians and cyclists along and across Scott Street; and
   c. Improve conditions for cyclists and pedestrians on Holland Avenue; and
   d. Enhance the Parkdale Avenue streetscape, incorporating cycling facilities within a parallel greenway north of Scott Street.

6. Promote design excellence, by:
   a. Support resiliency in buildings and site design, infrastructure and landscaping that meet or exceed the High Performance Development Standards, including implementing green roofs where possible; and
   b. Ensure all new buildings enhance adjacent streetscapes and the pedestrian experience; and
   c. Ensure durable and high-quality materials are used for buildings and landscapes.
Section 4: Land Designations, Building Heights and Locations

The following sections guide the future development of the Scott Street area with respect to permitted uses, building heights and locations as well as site designs. Any modifications to the land designation including the location of the Neighbourhood Line on Schedule A – Designation Plan or increases to the maximum permitted building heights indicated on Schedule B – Maximum Building Heights, will require an amendment to this secondary plan.

1) The areas identified with height limits as per existing zoning are anticipated to evolve over time. Minor modifications to the existing zoning may be required to facilitate changes to these areas however modifications to the maximum building heights currently permitted in the existing zoning, that result in an increase to the number of storeys, will require an amendment to this secondary plan.

4.1 Hub Designation

The Hub designation applies to those areas indicated on Schedule A – Designation Plan. The Hub is an opportunity for intensification to support the Tunney’s Pasture O-Train Station and create a distinct place with more commercial amenities to serve the broader community. As this designation permits a concentration of high-rise buildings both residential and non-residential, the surrounding pedestrian environment is an important element to the success of the area. Through the development application process, the applicant shall demonstrate how the proposed development provides adequate pedestrian and cycling facilities within and through the Hub designation and meets the applicable guidelines contained in the Scott Street CDP, in addition to the following applicable policies:

2) Development shall have a minimum density of two times the lot area. The highest development in density and height will be located closest to Tunney’s Pasture O-Train Station.

3) Development on lots with frontage on Scott Street will provide minimum building setbacks of generally 3.0 metres from the protected right of way through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City’s discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.

4) Development on lots with frontage on the west side of Parkdale Avenue will provide minimum building setbacks of generally 1.0 metre from the protected right of way. Through the development application process, the applicant shall demonstrate that...
the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City’s discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.

5) Development on lots with frontage on Hamilton Avenue North and Bullman Street will have minimum building setbacks of generally 3.0 metres from the protected right of way. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City’s discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.

6) The existing Mid-Block Connection shown on Schedule A – Designation Plan between Holland Avenue to Hamilton Avenue North is an important pedestrian connection and will be maintained and enhanced through future development of the site.

7) The future Mid-Block Connection shown on Schedule A – Designation Plan is to provide a publicly accessible connection between Hamilton Avenue North and Scott Street. The location, configuration and width are approximate and may take a variety of forms, including interior to buildings or exterior as part of the site, as illustrated in the demonstration plans in the Scott Street CDP. The establishment of this mid-block connection will be determined through the development application process in accordance with the guidelines of the Scott Street CDP and applicable urban design policies of the Official Plan. For future mid-block connections, on private properties, an easement and maintenance and liability agreement may be required subject to the City’s discretion.

Permitted Uses

The uses permitted in the Hub designation in the Official Plan are permitted in the Hub designation of this secondary plan with the exception of drive-throughs which are prohibited in this Hub designation.

Building Transition

The angular plane illustration in Section 4.2.1 of the Scott Street Community Design Plan shall be used to guide maximum tower height in accordance with the policies below.
Location and Heights – High-Rise Buildings

The criteria in this section may require lot consolidation and limiting distance agreements between property owners in order to achieve the objectives for high-rise buildings. The objectives of this section are to allow for high-rise development while ensuring that the built form transition occurs within the Hub and ensures privacy, sunlight penetration and sky views. Podium and tower forms of high-rise buildings, staggered towers, minimum separation distances and setbacks of towers, transitioning to low-rise areas and ensuring windows and doors face all streets are all important elements to achieve the objectives for high-rise buildings in this section. High-rise buildings will only be permitted in areas shown as High-Rise areas on Schedule B - Maximum Building Heights provided that all of the following criteria are met:

8) High-rise buildings will take a podium and tower form, as generally described in the Scott Street CDP. A high-rise building that deviates from a podium and tower form must be supported by a focused design review with members of the City’s Urban Design Review Panel and will only be permitted subject to building and site design that meets the applicable policies below.

9) For high-rise buildings located within the Angular Plane Area on Schedule B - Maximum Building Heights, the maximum height of high-rise buildings will not exceed the 45-degree angular plane measurement from the Neighbourhood Line referenced in this secondary plan. In any case where the angular plane measurement results in a building height greater than the maximum building height permitted on Schedule B, the maximum building height on Schedule B shall prevail.

10) Tower portions of high-rise buildings will generally have minimum setbacks from rear and interior lot lines of 11.5 metres except where the high-rise building abuts a mid-block connection, in which case the setback may be reduced to 3.5 metres. Reductions in these setbacks may be permitted if Section 4.1 - Hub Designation, Policy 11) can be met.

11) Tower portions of high-rise buildings will be staggered from each other. Non-residential towers facing one another will have minimum separation distances of 12.0 metres. Residential towers will have minimum separation distances of 23.0 metres. A reduced separation distance of no less than 18.0 metres may be permitted for residential towers fully offset from one another or for proposals where a residential tower faces a non-residential tower.

12) The proposed high-rise building reflects the planned context of the secondary plan’s planning area.

13) The design of the podiums of high-rise buildings will meet the building guidelines contained in the Official Plan and the CDP. Generally, the podiums of high-rise
buildings will have a minimum height of three storeys and a maximum height of six-storeys. For those high-rise buildings on lots fronting onto Parkdale Avenue, the tower portion of the high-rise building will be set back a minimum of 3.5 metres from the face of the podium along Parkdale Avenue.

14) To provide transitioning and reduce impacts on existing low-rise neighbourhood uses within the Mixed-Use Centre, high-rise buildings on lots fronting on the east side of Hamilton Avenue North will have a maximum podium height of four storeys fronting onto Hamilton Avenue North. Through the development review process the design of the buildings on lots immediately north and east of the existing low-rise neighbourhood uses will demonstrate that the applicable building and site guidelines contained in the Scott Street CDP are met.

15) The tower portions of high-rise buildings will not have blank facades. The podium portions of high-rise buildings facing the street will have window and door entrances that will occupy at least 50% of the building façade.

16) For those sites identified on Schedule B as Height Limit Varies as per Existing Zoning and which permit a high-rise building, the overall maximum building height as per existing zoning shall prevail; however, modifications to floor to ceiling height for certain elements of the building to accommodate uses, such as a podium, will be permitted in accordance with the policies above.

Location and Heights – Mid-Rise Buildings

The Hub designation also contemplates mid-rise buildings up to nine storeys. A continuous street edge of buildings, windows and doors facing the street and adequate setbacks for mid-rise buildings are all important elements to achieve the objectives for mid-rise buildings in this section. The location and height of mid-rise buildings are subject to the policies below:

17) Mid-rise buildings will not have blank facades facing the street. The building walls facing the street at the ground floor level will have window and door entrances that will occupy at least 50% of the building façade.

18) Mid-rise buildings with residential uses will have a rear yard setback of 7.5 metres. In the case of a corner lot, the yard which functions as the rear yard will satisfy this policy. Where this setback cannot be met, a reduced setback may be permitted provided the design of the site meets all of the following criteria:

a) provides adequate amenity space on-site and landscape buffering between adjacent sites; and

b) provides a continuous building edge to the street; and
c) provides adequate setbacks and built form transition to adjacent uses that reduces shadowing impacts and overlook onto adjacent uses.

4.2 Minor Corridor Designation

The Minor Corridor designation applies to those areas indicated on Schedule A - Designation Plan. The Minor Corridor designation supports a mix of both residential and non-residential uses at a built form scale that reflects the adjacent low-rise neighbourhoods. Through the development application process, the applicant shall demonstrate how the proposed development meets the applicable guidelines contained in the Secondary Mainstreet Areas section of the CDP in addition to the following applicable policies:

19) Low-rise buildings and the following neighbourhood-oriented uses are permitted:
   a) Professional or medical office; and
   b) Restaurant; and
   c) Food store; and
   d) Retail store; and
   e) Service and repair shop.

20) The non-residential uses in the Section 4.2 - Minor Corridor Designation, Policy 19) will generally maintain the residential character of the Minor Corridor designation by maintaining consistent building setbacks from Parkdale and Holland Avenues and Scott Street.

21) Development on lots with frontage along Scott Street will have a minimum building setback of generally 2.0 metres from the protected right-of-way. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For these areas that may be located on private property, an easement and maintenance and liability agreement may be required subject to the City’s discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.

22) Development on lots with frontage along the east side of Parkdale Avenue or along Holland Avenue will have building setbacks as illustrated in the CDP. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For these areas that may be located on private property, an easement and maintenance and liability agreement may be required subject to
the City’s discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.

**Location and Heights**

Building heights within this designation are indicated on Schedule B - Maximum Building Heights and subject to the following policies:

23) The minimum building height for new buildings is two storeys.

24) The maximum building height, will:

   a) Not exceed a 45-degree angular plane measurement from the Neighbourhood Line, or six storeys, whichever is lesser; and

   b) Notwithstanding Policy 24) a), the maximum building height permitted on the properties municipally known as 255-263 Parkdale Avenue, will not exceed a 45-degree angular plane measurement from the Neighbourhood Line or nine storeys, whichever is lesser.

25) The Neighbourhood Line identified on the schedules of this secondary plan delineates the stable, low-rise areas of the neighbourhoods from the Minor Corridor designation. The transitioning of building heights in the Policy 24) above will occur within the Minor Corridor designation only and regardless of ownership of future lots or future lot configuration, lots within the Low-Rise Neighbourhood designation, on Schedule A - Designation Plan, will not be incorporated into the angular plane measurement.

**4.3 Burnside Corridor Designation**

The Burnside Corridor designation applies to those areas indicated on Schedule A – Designation Plan. The designation reflects an area where mostly mid-rise and high-rise buildings at the low end of the high-rise range as set out in the Official Plan exist or are permitted in the zoning. Where new development is proposed, active ground floor uses should front onto the street.

Through the development application process, the applicant shall demonstrate how the proposed development meets the applicable guidelines in the CDP in addition to the following applicable policies:

26) Burnside Corridor will be primarily residential with small-scale commercial uses that serve the daily needs of local residents such as convenience stores, personal service businesses, food stores, retail stores, as well as service and repair shops.

27) Individual non-residential use in a building is generally limited to 300 square metres.
Location and Heights

Building heights within this designation are indicated on Schedule B – Maximum Building Heights and subject to the following policies:

28) The maximum permitted building height for those lots south of Burnside Avenue is six storeys.

29) Notwithstanding Section 4.3 - Burnside Corridor Designation, Policy 28), the maximum building height permitted on the properties known municipally as 28 Burnside Avenue and 50-52 Carruthers Avenue, is nine storeys. No portion of the building(s) above six storeys shall exceed a 45-degree angular plane. The angular plane will be measured from the sixth storey and set 3m north of the abutting Neighbourhood Line. The property at 50 Carruthers is listed on the Heritage Register and the retention of the property as part of a larger development should be considered when the site is redeveloped.

4.4 Mid-Rise Neighbourhood Designation

Building heights within this designation are indicated on Schedule B – Maximum Building Heights and subject to the following policies:

30) The maximum building height permitted is six storeys provided that:

a) The provisions for incremental changes in building height from the front and rear lot lines and minimum interior side yard setback provisions as contained in the zone are maintained; and

b) Shadowing impacts and overlook onto residential areas are addressed.

31) Mid-rise buildings will generally have a minimum 7.5 metre rear yard setback. Where this setback cannot be met, a reduced setback may be permitted provided the design of the site meets all of the following criteria:

a) Provides adequate amenity space on-site and landscape buffering between adjacent sites; and

b) Provides adequate setbacks and built form transition to adjacent uses that reduces shadowing impacts and overlook onto adjacent uses; and

c) Continues to meet any applicable design guidelines contained in the Scott Street CDP.

4.5 Low-Rise Neighbourhood Designation

As shown on Schedule A – Designation Plan and Schedule B – Maximum Building Heights, the Neighbourhood Lines delineate the stable, low-rise areas of the neighbourhoods from the Mixed-Use Centre, Burnside Corridor and Minor Corridor
designations. These neighbourhoods contain low-rise residential and other low-rise non-residential uses. The purpose of the Neighbourhood Line is to establish a clear distinction between areas that are anticipated to change over time and ones that are anticipated to undergo very little change outside of small-scale infill and intensification. Where development is proposed that encompasses lots within the Low-Rise Neighbourhood designation on Schedule A – Designation Plan and either Burnside Corridor or Minor Corridor designations, the Neighbourhood Line shall not be modified to align with the rear lot line of the assembled lots without an amendment to this secondary plan.

Permitted Uses
32) The range of uses permitted in the Hubs, Corridors and Neighbourhood designations in the Official Plan are permitted in the Low-Rise Neighbourhood designation, on Schedule A – Designation Plan.

33) Over time, existing non-residential uses are encouraged to evolve into other non-residential uses that are compatible with low-rise residential uses.

Location and Heights
Maximum building heights within this designation are indicated on Schedule B – Maximum Building Heights and subject to the following policies:

34) The maximum permitted building height in Mechanicsville is four storeys, in north Hintonburg three storeys and in Wellington Village three storeys.

35) The Neighbourhood Lines follow the existing lot fabric. Any future lot consolidation or subdivision of land will not change the location of the Neighbourhood Lines.

4.6 Greenspace Designation
As shown on Schedule A - Designation Plan, the Greenspace designations identify areas that are designated Greenspace in the Official Plan. The Green Transportation and Utility Corridor north of Scott Street is identified to recognize the multi-use pathway and the potential for future linear park connections on the north side of the O-Train corridor.

36) The range of permitted uses are those identified in the Greenspace designation of the Official Plan.

37) The areas parallel to Scott Street may be used as elements of a complete street.

Section 5: Public Realm
The Public Realm Plan and associated guidelines contained in the CDP identifies opportunities to enhance the greenspace network in strategic locations, focusing on
Laroche Park and the potential for new neighbourhood parks in Tunney’s Pasture as essential elements to support residential intensification in the area. The CDP also highlights the need for smaller greenspaces including plazas that will complement the larger greenspaces and provide relief within increasingly dense areas. Critical to achieving better connectivity within the public realm are a number of initiatives to create tree-lined pathways to and from the O-Train station and between Scott Street and the Ottawa River. Scott Street is the central element in the Public Realm Plan, with guidelines for its redesign as a greener complete street that comfortably accommodates sustainable modes of travel and enhances the overall character of the area.

1) The City shall pursue the implementation of the vision of Scott Street, in support of the Ottawa Cycling Plan, prepared by the City in 2020, to ensure pedestrian and cycling facilities are prioritized.

2) The City shall continue to work with Public Works and Government Services Canada to improve pedestrian and cycling infrastructure and greenway connections to Tunney’s Pasture and pedestrian connections to the Tunney’s Pasture O-Train Station.

3) The City shall continue to work with Public Works and Government Services Canada and the National Capital Commission to enhance the north/south greenway network between the Ottawa River and the secondary plan area.

Section 6: Tunney’s Pasture

The Tunney’s Pasture Master Plan (TPMP) informed the development of the CDP with respect to the public realm improvements and the future direction of Tunney’s Pasture to evolve into a mixed-use area that is compatible with the surrounding neighbourhoods and is supportive of the Tunney’s Pasture O-Train Station. In the future, if any areas of Tunney’s Pasture become municipal parks, publicly accessible and/or privately owned, the TPMP and the CDP will be used as guiding documents to implement future development within the TPMP boundaries in addition to the following policies:

1) Public realm features including the location and extent of parks, cycling and pedestrian pathways and publicly accessible greenspaces will develop generally in accordance with the TPMP and the CDP. New public parks will be acquired through the development process as specified in the TPMP.

2) The location and size of any future neighbourhood parks will develop generally in accordance with the TPMP and the CDP.

3) Building heights, uses, street layouts and any new intersections will develop generally in accordance with the TPMP and the CDP.
4) The City will support a variety of housing, including affordable housing and mixed-use development that is public transit supportive.

5) Development will have regard for the historic significance of any existing streets, buildings and greenspaces identified in the TPMP.

6) If required, the City will update the CDP and this secondary plan to reflect any future changes to the TPMP.

Schedules

Schedule A – Designation Plan
Schedule B – Maximum Building Heights
Scott Street / Rue Scott

SECONDARY PLAN - Volume 2

Schedule B - Maximum Building Heights

PLAN SECONDAIRE - Volume 2

Annexe B - Hauteurs maximales des immeubles

- LOW-RISE / DE FAIBLE HAUTEUR
  - Up to 3 storeys / Jusqu’à 3 étages
  - Up to 4 storeys / Jusqu’à 4 étages
  - Up to 4 storeys * Except Where Angular Plane Permits Greater Height - Subject to Secondary Plan and CDP / Jusqu’à 4 étages * Sauf lorsque l’angle le permet pour des hauteurs plus élevées, Assujetties au plan secondaire et au PCC

- MID-RISE / DE MOYENNE HAUTEUR
  - Up to 6 storeys * Except Where Secondary Plan Permits Greater Height / Jusqu’à 6 étages * Sauf plan secondaire permet des hauteurs plus élevées,

- HIGH-RISE / DE GRANDE HAUTEUR
  - Up to 12 storeys / Jusqu’à 12 étages
  - Up to 18 storeys / Jusqu’à 18 étages
  - Up to 25 storeys / Jusqu’à 25 étages
  - Height Limit Varies as per Existing Zoning / Les limites de hauteur varient selon le zonage existant

- Location for High-Rise Buildings *Subject to Official Plan, Secondary Plan and CDP / Emplacement général pour les immeubles de grande hauteur * Assujetties au plan officiel, plan secondaire et au PCC

- Tunney’s Pasture Master Plan / Plan directeur du pré Tunney

- Angular Plane Area - Maximum Height Subject to Secondary Plan and CDP / Secteur du plan angulaire – Hauteur maximale assujettie au plan secondaire et au PCC

- Central Location for a High-Rise Building *Subject to Official Plan, Secondary Plan and CDP / Emplacement général pour les immeubles de grande hauteur * Assujetties au plan officiel, plan secondaire, et au PCC

Consolidations and Amendments / Consolidation et amendements

Planning, Infrastructure and Economic Development Department, Geospatial Analytics, Technology and Solutions
16 – Sherbourne and New Orchard Secondary Plan

Section 1: Introduction

The Sherbourne and New Orchard Secondary Plan provides the strategic planning direction to guide future development and redevelopment of lands that are in close proximity to Sherbourne and New Orchard O-Train Stations. The area, as shown on Schedule A - Designation Plan, is bounded by the Ottawa River to the north, the properties adjacent to Byron Avenue to the south; Cleary Avenue to the east and the Sir John A MacDonald Parkway to the west. This area includes parts of the following existing mature neighbourhoods: Ambleside, Woodroffe North, Woodpark and Carlingwood.

Section 2: Vision and Guiding Principles

Vision

The following vision statements provide direction for the future of how the area will evolve and how the mainstreet will develop:

- The arrival of O-Train service will be leveraged to consolidate Richmond Road, within the Sherbourne and New Orchard area, as a more populated, more mixed and more active and dynamic mainstreet.
- The Byron Linear Park will remain a key green corridor and focus of activities and greenspace for the area and maintain Richmond Road as a single-loaded mainstreet across the entire area.
- The redesign of the Byron Linear Park into a more active greenspace will complement the activity on the mainstreet and enhance the connection between the mainstreet and the neighbourhood areas to the north and south.
- The existing City parks and City recreational facilities will be enhanced to serve both local and citywide recreational needs.
- The area will continue to evolve into an attractive and liveable urban community, with prominent greenspace components as well as a wide mix of uses including employment, street front retail, neighbourhood services and community facilities, a range of housing types and excellent transit service.
- Intensification will be compatible and compliment adjacent neighbourhoods, with an emphasis on “human-scale” pedestrian interaction to foster and support the Sherbourne and New Orchard O-Train Stations and the built environment that leads to the stations.
• High quality and fully-connected pedestrian / cycle routes and linkages will be provided to adjacent neighbourhoods and the Ottawa River open space network.
• Richmond Road will continue to provide an important and continuous roadway link to the larger urban community, both to the east, along Wellington Street, and to the west to Carling Avenue, but will become much more traffic-calmed and feature on-street parking.

Guiding Principles

Development or redevelopment of properties within the planning area must demonstrate how the proposal is in conformance with the following:

1. The northern frontage of Richmond Road will be characterized by a mid-rise (either mid-rise buildings or podiums); taller building elements, where permitted, will be set back, and the tallest buildings will be near the two O-Train stations; and

2. All usable public greenspace and recreational facilities will be retained and will be increased or expanded where possible; and

3. All development and redevelopment will be designed with a “human scale” that puts foremost emphasis on pedestrian friendly designs for all ground floors adjacent to any public realm; and

4. The scale and character of existing neighbourhoods will be preserved through appropriate height transitions of new development, with an emphasis on ensuring that new development supports O-Train over individual automobile transportation.

Section 3: Land Designation Policies

Station Area

Sherbourne and New Orchard are neighbourhood O-Train stations located in established neighbourhoods. They are not key transfer stations. Therefore, the type and scale of development, while needing to be dense, urban and compact, will not be of a profile comparable to what may be found at key transfer stations or Hubs along the rapid transit lines.

Centered around the Sherbourne and New Orchard O-Train Stations, the Station Area, as shown on Schedule A - Designation Plan, permits a wide range of transit-supportive neighbourhood uses to reinforce these neighbourhood stations. The Station Area will be the priority area for public realm improvement, as outlined in Schedule B - Public Realm Plan of this secondary plan.

1) Redevelopment of properties designated Station Area must meet all of the following:
a) Contain a mix of land uses with a majority or entirety of ground floor space, facing the mainstreet, occupied by retail or commercial uses directly accessed from the sidewalk.

b) Despite Policy 1) a) above, remnant residential is permitted on the ground floor, provided active frontage elements are included.

c) Minimize curb cuts and the interruption of the sidewalk by vehicular traffic to the greatest extent possible by combining access points, including those leading to loading areas with those leading to parking garages, and locate those access points on side streets in the case of corner lots.

d) Include all required or provided parking internal to the site or underground.

e) Allow small-scale office uses on the ground floor and require larger-scale office uses to locate above the ground floor.

2) The Station Area closest to Sherbourne Station contains lands that front onto Richmond Road and Cleary Avenue. Redevelopment in this area will meet all of the below:

a) Be mid-rise buildings generally between six to nine storeys in height.

b) Despite Policy 2 a) above, sites which have zoning that allows a greater height, prior to the adoption of this secondary plan, are grandfathered their height permissions.

c) Despite Policy 2 a) above, an increased building height to a maximum of 12 storeys will be considered, on a case-by-case rezoning application, where all of the following considerations are included in such requests:

i) The provision of parking and the manner in which parking is proposed to be provided, with a preference for no parking spaces being provided for the number of units or uses within the additional gross floor area measured from the pre-zoning as-of-right permitted height and with preference to parking being located within the building and located below grade.

ii) The provision of affordable housing.

iii) A setback along the front lot line above the fourth storey that results in a clear demarcation of the lower and upper sections of the building and results in reducing wind velocity at ground level.

3) A through-block, publicly accessible pedestrian and cycling connection extending between 809 and 801 Richmond Road, is required in order to provide a publicly-accessible access from Richmond Road to the Institutional Mixed-Use designated area lands, as identified in Schedule B – Public Realm Plan.
4) The Station Area adjacent to New Orchard Station contains lands that front onto Richmond Road, New Orchard Avenue and Ambleside Drive. Redevelopment in this area will meet all of the below:
   a) Be with buildings up to 20 storeys in height in accordance with Section 4: Built Form, Policy 6) and Schedule C – Density Redistribution Plan.
   b) Be in accordance with the provisions of Policy 1) above.
   c) Primarily be in the form of low-rise buildings that frame the street frontage for redevelopment on lands that front onto Ambleside Drive.

Mainstreet
The Mainstreet area applies to properties located along Richmond Road, between Cleary Avenue and New Orchard Avenue, as shown on Schedule A - Designation Plan. This area is applied to the north side of Richmond Road, as a single-loaded mainstreet, but not to the Byron Linear Park on the entirety of the south side.

5) Redevelopment of this area will be with mid-rise buildings of five or six storeys. Any increase in height beyond what is permitted in the parent Official Plan are only permitted for lots identified for Density Redistribution in accordance with Schedule C – Density Redistribution Plan.

6) Redevelopment is subject to all of the following height transition regulations:
   a) Sufficient setback along any lot line abutting a low-density neighbourhood zone to ensure visual privacy, sunlight and cross ventilation, generally in the range of 7.5 metres or greater.
   b) Adequate step-back along any lot line abutting a low-density neighbourhood use above the fourth storey, that generally fits within a 45-degree angular plane.

7) Redevelopment of properties designated Mainstreet will provide a setback adjacent to the mainstreet that increases sidewalk width while still providing active frontage uses at grade.

8) Redevelopment of properties designated Mainstreet are permitted to have residential and office uses on the ground floor facing the mainstreet, provided the active frontage policies of Section 4: Built Form are met.

Low- and Mid-Rise Park Frame
The Low- and Mid-Rise Park Frame area applies to properties on the south side of Byron Avenue immediately facing onto the Byron Linear Park, as shown on Schedule A – Designation Plan. Most of these properties are presently comprised of low- and mid-rise neighbourhood development.

9) Redevelopment of the low-rise properties will be low-rise buildings.
10) Redevelopment of the mid-rise properties will generally be buildings of up to five storeys and six storeys at 150 Woodroffe Avenue, provided that an adequate setback along any lot line abutting a low-density neighbourhood zone is provided, generally in the range of 7.5 metres or greater.

11) Despite Policy 10) above the properties facing Byron Avenue between Redwood Avenue and Sherbourne Road are permitted to redevelop with buildings of up to six storeys to a general depth of 45 metres from Byron Avenue, provided all of the following are met:

   a) A focal point in the building design at the corner of both Sherbourne Road and Byron Avenue and at the corner of and Redwood Avenue and Byron Avenue is included within the design of the building.

   b) Building heights step down from six storeys beyond 45 metres from Byron to reach a maximum of three storeys where the lot approaches Keenan Avenue.

   c) Every reasonable effort must be made to retain the existing trees that line Redwood Avenue.

12) The permitted uses are a variety of residential uses, including detached, semi-detached dwellings, town houses, stacked townhouses, duplexes, triplexes and low and mid-rise apartments.

**Apartment Neighbourhood**

The Apartment Neighbourhood area applies to lands north of Richmond Road, in proximity to New Orchard Station, as shown on Schedule A – Designation Plan. These lands are characterized primarily by existing residential buildings in a tower-in-the-park configuration. Redevelopment of under-utilized land within this area is encouraged in a manner that advances the below policies.

13) Tower-in-the-park sites within this area are required to meet all of the following:

   a) Proposals that retain existing residential towers are designed to integrate the existing tower within the proposed redevelopment and complement the adjacent urban fabric.

   b) Ground floor neighbourhood-oriented commercial uses are encouraged throughout the sector, with an emphasis on the frontages of Richmond Road and New Orchard Avenue.

   c) Development along lot lines adjacent to streets are to:
      
      i) Provide a building frontage comprising the majority of the lot width in order to achieve a continuous street frontage.
      
      ii) Locate buildings close to the street to achieve a continuous street wall, generally with a maximum setback of 3 metres.
iii) Design buildings that have active entrances facing the street and at-grade glazing iv) Despite Policy 13) c) ii) above, properties may provide for greater front yard setbacks where one of the following is provided: a significant public art display; the entrance to a Privately-Owned Public Spaces, or a public plaza.

d) Provide for a through block, publicly accessible pedestrian and cycling connection extending, between 1075 Richmond Road and 1090 Ambleside Drive, in order to provide access from Ambleside Drive to Richmond Road, as identified in Schedule B – Public Realm Plan.

e) In order to ensure a human scale of development, low-rise buildings are encouraged facing a public street, with any future mid- or high-rise buildings ideally located internal to the site.

f) The provision of an interior courtyard is encouraged on lots generally greater than 2,000 square metres.

g) Towers are to be adequately spaced so the pedestrian realm of Ambleside Drive is not negatively impacted by a canyon effect.

14) Where redevelopment within this area, on lots 1,000 square metres or greater, takes place on properties that have lot line(s) abutting the National Capital Commission (NCC) open space lands, all of the following design techniques are to be considered as the basis of a design to enhance the pedestrian environment of the NCC corridor and provide a safe and welcoming pedestrian environment:

a) A two- to four-storey building height framing the NCC corridor, which could form part of the base of a larger development.

b) Ground-oriented units facing the open space corridor connecting those units’ active entrances to the public realm.

c) Active entrances and transparent windows facing the open space corridor comprising at least the majority of the façade.

d) High quality building materials.

15) Properties within the Apartment Neighbourhood area have permissive height permissions afforded to them within the underlying zoning; the Zoning Bylaw therefore sets out the upper maximum as-of-right permitted height and the density is to be restricted through the application of Floor Space Index for this area.

16) Despite Policy 15) above and Section 4: Built Form, Policy 1), on lots smaller than 1000 square metres where the Zoning By-law permits a low- or mid-rise building as of the adoption of this policy, an increase in building height that results in a high-rise building that is in the lower end of the height range for this building type will be considered, on a case-by-case basis through a area-specific rezoning application, where all of the following considerations will be had in reviewing such requests:
a) The provision of parking and the manner in which parking is proposed to be provided, with a preference for no parking spaces being provided for the number of units or uses within the additional gross floor area measured from the pre-zoning as-of-right permitted height and with preference to parking being located within the building and located below grade.

b) The provision of affordable housing.

c) Options to achieve acceptable separation distances between existing and/or possible future high-rise buildings which could include matters such as varied heights, off-sets, or limiting distance agreements.

d) A setback along the front lot line above the fourth storey that results in a clear demarcation of the lower and upper sections of the building and results in reducing wind velocity at ground level.

Institutional Mixed-Use Area

17) Redevelopment of this area will be with buildings in a range of heights, in accordance with the following:

a) The portions of the lot adjacent and closest to a residential zone must comprise of a transition zone, generally 30 metres in depth, which includes a 7.5 metre setback, measured from the residential lot line, with a low-rise built form.

b) Mid-rise buildings for the portion of the lot with street frontage on Cleary Avenue.

c) High-rise buildings up to 16 storeys are permitted and must be located:

   i) Must be located and designed to minimize the shadow impacts on the adjacent low-rise neighbourhood community.

   ii) In a position with minimal view impacts on adjacent high-rise buildings.

   iii) Be located close to the NCC corridor or in a location that will break up the cumulative massing along Richmond Road.

18) Redevelopment of lands within this designation will require the majority of the uses to be institutional community servicing uses, such as: day care; church; retirement residential; community centre; long term care facility; garden; housing with emphasis on affordable, supportive or multi-faith units; public park; fitness centre; medical clinic; and community gardens. A zoning amendment will be required to demonstrate how the majority of the land uses includes institutional community servicing uses. Other uses may be permitted where the planning rationale and development phasing demonstrates the concurrent construction of the community serving uses required in this policy, and the compatibility of all other uses being proposed. Small-scale commercial uses are permitted, with emphasis on medical, pharmacy, personal service, restaurant and other retail uses ancillary to the permitted institutional community serving uses.
19) Redevelopment will include all of the following:
   
a) A pedestrian and cycling pathway connection extending from the east side lot line of 809 Richmond Road leading into the site.

   b) Continuous sidewalk connections on either side of Cleary Avenue into the site.

   c) Interior streets, public or private, to break-up the large site.

20) A future zoning by-law amendment application to add permitted uses and/or alter the as-of-right permitted height must provide a concept plan document which details all of the following:

   a) The proposed development of the site in its entirety.

   b) Compatibility of proposed built form adjacent to any residential zone.

   c) The vehicular, pedestrian and cycling access points.

   d) Conformity with the provisions of Section 3: Land Designation Policies, Policies 17) to 20).

Institutional Area

Lands identified within the Institutional area, as shown on Schedule A - Designation Plan, are currently utilized as core community uses, church and school. Lands which front onto Byron Avenue provide a core community function to the greater area and contribute to a high degree of usage of the Byron Linear Corridor.

21) Any major redevelopment or changes in use of lands designated Institutional are encouraged to follow the requirements of the Section 3: Land Designation Policies, Policies 18) and 20) a) to c) with a maximum building height limit of five storeys.
Section 4: Built Form

High-Rise Buildings

1) High-rise buildings are limited in the planning area to be between 10 to 30 storeys. Where high-rise buildings are identified as appropriate, all of the following provisions are to be met to qualify for a high-rise building:

   a) Lot size generally of 2,000 square metres or more.
   b) Provision of a separation distance between towers of generally 20 metres with any minor variation to this provision being required, to demonstrate that the existing towers or future towers can be off-set to allow for enough space between tower units and that any shadow impacts are not increased as a result of the minor variation sought.
   c) Tower portion of proposed building generally being a minimum of 10 metres from abutting property lines.
   d) The podium animating the pedestrian realm, generally forming a continuous street wall for the totality or as close as possible to the totality of the frontage, should relate to the adjacent buildings in massing, height and architectural rhythm.

2) All of the following provisions are required in the design of high-rise buildings:

   a) The tower should be set back from the podium faces and should be articulated to break up building mass and allow sky view, sunlight and transition towards the abutting properties.
   b) The tower should be designed to address shadow impacts of adjacent sensitive areas, including low-rise neighbourhood.
   c) Mechanical penthouses should be architecturally integrated into the tower’s design and remain consistent with the overall character of the tower.
   d) The tower should be well-proportioned and generally take the podium and tower approach in built form design.
   e) The podium height should be no less than three storeys but no more than six.

Mid-Rise Buildings

3) Mid-rise buildings are defined as five to nine storeys. Where mid-rise buildings are identified as appropriate, all of the following design features are encouraged:

   a) The provision of an appropriate base in the range of two to four storeys that relates to the sidewalk and pedestrian realm;
   b) An upper portion (of a height that is approximately equivalent to the width of the right of way) forming part of the street wall and relating to the adjacent buildings,
through a combination of alignment, building materials, symmetry of spacing or other urban design techniques that provide unity for the streetscape.

c) Other design techniques such as setbacks and step backs to avoid the canyon effect along adjacent public streets and to minimize the visual and microclimate impacts on public and private realms.

**Active Frontages**

Properties that have a lot line abutting the Active Frontage Line, identified in Schedule B – Public Realm Plan, are to provide the following attributes at the time of redevelopment:

4) All development on the north side of Richmond Road adjacent to an Active Frontage Line will be designed to animate the public spaces they face, through various techniques including incorporating pedestrian-oriented uses and architectural features and details that will enhance pedestrian safety and provide visual interest to enrich pedestrian experience, including all of the following considerations:

a) Provision of transparent glazing and active main entrances for a majority of the ground floor wall that abuts the Active Frontage Line.

b) Use of high-quality building materials on all elevations facing the public realm.

c) Provision of a continuous built edge along the street or public space, with a provision for varied setbacks where a Privately-Owned Public Space is provided at the ground level.

d) No exterior surface parking between the building and the street.

e) No interior parking spaces being located on the ground or upper floors of any mid- or high-rise building where such parking adversely impacts the public realm or the continuity of uses that contribute to an animated street environment.

f) Provision of individual direct pedestrian access to ground level uses.

g) Parking internal to a site being screened from view to any public realm space.

h) The public realm includes existing or new trees.

5) All development on the south side of Richmond Road adjacent to an Active Frontage Line will be designed to meet all of the following:

a) Permitted at-grade residential, provided each dwelling unit which faces the active frontage street has a direct individual pedestrian main access.

b) Required to provide for vehicular access from a side street, if available, and eliminate or minimize vehicular access from Byron Avenue.
c) Where side street access is not available, development or redevelopment is to minimize the visual and functional presence of any provided interior and exterior parking spaces, with the width of a garage door generally not being wider than one-third of the width of the entire building, and avoiding double driveways and garage doors.

d) Only permitted one curb cut per lot, which permission will be set out in the Zoning By-law.

Density Redistribution

Certain sites within the Planning Area are identified as appropriate for density redistribution. Density redistribution is to allow the as-of-right permitted density in the underlying zoning to be redistributed to reflect the built form principles of this secondary plan and other urban design guidelines of the City.

6) Council may approve a built form design that deviates from the maximum building height provisions described in Section 3: Land Designation Policies, for properties identified on Schedule C - Density Redistribution Plan, provided all of the following conditions are met, as prerequisite requirements:

a) The lot is a minimum of 2000 square metres in size.

b) The floor plate for a residential tower is generally a maximum of 750 square metres in size.

c) The lot must abut at least two public realms (such as roads, paths or greenspaces).

d) The proposed development does not exceed the maximum height allowance established by this secondary plan, as detailed in Schedule C - Density Redistribution Plan.

e) The proposed development provides a minimum 200 square metres of Privately-Owned Public Spaces.

f) The proposed development achieves the built form principles found in Section 4: Built Form, Policies 1) to 3), as applicable.

7) To protect the established characteristics and pattern of existing neighbourhood areas within and adjacent to the planning area, this secondary plan identifies properties that are not appropriate for density redistribution based on circumstances and context of the lots, as shown in Schedule C – Density Redistribution Plan.
Section 5: Public Realm

1) New urban parks and plazas will be created in association with redevelopment in areas identified on Schedule B - Public Realm Plan, through the development review process with a priority for securing lands through parkland dedication.

2) Privately-Owned Public Spaces (POPS) are intended to serve as outdoor open spaces on private lands and are to be made available for public uses through agreements. The location of future POPS are to be determined and secured through the development review process. Future POPS are:
   a) To provide signage that is placed in visible locations to identify the name and address of the space and that the space is open to the public; and
   b) To provide programming for public uses; and
   c) Additional to land that would be in a setback, a landscaped open space, and/or an at-grade amenity space required by the Zoning By-law and cannot be credited in-lieu of parkland dedication; and
   d) Subject to a surface easement registered on title for all areas of the POPS being provided solely for general public access and will remain as such in perpetuity to allow public access. Agreements will further provide for private areas next to POPS to be open to the public in association with the adjacent use that the area of the POPS supports (such as an outdoor patio).

3) Greenstreets, identified on Schedule B - Public Realm Plan, will serve to connect the community to the surrounding greenspace network, community facilities and the open space along Ottawa River and shoreline. Properties that have a lot line abutting a Greenstreet are to be developed to provide canopy trees lining the street, either within the public right-of-way or on private land, as part of the redevelopment of their property.

Section 6: Implementation

1) Transportation Demand Management strategies will be pursued for the area, at the time of redevelopment, through the development review and approval process. The provision of transit passes for new residents and on-site, public car-sharing facilities are recommended Transportation Demand Management strategies to be advanced.

2) The following are community benefits that may be pursued under community benefits Volume 1 - Official Plan, Section 11. These have been identified through the public consultation process in developing the area-specific polices for the planning area:
   a) New community gathering space (such as Winston Square).
   b) New community centre (i.e. for recreation, arts, theatre, meeting rooms, etc.).
c) New pocket parks along Richmond Road (i.e. at Lockhart and Richmond, at Redwood and Sherbourne, near Tim Horton’s, etc.).

d) Traffic calming along Sherbourne Road.

e) “Beautify” Woodroffe Avenue (from Richmond to Parkway).

f) New public art.

g) Enhanced urban design at O-Train stations or their immediate surroundings.

h) Improvements to Ambleside, McKellar, McEwen and Woodroffe Parks, including seating, shade, game boards, new play structures for older children, picnic tables, community gardens, washrooms, splash pads, picnic tables and a new field house.

i) Place-making within Byron Linear Park.

3) The conceptual location of parks identified on Schedule B – Public Realm Plan, are intended to identify the lot where a parkland dedication is to be taken. The location of the stars do not represent the exact location on the lot of the possible future park. The park location and size will be determined at the time of future redevelopment applications through consultation with the City and in accordance with the Parkland Dedication By-law. The types of Urban Park Plazas intended for the Sherbourne and New Orchard Area are:

a) Active spaces with landscaping and children play structures (99 New Orchard, 975-955 Richmond Road, 950 Byron and the lands between Sherbourne Rd and Redwood Ave south of Byron).

b) Linkage plazas to provide a through block pedestrian and cycling connection with hard surface treatment and seating areas (between 1090 Ambleside Drive and 1075 Richmond Road).

c) Public plaza spaces at the north-east corner of New Orchard and Richmond (1047 Richmond Road) and adjacent to Cleary Avenue (30 Cleary Avenue) to provide multi-functional public spaces with hard surface treatments, landscaping and seating areas.

Schedules

Schedule A – Designation Plan
Schedule B – Public Realm Plan
Schedule C – Density Redistribution Plan
**Note**: The max height shown on this schedule indicates the max permitted height in each character area identified in this Plan. It is NOT an as-of-right condition applicable to every single property. It only applies to properties where density redistribution may be deemed appropriate in accordance with the conditions established in this Plan.

**Remarque**: La hauteur maximum indiquée sur ce calendrier indique la hauteur max autorisée dans chaque zone de caractère identifiés dans ce plan. Il est pas une condition que de plein droit applicable à chaque propriété unique. Elle ne concerne que les propriétés où le répartition de la densité peut jugées appropriées en conformité avec les conditions établies dans ce plan.
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17 – South Keys Secondary Plan

Section 1: 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 Secondary Plan and CDP guide public and private development of properties captured within the secondary plan area and should be interpreted in conjunction with each other. This secondary plan 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 Hub, 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.

Section 2: Location

The secondary plan area is located in Ward 10, Gloucester-Southgate. It encompasses the area between the Walkley Rail Corridor to the north, Bank Street and 2401 and 2425 Bank Street to the east, Hunt Club Road to the south and the O-Train/Transitway to the west. The secondary plan area is shown on Schedule A - Maximum Building Heights.

Section 3: Vision

This secondary plan and the corresponding CDP provide an opportunity to respond to the future demands of a growing area of the City. This secondary plan will be implemented over time and is structured to respond to evolving design, social and economic pressures.

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. The corridor will be comfortable and inviting for pedestrians and cyclists of all abilities via well-connected infrastructure.

The South Keys Hub 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 South Keys Hub is planned to be transformed into an urban hub 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 South Keys Hub 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

Bank Street and Adjacent Areas:
1. Support the varying roles of Bank Street, which is a place of living, working, socializing, transportation and ultimately, is a street that prioritizes the comfort of pedestrians and cyclists.
2. Ensure a safe, identifiable network of sidewalks, pathways, greenways and cycling infrastructure that connect greenspaces, parks, transit stations and other key destinations along this corridor.

South Keys Hub:
3. 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 O-Train Stations.
4. Provide a framework for a future grid street pattern to support an integrated neighbourhood fabric.
5. Create a new Main Street that is vibrant, centrally located and that will complement Bank Street.
6. Establish locations for greenspace, including parks and civic uses that respond to the needs of the community envisioned within the South Keys Hub.
7. Ensure direct, convenient, safe, attractive walking and cycling connections within the South Keys Hub, to the surrounding community and to transit.

Sawmill Creek:
8. Protect Sawmill Creek from the encroachment of adjacent development by identifying the limit of development adjacent to the top-of-slope of the watercourse.
9. 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.
10. Support reforestation efforts in the creek area.

Section 4: Designations, Density, Built Form, Building Height and Public Realm

This section provides detailed policies that apply to the South Keys plan area, 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 secondary plan area.
4.1 South Keys Hub

The South Keys Hub is identified on Schedule A - Maximum Building Heights and on Schedule B – Public Realm Plan. Land in the South Keys Hub is generally within an 800-metre walk of the Greenboro and South Keys O-Train Stations, where increases in height and density and a full range of transit-supportive land uses are encouraged. The South Keys Hub will be an important node along Lines 2 and 4 of the O-Train network and of the Southeast Transitway. In the future, South Keys O-Train Station will become a multi-modal station, being a transfer point between rail and bus, supporting commuters from Barrhaven and Riverside South. In addition, South Keys O-Train Station will also be a transfer point for passengers departing and arriving from the Ottawa Macdonald-Cartier International Airport. Greenboro O-Train Station will remain as a multi-modal transfer point.

The following policies apply generally in the South Keys Hub:

1) The minimum requirements for vehicular parking are reduced to Downtown Core standards and the maximum requirements are reduced to or below Inner Urban standards, under the Zoning By-law, to assist in reducing the site area now used for parking. Bicycle parking requirements will be increased to or above Downtown Core standards.

2) 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 Schedule B - Public Realm Plan and other applicable policies of this secondary plan as well as the guidelines contained in the CDP.

3) 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 (funded by the proponent) for new residential units to be constructed; employee incentives to reduce parking demands; and access to short- and long-term bicycle parking and other related facilities to promote cycling (i.e. secure facilities, showers, lockers, etc.).

Designations

4) The majority of the South Keys Hub is comprised of mixed-use blocks. These blocks will be connected over time by a network of streets, pathways, parks, squares and other greenspaces. 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 South Keys Hub and in the broader community.
Minimum Density

5) The Official Plan’s minimum densities will apply.

Built Form

The future built form character of the South Keys Hub is demonstrated in the South Keys to Blossom Park, Bank Street Community Design Plan (CDP) and varies depending on location. Schedule A – Maximum Building Heights defines the various areas of permitted height for the South Keys Hub. Minor changes in configuration and/or size of the permitted building height areas identified on Schedule A will not require an amendment to this secondary plan.

6) 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.

7) A building height of 12 storeys will be permitted in the implementing Zoning By-law along Hunt Club Road, west of Sawmill Creek. The lower building heights in these parts of the South Keys Hub are to provide height transition to the lower built form to the east of Bank Street and to the south of Hunt Club Road.

8) 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 South Keys Hub. 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 South Keys Hub to provide opportunity for the creation of a visible node and a sense of arrival at the north and south ends of the South Keys Hub. 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.

9) 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 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.).
10) 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.

11) The future Main Street and Bank Street are to be designed with a complete streets approach, placing special emphasis on pedestrians and active modes of transportation.

12) The placement and form of buildings along the future Main Street and Bank 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 new Main Street.

13) Development both along Bank Street and along Sawmill Creek across from Bank Street will be subject to the Official Plan’s corridor policies (Section 6.2).

14) 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:

   a) 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:
i) Demonstrate that the objectives stated above are met through the use of a smaller floor plate, building orientation and/or building shape; and

ii) 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.

b) Have a floor plate size that is limited. Proposals for residential floor plates larger than 750 square metres, or commercial floor plates larger than 1,500 square metres shall:

i) Demonstrate that the objectives stated above are met through the use of building orientation and/or building shape; and

ii) Provide a greater separation distance between towers on the same lot and greater setbacks to side and rear lot lines.

c) The tower separation requirements 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.

Public Realm

A key component to the success of the South Keys Hub is the establishment of an attractive and functional public realm. The various components of the public realm are illustrated on Schedule B – 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 South Keys Hub, as it experiences redevelopment and intensification incrementally over time. Strong pedestrian and cycling connections, public spaces, complete streets and community facilities will make the South Keys Hub 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 (urban plaza park typology) shown on Schedule B – 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.

15) The placement and form of buildings adjacent to the Transit Plazas and Town Square (Urban Plazas) 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 (Urban Plazas).

Pedestrian and Cycling Connections

The future pedestrian and cycling connections have been arranged to shift the prioritization of travel within the South Keys Hub from the automobile to active and sustainable modes. The routes illustrated on Schedule B – Public Realm Plan will enable short walking and cycling distances to the transit stations, help to establish a walkable grid within the South Keys Hub 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 through the South Keys Hub and the transit stations.

16) The following will be secured through the development approval process:

a) Provision of wide sidewalks on both sides of future public and private streets; and

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; and

c) Securing a Pedestrian / Cycling connection from the intersection of Daze Street and Bank Street to the southwest corner of the South Keys Hub, that provides a dual function of providing an off-road connection to the South Keys O-Train 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; and

d) Securing a Pedestrian / Cycling connection from the Sawmill Creek Reservoir Pathway to the South Keys Hub illustrated to the north of the Greenboro O-Train Station as shown in a conceptual location on Schedule B - Public Realm Plan. The actual location and function of this connection is subject to future study and detailed design; and

e) Separate pedestrian and cycling facilities are preferred over Multi-Use Pathways, especially in areas with high cycling and/or pedestrian traffic, or high-speed cycling traffic (such as on a downhill slope), or where future expansion of the path may be difficult (such as on overpasses or underpasses). Multi-Use
Pathways will have a minimum width of 4 metres and will be built to accommodate future conversion to separate facilities; and

f) The City may require development adjacent or in close proximity to Transitway stations to provide publicly accessible long-term bicycle parking facilities. These facilities will be designed to support convenient transfers between the O-Train stations and cycling.

Parks and Greenspaces

New parks, community facilities, natural buffer and streetscape tree planting areas form key components of the urban structure of the secondary plan and support its growth and liveability. They are focused within the South Keys Hub to respond to the increased density envisioned for the area. These spaces should be designed to meet the needs of new populations and respond to the types and densities of land use in adjacent parts of the South Keys Hub. 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 O-Train Stations) and a central Town Square (Urban Plazas) are illustrated on Schedules A - Maximum Building Heights and Schedule B - Public Realm Plan. These parks are to be important people-places in the South Keys Hub 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.

17) Development surrounding the edges of these areas will be animated by human-scaled development and active land uses.

18) 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.

19) The location, configuration and size of Parks, including the Transit Plazas and Town Square (Urban Plazas), shown on Schedules A - Maximum Building Heights and B - Public Realm Plan, to this secondary 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. However, changes in the minimum sizes of parks will require an amendment.

20) 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.
21) The following directions are to be responded to when development applications are submitted, that include the spaces as shown on Schedules A – Maximum Building Heights and B – Public Realm Plan:

a) The Town Square (Urban Plaza) will abut the east side of the future Main Street approximately in the centre of the South Keys Hub. 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 (Urban Plaza) may be constructed in the later redevelopment phases of the South Keys Hub. The minimum size for this Park is approximately 0.6 hectares and the minimum public road frontage is to be approximately 60 metres; and

b) The Transit Plaza abutting the South Keys O-Train 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; and

c) The Transit Plaza abutting the Greenboro O-Train 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 facility 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 street frontage is to be approximately 40 metres; and

d) The Park located in the north end of the South Keys Hub 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 when the City chooses to discontinue the park-and-ride facility in the future and make the area available for development. 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; and

e) The Park abutting the west side of the future Main Street and to the south of the Greenboro O-Train Station is to have a minimum size of approximately 0.4 hectares and the minimum public road frontage is to be approximately 35 metres; and

f) A Park has not been identified on Schedules A and B for the southeast portion of the South Keys Hub bordered by Daze Street, Bank Street and Hunt Club 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 South Keys Hub 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; and

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 South Keys Hub and in other areas are set out in other sections of this secondary plan; and

h) Additional parkland, in addition to the parks listed in this Plan, may be required within the South Keys Hub area as development occurs. It will be acquired by the City through parkland dedication to support residential and office development. In total, a combination of park dedication in the South Keys Hub (including the Transit Plaza’s and Town Square) plus the natural naturalized space along Sawmill Creek should form a minimum of approximately 20 per cent of the gross South Keys Hub area. Parks should form a minimum of approximately 10 per cent of the net developable area of the South Keys Hub except for the northerly City-owned (existing park-and-ride facility) area where a greater percentage may be dedicated for parkland purposes; and

i) Streetscape Tree Planting as identified on Schedule B is to be implemented at the time of development or redevelopment, subject to future detailed landscape design, as a condition of site plan approval.

**Community Facilities**

Potential Community Facilities are envisioned in the South Keys Hub to support the increased density of the community. Based on a strategic distribution to provide appropriate access by community members, two locations for Potential Community Facilities have been identified on Schedule B - 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 South Keys Hub:
22) A Potential Community Facility centrally-located abutting or near to the Town Square (Urban Plaza) is appropriate. Preferred land uses include gallery, museum, library, educational facility, community centre and/or seniors centre; and

23) A smaller Potential 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; and

24) Potential Community Facilities may be in stand-alone public buildings or integrated into private developments, such as on the ground-floor of mixed-use buildings; and

25) The creation of these Potential 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; and

26) An amendment to this secondary 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.

**Streets**

New public streets and service access routes are illustrated on Schedule B – Public Realm Plan. These include a new Main Street and the conversion of existing parking lot driveways to streets. The purpose of the new public streets is to create an environment in which pedestrians have priority, to provide access to / from Bank Street, to create smaller blocks for development and to improve connectivity to the community.

27) New streets are to be arranged on a fully-connected grid pattern and largely 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.

28) Minor changes in location, configuration and/or size, beyond the minimums and maximums set out in this secondary plan will not require an amendment to this secondary plan.

29) The new Main Street and the connector streets are to be dedicated as public streets as may be required by the City. They are to be designed with a complete streets approach, 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. This will include horizontal deflection, raised crosswalks and speed tables.

30) The New Main Street right-of-way must provide a minimum of 2-metre-wide protected cycling facilities per direction a planting and furnishing zone and a 4-metre-wide sidewalk on both sides of the street. The street will include no more than
one vehicular lane per direction and will limit the number and presence of turning lanes.

31) The New 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 the new Main Street and other rights of way in the South Keys Hub shall be determined at the discretion of the City.

32) Connector streets are east-west gateways into the South Keys Hub and provide way-finding opportunities to the 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.

33) Connector streets shall have at minimum 4-metre-wide sidewalks and protected cycling facilities on both sides of the street. Cycling facilities may be shared if there is both a low volume of vehicular traffic and an operating speed under 30 km/h.

34) Service roads are to provide coordinated and shared access to future buildings adjacent to the west limit of the South Keys Hub. 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 parkland Transit Plaza’s are constructed, the existing service road may exist continuously along the westerly limit of the South Keys Hub.

35) Where vehicular lanes are proposed, they will emphasize access, limit through-traffic, be built to the most compressed standard (generally at or under 3.2 m in width and minimum turning radii) and not exceed an operating speed of 30 km/h.

36) As a Mainstreet Corridor, Bank Street in and adjacent to the secondary plan area, will be designed as a complete street with a priority for active modes. At the time of reconstruction, it will emphasize this priority by providing a minimum of 2-metre-wide protected and set-back cycling facilities per direction, a planting and furnishing zone and a 3-metre-wide sidewalk on both sides of the street. Intersections will limit the crossing distance for pedestrians and cyclists, including with the use of pedestrian refuge islands. The design will provide frequent at-grade crossings of Bank Street for pedestrians and cyclists, generally every 150 metres along its length. The design will limit vehicular lane widths to the most compressed standard (generally at or under 3.2m in width) and ensure that vehicular operating speeds are comfortable and safe for pedestrians and cyclists.

4.1.5 Zoning Implementation

The Zoning By-law will be amended to implement the policies of this secondary plan. The majority of properties in the South Keys Hub will be zoned MC – Mixed Use Centre,
or a successor zone, 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 the new 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 secondary plan and in the CDP. 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 South Keys Hub will be subject to review by the City’s Urban Design Review Panel.

4.2 Naturalized Sawmill Creek

The Naturalized Sawmill Creek designation on Schedule B – Public Realm Plan 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. Naturalized Sawmill Creek land may be required to be dedicated to the City at the time of development approval and will not be accepted as parkland dedication.

37) The portion of the creek corridor located to the west of Bank Street through the South Keys Hub and continuing south of Hunt Club Road within the plan area is designated as Urban Natural Features in the Official Plan. The portion of the creek through the South Keys Hub 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 Naturalized Sawmill Creek. The width of the Naturalized Sawmill Creek 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 Naturalized Sawmill Creek land should be rezoned to the EP – Environmental Protection Zone as may be required. The Urban Natural Features policies of the Official Plan apply in this area.

Schedules

Schedule A – Maximum Building Heights
Schedule B – Public Realm Plan
South Keys

South Keys Secondary Plan / Plan secondaire de South Keys

HEIGHT / HAUTEUR
PERMITTED BUILDING HEIGHTS / HAUTEURS PERMISES DES BÂTIMENTS
12 storeys / étages
15 storeys / étages
21 storeys / étages

Park / Parc
Transit Plaza / Esplanade de la station
Town Square / Place urbaine
Naturalized Sawmill Creek / Ruisseau Sawmill naturalisé
O-Train
Transitway
O-Train Line / Ligne de l'O-Train

Sawmill Cr.
South Keys Secondary Plan / Plan secondaire de South Keys

- Park / Parc
- Transit Plaza / Place de la station
- Town Square / Place urbaine
- Potential Community Facility / Installation communautaire potentielle
- O-Train / Ligne de l’O-Train
- Pedestrian/Cycling Connection / Connexion de mobilité active
- Bicycle Lanes / Infrastructures cyclables
- Service / Access / Shared Space / Service / accès / espace partagé
- Naturalized Sawmill Creek / Ruisseau Sawmill naturalisé
- Existing Parks and Open Space / Parcs existants et espaces vert
- Streetscape Tree Planting / Plantation d’arbres de rue
- Sawmill Creek / Ruisseau Sawmill
- Mid-block Crossing / Liaison en milieu d’îlot
18 – Stittsville Main Street Secondary Plan

Section 1: Introduction

The Stittsville Main Street Secondary Plan provides a framework for change that will see this area develop in keeping with the vision and objectives of the Stittsville Main Street Community Design Plan (CDP) while meeting the planning objectives of the Official Plan. This secondary plan is to be read and interpreted as Council’s policy direction for municipal actions related to such things as public works, parks and the review of development applications.

1.1 Planning Area

The secondary plan boundary is shown on Schedule A - Designation Plan and Schedule B - Precincts, of this plan. Stittsville Main Street is the central focus providing a broad range of community-serving uses. The street intersects with Fernbank Road to the south and Hazeldean Road to the north. Stittsville Main Street is designated as Mainstreet in the Official Plan and on Schedule A of this secondary plan.

1.2 Stittsville Today

The community’s history as a rural village can be seen along Stittsville Main Street which features primarily residential type buildings, some of which have been converted to a variety of commercial uses. Other uses fronting the street include institutional uses such as schools and places of worship, civic uses, such as library, post office and fire station, as well as light industrial uses. The built form of residential uses range from 1 to 3 storeys in height and are a mix of built form such as detached, towns and low-rise retirement dwelling units, all of which have significant setbacks from the street.

The lot fabric along Stittsville Main Street is also varied. With many former residential buildings now serving commercial purposes, many front yards have been converted to parking areas and there is very little consistency in block depths and sizes. All of these elements combined create a unique village like context in which planned change and enhancements need to be sympathetic to existing uses and incremental in scale and scope. It is the objective of this secondary plan to provide a framework that is unique to the community of Stittsville.

Section 2: Structure of the Secondary Plan

This plan is comprised of two schedules. Schedule A identifies land designations with corresponding policies related to built form and function. Schedule B identifies four precincts, which focus on design-based policies in recognition of the distinct characteristics of each precinct.
The CDP is also a useful tool for guiding development in this area and should be consulted.

When considering development applications or other proposed physical improvements in the planning area, all policies of this secondary plan will be applied along with those contained in the CDP as well as any applicable policies in the Official Plan.

Section 3: Land Designations

The following policies provide direction to the area’s future form and development. There are four land designations identified in the secondary plan area which are shown on Schedule A. These land designations are Mainstreet, Neighbourhood Low-Rise, Institutional, Urban Natural Feature and Park.

3.1 Mainstreet

The objectives of the Mainstreet designation of the Official Plan are desirable and useful tools to guide the future development and redevelopment of Stittsville Main Street, including the creation of a pedestrian and transit friendly environment, encouraging good quality design and public and private investment. However, the scale and heights of development encouraged for mainstreets in other suburban transect areas may not be appropriate for Stittsville Main Street. This is due to the unique characteristics such as existing low-rise buildings in the surrounding residential context, the large lot fabric within the Mainstreet area which can support increased densities at lower heights and the community desire to maintain a more human -scale village atmosphere.

In order to achieve the land use, height, transition and urban design objectives for this mainstreet the following policies apply to all lands located within the Mainstreet designation, unless stated otherwise:

Height, Transition and Built Form

1) Notwithstanding any other policy in the Official Plan the maximum building height will be limited to 4 storeys for all buildings.

2) New buildings proposed to be directly abutting the intersection corners with Carp Road, Hobin Street, Beverly Street, Abbott Street, Orville Street, Brae Crescent and Carleton Cathcart Street shall have a minimum building height of 2 storeys and be articulated to enhance the street edge through ample glazing and street front pedestrian access.

3) Buildings constructed directly adjacent to the front and/or corner lot line will have a setback of the front and/or corner side façade above 2 storeys in order to reduce the sense of overlooking height from the pedestrian viewpoint and to respect the existing built form of 1 to 3 storeys.
4) To provide an appropriate transition in height in the rear yard, the implementing Zoning By-law shall require an angular plane to create building step backs above a building height of 2 storeys abutting a residential zone.

5) New buildings shall have a built form that encloses and defines the street edge. The implementing Zoning By-law shall require maximum front and corner side yard setbacks to achieve this goal.

6) All new buildings located directly adjacent to Stittsville Main Street shall orient the main entrance to face Stittsville Main Street.

Land Use

7) In order to promote an active pedestrian environment and the social and economic role of Stittsville Main Street, new mixed-use buildings with non-residential ground floor uses are encouraged.

8) Developments not yet completed that received site plan control approval prior to the adoption of this secondary plan and comply with the Zoning By-law as it read on the day immediately prior to the adoption of this secondary plan, but do not conform to the policies of this secondary plan will be permitted to be built through a site-specific exception in the Zoning By-law. However, following the adoption of this secondary plan, any revision to the approved site plan requiring a site plan application, or an amendment or variance to the Zoning By-law to permit a change, to such developments, shall be evaluated based on the policies of this secondary plan and the Official Plan.

Transportation

9) The City shall ensure pedestrian, cycling and transit facilities on Stittsville Main Street at the time of road reconstruction.

10) At the time of site development, public pedestrian linkages to Stittsville Main Street should be provided to connect residential neighbourhoods to the mainstreet.

11) Opportunities for on-street parking will be considered at the time of site development or road reconstruction where it will not take away from pedestrian, cycling, or transit infrastructure.

3.2 Neighbourhood Low-Rise

The Neighbourhood Low-Rise designation recognizes existing and future residential land uses within the Stittsville Main Street secondary planning area.

12) Notwithstanding policies of the Official Plan, the maximum building height will be limited to three-storeys for all buildings, with the exception of 4 and 20 Orville Street (Meach Private), where the maximum height will be limited to four storeys.

13) The existing residential zoning shall remain in place for all properties located within this designation.
3.3 Institutional

The Institutional designation applies to the lands at the rear of the property at 1453 Stittsville Main Street, Frederick Banting Secondary School, which at the adoption of this plan functioned as a sports field. The current institutional zoning designation for these lands shall remain in place to reflect the existing use.

14) Low-rise residential uses limited to 3 storeys in height will be permitted subject to a Zoning By-law and Official Plan Amendment and will have regard for the following:

   a) In addition to the urban design policies of the Official Plan, special consideration will be given to the compatibility of the proposed development with the adjacent detached dwellings located in the Wyldewood community.

   b) A portion of the site will be provided for a publicly accessible park. The pathways and park block accessing this site must be maintained to provide necessary pedestrian connections, if and when the site is redeveloped.

3.4 Urban Natural Feature

15) Lands designated as Urban Natural Feature in the Stittsville Main Street Secondary Plan recognize Poole Creek. The policies for lands designated as Urban Natural Feature in the Official Plan apply.

3.5 Park

16) The lands designated as Park recognize the Johnny Leroux Stittsville Community Arena, part of Alexander Grove Park and Village Square Park.

17) New parks will be acquired as directed by the Parkland Dedication By-law.

18) Policies for parks in the Official Plan apply.

Section 4: Precinct Specific Policies

The following describes policies applicable to each of the precincts designated on Schedule B of this plan.

4.1 Crossing Bridge Precinct

This precinct is characterized by large-format retail uses, however, this secondary plan encourages a more compact, mixed-use and pedestrian-oriented built form within this precinct. The large lots will provide for a transition in height to any abutting land zoned for residential, open space, leisure or environmental protection.

1) A new Stittsville Main Street gateway shall be provided to define the northern end of the corridor at the time of road reconstruction or if capital funds are made available in advance.
4.2 Poole Creek Precinct

This precinct is characterized by a mix of schools, parkland, natural features, retirement homes and retail plazas.

2) Poole Creek is identified as a part of the City’s Natural Heritage System and crosses the planning area. Any new development or proposed redevelopment of lands adjacent to Poole Creek shall meet all applicable conservation authority regulations to the satisfaction of the Mississippi Valley Conservation Authority. Specific policies applicable to the Poole Creek corridor are identified in the Official Plan and Carp River Watershed/Subwatershed Study and shall be implemented at the time of site development or redevelopment.

3) The City shall maintain the trail along the creek and extend it to the north, on the west side of Poole Creek, with rights of way/open space blocks being secured as development occurs on abutting lands. Design and construction of these pathways will be subject to Mississippi Valley Conservation Authority approval and comply with the City of Ottawa Park Development Manual.

4) A public pedestrian access to the Johnny Leroux Community Centre shall be provided at the time of site redevelopment as identified in the CDP.

5) As part of any future reconstruction of Stittsville Main Street, the City should ensure that the bridge crossing over Poole Creek is designed to enhance views of the creek and provide enhanced pedestrian access to the adjacent trail network.

6) Access to 1453 Stittsville Main Street in the form of public pathways will be maintained and continue to be provided should the site redevelop.

4.3 Village Centre Precinct

This precinct is characterized by heritage buildings, many of which have been converted to commercial uses. The building at 1510 Stittsville Main Street is designated under the Ontario Heritage Act.

7) The Village Centre Precinct is a key location for mixed-use buildings to enhance the traditional village atmosphere. The Zoning By-law shall require any new development or redevelopment to provide non-residential uses at street level, to promote pedestrian use and to provide commercial premises serving both residents and users of the Trans Canada Trail.

8) In order to ensure that the design of new or renovated buildings integrate into the existing building fabric of the street and maintain the village character, proponents shall demonstrate how the key elements of scale and detail from the traditional 2 to 3 storeys buildings and the narrow lot sizes of the Stittsville Main Street corridor have been incorporated into the building design.
4.4 Southern Gateway Precinct

This precinct is characterized by vacant lots and houses on deep lots, which have great potential for new mixed-use development.

9) In order to further enhance the civic complex’s role as an anchor for this precinct, an outdoor landscaped feature, public art and/or urban plaza shall be provided to function as a southern gateway to Main Street, on the publicly-owned south east corner of the intersection of Carleton Cathcart Street and Stittsville Main Street, at the time of road reconstruction or if capital funds are made available in advance.

Schedules

Schedule A – Designation Plan

Schedule B – Precincts
19 – Wateridge Village Secondary Plan

Section 1: Introduction

The purpose of this secondary plan is to guide future growth and development on the former Canadian Forces Base (CFB) Rockcliffe lands, a neighbourhood now called Wateridge Village. This secondary plan provides the policy direction on land use, densities, building heights, open space and mobility.

This secondary plan is Council’s policy direction for municipal actions, particularly in the review of subdivision, zoning and site plan applications, applications to the Committee of Adjustment and the undertaking of public works.

This secondary plan is based on the Former CFB Rockcliffe Community Design Plan (CDP) and translates the key aspects of the CDP into statutory policy. The CDP includes detailed land use descriptions and design guidelines that must be referred to in the review of development applications.

The secondary plan contains the following schedules that must be read in conjunction with the policy direction:

- Schedule A – Designation Plan
- Schedule B – Maximum Building Heights
- Schedule C – Minimum Residential Density
- Schedule D – Mobility Network
- Schedule E – Public Rights of Way

The vision for the planning area is of a contemporary mixed-use community that is walkable, cycling-supportive, transit-oriented and built at a human scale. The site development will connect to the history of the Algonquin Anishinabe Nation, celebrate its military heritage and demonstrate urban design and landscape excellence.

Section 2: Land Designation and Key Urban Design Direction

This secondary plan includes a range of land uses that together will enable the creation of a complete community. While a wide range of uses are to be permitted, there are certain uses that are not in accord with the overall direction and vision for the new community for the Former CFB Rockcliffe lands. These uses are: car-oriented uses such as drive-through businesses; gas bars; automobile repair garages and rental establishments; car washes; or dealerships, as well as individual retail spaces with floorplates of over 3000 square metres. To ensure that the community will develop as a compact mixed-use complete community that is focused on high quality urban design with an emphasis on pedestrian and cycling movement within the community, uses such as those noted above will not be permitted.
2.1 Neighbourhood

Lands designated Neighbourhood will permit the development of a wide range of housing types in order to accommodate the needs of a diversity of future residents and households.

Low-Rise to Mid-Rise Neighbourhood

The intent of the Low-Rise to Mid-Rise Neighbourhood designation is to permit a limited area of lower-density neighbourhood development and a larger area of medium-density neighbourhood development. The designation also acts as a transition between existing adjacent low-density neighbourhoods and the future higher-density neighbourhoods.

1) All types of residential uses are permitted, with the exception of high-rise apartments.

Special Design Area - Mid-Rise Neighbourhood

The area around and defined by the Special Design Area - Mid-Rise Neighbourhood designation has a significant number of mature trees. The intent for this area is to allow for development that aims to protect and assure the long-term health of these existing trees.

2) Low-rise and mid-rise buildings are permitted.

3) The Special Design Area - Mid-Rise Neighbourhood will be zoned with the “-h” holding symbol. The symbol will not be removed until the development applicant meets the following conditions:

   a) Provision of a master concept plan covering the entire land area of the "-h" zoned lands; and

   b) Provision of a detailed site study that examines the water drainage regime supporting the surrounding individual trees and tree stands, assesses the impacts of development on these trees and recommends mitigation measures in building design; and

   c) Provision of a site-specific ecological study that considers the natural drainage patterns, proposes appropriate ecological transitions between uses and establishes development setbacks from all individual trees and tree stands; and

   d) Provision of a tree preservation and protection plan which includes measures to protect trees during site preparation and all phases of the construction process; and

   e) Subdivision and/or site plan approval is given that includes conditions that reflect and achieve implementation of the master concept plan.
2.2 Mixed-Use

The intent of the Mixed-Use designation is to allow for the complementary development of a variety of residential, commercial and employment uses, at a range of medium- to high-densities to establish a vibrant, compact and pedestrian focused urban environment. The following policies apply to all of the Mixed-Use designations:

4) Hemlock Street will be developed as the core of the community and shall be framed by active, street-level pedestrian-friendly uses such as retail and other street oriented commercial uses and street related entrances to residential and mixed-use buildings.

5) With the exception of Block 22 on Schedule A – Designation Plan, the minimum building height is two fully functional storeys.

6) In Blocks 20 – 22 and Blocks 27, 29, 32 and 33 on either side of Hemlock Core Street, non-residential active retail type uses are required at grade.

7) Where the main / primary building façade(s) is required to face the public realm, as shown on Schedule A – Designation Plan, the ground floor level will be developed to have active retail-type frontages with clear windows and functional entrances across the majority of the building façade.

Low-Rise to Mid-Rise Mixed-Use

The intent of the Low-Rise to Mid-Rise Mixed-Use area is to permit the development of low- and mid-rise mixed-use buildings that offer the opportunity for a variety of uses, with neighbourhood-serving convenience and retail type uses located at grade.

8) Mixed-use buildings and stand-alone residential uses in an apartment form are permitted. Stacked townhouses will not be permitted.

High-Rise Mixed-Use

The intent of the High-Rise Mixed-Use area is to permit the development of high-rise apartment buildings that accommodate significant residential density, in defined locations within the planning area. As the High-Rise Mixed-Use areas are located in close proximity to adjacent existing uses, a wide variety of non-residential uses that serve both the planning area and the surrounding communities are encouraged.

9) Mixed-use buildings and stand-alone residential uses in an apartment form are permitted. Stacked townhouses will not be permitted.

10) Stand-alone retail is not permitted. Retail uses are only permitted once 2,500 square metres of non-retail employment has been developed.

11) High-rise tower floor plates and separation distances must comply with applicable Official Plan policies.
High-Rise Employment
The intent of the High-Rise Employment designation is to allow for a variety of employment uses that are compatible with both the existing uses on the National Research Council site and the residential and mixed-use neighbourhoods in the planning area.

12) Residential uses are not permitted.

13) Stand-alone retail is not permitted. Retail employment uses are only permitted once 8,000 square metres of non-retail employment has been developed.

14) Buildings are to be integrated into the fabric of the new community; buildings are to be located close to the street with main entrance doors facing onto and linking to the public sidewalk and street network. Main facades are to have significant amounts of clear glazing in order to create a visual link between interior uses and the public realm. First floor commercial, retail and institutional uses that cater to the general public are to be provided.

15) The minimum building height is two fully functional storeys.

16) Where the main / primary building façade(s) are required to face the public realm, as shown by the Building Frontages on Schedule A – Designation Plan, the ground floor level will be designed to have active frontages with clear windows and functional entrances across the majority of the building façade.

17) Surface parking areas shall not be located between the building front and the public right of way.

18) Above-grade parking structures located adjacent to Burma Road, must be fronted with office or commercial uses.

19) Uses may not be enclosed by security fences and/or separated with security gates.

2.3 School
The intent of the School designation is to define the land area and location of future public schools which have been conceptually shown on Schedule A – Designation Plan. These school blocks can accommodate schools and community facilities as determined at the time of subdivision application.

If within the seven-year period following the date of subdivision registration, a school board has confirmed that it will not exercise its right to purchase a school block, then the land identified as a school block can be developed with low-rise buildings in accordance with Neighbourhood policies without amendment to Schedule A – Designation Plan. In such cases, the maximum building height will be 16 metres and the required density will be 91 units per net hectare. Development of the land is required to follow the policies of
this secondary plan and residential building frontages are required to follow the pattern of Building Frontages shown on Schedule A – Designation Plan.

2.4 Public Parks and Urban Plazas

The network of public parks and open spaces in the area serves to link neighbourhoods and land uses together, provides focal areas for gathering and helps to preserve areas of existing mature vegetation.

The new community will provide a range of public parks consistent with the classifications set out in the City’s Park Development Manual. The locations for these public parks are conceptually shown on Schedule A – Designation Plan and will be secured through the subdivision approval process. The parks to be provided include two Community Parks, two Neighbourhood Parks, five Parkettes and an Urban Plaza. The following policies apply to all Community Parks, Neighbourhood Parks, Parkettes and the Urban Plaza:

20) Public parks and community facilities are permitted for the park blocks shown on Schedule A – Designation Plan.

21) The Urban Plaza will be not less than 0.3 hectares in size and will have a minimum of two public frontages.

22) All parks will be developed in accordance with the CDP’s Parks Master Plan and with regard to the City’s Park Development Manual.

23) The following land will not be accepted as satisfying required parkland dedication:
   a) Lands utilized for stormwater management facilities such as, but not limited to: storm detention ponds, infiltration ponds, vegetated swales, streams and naturalized wet treatment areas; and
   b) Driveways and access ways to utility installations; and
   c) Utility installations; and
   d) Mid-block connections.

Section 3: Design Directions for Parking and Driveways

To ensure that the overall community will provide for a high-quality public realm that is focused on ensuring pedestrian and cycling friendly streets, the following design directions specific to parking and driveways will be advanced through the development review and approvals process:

1) Private driveways that serve single or pairs of residential units are not permitted where the driveways would cross a cycle-track, a multi-use pathway, a surface
drainage swale, or would access onto streets with a right of way of 24 metres or greater.

2) Surface parking areas are to be located within the interior of development blocks and separated on a minimum of three sides from public rights of way, parks and open spaces with built form.

3) Entrances to above and below grade parking garages are to be directed to minor roads or private driveways, wherever feasible, to foster a pedestrian-oriented streetscape environment.

4) Above grade parking garages or parking structures are not permitted along active Building Frontages as identified in Schedule A – Designation Plan.

5) The walls of above grade parking garages are to be screened and integrated with the built form of the block; blank walls are not permitted. Active uses at grade are to be provided in accordance with applicable policies in each designation.

Section 4: Mobility

The mobility network is to be organized around a regular grid of blocks that facilitates convenient pedestrian and cyclist connectivity within the area and to surrounding neighbourhoods.

4.1 Street Network

1) Schedule F - Public Rights of Way identifies the network of collector and local streets and the conceptual location of streets to be provided through the subdivision approval process. Minor adjustments to the locations and alignments for streets shown on Schedule F will not require an amendment to the secondary plan.

2) Public streets will be constructed in accordance with approved City standards.

3) Public street right of way cross-sections will be designed in accordance with the cross-sections identified in the CDP or approved City cross-sections.

4) The development area does not include public lanes. Private lanes will be privately owned, managed, operated and maintained.

4.2 Cycling and Walking

5) Schedule D – Mobility Network identifies the network of cycle tracks and pathways.

6) The City will implement the development of the pedestrian network with guidance from the CDP and in accordance with the Ottawa Pedestrian Plan.
4.3 Public Transportation

7) The City will establish public transit service through the planning area. During the early stages of development, the City will seek to establish early service agreements with community developers to ensure transit service is provided in advance of when service would typically meet City financial performance levels.

8) Transit facilities, such as shelters and benches, may be required through the site plan or plan of subdivision approval processes.

Section 5: Water Supply, Wastewater Infrastructure and Stormwater Management

1) All development will be undertaken in accordance with the City’s Infrastructure Master Plan, the Former CFB Rockcliffe Master Servicing Study and City standards for wastewater and water supply servicing.

2) Through the plan of subdivision process, the City will protect a sub-surface easement for the interceptor outfall sewer. The City will also establish the necessary sub-surface easements to protect for the possibility of a second tunnel running under the development area. These easements will not prevent above-grade development in accordance with the policies of the CDP and this secondary plan.

3) The design of the stormwater drainage system must satisfy the City, in consultation with the Rideau Valley Conservation Authority, the Ministry of Natural Resources and Forestry and the Ministry of the Environment, Conservation and Parks, as required.

Section 6: Implementation

The following describes the principal tools and actions that will apply for implementation of this secondary plan.

6.1 Development Approvals

1) The proponent will submit a plan of subdivision for the entire secondary plan area. The plan of subdivision will establish all of the public streets, blocks, areas for stormwater management infrastructure, public parkland and open space areas generally in accordance with the road, block and open space configuration depicted in the schedules that are part of this secondary plan. Public streets and park and open space areas will be dedicated to the City as a condition of the subdivision approval. Following the plan of subdivision, development of the land will occur in phases as the serviced blocks are sold to builders and developers. Proponents will be required to submit and obtain approvals through part-lot control, site plan, or
further plans of subdivision applications for development of the individual blocks to be created.

2) The following types of development applications, when located in High-Rise designations (as shown on Schedule A – Designation Plan), are subject to review by the City’s Urban Design Review Panel including Zoning By-law amendments where there is a request for a change in density or height, site plan control and plan of subdivision applications. The initial plan of subdivision and zoning applications for the entire CDP area are not subject to Urban Design Review Panel review.

6.2 Master Concept Plan

3) With the exception of the initial plan of subdivision for the entire planning area and the school and park Blocks numbered 2, 6, 13, 16, 19, 23, 28, 30, 38, 41, 46, 48 and 51 as shown on Schedule A – Designation Plan, provision of a master concept plan is required for all other numbered blocks being brought forward for development shown on Schedule A.

4) Master concept plans must be submitted with any part-lot control, site plan, or plans of subdivision applications. The master concept plan must reflect the direction of the CDP and secondary plan. Any changes in the direction from the secondary plan will require an Official Plan Amendment. Master concept plans shall show all building footprints, pedestrian and vehicular circulation networks, parking arrangements, building heights, residential and/or employment density of the block, separation distances between buildings and the locations of trees and groups of trees to be protected.

5) Each neighbourhood and mixed-use designation have a minimum density requirement. Master concept plans will illustrate how the required minimum density will be achieved. Within the area described by the master concept plan, certain individual buildings may have densities lower than the minimum required, however, the overall average density for the area covered by the master concept plan must meet the minimums identified in this secondary plan.

6) Job yields will apply on a designation base and will be assessed on the basis of the equivalent floor-space for the type of employment use identified. The job equivalent floor-space indexes will be set out in the implementing Zoning By-law.

7) Any agreements related to plan of subdivision and site plan control approvals will include conditions to reflect and achieve the implementation of master concept plans.
6.3 Other Implementation Requirements

8) Through the development review process, the City may secure public access easements over internal circulation networks.

9) Site alternations, grade changes, temporary or permanent storage of materials, construction staging and development are not permitted within the critical root zone, as defined within the Tree Protection By-law (or any successor by-law), of all trees and groups of trees planned for retention in any Environmental, Open Space and Leisure zones.

10) An environmental impact statement must be completed for any development on land within 30 metres of the Natural Research Council Woods, Airbase Woods and Montfort Hospital Woods.

11) Despite the areas shown on Schedule A – Designation Plan, additional open space and parkland may be identified and secured through the site plan control process, either as public parkland or publicly-accessible private land.

Amendments to the Secondary Plan

12) Minor adjustments to the locations of roads and to block sizes are possible through the plan of subdivision process and an Official Plan Amendment is not required.

13) Any modifications to land uses, minimum densities and maximum heights, as noted in this secondary plan and shown on Schedules A – C, will require an Official Plan Amendment.

Section 7: Interpretation

1) The land use boundaries shown on Schedule A – Designation Plan – are intended to illustrate certain aspects of the plan, such as road locations and block dimensions, and shall be considered as approximate rather than absolute.

2) Where the policies of this secondary plan conflict with those of the Official Plan with respect to Building Height and Density, the policies of this secondary plan shall prevail.

Schedules

Schedule A – Designation Plan
Schedule B – Maximum Building Heights
Schedule C – Minimum Residential Density
Schedule D – Mobility Network
Schedule E – Public Rights of Way
20 – Wellington Street West Secondary Plan

Section 1: Introduction

The Wellington Street West Secondary Plan is a guide to the long-term planning, design and development of both the Wellington mainstreet corridor in general, and four specific areas within it, including direction on issues regarding: land use, built form, sidewalks, urban plazas and landscaped areas protected through right of way widening or pedestrian easements and heritage. This secondary plan provides a framework for change that will see this area develop towards the vision that the community desires, while meeting the planning objectives of the Official Plan. This secondary plan is to be read as Council’s policy direction for municipal actions, particularly in the review of development proposals, zoning changes, applications to the Committee of Adjustment and the undertaking of public works. This secondary plan must be read in conjunction with the Wellington Street West Community Design Plan (CDP), which assists with the interpretation and implementation of this secondary plan’s policies.

The planning area includes lands that are designated as Mainstreet and Hub in the Official Plan. The majority of the plan focuses on how to achieve Mainstreet objectives along Wellington Street West. This secondary plan also includes an adjacent area bounded by Wellington Street, Holland Avenue, Parkdale Avenue and Spencer Street, at the centre of the study area. These are in the Hub designation, but they are significantly influenced by their proximity to the mainstreet corridor. The study area is shown on Schedule A – Designation Plan.

Section 2: Land Designation and Design Policies

The following provides the policy direction for the planning area. Section 2.1 describes policy that applies to the overall planning area. Sections 2.2 to 2.5 addresses specific policy areas and provides detailed policy direction for them. These areas include: West Wellington, Parkdale Park, McCormick Park and Somerset Square Park, and are shown within the inset of Schedule A – Designation Plan of this secondary plan.

2.1 General Mainstreet Policies

1) Notwithstanding the policies of the Official Plan, the land designations for Mainstreet and Hub in the planning area are as shown on Schedule A – Designation Plan, of this secondary plan.
Built Form

2) The maximum building height for all new buildings within the Mainstreet designation will be six storeys or 20 metres, except where identified by the specific area policies below. In those cases, the City may consider a Zoning By-law amendment to those properties to increase the maximum building height to a maximum of nine storeys, pursuant to Volume 1 - Official Plan, Section 11.6, Policy 15) where community benefits, including but not limited to those identified in the CDP, are secured through agreement with the City, and will be provided at the time of development.

3) New buildings over four storeys within the planning area shall incorporate architectural articulation and details to form a two- to three-storey base, to ensure compatibility with the existing low-rise, human-scale buildings and to be consistent with the built form vision for these areas.

4) In order to ensure that the design of new or renovated buildings integrate into the existing building fabric of the street and maintain an urban village character, proponents shall demonstrate how the key elements of scale and detail from the traditional one- to three-storey buildings and the narrow lot sizes of the mainstreet have been incorporated into the building design.

Sidewalks and Plazas

5) In order to ensure the comfort and safety of pedestrians throughout the length of the Mainstreet, additional sidewalk or plaza space for people shall be considered by the City through either

   a) increased building setbacks at grade with new development proposals during a site plan control application; or

   b) with sidewalk widenings within the right of way at the time of alterations to road geometries by Public Works and Environmental Services Department.

Shared Parking

6) This secondary plan encourages and permits shared parking in the planning area, to make better use of underutilized land. This will ensure adequate and convenient parking for the variety of uses in the area throughout the day.

2.2 West Wellington Specific Policy Area

The West Wellington Specific Policy Area values a high-quality pedestrian environment based on a human, low-scale character; a greener, public-friendly streetscape; and
establishment of community gateway features to reinforce the area as a vibrant activity node for the local and broader Ottawa community.

Built Form

7) Redevelopment along the northern boundary of 345 Carleton Avenue will be limited to low-rise neighbourhood infill and shall provide building massing and façade details that respond to and enhance the surrounding residential homes on Garrison Street and Carleton Avenue, to ensure a well-designed transition between the mainstreet character and its use and the surrounding residential uses.

8) The City may consider a zoning amendment to the properties at 345 Carleton Avenue and 369 Island Park Drive to increase the maximum building height pursuant to Volume 1 - Official Plan, Section 11.6, Policy 15) where one or more community benefits, identified in the CDP, are secured through agreement with the City, and will be provided at the time of development.

Sidewalks and Plazas

9) Redevelopment at the southwest corner of 345 Carleton Avenue shall establish a new Privately-Owned Public Space (POPS), such as an urban plaza, to provide a place for people to rest and meet in the west end of the corridor.

Public Lanes

10) City-owned rear lanes immediately behind Mainstreet properties (parallel to Wellington Street West) between Western Avenue and Huron Avenue will remain open and will not be disposed of in order to ensure that important access for the mainstreet properties is preserved, and to improve opportunities for parking, servicing and loading for both existing and future developments.

2.3 Parkdale Park Specific Policy Area

The Parkdale Park Specific Policy Area will emerge as the civic and commercial heart of the broader Wellington West community. Accordingly, the Wellington-Holland-Parkdale crossroads, Parkdale Park and Parkdale Market Hub designated area will be developed as a Design Priority Area with a focus on desirable and efficient land uses and buildings, a distinguishing character and improved comfort and safety for pedestrians.
Mainstreet Designation

Built Form

11) To encourage the redevelopment of underutilized properties at or near the intersections of Parkdale and Holland Avenues, the Zoning By-law will establish a minimum building height of four-storeys, to ensure a minimal level of intensification is achieved in this key area.

12) The City may consider a zoning amendment to the properties fronting the corners of Parkdale and Holland Avenues at Wellington Street West to increase the maximum building height pursuant to Volume 1 - Official Plan, Section 11.6, Policy 15) where one or more community benefits, identified in the CDP, are secured through agreement with the City, and will be provided at the time of development.

13) Infill and/or redevelopment with buildings facing onto the south side of Parkdale Park and Parkdale Market is encouraged and shall create an active frontage and extend street level pedestrian-friendly uses northward from Wellington Street West in order to provide a strong urban frame around the park.

Sidewalks and Plazas

14) The intersections at Parkdale and Holland Avenues on Wellington Street West will become key activity nodes, therefore, redevelopment at these corners shall establish pedestrian-oriented, publicly-accessible spaces to animate, attract and retain people. Small plazas, wider sidewalks and/or patios shall be incorporated into the site design of new proposals.

Gateway Architecture and Signage

15) Architectural and other visual features shall be introduced in new developments that mark arrival at the Parkdale and Holland Avenue gateways to the Wellington Street West community.

Hub Designation

Land Use

16) The ground floor area of commercial uses proposed by new infill development shall be comparable to nearby mainstreet areas to support small-scale commercial operations and to discourage large format retail uses.

17) Notwithstanding the above, the ground floor area of commercial uses shall not be limited at 233 Armstrong and 3 Hamilton Avenue.
Built Form

18) The maximum building height for all new buildings on Hinton and Hamilton Avenues, between Wellington and Armstrong Streets, will be six storeys or 20 metres.

19) Building height in the area bounded by Holland and Parkdale Avenues and Armstrong and Spencer Streets shall have a maximum of eight storeys or 27 metres to provide a transition from the taller buildings near Scott Street down to the mainstreet building height of Wellington Street West.

20) Notwithstanding the above the property at 233 Armstrong and 3 Hamilton is permitted to develop with a Floor Space Index that is generally equivalent to an eight-storey building without being subject to a maximum height limit of eight storeys (27 metres).

21) Notwithstanding that a portion of the building at 7 Hinton Avenue shall be protected through designation under Part IV of the *Ontario Heritage Act* and notwithstanding Section 2.3, Policy 19), regarding a maximum building height, the entire property bounded by Spencer, Hinton, Armstrong and Hamilton shall retain its rights to develop an area equal to the Floor Space Index (FSI) of an eight-storey building, as described in Policy 3.5.4, A8 and A10 of the Wellington Street West CDP. Moreover, under this policy, a transfer of density from and measured on 7 Hinton Avenue shall permit additional building height at 7 Hinton Avenue and/or to 281 Armstrong Street until the FSI rights at 7 Hinton have been fully exercised on either property.

22) Buildings on the blocks mentioned in Section 2.3, Policy 21) will incorporate a base, body and top to ensure an attractive, pedestrian-scaled building base, streetscape and appropriate street-to-height ratio.

Parking

23) This secondary plan encourages and permits shared parking on the existing surface parking lots in the Hub designation, as per Schedule A - Designation Plan, to make better use of underutilized land, prior to their redevelopment. This will ensure adequate, convenient parking for the variety of uses in the area, throughout the day.

2.4 McCormick Park Specific Policy Area

The McCormick Park Specific Policy Area will continue to be the “greenest” part of Wellington Street West and a community facilities and services node. It is anchored by the neighbourhood-oriented McCormick Park; the spacious front yards of Grace Manor, the Bethany Hope Centre and the Queen of the Most Holy Rosary Parish (respectively
1156, 1140 and 1153 Wellington Street West); a unique grouping of Hintonburg heritage buildings and a variety of public facilities and services.

**Built Form**

24) In order to ensure a well-designed transition between the mainstreet character and uses and the surrounding low-rise residential units, infill and/or redevelopment of through lots facing onto Grant Street, between Parkdale Avenue and McCormick Street, is encouraged and shall be limited to low-rise infill along the south side of Grant Street. The building massing and façade details shall complement the residential uses on the north side of the street.

25) New buildings on properties fronting onto McCormick Park shall provide façade elements, such as windows, doors, porches and balconies, in order to establish an urban frame that provides a sense of enclosure, people presence and safety for the pedestrians and park users.

26) Notwithstanding Section 2.1, Policy 2), buildings greater than the maximum building height limit of six storeys or 20 metres for the lands occupied by the Grace Manor (1156 Wellington Street West) and zoned Institutional may be considered. This applies if intensification is contemplated that may require an increase in building height to enhance the institutional use and programming of this site under the density permitted by the Zoning By-law for this site. Under such consideration, proposed built form shall remain in keeping with the vision and principles for the area, as set out in the Wellington Street West CDP and policies of this secondary plan and applicable policies of the Official Plan. The increase in building height shall not result in increasing the maximum density permitted on the site by the Zoning By-law.

**Soft Landscaped Area Within Front Yards**

27) This secondary plan recognizes the importance of protecting and enhancing the unique green streetscape character created by the existing front yards of the Grace Manor and Bethany Hope Centre (1134 and 1140 Wellington Street West) and St. George’s Home (1153 Wellington Street West). Retention and improvements to the soft landscaped area within front yards through pedestrian easements implemented at the time of the development application, including provisions to allow public access and use to these privately-owned lands, will be considered a Community Benefit under Volume 1 - Official Plan, Section 11.6, Policy 15).
28) This unique green area of Wellington Street West depends on the continuity of these front yards, which affords potential to link them with McCormick Park to strengthen and expand this street character.

29) The public enjoyment of these soft landscaped areas will be maximized by improving their utility and/or aesthetic. This improvement may be, for example, by programming the land for public use through the collaboration of property owners, the community and the City and/or through land acquisition by the City.

2.5 Somerset Square Park Specific Policy Area

The Somerset Square Park Specific Policy Area is envisioned as the node of community activity, particularly given the presence of an existing public park, its eastern gateway location, its proximity to the Bayview O-Train Station and the opportunity for redevelopment on several underutilized properties. New development will be encouraged to incorporate animated and activity-generating land uses, buildings and spaces that take advantage of its transit access.

Built Form

30) Redevelopment of properties fronting the corners of Bayswater Avenue at Wellington and Somerset Streets shall exhibit gateway architectural design that responds to a location with a prominent vista terminus from several directions. The City may consider a zoning amendment to increase the maximum building height pursuant to Volume 1 – Official Plan, Section 11.6, Policy 15) where one or more community benefits, identified in the CDP, are secured through agreement with the City, and will be provided at the time of development.

31) Infill redevelopments on through lots, on blocks bounded by Wellington and Armstrong Streets and Bayswater and Merton Avenues, shall re-establish the traditional urban grain where open spaces run through the centre of the block(s) and buildings are built around the perimeter of the block, close to the street. This creates a space and buffer from the distinct forms, characters and uses found on Mainstreet properties versus the existing neighbourhood to the north.

32) At the time of redevelopment, a publicly accessible pathway shall be encouraged at 999 Wellington Street West to provide a pedestrian connection to and from the neighbourhood blocks to the north of Armstrong Street.

33) Despite Section 2.1, Policy 2), the property at 979 Wellington Street West is permitted a maximum building height of nine storeys pursuant to Volume 1 - Official Plan, Section 11.6, Policy 15) where one or more community benefits, identified in
the CDP, are secured through agreement with the City, and will be provided at the time of development.

**Public Parks, Privately-Owned Public Space and, or Publicly-Accessible Green Soft Landscaped Area**

34) Somerset Square Park shall be protected in perpetuity in design and use as a public park for the community in order to balance intensification and quality of life needs.

**Landscaped Area Protected through Pedestrian Easements**

35) Should the St. Francis D’Assisi Church (1062 Wellington Street West) be developed, the existing green soft landscaped area in front of the church is to be preserved as a public park or privately-owned public space or landscaped area protected through pedestrian easement to support its continued use as a valued space within the mainstreet corridor.

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Chapter 1: Dow’s Lake Station District

Section 1: Introduction

The purpose of the Dow’s Lake Station District chapter is to provide more detailed area-based policy direction to guide both public and private development, including public realm investment, within the Dow’s Lake Station District, over the next 20 years.

The Dow’s Lake Station District is primarily an Official Plan-designated Hub, a design priority area and a target area for intensification. As part of the broad change that is occurring in the City, the district has attracted a number of ambitious development projects and has emerged as one of the most significant re-urbanization areas in the City. The Dow’s Lake Station District will continue to evolve and attract development interest and will become the south western edge and gateway to the City’s larger downtown. This chapter is intended to guide an orderly transformation of the Dow’s Lake Station District into a future downtown district and is Council’s policy direction for all municipal actions, including public works, site plan reviews, Zoning By-law amendments and Committee of Adjustment applications in the Dow’s Lake Station District. The various sections in this chapter are closely linked and are not meant to be read in isolation. Proponents should review all sections of this chapter, in addition to the applicable policies in the Official Plan, when considering and preparing proposals for new public and private development in the district.

Section 2: Planning Area

This chapter applies to the Dow’s Lake Station District, bounded on the north by Highway 417 and Orangeville Street, on the east by Rochester Street and Booth Street, on the south by Carling Avenue, Prince of Wales Drive and the Central Experiment Farm and Norman Street, on the west by Bayswater Avenue, Sherwood Drive, Breezehill Avenue South, Hickory Street, Loretta Avenue South, Beech Street and Railway Street.

Section 3: Vision

The Dow’s Lake Station District is a place with a unique history, people and culture, surrounded by federal government facilities, family-friendly neighbourhoods and an abundant supply of beautiful greenspaces. It has become one of the most important re-
urbanization areas in the City in recent years and will over time emerge as the south-western gateway to the City’s larger downtown. With enhanced vitality and quality, the district will continue to be home to a diverse group of people and create new opportunities for business, tourism, employment and desirable services.

Some of the City’s tallest and finest mixed-use buildings will cluster around the Dow’s Lake O-Train Station. These buildings will form a new, exciting and distinctive downtown skyline with transition towards the adjacent stable low-rise neighbourhoods. Facing Dows Lake and the Rideau Canal World Heritage Site, one of the most significant tourism and recreation destinations in the National Capital Region, these buildings will collectively present an image that is important not only to the City but also to the entire country.

Preston Street as well as the neighbourhood known as Little Italy are defining elements of the district’s identity. They will continue to be a human scale place to attract businesses, families and facilitate social, economic and cultural interaction and innovation. The enhanced public realm throughout the area will allow for festivals such as the traditional Italian Week, to continuously celebrate the culture and people of this colourful district.

The development of a new hospital south of Carling Avenue will make the district an important employment magnet and a centre for community care and research. The new hospital, surrounded by the Central Experimental Farm to the west and south and by a vibrant urban context to the north and east, will be an architectural anchor in the landscape.

Greener and more urban, the district will see the return of large street trees that historically existed in the area and an expanded network of urban spaces. Ev Tremblay Park will be enhanced and expanded through design and extensive programming to service the existing and new residents and families. New urban plazas with public art will rhythmically dot the landscape. Continuous tree canopies will beautify the streets and create a much more pleasant and comfortable place to walk, bike, sit and congregate. The O-Train Line 2 corridor will be managed and enhanced to re-stitch the City’s urban ecological fabric that reaches from Dows Lake to the Ottawa River.

A major hub on the City’s rapid transit network, accessibility and mobility will be greatly improved throughout the district. The north-south O-Train Line 2 corridor will become a double-track light rail transit line with more frequent train service. The east-west Carling transit corridor will also be enhanced and in the long term will see an at-grade light rail transit corridor. Tree-lined streets with generous sidewalks and dedicated bike lanes, multi-use pathways, new and enhanced crossings over the O-Train Line 2 corridor, mid-block passages, as well as conveniently located bicycle parking racks will make
“pedestrian first” a reality and cycling a safe, convenient, efficient option for traveling. Vehicular movement will be calmed and move more slowly and accessibility for delivery and emergency services will be enhanced for businesses and residents. Public parking will be conveniently located on street and under a number of mixed-use buildings for visitors.

The Dow’s Lake Station District has a memorable past. It is a key location for change as called for by the Official Plan and is emerging as the southern and western extent of Ottawa’s downtown area. The people and the cultural DNA that constructed the character of the neighbourhood will continue to guide the evolution of the district towards an exciting, animated, green and highly accessible place with enhanced rapid transit services. More people will live, work and visit this dynamic and distinctive urban destination that is important not only to the neighbourhood, but also to the City.

The former Energy, Mines and Resources Booth Street Complex will be transformed into a vibrant community hub. This unique ensemble of heritage buildings will be restored and adapted to celebrate Ottawa’s industrial past and the federal government’s historical involvement with the development of Canada’s fuel and mining industry. New buildings will be built beside old and will form a dynamic skyline. New parks, plazas and a network of narrow alleyways and shared streets will attract people, businesses and encourage year-round activities.

**Section 4: Land Use and Built Form**

The future Dow’s Lake Station District will be a mixed-use downtown community comprised of a number of integrated land use character areas conveniently connected by a network of streets, pathways, bridges, parks, urban plazas and other greenspaces. The District is primarily a Hub, as designated in the Official Plan, with some Transforming Neighbourhood. The Official Plan designates the majority of Preston Street and Carling Avenue, within the district, as a Mainstreet Corridor. This section provides detailed policies for each land use character area. It also establishes criteria for the key built form elements that are important to the community in defining the quality and characteristics of the physical environment of the Dow’s Lake Station District.

**4.1 Land Use Character Areas**

The following land-use policies refer to Schedule D: Dow’s Lake Station District Character Areas and Schedule E: Dow’s Lake Station District Heights and Tower Location Plan and provide specific directions for various land use character areas. While policies set out the maximum building height that may be permitted, the developments shall demonstrate that the built form criteria outlined in Section 4.2 - Built
Form, of this chapter are met before the permitted maximum height can be approved. The developments will also be expected to contribute to the public realm improvements detailed in Section 5 - Public Realm and Mobility of this chapter.

4.1.1 Hub

Centred around the Dow’s Lake O-Train Station along Carling and Champagne Avenues, lands designated Hub will incorporate a wide range of transit-supportive uses and see the tallest buildings and the highest densities in the entire Dow’s Lake Station District. A gradual reduction in height and density from the centre towards the surrounding neighbourhoods as well as Dows Lake and the Central Experiment Farm will be necessary to provide the desirable transition. Exceptional architectural design will be required for all buildings to ensure the highest streetscape quality and to create a unique skyline that symbolizes the south western gateway of the future expanded downtown. Integration with the Dow’s Lake O-Train Station will be required for buildings immediately adjacent to the station. Lands designated Hub will be the priority area for public realm improvement, as outlined in Section 5 - Public Realm and Mobility of this chapter. It is divided by the O-Train Line 2 corridor into two integrated areas.

Hub Area east of the O-Train Line 2 Corridor

1) High-rise mixed-use development with a height greater than 30 storeys and up to a maximum of 55 storeys may be permitted on properties fronting Carling Avenue east of the O-Train Line 2 corridor and west of Norfolk Avenue with a reduction in height from the O-Train Line 2 corridor and Carling Avenue intersection towards the north and the east.

2) High-rise mixed-use development up to a height as detailed in Schedule E: Dow’s Lake Station District Heights and Tower Location Plan of this secondary plan may be permitted on properties south of Adeline Street.

3) Low-rise neighbourhood development up to a height of four storeys may be permitted on properties on the north side of Adeline Street.

4) The land use character of the Mainstreet Corridor will continue on Preston Street through the blocks between Adeline Street and Carling Avenue with continuous retail and commercial uses at grade and these blocks will be enhanced as the entrance of the Preston Mainstreet Corridor.

Areas west of the O-Train Line 2 corridor

5) High-rise mixed-use development up to a height of 30 storeys may be permitted at the front portion of the property bounded by Carling Avenue on the south,
Champagne Avenue on the west, Hickory Street on the north and O-Train Line 2 corridor on the east.

6) High-rise neighbourhood development up to a height as detailed in Schedule E: Dow’s Lake Station District Heights and Tower Location Plan of this secondary plan may be permitted along Champagne Avenue up to Ev Tremblay Park.

7) Mid-rise mixed-use development up to a height of nine storeys, with a built form sympathetic to the surrounding low-profile neighbourhood buildings may be permitted along Carling Avenue west of Loretta Avenue.

8) Mid-rise neighbourhood development up to a height of six storeys, with a built form sympathetic to the surrounding low-profile neighbourhood buildings, may be permitted at the north east corner of Loretta Avenue and Hickory Street.

9) Mid-rise neighbourhood development up to a height of six storeys, with a built form sympathetic to the surrounding low-profile neighbourhood buildings, may be permitted on the property facing Beech Street between Champagne Avenue and Loretta Avenue.

4.1.2 South Rochester Corridor

As an entry route to both the Dow’s Lake Station District and federal government Booth Street Complex, Rochester Street, south of the Queensway, will form a mixed-use urban edge between the two distinctive areas. The buildings along the west side of Rochester Street will offer a transition in height, massing and scale between the potential future intensification in the Booth Street Complex and the low-rise neighbourhood around Preston Street.

1) High-rise mixed-use development up to a height of 18 storeys may be permitted along the west side of Rochester Street provided such development occupies the majority of the Rochester Street frontage between the east-west streets extending from Preston Street to Rochester Street with a minimum lot size of 1,500 square meters.

2) Only one high-rise tower may be permitted on the eastern end of each street block between Preston Street and Rochester Street.

3) Development shall respect the privacy and liveability of the abutting neighbourhood uses by providing proper building setbacks from the abutting properties with the high-rise tower and the upper floors stepping back from the podium and/or the base.

4) The City shall work with the federal government to advance plans for the redevelopment of the Booth Street Complex and ensure that the planning vision for
the South Rochester Corridor will be achieved, including the introduction of public greenspaces.

5) Despite Section 4.1.2, Policy 1), high-rise mixed-use development up to a height of 26 storeys may be permitted along the west side of Rochester Street in the block between Aberdeen Street and Beech Street.

4.1.3 Mixed-Use Blocks

The northern end of the Dow’s Lake Station District will continuously be anchored by a successful mixed-use office development project at 333 Preston Street known as Preston Square. The vacant and/or underutilized properties in the vicinity of Preston Square offer substantial redevelopment opportunities and will add to a healthy mix of uses and functions within the Dow’s Lake Station District. These developments will have the potential to provide some of the much-needed uses for a dynamic district and to support the broader community, while respecting the neighbourhood fabric. New development shall be sympathetic to the surrounding low-rise neighbourhood and the Mainstreet Corridors in massing and scale.

1) High-rise mixed-use development to a height of 15 storeys may be permitted on the vacant and/or underutilized properties east of the O-Train, Line 2 corridor south of Young Street, to serve as a buffer between Highway 417 and the Little Italy neighbourhood, in accordance with Schedule E: Dow’s Lake Station District Heights and Tower Location Plan.

2) Mid-rise and high-rise mixed-use development consisting of heights up to nine storeys and fifteen storeys may be permitted at the surface parking area located west of Rochester Street, north of Beech Street and south of Aberdeen Street, in accordance with Schedule E: Dow’s Lake Station District Maximum Building Height and Tower Location Plan.

3) The City shall encourage the provision of a major grocery store and publicly accessible parking as part of the development at the location described in Section 4.1.3, Policy 2) through the development review process.

4.1.4 Mainstreet Corridors

Preston Street will continue to evolve and thrive as the commercial spine of the Dow’s Lake Station District. Branching off of Preston Street, Beech Street will be developed as a commercial link among the neighbourhoods west of the O-Train Line 2 corridor, the potential development at the Booth Street Complex and Preston Street. A broad range of uses are permitted along the two corridors, including retail and service commercial
uses, offices, residential and institutional uses. Both streets will be characterized by an eclectic collection of low to mid-rise buildings.

1) Low to mid-rise, up to a height of six storeys, human scale, mixed-use buildings in keeping with a Mainstreet function and character may be permitted along the Mainstreet Corridors as shown in Schedule D: Dow’s Lake Station District Character Areas of this secondary plan.

2) Notwithstanding Section 4.1.4, policy 1), mid-rise buildings with a maximum height of nine storeys may be permitted on the property located west of Rochester Street, north of Beech Street and south of Aberdeen Street.

3) Where non-residential uses are proposed to co-exist above the ground floor with residential uses, the non-residential uses must be sensitive to and compatible with the residential uses.

4.1.5 The Mixed-Use Neighbourhood

The low-rise street blocks flanking Preston Street, known as Little Italy, is a mixed-use neighbourhood that supports families and a wide range of demographics. It will continue to evolve and intensify over time to provide liveable, affordable and family-friendly housing options while supporting live-work alternatives and small businesses. Redevelopment in the form of infill will be encouraged to ensure the unique quality and characteristics that define the identity of Little Italy will not be lost in the wake of the major urban transformation around the edges of the district.

1) Low-rise neighbourhood and mixed-use development up to four storeys will be permitted in the Mixed-Use Neighbourhood as shown in Schedule D: Dow’s Lake Station District Character Areas of this secondary plan.

2) Developments in the Mixed-Use Neighbourhood will not be subject to the minimum density targets established for the Dow’s Lake Protected Major Transit Station Area, as per Schedule C1 designated in Volume 1 of the Official Plan.

3) The City shall protect and enhance the built form character of Little Italy by encouraging infill development that is sympathetic to the historic built form character of the neighbourhood through the development review process.

4) The City will encourage creative design of affordable and liveable housing units that are suitable for families with children through the development review process.

5) Mid-rise, neighbourhood development up to nine storeys may be permitted on the property located at 93 to 105 Norman Street.
4.1.6 Greenway Corridor

The O-Train Line 2 corridor will continue to be a greenspace and north-south transportation corridor that accommodates the O-Train Line 2 corridor and the Multi-Use Pathways in the Dow’s Lake Station District, connecting Dows Lake to the Ottawa River. With improved pedestrian and cycling connections, the Greenway Corridor will serve as a green place that unites the communities that are currently divided by the O-Train trench. The potential urban ecological function of the Greenway will also be recognized and enhanced through proper management as outlined in Section 5.1.2 of this chapter.

1) The City shall protect and enhance the O-Train Line 2 corridor as an urban greenspace that serves transportation, recreation, community and urban ecological functions through a strong landscape framework that reaches from the Ottawa River to Dows Lake.

2) The City shall expand the Greenway Corridor to allow for the extension of the existing Multi-Use Pathway, as designated on Schedule F: Dow’s Lake Station District Public Realm Plan along the east side of the O-Train Line 2 corridor between Dow’s Lake Avenue and Prince of Wales Drive and the introduction of a new Multi-Use Pathway along the west side of the O-Train Line 2 corridor between Beech Street and Prince of Wales Drive.

4.1.7 Park

As the Dow’s Lake Station District intensifies, there will be an increased demand on the provision of greenspaces, including parks and urban plazas. The ultimate demand for parks will not be determined solely by the number of people living and working in the area. Special considerations shall be given to the location, size, character and ownership of parks and urban plazas as provided for in Section 5.1.1 of this chapter and the Preston-Carling District Public Realm and Mobility Study.

1) The City shall retain, improve and expand Ev Tremblay Park and McCann Park through the provisions of the Parkland By-law for locally oriented recreational facilities and seek to expand the parks as adjacent lands become available through redevelopment.

2) The land use and built form design on the abutting properties shall respect and enhance the function and character of the parks and shall not produce adverse micro-climate impacts on these parks.

3) The City shall acquire approximately 0.22 hectares of lands as illustrated in Schedule H: Dow’s Lake Station District Public Realm Plan – Booth Street Complex of this secondary plan through parkland dedication and a new park will be developed to
support the development of the Booth Street Complex and the surrounding
neighbourhood.

4.1.8 Hospital Area

The Hospital Area is a diverse area, with strong ties to the Dow’s Lake O-Train Station in the east; Dows Lake and Prince of Wales Drive to the south and the Central Experimental Farm to the west and south. Development of a hospital and related research centre will demonstrate exceptional architectural and urban design to ensure design respects the historical, cultural and physical environment with which it is situated in and adjacent to. Integration with the Dow’s Lake O-Train Station will be essential for the hospital and research buildings located at the O-Train Line 2 corridor, south of Carling Avenue.

1) Institutional uses and related ancillary uses, for the intent of locating a hospital shall be permitted.

2) The Ottawa Hospital shall work with the National Capital Commission’s Advisory Committee on Planning, Design and Realty and the City’s Urban Design Review Panel to ensure urban design and architectural excellence of the hospital and related research facility.

3) The following criteria will apply to the development of The Ottawa Hospital including a master site plan:

   a) Inclusion of publicly accessible greenspaces; and

   b) Integration of the Dow’s Lake O-Train Station into the Hospital and research facility; and

   c) Provision of high-level pedestrian and cycling connectivity throughout the site and with the surrounding areas with full accessibility for all modes of mobility; and

   d) Provision of parking on site, including underground; and

   e) Implementation of a parking strategy for the purpose of the impacts of off-site parking; and

   f) Completion of a Transportation Impact Assessment and mobility strategy; and

   g) Urban design and architecture addressing the urban edge of Carling Avenue and Preston Street; the cultural heritage of the Central Experimental Farm and its national historic value; and the scenic edge of Prince of Wales Drive.
4.1.9 Booth Street Complex

The former Booth Street Complex bounded by Orangeville Street, Booth Street, Norman Street and Rochester Streets has a unique character, in terms of its history, form and function. The site will undergo a major redevelopment into a vibrant destination while preserving and repurposing its most significant heritage buildings. The redevelopment will include a mixture of residential, retail, commercial and office land uses in either single use buildings or mixed-use buildings within a highly accessible and animated public realm. The tallest building shall be at the north end of the complex, close to Orangeville Street and Highway 417.

1) The property shall be designated as a complex under Part IV of the *Ontario Heritage Act*. Buildings included in the designation, as identified in the Statement of Cultural Heritage Value shall remain either as free-standing structures or shall be incorporated into intensified developments in accordance with the general layout illustrated in Schedule H: Dow’s Lake Station District Public Realm Plan – Booth Street Complex. In some instances, additions may be permitted to the buildings to either increase their footprint or their building height. All additions and interventions shall be subject to the provisions of Sections 33 and 34 of the *Ontario Heritage Act* and will require the issuance of a permit under the Act.

2) The property shall be designated under Part IV of the *Ontario Heritage Act*. Buildings deemed to be contributing, as identified on the Statement of Cultural Heritage Value associated with the Designation By-Law shall remain either as free-standing structures or shall be incorporated into intensified developments in accordance with the conceptual layout illustrated in Schedule H: Dow’s Lake Station District Public Realm Plan – Booth Street Complex. In some instances, additions may be permitted to the buildings to either increase their footprint or their building height.

3) New development will complement the heritage elements. Built form and building design will ensure that the heritage attributes of the site, as defined in the Statement of Cultural Heritage Value, continue to define the character of the complex. Features, including the smokestack should remain visually prominent.

4) New development around the outer perimeter of the block will face their public street and integrate with its surrounding urban fabric.

5) Permitted maximum building heights have been identified in Schedule E: Dow’s Lake Station District Heights and Tower Location Plan.

6) A network of publicly-accessible paths and spaces will be established, within the complex, as illustrated in Schedule H: Dow’s Lake Station District Public Realm Plan – Booth Street Complex.
7) For lands within the Booth Street Complex, the development sites that accommodate a high-rise building shall have frontage on either public lands along three sides as described above or on privately owned publicly accessible spaces in accordance with Schedule H: Dow's Lake Station District Public Realm Plan – Booth Street Complex.

4.2 Built Form

The Dow’s Lake Station District will see an eclectic mix of different building heights, massing and typologies that are reflective of the history, the vitality and dynamics of the place. The development within the district shall conform to the Official Plan built form policies pertaining to the Hub and the Mainstreet Corridor designations. The applicable Council-approved design guidelines and policies will also provide guidance on built form design. The following policies set out detailed criteria for development projects to achieve high quality architecture and urban design and to ensure compatibility and transition.

4.2.1 High-rise Buildings (10-40 storeys):

High-rise buildings are defined as buildings that are ten to forty storeys in height. The following criteria will apply to developments that incorporate a high-rise building in areas where a high-rise building is permitted as provided for in Section 4.1 of this plan:

1) A development site that will accommodate a high-rise building shall have frontage on public lands along three sides which could comprise of a combination of street and/or parks (i.e. frontage on three streets or frontage on two streets with one frontage on publicly-owned open space).

2) The podium and/or base of the development shall incorporate uses and human scale features to animate adjacent streets and greenspaces.

3) Point tower design shall be provided for high-rise buildings.

4) Small floor plates will be encouraged with the typical floor area of a residential tower being generally no greater than 750 square meters and the typical floor area of an office tower being generally up to 2,000 square meters.

5) Tower portions of high-rise buildings, as defined as between 10 and 40 storeys in height, will have a minimum separation distance of 20 metres.

6) The relationship between potential towers within the same street block shall be addressed with towers being located as shown on Schedule E: Dow’s Lake Station District Heights and Tower Location Plan and measures being introduced through the development review process to ensure orderly development of the block.
7) Coordination of tower locations shall be pursued to optimize views from towers to the city skyline and other public amenities.

8) Shadow and wind studies will be required for all high-rise developments in accordance with the City’s Terms of References.

9) Notwithstanding the indication of tower location in Schedule E: Dow’s Lake Station District Heights and Tower Location Plan of this secondary plan, it is acknowledged that Council has approved a site-specific zoning for the former Ottawa Humane Society site known as 101 Champagne Avenue and this site-specific zoning includes provisions would allow up to two high-rise towers of varied heights (25 and 23 storeys as was reflected on the development concept on which the zoning was based) with a separation distance between the two towers less than the requirements set out in Section 4.2.1, Policy 5) of this chapter.

10) Acknowledging the functional requirements for a hospital and its related facilities, the reference to Section 4.2.1, Policies 1), 2) and 3), shall not apply to the lands designated Hospital Area.

4.2.2 Taller High-Rise Buildings (41 + storeys):
Where permitted, high-rise buildings that are forty-one storeys or more in height will be prominent features in the skyline and landscape and will have a significant impact on the identity and characteristics of the district and the City and require extra attention in planning and design. The following criteria will apply to developments that incorporate a high-rise 41+, in addition to those of Section 4.2.1 of this chapter:

1) Development proposals will be subject to view impact analysis that will take into consideration the appearance and visual impact of the towers from Dows Lake and the Rideau Canal World Heritage Site and Parks Canada will be circulated for comment.

2) Tower portions of high-rise 41+ buildings will have a minimum separation distance of 25 metres between any tower portion of any high-rise building.

3) Development shall display design excellence and pursue distinction and variation in many aspects of design, in particular, the sculpting and articulation of the shape, the massing and the top of the building in order to create a unique silhouette and skyline that can represent the identity of the image of the West Downtown Core.

4) Development will be subject to a specialized design review process to ensure exceptional urban design and architecture quality and coordination in the formation of an urban skyline through variations of height and design.
4.2.3 Mid-rise Buildings

Mid-rise buildings of five and up to nine storeys may be permitted on a number of land use character areas in this secondary plan and may also be built on properties where high-rise buildings are permitted. In addition to the applicable policies in the Official Plan the following criteria will apply to mid-rise developments where they may occur.

1) In general, mid-rise building should have a base that relates to the sidewalk and pedestrian realm, a middle portion (a height that is approximately equivalent to the width of the right of way) to form part of the streetwall and relate to adjacent buildings and a top that incorporates building form articulations such as step backs and/or elevation treatments to break up building mass and allow sky-view, sunlight and transition.

2) New development will be required to articulate the building mass and explore design techniques such as setbacks and step backs to avoid the canyon effect along the public street and to minimize the visual and microclimate impacts on public and private realms.

3) The relationship between the new development and the abutting existing and future neighbourhood buildings shall be carefully examined and addressed to ensure liveability for existing and future residents through adequate provisions for privacy, sunlight and cross ventilation.

4.2.4 Animated Building Edge

Animated building edges are essential for creating a safe, pedestrian-friendly and successful urban environment. The following policies address how to animate the public realm through built form and complement the Public Realm policies of this secondary plan.

1) Continuous at grade retail and commercial frontages shall be required on Preston Street.

2) Commercial and other active frontages will be required for development along Beech Street between the O-Train Line 2 corridor and Rochester Street, as well as on Carling Avenue.

3) All new development projects shall be oriented to the local and internal streets, parks and pathways, including through-block connections and walkways.

4) All development projects will be required to animate the public spaces they face through incorporating pedestrian-oriented uses and architecture features and details.
that will enhance pedestrian safety and provide visual interest to enrich pedestrian experience.

4.2.5 Transition and Neighbourhood Line

The City’s built form vision for Dow’s Lake Station District allows for high-rise buildings at strategic locations while ensuring transition in height and density in order to protect the surrounding stable neighbourhoods and greenspaces as detailed in Schedule E: Dow’s Lake Station District Heights and Tower Location Plan. The following policies provide further clarification on how the transition should occur within the district.

Height Transition

1) A gradual reduction in height from the tallest buildings located adjacent to the Dow’s Lake O-Train Station towards the surrounding low-profile neighbourhood as well as Dows Lake and the Central Experiment Farm will be required.

Neighbourhood Line

2) A Neighbourhood Line is established along the west boundaries of the district in Ward 15 as shown in Schedule E: Dow’s Lake Station District Heights and Tower Location Plan.

3) New developments within the district along the Neighbourhood Line shall be sympathetic to the height, massing, scale and architectural rhythm of the adjacent low-rise neighbourhood buildings.

4) New developments along the Neighbourhood Line shall explore design techniques such as a strong expression of a two or three-storey base with ground-oriented units and setbacks at the upper floors to reduce the visual and micro climate impacts, where the building is facing the street. At the rear of the building, where it faces onto existing low-rise neighbourhood buildings, new development shall explore setbacks above four storeys.

5) New development at the northeast corner of Hickory Street and Loretta Avenue shall incorporate a podium along Hickory Street with a maximum height of four storeys in order to maintain a low-rise building profile along the north side of Hickory Street between Loretta Avenue and Champagne Avenue should a mid-rise development be pursued at this location.

6) Regardless of lot configuration, the property boundaries between the existing high-rise condominium located at 100 Champagne and the new mid-rise development at the northeast corner of Hickory Street and Loretta Avenue shall be treated as the rear lot lines between the two properties and proper separation between the two
buildings will be required to maintain a reasonable rear yard condition to ensure adequate provisions for privacy, sunlight and cross ventilation.

**Special Transition Provisions for 93 to 105 Norman Street**

7) Development on this property shall respect and enhance the character of Norman Street and reflect the scale and architectural rhythm established by the low-profile buildings.

8) Notwithstanding Section 4.1.5, policy 5), the maximum height for a minimum of 50 per cent of the property shall be five storeys.

9) The footprint of the nine-storey component shall not exceed 50 per cent of the footprint of the entire building and the nine-storey component shall be located so as to minimize the impacts on the low-rise neighbourhood uses along Norman Street.

10) The five-storey component shall incorporate a low-profile base with step backs on the top floors to minimize the visual and microclimate impacts.

**Central Experimental Farm Line**

11) A Central Experimental Farm Line is established along the southern boundary of the Hospital Area character area within the Central Experimental Farm, as shown in Schedule G: Dow’s Lake Station District Public Realm Plan – Hospital Site.

12) New developments within the Hospital Area character area adjacent to the Central Experimental Farm Line shall be sympathetic to the height, massing and scale of the adjacent low-rise buildings.

13) New developments within the Hospital Area character area adjacent to the Central Experimental Farm Line shall demonstrate the location of open space integrating with the existing pastoral open space of the Central Experimental Farm.

**Special provisions for properties designated Mixed-Use Blocks located east of the O-Train Line 2 corridor south of Young Street:**

14) The maximum height of the podium and/or base of the development will be four storeys or approximately 14.5 m whichever is less.

15) The portion of the development that is above the podium and/or base should set back a minimum of 10.5 metres from the rear property line to minimize the impacts on the abutting low-rise development along George Street.

16) Should a high-rise development be pursued; the tower portion of the development shall be located at the west end of Young Street as depicted on Schedule E: Dow’s Lake Station District Heights and Tower Location Plan.
17) A reduction of the front yard and corner side yard may be permitted to facilitate a design that aims to achieve Section 4.2.5, Policies 12) and 13).

18) High-rise development at this location will be required to accommodate all parking, loading and waste management within the building envelope.

The following special provisions for 425 Preston Street and 79 Pamilla Street shall apply when establishing the applicable zoning provisions:

19) The rear yard setback from the eastern property line of 79 Pamilla Street may be reduced to a minimum of 1.2 metres to encourage a continuous building frontage along Pamilla Street.

20) The yard setback adjacent to McCann Park shall be as per the current TM zone.

21) Notwithstanding Section 4.1.4, Policy 1), and the maximum height provisions shown on Schedule E: Dow’s Lake Station District Heights and Tower Location Plan, the maximum height of the portion of the development on 79 Pamilla Street within 7.5 metres from the eastern property line shall be four storeys to offer a transition to the neighbouring properties.

22) The yard setback adjacent to McCann Park shall be as per the current TM zone.

23) No ground floor retail uses shall be permitted on the property known municipally as 79 Pamilla Street.

Section 5: Public Realm and Mobility

The successful transformation of Dow’s Lake Station District will require the provision of a generous and high-quality public realm that supports and attracts pedestrian movement and activities. As part of the secondary planning process the Preston-Carling District Public Realm and Mobility Study has set out key directions for improvements to rebalance streets to ensure adequate space is given to pedestrians and for improvements and additions to parks, greenspaces and urban plazas. Together, pedestrian space on streets, parks, open space and urban squares constitute the public realm network. The Preston-Carling District Public Realm and Mobility Study is a supporting policy document for this secondary plan. The strategies and guidelines in the Preston-Carling District Public Realm and Mobility Study are complimentary to the following secondary plan policies and will be used to guide the municipal capital projects and the review of development applications.

5.1 Public Realm Plan

The public realm within the Dow’s Lake Station District will comprise parks, urban squares, greenway corridors and streets. The following detailed policies set out key
long-term targets for improvements to the public realm as illustrated in Schedule F: Dow’s Lake Station District Public Realm Plan and Schedule G: Dow’s Lake Station District Public Realm Plan - Hospital Site.

5.1.1 Parks and Urban Squares

1) Ev Tremblay Park will be revitalized and expanded as a public park with extensive programming to serve the existing and the new residents and as a heart for the community and a centre for activities such as markets, or planned community events.

2) McCann Park will be revitalized and expanded as a locally-oriented public park.

3) New urban parks and plazas will be created in association with major redevelopment in areas identified in Schedule F: Dow’s Lake Station District Public Realm Plan and Schedule G: Dow’s Lake Station District Public Realm Plan - Hospital Site through the development review process.

4) The Station Area and Hospital Area, particularly the properties immediately adjacent to the Dow’s Lake O-Train Station will be a priority area for creating new privately-owned public spaces oriented to the Dow’s Lake O-Train Station.

5) An urban plaza will be introduced at Preston Street and Highway 417 as the north gateway to the Dow’s Lake Station District to mark the threshold of the Distinct and proud community of Little Italy.

5.1.2 Greenway Corridors

1) The existing Multi-Use Pathway along the east side of the O-Train Line 2 corridor shall be improved and extended across Carling Avenue with enhancement to the open space function of this corridor through careful management of the landscape from an urban forestry perspective.

2) A new Multi-Use Pathway along the west side of the O-Train Line 2 corridor between Beech Street, Carling Avenue and Prince of Wales Drive shall be introduced in association with redevelopment to improve accessibility of the Dow’s Lake O-Train Station as well as the broader community.

3) The landscaping as well the pedestrian and cycling connections of the greenway along the south side of Highway 417 should be enhanced.

5.1.3 Streets and Public Realm

1) Carling Avenue will be a prominent, beautiful and comfortable multi-modal “grand street” with wide sidewalks and bicycle lanes/tracks separated from vehicular
movements as well as large street trees adjacent to the sidewalk and in the median east of Preston Street. The City’s Transportation Master Plan calls for at-grade light rail transit services along Carling Avenue west of the O-Train, Line 2 corridor in the long term. The implementation of this at-grade O-Train, Line 2 corridor may require a reduction in vehicular capacity.

2) Preston Street and Beech Street will have generous pedestrian zones for walking and seasonal outdoor patios, ample bicycle parking, special furnishing, street trees and planting beds. Bus stops and shelters will be located along Preston Street.

3) Rochester Street will be designed as an entry route to the Dow’s Lake Station District with wide sidewalks, bicycle lanes/tracks and generous greenery with street trees adjacent to the buildings.

4) Champagne Avenue will be a shared street that prioritizes pedestrians and allows for the street to be used as a plaza and an extension of Ev Tremblay Park when closed to traffic for special events.

5) Sidney Street and the dead-end streets west of Preston Street south of Beech Street should be designed as woonerfs with enhanced pedestrian priority, amenities and greenery.

6) All other local streets will aim to enhance the pedestrian experience, ensure safety, calm traffic and create a more enjoyable and welcoming public realm.

7) Preston Street south of Carling Avenue will be designed as a special green corridor with generous sidewalks, painted cycling lanes and double rows of trees on each side of the street.

8) Prince of Wales Drive will continue to be a scenic entry route with wide sidewalks, painted cycling lanes, large street trees and green boulevards.

9) Booth Street should be designed to consider wide sidewalks, bicycle lanes/tracks, on-street parking and generous greenery with street trees.

5.2 Public Realm Strategies

The following policies outline 16 strategies for improvements to pedestrian, cycling and transit amenities, parks and greenspaces and streetscapes viewed through three lenses that enhance moving around, greening and activating the public realm. These strategies, as well as the associated guidelines in the Preston-Carling District Public Realm and Mobility Study will be applicable to guide the design, construction and maintenance of all public and private projects.
5.2.1 Moving Around

Moving Around includes strategies that seek to improve accessibility, connectivity and movement throughout the Dow’s Lake Station District. These Strategies address all forms of movement and accommodate residents, businesses and visitors.

1) Walking: Continue to commit to “pedestrians-first” and provide a connected network of accessible sidewalks and pedestrian paths for access to neighbourhoods, transit, schools, parks, community facilities and businesses.

2) Cycling: The City shall implement its Cycling Plan and expand the cycling network in the Dow’s Lake Station District with the addition of shared lanes on key east west streets, as well as Rochester Street.

3) Transit: Enhance the Dow’s Lake Station District as an important transit hub in the City’s transit network by implementing the Transportation Master Plan while improving accessibility of the Dow’s Lake O-Train Station and the bus service from across the district with a focus on the quality of the Station Area.

4) Driving: Reduce the dependence on cars in the long term while carefully managing the necessary vehicular traffic to ensure the safety and efficiency of the existing road infrastructure and the functioning of the businesses, as well as to protect the characteristics of the residential streets.

5) Loading, Servicing and Emergency Services: Accommodate efficient vehicle movement to ensure that access for loading, servicing and emergency services is not compromised.

6) Parking: Recognize the importance of an adequate supply and availability of public parking to the viability and sustainability of the restaurant, retail and commercial land uses with the completion and implementation of a local area parking study.

5.2.2 Greening

Greening provides strategies for increasing the urban tree canopy throughout the Dow’s Lake Station District and ensuring the health and longevity of natural and landscaped areas.

1) Parks, Urban Plazas and Courtyards: Enhance and expand Ev Tremblay Park and McCann Park and provide urban plazas and courtyards in association with major redevelopment.

2) Street Trees: Plant the next generation of street trees to ensure a sustainable urban forest for storm water management, shade and micro climate amelioration.
3) Landscapes in Parks and Urban Plazas and Courtyards: Enhance the urban forest by ensuring that a diversity of trees, shrubs and groundcovers will be planted in parks, urban plazas and courtyards to create resilient landscapes, define park areas, enhance trail connections and ensure park safety.

4) Ecological Corridors: Enhance the ecological function of the O-Train, Line 2 corridor in re-stitching the City’s urban ecological fabric through a strong landscape framework that reaches from the Ottawa River to Dows Lake.

5.2.3 Activating

Activating strategies seek to foster a lively and engaging public realm that supports community life. This includes animating public spaces with adjacent uses, providing spaces for play and special events and improving the pedestrian experience with amenities and public art.

1) Retail at the Edge: Support the economic health of the Dow’s Lake Station District and reinforce the role of local businesses in improving the public realm along Preston Street, Beech Street and Carling Avenue.

2) Residential at the Edge: Enhance the distinct characteristics and quality of the residential streets through strategic residential infill that complements existing buildings and supports an engaging, safe and beautiful public realm.

3) Play and Activities: Plan for the improvement and expansion of play facilities throughout the neighbourhood to ensure families have safe, accessible and beautiful spaces to play in.

4) Events: Ensure that the public realm of the Dow’s Lake Station District will support the continued success of the traditional events that celebrate the local community and encourage the creation of new traditions and events, including the closure of Preston Street for important public festivals, and encourage the creation of new traditions and events.

5) Public Art: Support the creation of new public artwork to further contribute to the vibrancy of the public realm, mark places of importance and beautify streetscapes, parks and greenspaces.

6) Furnishings: Enhance streetscapes, parks and greenspaces by integrating beautiful, accessible and functional street furniture into the public realm with new furnishings complementing the existing features while aligning with the vision for the future of the neighbourhood.
Section 6: Servicing

It is expected that servicing requirements can be managed on a property-by-property basis through the normal development review process.

1) The City will require the proponents of new development to review on-site stormwater control needs in the early stages of the site plan review process. In some cases, underground storage, or non-traditional Low-Impact Development measures may be required to meet control requirements.

2) The City will require the proponents of new development to evaluate fire flow demands in relation to available local fire flows as part of the site plan review process. This evaluation may identify the need for local watermain upgrades, dead-end looping and/or additional fire protection measures.

Section 7: Housing

Many more people are expected to live in the Dow’s Lake Station District in the decades ahead and a key objective of this secondary plan is to ensure there is a broad range of housing choices for existing and future residents. The policies below support this objective, focusing specifically on the issue of affordable housing and the protection of existing rental housing:

1) The City shall include the provision of affordable housing units and the conservation and replacement of affordable rental housing under community benefits as per Volume 1 of the Official Plan, Section 11..

2) In recognition of the affordability problem encountered by many individuals and families in securing adequate housing, the City shall encourage and shall determine specific means to provide for, a percentage of publicly assisted housing for persons and families of low to moderate income in major new neighbourhood developments in the Dow’s Lake Station District. The City may also purchase existing housing or assemble land for housing construction, as circumstances demand, in order to further the objectives of this secondary plan.

3) The City shall review the provisions of the Municipal Act with the intent of strengthening existing policies regarding the replacement of rental units, focusing on affordability, tenure, rent controls and administration.

Section 8: Interpretation

This secondary plan establishes broad principles to guide future development in the Dow’s Lake Station District. Sections 3 to 7 of this chapter and Schedules D, E, F, G, H and I constitute the Dow’s Lake Station District portion of this secondary plan.
Schedule D: Dow’s Lake Station District Character Areas identifies various land use character areas within the Hub and provides policy directions for these areas.

Schedule E: Dow’s Lake Station District Heights and Tower Location Plan illustrates the height provision and the general tower locations of the Dow’s Lake Station District. The height limit provided for on this schedule is the maximum permitted. The location of the towers is approximate rather than absolute.

Schedule F: Dow’s Lake Station District Public Realm Plan and Schedule G: Dow’s Lake Station District Public Realm Plan - Hospital Site illustrates the overall long term public realm plan for the Dow’s Lake Station District. It identifies the improvements and enhancements that are needed for transforming the district into a future downtown destination. The plan also illustrates the public realm improvements to be integrated into the design of a hospital, as per Section 4,1.8 of this chapter. These improvements include publicly accessible open space and built transitional areas to the Central Experimental Farm. The design shown on the plan, such as the landscape and the street cross sections, is conceptual and for illustration only.

Schedule H: Dow’s Lake Station District Public Realm Plan – Booth Street Complex illustrates a general layout of how lands could be developed over time in conformity with this vision. While the land may not develop precisely as illustrated with regard to location of existing and proposed buildings and woonerf type streets, its purpose is to provide guidance for the redevelopment of these lands. Modifications to proposed building locations or to the location of woonerf-type streets will not require an Official Plan Amendment.

Schedule I: Dow’s Lake Station District Public Realm Priority Projects highlights the key public realm improvements and enhancements that will be implemented within the next 20 years. The design shown on this schedule, such as the landscape and the street cross sections, is conceptual and for illustration only.

Preston-Carling District Public Realm and Mobility Study - is a Council-approved document and does not constitute part of this secondary plan. The Preston-Carling District Public Realm and Mobility Study will provide a framework against which to evaluate contribution to the public realm through development applications, including both private development proposals and public investments in parks and rights of ways.

Section 9: Implementation

The policies of this chapter provide a framework for the future development and transformation of the Dow’s Lake Station District. The success of these policies depends on effective implementation. This section reinforces and augments the implementation policies contained in of the Official Plan and describes the principal
tools and actions the City intends to use to implement the objectives and policies of the secondary plan.

9.1 Special Provisions for the Review of Development Applications

The following special provisions will be introduced for the review of all development applications within the Dow’s Lake Station District.

9.1.1 Holding Provisions for Zoning Amendment Applications

The City will introduce holding provisions upon considering all Zoning By-law amendment applications that feature a high-profile building and may be considered for medium-profile development proposals. The removal of such holding provisions will not be considered by Council until the policies set out in this secondary plan are implemented and met to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development Department, including the following:

1) Approval of a Site Plan Control application, including the execution of an agreement pursuant to Section 41 of the Planning Act, to the satisfaction of the General Manager of the Planning, Infrastructure and Economic Development Department, that will require the implementation of all policies of this secondary plan, including contributions to the public realm improvements outlined in the Preston-Carling Public Realm and Mobility Study and possible municipal infrastructure improvements and fulfilling obligations specified in the relevant policies and By-laws such as the Parkland Dedication By-law.

2) Execution of an agreement pursuant to community benefits as per Volume 1 of the Official Plan, Section 11., to the satisfaction of the General Manager of the Planning, Infrastructure and Economic Development Department, including a detailed breakdown of contributions towards the priority public realm improvement projects within the Dow’s Lake Station District as described in Section 9.3.2 of this secondary plan.

3) Projects within the Hub Area will be required to provide their proportional share of contribution to the original $200,000 set aside for the completion of the Preston-Carling District Public Realm and Mobility Study.

4) Projects located within the Hub Area and Hospital Area will be required to demonstrate the achievement of design excellence as required by this secondary plan through participation in a specialized design review process outlined in Section 9.2 of this plan.
9.1.2 Public Realm Study for Site Plan Applications

The City will require the completion of a Public Realm Network Study by proponents of development applications as part of the application for Site Plan Control to ensure comprehensive planning of the public realm network. This Study should:

1) Place the development application within the context of the Public Realm and Mobility Study and identify the existing and planned public realm network, including the publicly accessible space that may be in public or private ownership.

2) Clarify how the application implements the policies in Section 5 of this chapter and strategies and guidelines outlined in the Public Realm and Mobility Study.

3) Identify the location and design of parks and public plazas, including public land, publicly-accessible private land, cash-in-lieu land or some combination.

4) Identify how the development will be responsible for but not limited to the following improvements within and adjacent to the public right of ways: new sidewalks and special paving, street trees and understory plantings, pedestrian level lighting, street furniture and landscaping.

9.2 Design Review

The entire Dow’s Lake Station District is located within the Design Priority Area identified in Schedule C7A of the Official Plan. All new development within this district will be subject to design review by the City’s Urban Design Review Panel (UDRP) with exceptions as provided for in the UDRP Terms of Reference. In addition, the Dow’s Lake Station District will see the development of some of the tallest buildings in the City. These buildings will have a significant influence on not only the functionality, liveability, character and aesthetics of the area but also the image of the entire City. They must therefore shoulder extra responsibilities in order to positively invigorate the area and contribute to achieving a positive image for the City.

1) A specialized design review process has been established as recommended in the Council-approved Preston-Carling District Strategy Directions within the framework of the UDRP process to exercise a rigorous peer review for development located within the Hub Area of the Dow’s Lake Station District that incorporates a high-rise building with a height of more than 40 storeys.

2) This specialized process requires proponents to engage with a sub-committee of the UDRP (comprising one UDRP member augmented by up to two additional design professionals to be selected by the UDRP) towards finalizing project designs until the final project design is deemed acceptable to the UDRP sub-committee based on the framework provided in the secondary plan.
3) Proponents of such development will be required to bear the costs to an up-set limit of $7,000 (subject to Consumer Price Index adjustment) for each sub-committee meeting held to achieve consensus between the subcommittee and the proponent on the final project design. Any differential cost will be borne by the Planning, Infrastructure and Economic Development Department.

9.3 Achieving Public Realm Improvement

The achievement of the public realm over time is a function of establishing the City’s objectives for its evolution and development and working with the private sector who bears a large responsibility for delivering it. It is an important principle that new development will pay for itself and will provide all of the necessary infrastructure required to accommodate it.

The public realm is not an “add-on” to the needs of an urbanizing community. The public realm and its ongoing improvement and maintenance are fundamental to the functional “quality of place” and the associated and resultant “quality of life” within an urban community.

The detailed design of the public realm shall achieve the policies and directions provided in Section 5 of this chapter, and will be negotiated based on the Council-approved Public Realm and Mobility Study, through zoning and site plan approval, as well as the City’s capital investment in parks and rights of ways.

9.3.1 A Special Public Realm Improvement District

The City shall designate the entire Dow’s Lake Station District shown in Schedule D: Dow’s Lake Station District Character Areas of this chapter as a special public realm improvement district.

1) The City shall direct that all cash-in-lieu of park land collected through development applications within the Dow’s Lake Station District pursuant to Section 42 of the Planning Act be used for the acquisition of new park land and the improvements to the existing parks within the Dow’s Lake Station District.

2) The City shall direct that all contributions collected through development applications within the Dow’s Lake Station District pursuant to community benefits as per Volume 1 of the Official Plan, Section 11.6 be used within the Dow’s Lake Station District.

3) The City may consider preparing an area specific Development Charges By-law for the Dow’s Lake Station District.

4) The area specific Development Charges By-law shall not require any payment in respect of the property at 125 Hickory Street for contribution to off-site transportation
improvements nor in respect of the property at 486-500 Preston Street for contribution to the Hickory Street Pedestrian Bridge for any works within the Sidney Street road allowance.

9.3.2 Priority Projects for Public Realm Improvement

Located at the convergence of the City’s major transit infrastructure and adjacent to the Dows Lake and the Rideau Canal world heritage site, the Hub Area will contemplate the highest densities within the Dow’s Lake Station District and some of the tallest buildings in the City. The current development information indicates that in the next 20 years, the majority of the growth in the Dow’s Lake Station District will likely be concentrated in the Hub Area. The Hub Area will also be the priority area for public realm improvement.

1) The City shall give priority to the Hub Area for implementing the public realm improvement projects highlighted in Schedule I: Dow’s Lake Station District Public Realm Priority Projects in the next 20 years.

2) City will implement the public realm improvement projects outside of the Hub Area as outlined in Section 5 of this chapter by capitalizing on major developments outside of the Hub Area should such developments occur.

9.4 Co-operation with Other Jurisdictions

The implementation of certain policies will require the co-operation of other public authorities, including the Province of Ontario and the National Capital Commission. Wherever the agreement or involvement of two or more authorities is required to implement certain aspects of the secondary plan, the City will initiate discussions with these authorities with the objective of reaching an agreement on a desirable course of action.
Chapter 2A: Bayview Station District - Area A

Section 1: Introduction - Area A

Fueled by the City’s landmark investment in the O-Train - Lines 1 and 3 and the increasing desirability of surrounding neighbourhoods as a place to live and work, the area immediately surrounding Bayview O-Train Station is poised to transform from an underutilized industrial/commercial district into a new and vibrant transited-oriented, mixed-use community. The Bayview Station District Community Design Plan (CDP) developed the community vision for the Bayview Station District CDP area through a collaborative engagement process. The Bayview Station District CDP is the primary policy reference for future development within the study area. It provides a detailed overview of the intended planning strategy, its supporting rationale, sustainability measures and implementation. This secondary plan complements and provides the legal framework that supports the Bayview Station District CDP. This secondary plan provides the fundamental policy for the long-term development of these lands, including direction on land use, built form, public space design, circulation parking and affordable housing.

This secondary plan is to be read and interpreted in conjunction with the Bayview Station District CDP as Council’s policy direction for all municipal actions, public works, site plan reviews, Zoning By-law amendments and Committee of Adjustment applications in the area.

This secondary plan provides direction for significant change within the Bayview Station District. It is the expectation of this secondary plan, that lands outside of the immediate Bayview Station District area, including those within 600 metres, will continue to evolve with small-scale infill redevelopment and not be considered for significant change.

Section 2: The Planning Area - Area A

The Bayview Station District chapter applies to specific underutilized properties in the vicinity of Bayview O-Train Station, including the existing Bayview Yards (7, 80, 89, 90 and 100 Bayview Station Road); the Tom Brown Arena site; 801 Albert Street; 250, 255 and 265 City Centre Avenue; 145 and 158 Spruce Street, 168 Elm Street and 989 Somerset Street West. This chapter also applies to the segments of Scott/Albert Street and the O-Train corridor that lie adjacent to these properties within the secondary planning area. A map of the policy area is provided in Schedule B: Bayview Station
District Designation Plan. The Bayview Station District affects two Wards (Ward 15 – Kitchissippi and Ward 14 - Somerset).

Section 3: Vision and Design Principles - Area A

3.1 The Vision

The Bayview Station District will evolve to become the new western urban gateway to the City’s downtown. Focussed on the Bayview O-Train Station, strategically located at the intersection of the north-south and east-west O-Train lines, this new district will take advantage of its importance as an O-Train mobility hub, by establishing a high-quality, mixed-use urban environment that supports a creative and diverse range of new employment and residential opportunities. The Bayview Station District comprises four quadrants that today are segregated by O-Train corridors. High-quality architecture and urban design will provide a unifying element for the four quadrants by providing a superior public realm through the introduction of an urban grid into the current superblocks. This will establish a range of alternative connections through the area and reduce car dependency. New pathways and corridors will provide enhanced pedestrian and cycling opportunities along and across the O-Train corridors and through the superblocks, linking to pathway systems outside of the area. New parkland will be acquired. Existing parks and local services will be expanded and improved as redevelopment occurs to provide recreational and community supportive uses that will bolster the transformation of the area, as envisioned. The new neighbourhood will integrate and enhance the outstanding natural and built features in the area, particularly the Ottawa River, the vibrant mainstreets along Wellington Street and Somerset Street West and the stable residential neighbourhoods of Mechanicsville, Hintonburg and Dalhousie.

3.2 Planning Principles

This vision is supported by the following planning principles:

1) New development will be mixed use, compact and transit-oriented.

2) Innovative design and investments in the public realm will provide safe, comfortable and accessible connections through the area and to major destinations including Bayview O-Train Station and the Ottawa River.

3) New development will be respectful of established, adjacent neighbourhoods.

4) Bayview O-Train Station will become a prominent community landmark.
5) Diversity in built form and architecture, combined with distinct and coordinated public realm improvements will establish a street edge with adequate light, sky exposure and public views and help to create a sense of place and identity for the district.

6) New residential developments will offer affordable housing, creating social cohesion and a rich mix of experiences.

7) Investments in affordable, supportive and accessible housing developments for households below the City’s 30th income percentiles will ensure housing for vulnerable members of the community.

8) New developments will feature the latest in sustainable design to reduce energy use, land consumption and emissions.

9) The existing City-owned pathway, parks and greenspace network will be enhanced to meet the needs of existing and future residents.

Section 4: Designation and Design Policies - Area A

4.1 Designations

Hub

The Hub designation, shown on Schedule B: Bayview Station District Designation Plan, requires that new development incorporates a wide range of transit-supportive land uses, including residential, office, institutional, employment, community and parks and privately-owned public spaces in a compact environment that employs designs with a priority on the pedestrian environment and connectivity. This secondary plan encourages the creative development of a vibrant, mixed-use community befitting a major transportation hub to establish a new, unique district in the City, while complementing and reinforcing the character of existing surrounding neighbourhoods. The land use mix, anticipated to be approximately 60 per cent residential and 40 per cent office and retail, will be confirmed at the time of development and through a phasing plan.

1) Mixed-use development shall include active frontages with street-related, publicly accessible shops, services and amenities adjacent to areas of high pedestrian circulation. Refer to the Bayview Station District CDP, Figure 45. Active Frontages and Gateway Features.

2) Residential or office uses should be considered the primary use for all buildings and located on the upper floors of mixed-use buildings. If mixed-use development cannot be achieved within an individual building, a mix of uses in a cluster of single-use buildings is a reasonable alternative approach.
3) Large format retail uses, such as grocery stores, are permitted, provided they are designed to fit within the overall site context and in an urban multi-storey, street-related form.

4) Land uses shall be transit-supportive and contribute to the positive generation and management of pedestrian and cycling movements associated with Bayview O-Train Station. Land uses that provide a negative impact to the pedestrian and cycling environment will not be permitted.

5) Development fronting onto the Somerset Street West bridge shall extend the Somerset Street West Minor Corridor west from City Centre Avenue, using the bridge deck as a publicly accessible active frontage.

6) Public parks and public and privately-owned public spaces should be integrated and should serve as gateways, entrance features, gathering places, focal points and key connections.

7) High-rise development will not be considered within 600m of the Bayview O-Train Station within a neighbourhood designation unless a CDP allows for it.

Park and Privately-Owned Public Spaces

8) Parks designated on Schedule B: Bayview Station District Designation Plan, are City-owned parks and provide the residents active and passive spaces for recreational activities. New parks will be secured through the development review process. Existing parks will be protected and enhanced to meet the needs of the community. and Tom Brown Arena and its park space will be revitalized as the area redevelops to meet the needs of current and future residents in the area.

9) New parks will be created at the north end of Bayview Yards and within the former Wellington Street right of way east of the O-Train. These parks will be integrated with existing greenspace along the Ottawa River and the O-Train corridor to enhance linkages in and through the Bayview Station District and contributes to a functional natural environment.

10) The placement of municipal park spaces abutting any National Interest Land Mass landscape will not guarantee permeability into abutting federal lands.

11) Further refer to the Bayview Station District CDP, Figure 44. Parks and Open Space, for the location of designated Park Space and also the recommended location for additional privately owned public spaces on private lands, ideally located adjacent to designated Park Space, where efforts will be directed to secure such spaces through the development review process for specific development proposals.
12) New public parks shall be provided, including but not limited to:
   a) At the north end of Bayview Yards; and
   b) on the east and west ends of the Wellington Street right of way linking a new multi-use, pedestrian and cycling bridge crossing of the O-Train corridor to City Centre Avenue – shown on Schedule B: Bayview Station District Designation Plan.

13) Urban plazas shall be designed to accommodate a variety of activities throughout all four seasons, with minimum maintenance. These spaces should be defined using themed public amenities such as public art, benches, lighting, paving techniques, fixtures, banners, low walls or landscaping.

14) Public spaces shall be designed with consideration for our aging demographic, including senior accessible seating, appropriate access points, visual cues and signage. Seating areas should be located at regular intervals and positioned to encourage social engagement.

15) Shade trees and greenery shall be coordinated with lighting, public art and required utilities to provide continuous canopy coverage and shade protection in summer and to frame the public realm and provide wind breaks in winter.

16) Planting and maintenance of trees and vegetation should consider view corridors and the habitat needs of urban-adapted birds and other animals.

4.2 Block Layout

The Bayview Station District currently includes several super-blocks, accessible by few formal pedestrian or cycling connections. As these superblocks are developed, they shall incorporate a street size and pattern similar to those of the existing communities in the area. Extending the existing street grid will break up the superblocks and create a fine-grained block pattern that allows for greater permeability, movement and connectivity at ground level. By providing a variety of route choices and destinations, the extended street network will also encourage pedestrian and cycle travel. As new streets are developed, they shall include infrastructure specifically designed to provide a safe and comfortable environment for walking and cycling.

1) The spatial arrangement of buildings shall promote a pedestrian-oriented, fine-grained block pattern oriented towards supporting movement to and from Bayview O-Train Station and the surrounding community.

2) Primary active frontages should be oriented along primary movement corridors serving Bayview Station District.
3) New development centred on Bayview Station Road and City Centre Avenue should provide interior streets, preferably as extensions of the existing grid, to break up the superblocks and provide effective internal circulation for all modes of transportation. Where these internal streets remain in private ownership, measures will be taken through the development review process such as having public easements established to ensure that they are fully accessible to the public.

4) An improved grade-to-grade connection to and from City Centre Avenue and Somerset Street West is required, on both sides of City Centre Avenue. This connection shall provide 24-hour accessibility to the public via a visible, well lit, high-quality staircase and accessible path from Somerset Street West to City Centre Drive and an enhanced portal underneath Somerset Street West bridge that addresses horizontal clearance and adequate width to address vehicular movements, cycling and improved sidewalk conditions.

4.3 Height, Bulk and Massing

The height, bulk and massing strategy is intended to promote density in proximity to Bayview O-Train Station while ensuring that each new building is of an appropriate scale, respects adjacent buildings, communities and parks and contributes to a safe and vibrant pedestrian realm. In general, tall buildings will be concentrated around Bayview O-Train Station and will transition appropriately towards stable residential neighbourhoods. While the general height profile will be respected, buildings of varying heights are encouraged, to create a prominent and visually interesting skyline. Public views towards downtown, Bayview O-Train Station and the Ottawa River are to be preserved and enhanced and built form should frame these views where possible. Care should be taken to avoid excessive shadowing of major pedestrian routes to and from Bayview O-Train Station and of existing residential areas.

1) Maximum building heights are illustrated on Schedule C: Bayview Station District Maximum Building Heights and in the Bayview Station District CDP, Figure 40. Height Strategy.

2) The maximum building height for properties directly adjacent to established residential neighbourhoods may not exceed the maximum height established in the existing zoning for the adjacent residential area. An increase in height will only be permitted through the use of a commensurate transition zone.

3) High-Rise buildings over 12 storeys shall feature a podium and point tower arrangement to ensure the desired street edge is created and adequate light, sky exposure and public views are established. Podium height shall not exceed six storeys throughout the policy area.
4) For buildings up to and including 12 storeys a minimum stepback should occur after the fourth storey, to establish the desired neighbourhood high or traditional mainstreet built form environment, as is shown in the Bayview Station District CDP, Figures: 38. Street Layout. For buildings taller than 12 storeys, a minimum stepback should occur after the sixth storey. Where possible, the upper storey step back should be designed at the same storey as those established in the immediate area to create a cohesive visual pattern and character of development. Step backs at the upper storeys help achieve a human scale and allow more light on the sidewalks and sky exposure.

5) Building frontages on Somerset Street West, City Centre Avenue, Bayview Station Road and City parks should include a minimum step back. Where a lot is deemed to be too narrow to allow a reasonable step-back to occur, a change of building material that defines a separation between podium and tower may be acceptable, subject to review and consideration by the Urban Design Review Panel.

6) At least 70 per cent of the building frontage along Somerset Street West, City Centre Avenue and Bayview Station Road is to be occupied by building facades. Lot width shall be measured at the front yard building setback. A phasing plan, submitted to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development department, will demonstrate how this policy will be achieved over time.

4.4 Architectural Design

Building architecture in the Bayview Station District should be context-sensitive, seek opportunities to create visual landmarks and contribute to city-building on a broader scale. Architectural treatment should particularly respond to the movement patterns associated with Bayview O-Train Station and support these movements through architectural expression, lighting quality and arrangement and orientation of design features. Weather and seasonal variation should be a strong consideration. Morning and evening commutes in winter months will occur before dawn and after dusk and should be supported by design measures to promote visibility, safety and security. Wind pattern impacts on the public realm must be considered, as must snow collection, storage and outfall areas from building structures.

1) Buildings 20 storeys or taller will be subject to a specialized design review process established within the framework of the City’s Urban Design Review Panel process to exercise a rigorous peer review for development located within the District, at the cost of the developer.
2) Buildings should provide a definitive entrance location, ground-floor, middle and roof profile. Consideration should be given to treatment of the tower and roof so as to contribute to visual interest.

3) The ground floor of a mixed-use building should have a high floor-to-ceiling measurement to allow for a range of uses (e.g., 4.5 metre distance from floor to ceiling) and should incorporate direct entrances from the street and high transparency and glazing to promote ground level animation and visibility.

4) Buildings should create a fine-grained streetscape, with individual units and entrances expressed within modulated, articulated building facades. No building should have any length greater than 20 metres without some form of articulation that achieves a break in the visual appearance of the length.

5) No buildings will disrupt the visual opening along the north-south Line 2 O-Train corridor to the Ottawa River, with the exception of the Bayview O-Train Station which is at the intersection of the north-south and east-west Lines 1 and 3 and Line 2.

4.5 Circulation

Bayview O-Train Station is a central focus of the area vision and the Bayview Station District, with the primary transportation design objective to provide seamless pedestrian and cycling access to transit, with vehicle movements considered a secondary focus. In particular, pedestrian mobility, clear circulation paths and allowance for flow volumes consistent with peak transit periods are to be considered in pathway design, sidewalk width, lighting and through-block/through-building connections. Formal federal approvals will be required for any pathway linkages or other infrastructure affecting the Sir John A. Macdonald Parkway corridor and the Ottawa River shoreline, including any proposed impacts on the existing Parkway intersection at Slidell Street.

1) The recommended street pattern, key pedestrian and cycling connections and off-street multi-use pathway network is conceptually shown in the Bayview Station District CDP, Figures: 38. Street Layout; 41. Pedestrian Connections; 42. Cycling Connections; and 43. Pathway Connections. Phasing plans are required for superblocks and site-specific development proposals shall be designed to ensure that the circulation systems conceptually identified in the Bayview Station District CDP are achieved.

2) New streets shall be designed as complete streets and should employ intersection bump-outs where feasible and shared use lanes. This applies to both new streets that may become public roadways and new streets that may remain in private ownership, but that will be made accessible for public use through easement agreements secured through the development review process.
3) Measures to prevent cut-through traffic on Elm and Spruce Streets should be maintained.

4) Grade differences shall be handled through a variety of means with the goal of maintaining a continuous, accessible, fine-grained and interconnected pedestrian network.

5) To enhance pedestrian connectivity, publicly accessible paths should be provided through development blocks and through buildings where block orientation cannot achieve a direct external pedestrian connection. When providing a direct connection to Bayview O-Train Station, through building passages, shall be accessible during transit operating hours.

6) A legible network of off-street multi-use pathways shall provide linkages between adjacent communities, Bayview O-Train Station and main activity nodes in the area including Laroche Park, Tom Brown Arena and the Ottawa River.

7) A new multi-use bridge crossing of the O-Train corridor shall be provided within the former Wellington Street right of way.

8) Off street multi-use pathways shall be a minimum 3.5 metres wide and, separate pedestrians and cyclists and shall be illuminated and maintained year-round.

9) Amenities including wayfinding, seating and drinking water fountains should be provided at the key gateway locations illustrated at the Bayview Station District CDP, Figure 45. Active Frontages and Gateway Features.

10) Development proposals must be supported by a transportation study that will be used to determine the adequacy of parking, transit service (including location, siting and connectivity of transit stops), pedestrian sidewalks and connections, cycling facilities and any necessary localized improvements to support the intensity of development.

4.6 Parking

Parking for bicycles will support the intense land uses considered for the area and will be secondary to the creation of a dynamic, pedestrian-oriented, ground-floor environment. Bicycle parking facilities should be well connected to bicycle routes and multi-use pathways.

On-street vehicle parking will be permitted in all reasonable cases where fire lanes and access can be maintained. Off-street parking facilities should be enclosed in medium and high-density developments, either in below-ground parking structures or within building podiums.
1) Minimum and maximum parking requirements shall be reduced to reflect downtown urban conditions and ratios that support high transit use.

2) Surface parking will not be permitted except in special circumstances and will be subject to design review with respect to landscaping and impact on pedestrian movements.

3) Parking shall be located underground or inside building podiums and should incorporate measures to provide appropriate screening and integration with the built form of the block.

4) Parking structures along public rights of way shall not include blank walls and should include publicly accessible active uses at the ground floor.

5) Entrances to parking garages shall be directed to minor roads or private driveways, wherever feasible, to foster a pedestrian-oriented streetscape environment.

6) Shared parking arrangements between tenants, buildings and lots shall be encouraged, particularly for uses that operate at different times.

7) Bicycle parking shall be provided in locations that are easily accessible (preferably at-grade), offer natural surveillance, are protected from weather and are sized appropriately to the estimated demand.

8) Bicycle and vehicle parking facilities should be accessible in a manner that minimizes negative interaction with primary pedestrian routes. This includes provision of landscaping and separated walkways where necessary.

4.7 Streets and Public Realm

Public streets account for a large portion of the built environment in the Bayview District and should be designed as the most important public spaces. They include both: streets owned and operated by the City; and streets introduced through the development review process that may remain as private streets to introduce a grid system into the current superblocks and that will be have public use and be secured through easement agreements. As such, the policies below will apply as required to both public streets and private streets that will serve as publicly accessible streets within superblocks.

Envisioning street right of ways as welcoming spaces for public movement and activity, rather than simply as transportation corridors, is essential for this district’s place making and functionality.

1) Albert Street represents an important connection to the Bayview O-Train Station and through the district. As the street and bridge is reconstructed/rehabilitated, and as development progresses, it is intended that the pedestrian environment shall be
prioritized through generous sidewalk widths, pedestrian-scaled lighting, street furniture, street trees and at-grade connections from adjacent development sites. Buildings, trees and the aforementioned treatments shall be designed and implemented to frame the street, creating a high-quality pedestrian environment.

2) When alterations to the sidewalk and/or roadway geometry are being considered in the Bayview Station District, whether for private redevelopment or a public works project, the pedestrian sidewalk space shall be given priority.

3) A 5.0-metre sidewalk width is preferred on Somerset Street West, Bayview Station Road, City Centre Avenue and Albert Street. If such width cannot be achieved within the public right of way, consideration shall be given to reducing the size and number of vehicular lanes and setting back the street façade to provide a more spacious public sidewalk space.

4) Trees shall be used to improve the aesthetics and unique identity of the area and should be planted every 7 to 10 metres in the setback of the public right of way (provided there is sufficient space) to establish an avenue of mature trees that give public streets character. When site conditions make it impossible to achieve this in the public right of way, private landowners should be encouraged to plant trees in the front yard setback areas to complement public realm plantings. Generously landscaped alleys are encouraged along local roads connecting Laroche Park to a new public park at the north end of Bayview Yards. Refer to the Bayview Station District CDP, Figure 38. Street Layout.

5) Street and pedestrian level lighting should be on shared poles where possible and practical and should incorporate decorative luminaires/assemblies.

6) Commercial signage shall be designed to promote a pedestrian oriented streetscape while still being visible to automobiles. Signage should respect the character and scale of the area and should complement the buildings architectural features.

7) High-quality street furniture should be selected that is designed for long-term use, maintenance and aesthetic appeal. Where possible, street furniture should be coordinated within a broader landscaping plan in context with adjacent developments to promote continuity.

8) The integrated improvement of streetscape elements (street trees, landscaping and public art) should be considered whenever there is a renovation or upgrade contemplated by a private property owner to improve the aesthetic character of the street and better demarcate ownership edges.
9) Public art should be installed at key gateway locations and gathering places and should be undertaken and supported by the City of Ottawa Public Art Program and the Percent for Art Policy. The final location for public art installation should be determined by the artists in collaboration with the City.

4.8 Affordable Housing

New residential developments will offer affordable housing with direct access to transit to afford the creation of social cohesion and a rich mix of experiences for residents and businesses.

1) A range of housing types and tenures are encouraged for residential uses. 25 per cent of all rental and ownership housing shall be affordable.

2) The City shall facilitate partnerships with the non-profit and private sectors to develop affordable rental housing for households below the 30th income percentile as defined in the Official Plan.

3) Land, as identified within the Bayview District, that is declared surplus to the City’s needs shall be identified for sale or lease for the development of affordable housing consistent with the City’s local housing priorities and the City Housing Strategy, as amended or replaced from time to time, as approved by Council.

4.9 Implementation Strategy

The following policies, based on Bayview Station District CDP Section 7 – Implementation, and further described in Part C – Implementation and Interpretation, are important to realize the vision of the Bayview Station District CDP:

1) Provision of a master concept plan and phasing plans for the superblocks that reflect the directions set out in the Bayview Station District CDP and this secondary plan will be a required part of the development review process through plans of subdivision and site plan applications. Any agreements related to subdivision and site plan approvals will include conditions to reflect and achieve the implementation of the master concept and phasing plans to ensure the orderly development of these large sites and to ensure the timely introduction of the public infrastructure necessary to support such development. The City will use the subdivision and/or site plan application process to secure required rights of way and parkland dedications, along with any key infrastructure improvements. Developers and the City will use this secondary plan and the Bayview Station District CDP to guide the preparation and evaluation of redevelopment proposals in the Bayview Station District.

2) On lands zoned with the “-h” holding symbol, the symbol will not be removed until the following are submitted, unless otherwise noted in the zoning, to the satisfaction of
the General Manager of the Planning, Infrastructure and Economic Development
department:

a) A master concept plan covering the entire land area of the “-h” zoned lands
depicting major development blocks, roads and public spaces to be dedicated to
the City or private access roads that will be publicly accessible is submitted and
approved; and

b) Servicing, site remediation and traffic studies are submitted; and

c) Subdivision and/or site plan approval is given that includes conditions to reflect
and achieve implementation over time of the master concept and phasing plans
to ensure the orderly development of the site and to ensure the timely
introduction of the public infrastructure necessary to support the development
proposed.

3) For large development sites, the block layout, location of parkland and the specific
spatial deployment of height and massing shown in Schedule C: Bayview Station
District Maximum Building Heights will be subject to an environmental site-specific
remediation and risk mitigation strategy as well as servicing and traffic impact
studies. If necessary, changes to address major design and brownfield constraints
(for example, significant soil contamination or infrastructure issues) will be permitted
through an application for a Zoning By-law Amendment or a Minor Variance through
the Committee of Adjustment provided that they are consistent with the overall intent
and principles of this secondary plan. Any major departures from the concept plan
(such as significant changes in the maximum height or overall site density) that are
not in keeping with the intent of the plan will be subject to an Official Plan
amendment.

Subdistricts

4) 900 Albert Street

Further to the holding provision requirements under the MC[1967] S291, S292-h
zone, a future revised development scenario and application must also satisfy the
following parameters:

a) Any revised development concept shall be developed with regard to the directions
set out in the Bayview Station District CDP and this secondary plan and shall
include demonstration through a master concept plan that the subject site and
the site at the 250 City Centre Avenue will integrate with each other with respect
to connections, public realm and overall urban design to achieve a unified and
seamless overall development program for the superblock that comprises these two sites; and

b) The above master concept plan will serve as the basis for defining the details that will be reflected on any site plan for a revised development concept that will, in particular, provide a strong, well-defined pedestrian and cycle connection through the site to provide access to the Bayview O-Train Station and to 250 City Centre Avenue, including the integration of the open space system and public realm to be provided for 250 City Centre Avenue. This will ensure that the two sites will be seamlessly integrated as one superblock that reflects and implements the circulation and public realm directions of the Bayview Station District CDP and this secondary plan. Moreover, it will ensure a unified and interconnected public realm experience and a direct and seamless connection to the Bayview O-Train Station to support the promotion of transit use by employees and residents who will occupy the future development at 801 Albert Street and 250 City Centre Avenue; and

c) The City in reviewing any revised development concept will also explore the potential to provide for a realignment of the Wellington Street right of way to intersect at a right angle with City Centre Avenue to allow access to the superblock. In this regard, it is acknowledged that the replacement of the high-pressure waterline, within the Wellington Street right of way, includes the provision of valves to allow for the relocation of the water main to facilitate a realignment. This would support achieving the extension of the grid pattern into the superblock and allow for the Wellington Street right of way to be transformed into a key public realm space with active uses and providing a normalized connection through the superblock from Hintonburg; and

d) Any revised development proposal, like the development proposal that was submitted as part of the approved rezoning, shall not be permitted above any of the major pipe infrastructure crossing or adjacent to the site, unless such infrastructure is relocated to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development. The City will not contemplate future redevelopment of this site that requires the build-over of significant piped infrastructure; and

e) The new Bayview Station District seeks a very dense, urban form of development which assumes an 85 per cent modal share (60 per cent transit). This requires parking rates befitting of densities and parking rates found in an urban core area. Any rezoning will also include adoption of Central Area parking rates, as per this secondary plan and zoning direction of the Bayview Station District CDP; and
f) A maximum of three high-rise towers are permitted on the property at 900 Albert Street. As shown on Schedule 291 of the Zoning By-law, one tower is permitted in areas A, B and C respectively. A 65-storey tower is not permitted in Areas B or C of Schedule 291. Subject to consultation with the Urban Design Review Panel and site plan control approval, one tower is permitted to be built on each of areas B and C as per Schedule 291. One tower is permitted at a maximum height of 27 storeys, the second tower is permitted at a maximum height of 56 storeys without further amendment to this secondary plan. The maximum heights permitted in Schedule C: Bayview Station District Maximum Building Heights may not be increased without further amendment to this secondary plan; and

g) A minimum tower separation of 20 metres shall be provided. A tower is defined as the portion of the building above the podium.

250 City Centre Avenue

The direction of the Bayview Station District CDP will see the property at 250 City Centre Avenue (owned by Equity Realty Group Inc.) transform significantly to a dense urban fabric over time. While much of the needed public realm and mobility improvements to facilitate this transformation of the lands can be captured on-site through the development review process, it is recognized that certain off-site works will also be needed to facilitate this transformation. In particular the construction of the Wellington Street pedestrian/cycle bridge as well as pathway linkages and associated landscape improvements will be needed to connect across City lands to the existing north-south multi-use pathway.

To that end the landowners agree to an indexed contribution of $450,000 towards the design and construction of the future pedestrian and cycling bridge over the existing O-Train corridor along the former Wellington Street right of way. This payment shall be phased with 50 per cent required at the time of issuance of the building permit for their first high-rise building and the balance upon issuance of a building permit when they have exceeded 120,000 m² of space.

Further, the owner also agrees to construct pathway connections and provide appropriate landscaping from their site across City lands to connect to the multi-use pathway running parallel to the O-Train.

The feasibility of relocation and adaptive re-use of the building located at 290 City Centre Avenue should be explored as part of the site plan control application process for the redevelopment of 250 City Centre Avenue.

5) Buildings greater than 20 storeys will be subject to a specialized design review process established within the framework of the City’s Urban Design Review Panel.
process. This review should also include a review of the master concept plans for superblocks, as part of the phasing plan requirements for such parcels. Design review should pay particular attention to the following design elements:

a) A review of the master concept and phasing plans for superblocks to inform the subsequent review of the specific development proposals for buildings and sites for these large parcels; and

b) A smooth height and density transition between larger scale development near transit corridors and the existing low-rise residential neighbourhoods; and

c) Effective pedestrian rights of ways that permit easy pedestrian and cyclist connections to and from Bayview O-Train Station; and

d) The development of an active and well-defined streetscape along underutilized portions of the north-south and east-west corridors, including across bridges; and

e) Architectural treatments that reinforce the position of the station as a neighbourhood landmark, or that highlight the Ottawa River and other unique features of the nearby neighbourhoods.

Chapter 2B: Bayview Station District - Area B

Section 5: Introduction - Area B

Area B of this chapter is a supplementary policy section to introduce a new policy framework for segments of Preston Street and Somerset Street West and their flanking residential side streets. This area may soon face pressures for change due to its proximity to O-Train stations and requires a clearer direction for how it may fulfill its role and contribution as part of a grid of connected mainstreets while retaining its role and character as a predominately residential area with commercial activity located along the mainstreets. This part of the secondary plan provides more refined policies that are consistent with the Official Plan and provides supplementary policy direction to guide future change in the area.

Section 6: The Planning Area - Area B

Area B of the Bayview Station District applies to the lands south of Albert Street, north of Somerset Street, west of Rochester Street and east of the initially approved Bayview
Station District Secondary Plan boundary, as identified on Schedule B: Bayview Station District Designation Plan.

**Section 7: Planning Principles - Area B**

The following planning principles provide the foundation for the policies set out for Area B of the Bayview Station District. The planning principles recognize that this area is an established residential area, with Preston Street and Somerset Street West being part of an inter-connected network of corridors but also an area that can evolve and change to accommodate more residents and businesses in the future. In order to guide this evolution, the following principles form the basis of this secondary plan’s policies:

1) New development or changes of use within existing buildings, where permitted, is to be sensitive to the existing built fabric and to the abutting established residential areas;

2) Commercial activity is promoted along the Corridor and Minor Corridors;

3) Preston Street and Somerset Street West are to evolve as part of an interconnected network of mixed-use Corridors, providing access to services for local residents;

4) The unique built fabric of Preston Street, characterized by low-rise, walk-up residential-type buildings from the early 20th century and small land parcels, is to be protected. The buildings can evolve in their use but should be preserved, along with the small-scale properties that give the area its fine grain and walkable character;

5) Infill and sensitive redevelopment is promoted in the area; and

6) New parks and enhancements to existing City-owned parks and pathways are promoted to meet the needs of existing and future residents.

**Section 8: Designation Policies - Area B**

1) Minor Corridor

   a) The Official Plan policies for Minor Corridor apply to areas designated Minor Corridor including allowing mid-rise development up to six storeys; and

   b) In addition to the policies of the Official Plan for Minor Corridors, where non-residential uses are proposed to co-exist above the ground floor with residential uses, the non-residential uses must be sensitive to and compatible with the residential uses.
2) Mainstreet Corridor:

a) Permitted non-residential uses are to be compatible with the built fabric and 
residential uses existing along the street and are to be geared primarily to 
serving the local residential area; and

b) The existing townhouses that face Preston Street North should be retained. To 
allow these townhouses to evolve and change over time, small-scale, 
community-serving and sensitive commercial uses are permitted and lot 
consolidation for the purpose of demolition and redevelopment is discouraged; 
and

c) Lands along Preston Street, north of Somerset Street West shall permit height for 
development of low-rise up to four storeys.

3) Neighbourhood

The Neighbourhood designation, as applied to Area B, Schedule B: Bayview Station 
District Designation Plan, allows for a broad range of housing types and applies to 
the Neighbourhood designation, which flanks Preston Street, and that includes a 
variety of housing types and sizes, from low-rise apartment buildings to single family 
homes. This neighbourhood area is characterized as an established community 
providing affordable housing which is well connected by transit and other services 
and is to be retained and enhanced.

a) All low-rise residential housing types are permitted, including, detached, semi-
detached, townhouses, stacked townhouses and low-rise apartment buildings; 
and

b) New development in the Neighbourhood area must be consistent with the 
prevailing pattern of development along the street in the immediate vicinity, in 
terms of front and side yard setbacks and massing, the use of lands in the front 
yard, and the location and type of parking arrangement (if provided); and

c) The permitted height for development is low-rise up to four storeys.

4) Parks

The Parks designation, as applied to Area B, Schedule B: Bayview Station District 
Designation Plan includes two existing parks, Primrose Park and Chaudière Park. 
These parks are City-owned parks and provide the residents active and passive 
spaces for recreational activities. These parks will be protected and enhanced to 
meet the needs of the community.
a) The designated Park, as identified on B - Bayview Station District Designation Plan will be protected and enhanced for residents use as passive or active park space.
Chapter 3: Corso Italia Station District

Section 1: Introduction

This chapter is for the Corso Italia Station District. The purpose of this chapter is to provide detailed, area-based policy direction to guide both public and the private development and investments over the next 25 years.

Section 2 of this chapter describes the planning area where its policies apply. Section 3 outlines the vision and goals for the district. Section 4 and 5 provide more detailed direction for specific areas within the district, with a focus on area character and built form and the public realm and mobility within that. Sections 6, 7, 8 and 9 provide policy for sustainability; servicing and infrastructure; housing; and, arts, culture and creative industry. The chapter concludes with Sections 10, 11 and 12 which describe its interpretation, implementation and schedules, which are important tools to clarify policy direction.

The various sections in the chapter are closely linked and are not meant to be read in isolation. Proponents should review all sections of this chapter, including the schedules and annexes for reference in interpretation of vision, in addition to Volume 1 of the Official Plan, when considering and preparing proposals for new public and private development in the district.

This chapter is Council’s policy direction for all municipal actions, including public works, plan of subdivision applications, Zoning By-law amendments, site plan reviews and Committee of Adjustment applications in the Corso Italia Station District.

Section 2: Planning Area

The Corso Italia Station District area is generally bounded by Somerset Street West to the north, Highway 417 to the south, Breezehill Avenue North and Loretta Avenue North (south of Gladstone Avenue) to the west and Preston Street (including properties facing Preston Street on its east side) and Booth Street (south of Balsam Street) to the east, as shown in Schedule L: Corso Italia Station District Character Areas.

Section 3: Vision and Goals

The chapter will guide an orderly transformation of the district area into a future south-western edge to the City’s future larger downtown.

Where a surrounding, vibrant community has long been established and will continue to thrive, a new vision for the Corso Italia Station District looks forward to the presence of the Corso Italia O-Train Station and the redevelopment of significantly underutilized
tracts of land nearby. These redevelopments will integrate with the existing community and introduce new urban elements that will cumulatively combine to reinforce Little Italy and Hintonburg as diverse neighbourhoods characterized by the right balance of built environment, uses and public realm amenities for an attractive and resilient future. New developments will provide the high-quality facilities and infrastructure needed to attract and support active transportation on a daily basis and in doing so reduce automobile dependence.

“The Corso Italia Station District will be a compact, livable, transit-oriented community that is vibrant, diverse, green and focuses on sustainable transportation as the primary means of mobility throughout the area. Future development will be fully integrated and strengthen the existing community character and create a sense of place which reflects that identity.”

This chapter’s goals for the district are as follows:

1. Expand the opportunities for active transportation to encourage a healthy and sustainable paradigm for area mobility and city building.

2. Reduce automobile activity and car dependence to minimize conflicts with pedestrians and cyclists, to support the use of transit and active transportation and to improve the local environment and reduce greenhouse gas emissions and to enhance the public realm by reducing the footprint of automobiles.

3. Improve the amount, types and quality of spaces available for the neighbourhood to balance the increased numbers of people living and visiting the district.

4. Concentrate the most dense and tallest buildings along the O-Train corridor to support transit use for new residents and to provide built form transitions to existing low-rise areas.

5. Re-establish vacant or underutilized lots, across the district, with a strong urban form and design to support and enhance a high-quality public realm.

6. Build on the heritage and character in the area to reinforce the established culture and success of the neighbourhood.

7. Nurture the arts community and other diverse, small-scale activity generators to support a resilient local culture and economy for all members of society.

8. Target the achievement of net-zero carbon greenhouse gas emissions in new development through the planning, design and development of alternative renewable energy solutions.
Section 4: Character Areas and Built Form

4.1. Character Areas and Their Built Form

The policies of this section provide specific direction for each character area, as delineated on Schedule L: Corso Italia Station District Character Areas. Maximum buildings heights for the district are specified on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location. On Schedule M, a dashed box indicates a permitted high-rise tower within a specific height category, the potential location of the tower and the maximum building height of the permitted tower (the number within the box). Detailed built form policy about a specific area or property is further provided in this section. Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan locates key properties or areas referenced in the following policies. This should be used to understand applicable policies as sites are subdivided.

In addition to these specific policies, all development shall demonstrate that the general built form criteria outlined in Section 4.2 of this chapter are met before the permitted maximum height can be approved. Section 5, Public Realm and Mobility is a companion to this section and all developments are expected to contribute to the public realm improvements as detailed in Section 5, prior to approval.

Station Area

The Station Area, as designated on Schedule L: Corso Italia Station District Character Areas, surrounds the Corso Italia O-Train Station. It will incorporate a wide range of transit-supportive functions and built form, including the tallest buildings and highest densities in the Corso Italia Station District. Building heights that decrease as development moves away from the Corso Italia O-Train Station and context-sensitive designs in this area will provide desirable transitions.

Given its central location within the established community, the Station Area provides a new opportunity to connect the neighbourhoods and people of Little Italy and Hintonburg and to create a district within the City that is built around transit and alternative transportation, minimizing reliance on automobiles. The Station Area will be a priority area for public realm improvement as outlined in Section 5 of this chapter. While this area will provide the most appropriate opportunities for the highest density buildings in the district, the properties fronting onto Gladstone Avenue will continue to be developed to support a mainstreet character area east of Preston Street, through appropriate built form transitions.
General Policies:

1) High-rise, mixed-use development, with maximum buildings heights detailed in Schedule M: Corso Italia Station District Maximum Building Heights and Tower Location, may be permitted.

2) The remaining podium building height around the perimeter of a high-rise tower should be a height of three to six storeys, as further detailed in Section 4.2 policies for Mid-Rise Buildings.

3) Mid-rise buildings, from five to nine storeys, may be permitted within a zone where a tower is permitted, but when no tower is developed on that parcel.

4) Notwithstanding the Station Area designation, the frontage of Gladstone Avenue shall be developed with the general built form characteristics and uses of a mainstreet, to support the commercial continuity of the Gladstone Main Street Corridor, west of Preston Street. It will be characterized by low- to mid-rise buildings or podiums fronting Gladstone Avenue.

5) The tower component of any high-rise building shall be setback from Gladstone Avenue to support the character of the Main Street Corridor and to minimize shadow and wind onto the public and private realms.

The Station Area is divided into four quadrants, as located on Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan Policy, each having policy directions that respond to their unique conditions:

North-east quadrant (933 Gladstone Avenue (Ottawa Community Housing); 931 Gladstone Avenue; and 232 Preston Street)

The North-east quadrant of the Station Area will become a diverse area that permits a broad range of housing types and a mix of uses, including affordable housing, commercial, retail, institutional uses and supporting public realm, including privately-owned public spaces.

6) There shall be active frontages facing all public realm within the Station Area. This includes the eastern Trillium Multi-use Pathway and the 1.0 hectare Park, north of the Station Area designation.

7) Tower elements of developments shall be positioned to minimize shadow impacts on the Park.

8) Despite Section 4.1, Policy 2), the podium of the 30-storey high-rise tower fronting the edges of the Gladstone and Street ‘B’, may be a maximum of nine storeys, subject to meeting Section 4.1, Policy 9).
9) The new, neighbourhood Gladstone Urban Plaza shall be provided south and/or west area of the southernmost building fronting Gladstone Avenue to facilitate a high-quality public realm opportunity at this high-activity node, as further detailed in Section 5.4, Policies 5) to 7) and shown on Schedule N: Corso Italia Station District Public Realm. The podium of the southern tower should be setback significantly from either Gladstone Avenue and/or the eastern Trillium Multi-use Pathway to ensure a space of civic significance. The Gladstone Avenue façade should be set back to create a view to the Urban Plaza and to provide an enhanced public realm for pedestrians at this important neighbourhood cross roads.

10) Active retail frontages and/or other storefront, non-residential uses accessible to the public are required for all development at the following locations:

a) The podium of the building fronting all edges of the Gladstone Urban Plaza and Street ‘B’ on Schedule N: Corso Italia Station District Public Realm. Such frontages are encouraged to extend as far as possible along the eastern Trillium Multi-use Pathway from the Urban Plaza northward; and

b) The majority of the frontage on the east side of Street ‘B’ between the Gladstone Avenue and Balsam Street; and

c) Retail frontages should be considered to extend along Street ‘A’ and Larch Street as each phase of development at 933 Gladstone Avenue site progresses but are not required. A greater mix of uses within the site would encourage a stronger, 15-minute walking neighbourhood. Ground level units along these streets should consider a design that is adaptable to provide for future flexibility in uses, such as live-work spaces.

11) New development permitted west of the designated Mixed-Use Neighbourhood shall be distributed and designed to provide a transition to the existing built form character in that area, through rowhouses, stacked townhouses, back-to-back stacked townhouses, or low- to mid-rise apartments. New single- or semi-detached dwellings are not permitted.

12) The two high-rise developments permitted on the north side of Gladstone Avenue, between the Street ‘B’ and Preston Street and south of Balsam Street shall be compatible and transition to the low- to mid-rise built forms of the abutting Main Street Corridor designation.

North-west quadrant (Standard Bread Company Factory - 951 Gladstone Avenue, 145, 131 and 127 Loretta Avenue North)
The north-west quadrant of the Station Area will become a diverse area permitting a broad range of residential uses and other mixed uses, including commercial, retail and light industrial uses.

13) Buildings will be sited and designed to create a built form transition from the Station Area character to the future Mixed-Use Block, on the west side of Loretta Avenue North.

14) The high-rise towers at 951 Gladstone Avenue and 145 Loretta Avenue North should maintain a minimum 23 metre separation distance between towers.

15) Future redevelopment around the Standard Bread Company Factory building shall incorporate design elements including, but not limited to building setbacks, stepbacks, massing and public spaces that showcase the cultural heritage of that building and site as designated under Part IV of the Ontario Heritage Act.

South-west quadrant (175 Loretta Avenue North - City Traffic Signals Operation; 950 Gladstone Avenue)

The south-west quadrant of the Station Area will become a diverse area permitting a broad range of residential uses and other mixed uses, including commercial, employment, retail and light industrial uses. Lands fronting Gladstone Avenue will redevelop to reinforce a continuous, pedestrian-oriented corridor.

16) Mixed-use buildings permitted over the balance of the south-west quadrant will be sited and designed to create a built form transition from the Station Area character to the existing, mature low-rise character exhibited by the west side of Loretta Avenue North.

Main Street Corridor

Preston Street, Gladstone Avenue and Somerset Street West will continue to evolve as animated and active mainstreets. As large properties redevelop or small-scale infills occur over time, these streets will solidify as the commercial spines of the Corso Italia Station District. A broad range of uses are permitted along the three corridors, including retail and service commercial uses, offices, residential and institutional uses. Main Street Corridors, as designated on Schedule L: Corso Italia Station District Character areas, will be characterized by an eclectic collection of low to mid-rise buildings.

General Policies

17) Mixed-use buildings up to a height of six storeys, in keeping with a mainstreet function and character as outlined in Section 5.1.4 and 6.2 of Volume 1 of the Official Plan, may be permitted along Main Street Corridors, unless otherwise
indicated, as shown in Schedule L: Corso Italia Station District Character Areas and Schedule M: Corso Italia Station District Maximum Building Height and Tower Location of this chapter.

18) Continuous at-grade retail, commercial or institutional frontages with public access from the street shall be provided along Preston Street, Gladstone Avenue and Somerset Street West. Amenity rooms or similar types of spaces reserved only for residents of a building shall not be permitted along Main Street Corridor frontages.

19) The ground floor frontage of buildings abutting the Main Street Corridor should reflect the established retail scale and character to reinforce a fine-grain, human-scale development.

Site-Specific Policies along Main Street Corridors

1010 and 1040 Somerset Street West (as located on Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan Policy)

20) Mixed-use development may be permitted at 1010 Somerset Street West to a maximum floor space index (FSI) of 1.5. High-rise development and the addition of floor space beyond the maximum FSI may only be considered with the dedication of a 1.0 hectare Park, as described in the public realm Policies 1) to 4) in Section 5.4 and shown on Schedule N: Corso Italia Station District Public Realm of this chapter.

21) Development fronting onto the Somerset Street bridge shall extend the Somerset Street Main Street Corridor west and use the bridge deck as a publicly-accessible active frontage.

22) Building heights along Somerset Street West shall be mid-rise to support and be consistent with the character of the Main Street Corridor. If the conditions of Section 4.1, Policy 17) are met, high-rise towers may be permitted as shown on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location and shall be sufficiently set back from Somerset Street West to maintain a mid-rise frame along the Main Street Corridor and to minimize shadow and wind onto the public and private realms.

23) Retail, commercial and/or other non-residential active frontages are required for all development along the entire frontage of any buildings located along Somerset Street West.

24) Development at 1010 Somerset Street West may include a public recreational facility or public school. A recreational facility may incorporate an expansion of the existing Plant Bath Recreation Centre.
25) Development of sites on either the east or west sides of the City Centre Underpass Pathway (see Section 5.2, Policies 6) to 13)) shall be designed with public realm considerations by:

a) Terracing downward or providing breaks in the building mass to maximize daylight along this active transportation spine; and

b) Activating building frontage(s) by concentrating the access/egress or activities of people of the buildings so they abut the pathway or underpass to keep “eyes on the street”; for example, locating 24-hour lobby, bike storage, or patios abutting the pathway.

26) Vehicular access to all parcels at 1010 Somerset Street West shall be as described in Section 5.2, Policy 6) and primarily directed to underground and/or podium parking where all vehicular movement between future development phases would occur, as well as site servicing, including: drop-offs and pick-ups, parking, deliveries, loading, garbage and recycling services, moving trucks and emergency vehicles.

27) Site planning and design of any parcel at 1010 Somerset Street West shall ensure access of larger emergency vehicles, such as Fire Services, including via the surface, as deemed necessary but without compromising the objectives of the public realm policies with respect to pedestrian and cycling priority.

28) Prior to redevelopment, a temporary use by-law may be applied to 1010 Somerset Street West to permit, on an interim basis, a City-operated parking lot.

29) A high-rise, mixed-use development may be permitted at 1040 Somerset Street West. The Somerset Street West frontage shall be developed to exhibit compatibility with the built form characteristics and uses of the Main Street Corridor, in general, to support the commercial continuity of the Somerset Street West, west of the O-Train corridor, except where otherwise permitted by existing zoning.

Gladstone Avenue and Preston Street

30) Building development on the north side of Gladstone Avenue, from Preston Street to the new Street ‘B’ (250 and 232 Preston Street; and 931 Gladstone Avenue) shall be set back a minimum of 2 metres from the property line on the northern side of Gladstone Avenue to ensure public realm enhancements can be satisfied, given the very narrow right of way at this location of Gladstone Avenue. This is in addition to the right of way widening (Section 5.2, Policies 39) and 40)).

31) The north side of Gladstone Avenue, between Rochester Street and Preston Street (280 Rochester Street) shall be redeveloped to infill the underutilized areas adjacent to the Main Street Corridor with mixed-use low- to mid-rise buildings to a maximum
of six storeys. This should integrate the existing community parkette at the corner of Preston Street and Gladstone Avenue.

32) Retail, commercial, institutional and/or other active frontages are required for all development fronting Gladstone Avenue, between Rochester Street and Piazza Dante Park. Such uses are also encouraged to frame the ground level of Piazza Dante Park. Regardless of use, the ground floor around Piazza Dante Park and any extension to it, should be designed as active frontage.

33) The east side of Preston Street, between Gladstone Avenue and The Queensway (Highway 417), shall be redeveloped to re-establish the Main Street Corridor in this block and expand and reinforce the Preston Street character.

34) The Adult High School (300 Rochester Street) will continue its institutional role and serve the community and the broader City. As it redevelops, it should adhere to Main Street Corridor policies.

**Mixed-Use Neighbourhood**

The Mixed-Use Neighbourhood policies will apply to the areas in the district, as designated on Schedule L: Corso Italia Station District Character Areas, that are primarily residential in character and function. Areas with existing low-rise buildings will continue to evolve with new low-rise development that complements that context, while areas of large or underutilized sites may also incorporate mid-rise buildings, and in specific locations where appropriate, limited high-rise buildings may be permitted. Both will provide a range of housing options intended to support the diversity of needs found and desired in the downtown core, including units with multiple bedrooms to support large families, as well as live-work alternatives. Small-scale non-residential uses will be permitted including functions and land uses meant to support the daily local needs of the neighbourhood, including: retail, service, cultural, leisure and entertainment uses.

**Preston Side Streets**

The low-rise street blocks to the west of Preston Street, between Oak Street and Balsam Street, and St. Anthony Street and Louisa Street West, as located on Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan Policy, are a mixed-use neighbourhood that supports families and a wide range of demographics. It will continue to evolve and intensify over time to provide liveable, family-friendly housing options while supporting live-work alternatives and small businesses. Redevelopment in the form of infill will be encouraged to ensure the unique quality and characteristics of the area remain, as major redevelopment occurs within the district. Pedestrian and cycling will become the focus of mobility and infrastructure to support active transportation as the primary mode of travel.
35) Notwithstanding the provisions in Section 6.1.1 and 6.1.2 of Volume 1 of the Official Plan, low-rise residential and mixed-use development up to four storeys will be permitted in the Mixed-Use Neighbourhood.

36) Developments in the Mixed-Use Neighbourhood are not subject to the minimum density targets established for the Corso Italia Designation in Section 3.2, Table 3a of the Official Plan.

37) The City shall protect and enhance the built form character of Little Italy by encouraging infill development that is sympathetic to the historic built form character of the neighbourhood through the development review process.

38) The City will encourage affordable and liveable housing units that are suitable for families with children through the development review process.

39) Development within the Mixed-Use Neighbourhood that is west of the established, low-rise buildings between Oak Street and Larch Street shall be designed with north-south private lanes. Access from those lanes to the existing, east-west public rear lanes shall be pedestrian only.

40) The City may consider acquisition of that portion of privately-owned properties that currently encumber the western passage of existing, east-west lanes to the new lanes described above (Section 4.1, Policy 39).

41) Notwithstanding Section 4.1, Policy 35), on the block from Preston Street to the Street ‘B’, between Larch Street and Balsam Street, buildings up to six storeys may be permitted, as shown on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location. The design of built form shall employ considerations in height, massing, scale and architectural rhythm to provide transition to the low-rise residential buildings on the north side of Larch Street.

42) On the north side of St. Anthony Street, a building to a maximum of height of six storeys may be permitted over the balance of the site and provide a transition to the low-rise buildings to the north on Louisa Street West. While primarily a residential use, limited commercial uses may be permitted.

Rochester Heights Phase 2 (818 Gladstone Avenue)

This superblock will be broken down and redevelop as a fine-grained neighbourhood that is a primarily residential use but also provides a range of opportunities to mix of non-residential uses. It will build on the diverse character of the surrounding neighbourhood, including Gladstone Avenue, by accommodating a range of housing options and supporting the reestablishment of the Gladstone Avenue mainstreet.
function. Its built form, public realm and mobility network will invite the community into
the site to ensure it is weaved as integral part of community identity and functionality.

43) The existing, singular superblock will become a fine-grained system of smaller
blocks and parcels of development.

44) Blocks shall be designed with high lot coverage and create high-quality public realm
that includes a continuous network of pedestrian-only mews.

45) A range of low-, mid- and high-rise buildings may be permitted over the site as
detailed in Schedule M: Corso Italia Station District Maximum Building Height and
Tower Location.

46) There shall be a transition from low- to mid- or high-rise buildings on the site.

47) All buildings shall be designed so that no side wall faces an established public
street.

48) All building elevations that front onto Piazza Dante Park, or any extensions of the
Park, shall have active frontages. Commercial uses, including small retail stores,
restaurants, cafés or bars, are the preferred ground floor use, but spaces may also
include uses that support a local arts hub, residential and related amenity uses.
Building edges around the Urban Plaza are important to defining the Park and to
ensure it functions as a safe and attractive landmark to the community throughout
the day.

49) Buildings surrounding and in proximity to Piazza Dante Park should be designed to
maintain maximize sun exposure to the site throughout the day.

50) Corner units on all floors of mid- and high-rise buildings, that are primarily
residential use, should provide larger units that maximize the number of bedrooms to
encourage the accommodation of large families within the downtown core.

51) Development at the south-east corner of Gladstone Avenue and Rochester Street
may be considered as a node for special uses, such as an arts hub.

Breezehill Avenue North

The Breezehill Avenue North area is between Somerset Street West and Laurel Street
and Breezehill Avenue North, as located on Schedule O: Corso Italia Station District
Key Properties or Areas Noted in Secondary Plan Policy and the O-Train corridor and
comprises several large, underutilized parcels. Over time, this area will redevelop into a
fine-grained, mixed-use neighbourhood that responds to the character of the
surrounding neighbourhood. Devonshire Community Public School, on the west side of
Breezehill Avenue North, as well as the existing low-rise residential uses and the O-
Train corridor, constitute key context as the area evolves. Transitioning building heights to this local context, as well as ensuring that the public realm and the mobility network are well designed and coordinated will ensure high volumes of active transportation use in the area. In the interim, the existing industrial operations are permitted to continue operation.

52) High-rise, mixed-use residential developments up to the maximum building heights detailed in Schedule M: Corso Italia Station District Maximum Building Heights and Tower Location may be permitted.

53) The remaining podium building height around the perimeter of a high-rise tower, generally, should be a height of three to six storeys, as further detailed in Section 4.2, for Mid-Rise Buildings. They will be sited and designed to create a built form transition to the existing, mature low-rise character exhibited by the west side of Breezehill Avenue North.

54) Mid-rise buildings, from five to nine storeys, may be permitted within a zone where a tower is permitted, but when no tower is developed on that parcel.

55) All development with this area shall be designed to support active transportation use along Breezehill Avenue North and Laurel Street, with special consideration of students and visitors to Devonshire Community Public School.

56) All development within this area shall carefully site buildings and consider through-block connections from Breezehill Avenue North to the future Trillium Multi-use Pathway on the west side of the transit corridor.

57) All redevelopment sites shall provide their portion of the future, western Trillium Multi-use Pathway on site and setback buildings accordingly and as needed (Section 5.3, Policy 3)).

**Mixed-Use Block**

The Mixed-Use Block designations, as designated on Schedule L: Corso Italia Station District Character areas, continue to offer uses that are large scale in operation and largely singular in use at present. They may include large, private commercial and industrial enterprises or public facilities that serve the broader community, such as institutional or recreational uses. As large lots, they also have the potential to provide redevelopment opportunities, in the short- and long-term, that will add to a diverse mix of uses and functions that will reinforce the overall district vision and goals.
Plant Bath Recreation Centre (930 Somerset Street West)

58) The parcel of Somerset Street West, Oak Street and Preston Street to the western edge of the Plant Bath Recreation Centre shall continue to provide recreational uses and programming, including Plouffe Park. Development should not preclude future expansion to 1010 Somerset Street West, west of it.

59) The property is designated under Part IV of the Ontario Heritage Act. Any redevelopment of this site shall conserve the heritage value and attributes of the designated building and/or site.

Adult High School (300 Rochester Street)

60) The property is listed on the City of Ottawa Heritage Register and may merit designation under the Ontario Heritage Act. Any redevelopment of this site should conserve the heritage value and attributes of the school buildings.

61) This block will continue its institutional role and serve the community and the broader City. However, if any major redevelopment occurs, new built form and uses along Gladstone Avenue will reinforce that mainstreet character and planned function.

Canada Bank Note Company (975 Gladstone Avenue)

This chapter encourages the preservation of existing employment uses that are compatibility with other uses to reinforce a vibrant urban downtown core. This city block, as located on Schedule D: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan Policy, including its existing industrial use, is not expected to redevelop in the short- to long-term. New development that is adjacent to this block shall ensure appropriate mitigation measures are implemented. If the existing industrial use operation ceases in the future, this superblock may redevelop into a fine-grained, mixed-use neighbourhood that responds to the character of the surrounding neighbourhood, including the high-rise redevelopment to the east and mature low-rise residential uses to the west. Transitioning building heights to this local context, as well as establishing a high-quality public realm with several through-block connections will ensure future neighbourhood integration.

62) The existing Canada Bank Note Company building will remain on the City of Ottawa Heritage Register and be reviewed through the City’s heritage planning process should any modifications to it or the site be contemplated.

63) New residential development that is built close to established industrial operations are responsible for mitigating their proximity in a manner that has no effect or impact
on the established operation’s ability to continue operating and any studies or mitigation measures shall be done at their own cost.

64) The existing employment and industrial operations that continue within this area, including the movement and routes of trucks for Canada Bank Note Company operations, should coordinate with any City public works projects involving public realm initiatives to maximize safe, efficient and comfortable public mobility, as the surrounding needs of the area change.

65) Mixed-use buildings, primarily residential in use, may be permitted up to a height of six storeys to create a built form transition from the high-rise buildings east of Loretta Avenue North to the existing low-rise character, west side of Breezehill Avenue North.

66) Despite Section 4.1, Policy 65), any future redevelopment of the site that includes new buildings or adaptive reuse will be a maximum building height of four storeys for approximately 30 metres east from Breezehill Avenue North to ensure the appropriate transition to the established, low-rise neighbourhood west of Breezehill Avenue North.

67) Any future subdivision and design of this block shall provide through-block connections from Breezehill Avenue North to Loretta Avenue North to support active transportation.

Park

The Corso Italia Station District includes the development of new parkland. Park land represents a character area comprised of City-owned parkland, as designated on Schedule L: Corso Italia Station District Character Areas. This chapter seeks to balance the increased density proposed through redevelopment with the inclusion of active and passive public park spaces within the district. It is important to note that Privately-owned Public Space, contribute to the Parks character, as they provide public realm opportunities but on private property, typically by permitting public access (at all times of the day) to spaces for passive recreational use. Details of both are provided in Section 5.4, including site-specific policies for both Parks and Privately-owned Public Spaces.

Other Greenspace

Other Greenspace, as designated on Schedule L: Corso Italia Station District Character areas, are lands that are part of the grounds of an institution but are not open to the general public. When redevelopment of the site is being considered, the recreational space should be considered for retention on the site, with a fulsome review regarding
the opportunity to make the site more available for general community use (See Section 5.2).

**Green Transportation and Utility Corridor**

The Green Transportation and Utility Corridor, as designated on Schedule L: Corso Italia Station District Character Areas, will continue to be an open space and north-south transportation corridor that accommodates the O-Train and the Trillium Multi-use Pathways in the Corso Italia Station District connecting Dows Lake to the Ottawa River. With improved pedestrian and cycling connections, the corridor will serve as a green place that unites the communities that are currently divided by the O-Train trench.

68) The City shall protect and enhance the Green Transportation and Utility Corridor as a continuous open space system that serves transportation, recreation, community and urban ecological functions.

69) The City shall protect and enhance the corridor to allow for the expansion of the existing Trillium Multi-use Pathway along the east side of the O-Train between the Queensway (Highway 417) and Somerset Street West to reinforce this Multi-use Pathway as the principal active transportation spine through the district. Expansion should include more space for both pedestrians and cyclists, but also for the supporting infrastructure to create an attractive and safe public realm, for example, through inclusion of rows of trees or amenities such as benches or drinking fountains.

70) The City shall expand the corridor to allow for the extension of the existing Trillium Multi-use Pathway along the west side of the O-Train between the Queensway (Highway 417) and Somerset Street West to provide a parallel, north-south route that complements the existing east side and provides better access to users arriving from west of the corridor.

71) Private property owners will be responsible for providing the Multi-use Pathway or cycling route that is planned to be on or adjacent to their property (Section 5.3).

**4.2. General Built Form Criteria**

The Corso Italia Station District will see an eclectic mix of different building heights, massing and typologies that are reflective of the history, the vitality and dynamics of the place. The development within the district shall conform to the Official Plan built form policies pertaining to Hubs and Mainstreet Corridor designations. The applicable Council-approved design guidelines and policies will also provide guidance on built form design. The following policies set out detailed criteria for all development projects to achieve high quality architecture and urban design and to ensure compatibility and transition.
Animated Building Edge

Animated building edges are essential for creating a safe, pedestrian-friendly and successful urban environment. The following policies address how to animate the public realm through built form and complement the Public Realm and Mobility policies of this chapter (Section 5).

1) All new development projects shall be oriented to the local and internal streets, parks and pathways, including through-block connections and walkways.

2) Edge conditions of development projects shall animate the public realm that they face through incorporating active entrances and architecture features and details that will enhance pedestrian safety and support the pedestrian experience.

3) Ground floor setbacks should be generally consistent with the existing pattern on the street and should range from 0 metres to 3.0 metres. Setbacks should only provide space for landscaping and tree plantings, patios, urban plazas or other spaces consistent with a downtown, urban built environment and supportive of public realm.

4) All new development regardless of use shall orient the principal façade and entrance(s) of main building(s) to the public street.

5) Locate front doors to face public streets and be directly accessible from the public sidewalk.

6) Ground floor residential dwelling units must include at least one active entrance facing a public street.

7) New private approaches and garages on façades of new low-rise residential buildings shall be prohibited. Garages shall only be permitted from an existing or new rear lane.

8) All development blocks shall strengthen building continuity with continuous built edges. Gaps between buildings should be minimized and only be used to create variation of interest in the street wall. Any deviation must be minor in proportion and demonstrate consistency with the quality of the broader public realm.

9) Ground-oriented units should consider a design that allows the future use of those units to be adapted to provide live-work or neighbourhood-commercial uses.

10) Building massing and elevations should enhance the character of the public realm and avoid creating microclimate impacts.

11) Loading and garbage facilities are to be primarily located underground, within a building podium, or screened from view from public streets.
12) Active frontage means: building frontages that animate the public spaces they face through:

a) Pedestrian-oriented retail, commercial or institutional uses, or residential uses whose main front door is on said frontage; and

b) Doors that can be used by the general public directly from the sidewalk or public space to gain access to the building and use at all hours of regular operation, or to visit the residents of the dwelling; and

c) Architectural features and details that enhance pedestrian safety and provide visual interest to enrich pedestrian experience; and

d) The provision of a separate municipal address for each active entrance.

Mid-Rise Buildings

Mid-rise buildings are defined as buildings that are between five and nine storeys in height and may be permitted on a number of character areas in this chapter and may also be built on properties where high-rise buildings are permitted. In addition to the applicable policies in Volume 1 of the Official Plan, the following criteria will apply to mid-rise developments where they may occur.

13) In general, mid-rise building should have a base that relates to the sidewalk and pedestrian realm, a middle portion (a height that is approximately equivalent to the width of the right of way) to form part of the streetwall and relate to adjacent buildings and a top that incorporates building form articulations such as step backs and/or elevation treatments to break up building mass and allow skyview, sunlight and transition.

14) New development will be required to articulate the building mass and explore design techniques such as setbacks and step backs to avoid the canyon effect along the public street and to minimize the visual and micro-climate impacts on public and private realms.

15) The relationship between the new development and the abutting existing and future residential buildings shall be carefully examined and addressed to ensure liveability for existing and future residents through adequate provisions for privacy, sunlight and cross ventilation.

16) Mid-rise buildings, from five to nine storeys, may be permitted within a zone where a tower is permitted, when no tower is developed on that parcel.
High-Rise Buildings (10 to 40 storeys)

High-rise buildings are defined as buildings that are 10 to 40 storeys in height and are permitted as shown on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location, or specified in Section 4.1 of this chapter. Potential High-Rise Building locations are identified on Schedule M. The following criteria apply to developments that incorporate a high-rise building in areas where a high-rise building is permitted:

17) A development site that accommodates a high-rise building shall have frontage on publicly-owned or publicly-accessible spaces along three of its sides. This could comprise of a combination of streets and/or publicly-owned or publicly-accessible spaces, such as a park, a multi-use pathway, or an easement created for public use. For example, combinations could include a frontage on three streets; a frontage on two streets plus one frontage on public space, or frontage on one street plus two frontages on publicly-accessible space.

18) The remaining podium building height around the perimeter of a tower(s) should generally be a height of three to six storeys: a three-storey maximum height should be developed along local streets where active residential frontage is required or provided and a six-storey maximum height along designated Main Street Corridors or where retail uses are required or provided.

19) The podium and/or base of the development shall incorporate uses and human scale features to animate adjacent streets and open spaces.

20) Point tower design shall be provided for high-rise buildings.

21) Small floor plates will be encouraged with the typical floor area of a residential tower being generally up to 750 square metres and the typical floor area of an office tower being generally up to 2,000 square metres.

22) Tower portions of high-rise buildings, as defined as between 10 and 30 storeys in height, will have a minimum separation distance of 20 metres. Reductions in this separation distance may only be considered if the development demonstrates compliance with Section 4.6 of the Official Plan.

23) The relationship between potential towers within the same street block shall be addressed with towers being located as shown on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location and measures being introduced through the development review process to ensure orderly development of the block.
24) Coordination of tower locations shall be pursued to optimize views from towers to the city skyline and other public amenities.

**Taller high-rise buildings (41+ storeys)**

Buildings that are 41 storeys or more in height, where permitted, will be prominent features in the skyline and landscape and will have an impact on the identity and characteristics of the district and the City and will require extra attention in planning and design. Potential High-Rise Building locations are identified on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location. The following criteria will apply to developments that incorporate a skyscraper, in addition to those of Section 4.2, for High-Rise Buildings of this chapter:

25) Development proposals will be subject to a thorough view impact analysis from various vantage points defined in Section 4.6.2 of the Official Plan and no building, part of the building, or building roof structure shall have any impact on the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols.

26) Tower portions of high-rise buildings with 41 or more storeys in height will have a minimum separation distance of 25 metres between any tower portion of any high-rise building. Reductions in this separation distance may only be considered if the development demonstrates compliance with Section 4.6 of the Official Plan.

27) Development shall display design excellence and pursue distinction and variation in many aspects of design, in particular, the sculpting and articulation of the shape, the massing and the top of the building in order to create a unique silhouette and skyline.

28) Development will be subject to Urban Design Review Panel process to ensure exceptional urban design and architecture quality and coordination in the formation of an urban skyline through variations of height and design.

**Transition and Neighbourhood Line**

The City’s built form vision for the Corso Italia Station District allows for high-rise buildings at strategic locations and establishes transitions into the surrounding neighbourhoods and open spaces as detailed in Schedule M: Corso Italia Station District Maximum Building Height and Tower Location. The following policies address transition.
Height Transition

29) Building heights will be tallest adjacent to the Corso Italia O-Train Station and along the Queensway and shall generally reduce in height toward the surrounding established neighbourhoods.

30) Design of development on properties within the Station Area designation and abutting the Mixed-Use Neighbourhood designation shall be compatible to the height, massing, scale and architectural rhythm of the established low-rise residential buildings to the east and west.

Neighbourhood Line

31) A Neighbourhood Line is established along the district’s east boundaries (Ward 14) and along the west boundaries (Ward 15), as shown in Schedule M: Corso Italia Station District Maximum Building Height and Tower Location.

32) New developments within the district along the Neighbourhood Line will be compatible to the height, massing, scale and architectural rhythm of the adjacent low-rise residential buildings when a developing parcel abuts a parcel with an existing low-rise building. Where a street is between new development and existing low-rise residential buildings, the street provides a buffer that can play an important role in building transitions and design considerations.

33) New developments within the district along the Neighbourhood Line shall explore design techniques such as a strong expression of a two or three-storey base with ground-oriented units and setbacks at the upper floors to reduce the visual and micro-climate impacts, where the building is facing the street. At the rear of the building, where it faces onto existing low-rise residential buildings, new development shall explore setbacks above four storeys.

34) New development at the southeast corner of Booth Street and Raymond Street shall incorporate a podium along Booth Street with a maximum height of four storeys in order to maintain a low-rise building profile directly along Booth Street between Raymond Street and Arlington Avenue. If a tower is developed, massing should employ additional setbacks and/or stepbacks.

Section 5: Public Realm and Mobility

The successful transformation of the Corso Italia Station District will require the provision of a generous and high-quality public realm that attracts and supports people. The public realm is both a destination for people and it determines where and how residents and visitors will be able to move, recreate, rest and socialize in the district, or in other words, their mobility. Together, the public realm within the Corso Italia Station
District will comprise public streets (including pedestrian-only streets and other spaces within the right of way), pedestrian and cycling paths, Green Transportation and Utility Corridors, Parks and other Privately-Owned Public Spaces.

**Goals for public realm and mobility in the district are:**

1. Design a network that supports the transportation modal share targets described in the City’s Transit-Oriented Development Plans with a minimum 85 per cent modal share for transit, walking and cycling.

2. Maximise the provision of quality infrastructure dedicated to cycling and walking to support the target modal shares and implement a sustainable mobility paradigm that is resilient under a range of possible conditions, such as changing economic or health environments.

3. Reduce automobile activity and car dependence to minimize conflicts with pedestrians and cyclists, to support the use of transit and active transportation and to improve the local environment and reduce greenhouse gas emissions; enhance the public realm by reducing the footprint of automobiles.

4. Improve the amount, types and quality of spaces available for the neighbourhood through increased parks, privately-owned public spaces and create use of public right of way to balance the increased numbers of people living and visiting the district.

**5.1. Public Realm Objectives**

This chapter sets out key directions for improvements that will rebalance public realm allocation across the district to ensure high-quality space is abundant to meet the following objectives.

1) Plan and design all new development with a premise of sustainable transportation (foot, bike, transit) having absolute precedence on how streets, paths and other linkages are designed.

2) Break down superblocks or large parcels of land so they are divided up to connect with the existing street grid and will facilitate the establishment of fine-grain pedestrian realm and mobility network.

3) Introduce new active transportation links to form an expansive, diverse and easy-to-use pedestrian and cycling mobility network that connects the neighbourhood.

4) Minimize the number of streets that provide full vehicular movement.

5) Maximize right of way space and infrastructure for active modes of transportation and for the allocation of passive recreational uses.
6) Provide ample opportunity for social interaction and physical distancing, when necessary, within the public realm through more options for pedestrian routes and enhanced passive recreational spaces, with supportive public amenities, such as benches, shade trees, public art, recreational installations and similar supporting features.

7) Create places of interest, foster identity and support neighbourhood recreation and commerce.

8) Design all transportation infrastructure to provide high-quality cycling and walking environments oriented towards O-Train stations.

9) Provide motor vehicle access to all city blocks, including via underground structures, to minimize the number of private approaches and vehicle activity at surface grade.

10) Create indirect driving routes to reinforce slow vehicle speeds, to eliminate cut-through traffic and minimize vehicle volumes.

11) Slow speed driving environment on all internal streets to support active transportation.

12) Strategically control the availability of on-street parking, only where the need is most anticipated, to allocate more right of way to cycling lanes.

13) Prohibit new surface parking across the district, in general. At 818 Gladstone Avenue (Rochester Heights Phase 2), very limited amounts of residential surface parking may be permitted in the interior of the block and those spaces shall never abut a public street.

14) Protect the existing character of local side streets.

Schedule N: Corso Italia Station District Public Realm, sets out the key elements of the public realm and their locations and should be used to guide the municipal capital projects and the review of development applications.

5.2. New Streets and Active Transportation Network

The following policies provide specific direction for the public realm in specific areas across the district, as illustrated in Schedule N: Corso Italia Station District Public Realm and located in Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan Policy.

General Policies

1) New streets or extensions will prioritize the safe movement of pedestrians and cyclists in their planning and design so that they enhance the active transportation network.
experience, ensure safety, calm traffic and create a more enjoyable and welcoming public realm.

2) While vehicle volumes are anticipated to be low on local streets, pedestrians should be provided separation from traffic to ensure a comfortable and accessible environment. Wide sidewalks and a sense of place along the pedestrian routes shall be provided for these streets. Widenings are not for additional motor vehicle space.

3) On streets that are designated with road of right of way protection, additional width shall be allocated to prioritize improved conditions for active transportation, such as provision of a cycle lane or track, widened sidewalk and street trees.

4) To support a high-quality pedestrian environment and to minimize traffic at new development sites, the developer and City shall explore possible mitigation measures such as:

a) Constructing physical speed management measures in local streets, such as bulb-outs/curb extensions, speed humps, chicanes, raised intersections, raised pedestrian crossings, pedestrian refuge islands and so forth. These must result in all internal streets with a maximum driving speed of 30 kilometres per hour; and

b) Posting clear speed limit reductions on local streets (supported by physical traffic calming measures); and

c) Implementing turning restrictions for local streets in the district (that is permitting out movements but no in movements, etc.); and

d) Installing “Local Area Traffic Only” signs at accesses to local streets in the district; and

e) Transforming streets into living streets, such as woonerfs (low speed limits of 10 to 15 kilometres per hour, narrow pavement widths and lack of curbs or signage to have all modes of travel exist in the same space).

1010 Somerset Street West

5) The street and block pattern for properties south of Somerset Street West, west of Preston Street, north of Gladstone Avenue and east of the eastern Trillium Multi-use Pathway (property at 933 Gladstone Avenue and 1010 Somerset Street West) shall follow the street and block framework demonstrated on Schedule N: Corso Italia Station District Public Realm.

6) No through street shall be permitted from Somerset Street West to Oak Street.
7) Primary vehicular access to the 1010 Somerset Street West site should only be from Somerset Street West.

8) Servicing, drop-offs or pick-ups and parking for 1010 Somerset Street West parcels shall primarily occur via a north-south through-block connection from Somerset Street West to a podium and/or underground facility. This includes all access required to the western-most parcel, located on the west side of the right of way extending south from the City Centre Underpass Pathway and future pedestrian and cycling route (Section 5.2, Policy 10)). Any future recreational facilities or institutional uses will be required to use the access from Somerset Street West.

9) Notwithstanding, Section 5.2, Policy 8), an external east-west lane on the rear side of buildings with Somerset Street West frontage may be considered, if deemed necessary to service the interior of the block; for example, to address Fire Services operations. This would connect from the principal Somerset Street West access but could run external in lieu of access through the interior of a building. Establishing a high quality and safe pedestrian-oriented environment, particularly given the context of the abutting Park, shall remain a priority.

10) City Centre Underpass Pathway, linking City Centre Avenue and 1010 Somerset Street West and the 933 Gladstone Avenue sites, provides the most direct, accessible and convenient route to significant, future redevelopments at City Centre Avenue, Albert Street, LeBreton Flats and the Bayview O-Train Station and shall be used as a primary pedestrian and cycling gateway and corridor to and from these redevelopment sites.

11) Notwithstanding, Section 5.2, Policies 6) and 7), if limited vehicular access is to be provided using the City Centre Underpass Pathway, it must be subordinate to pedestrian and cycling circulation. Should the width of the underpass be enlarged, consideration may be given to additional vehicular access only if the primacy of pedestrians and cyclists is maintained.

12) Without necessary improvements to the underpass (as described in Section 5.2, Policy 11)), vehicular use of the City Centre Underpass Pathway shall not be permitted for general public access to parking uses on any parcel at 1010 Somerset Street West (public or private). Vehicular use at City Centre Underpass Pathway may be considered for limited access for the servicing of 1010 Somerset Street West, if a public recreational facility or school were to develop and if deemed necessary. Under such a circumstance, restricted automobile access would not interfere with the core function, as a key pedestrian and cycling route.
13) A staircase that links pedestrians from the City Centre Underpass Pathway directly to the south side of Somerset Street West shall be provided by future development. The stairway shall be easily visible and publicly accessible at all times.

14) The gateway of the City Centre Underpass Pathway will be a dynamic space and shall accommodate users 24-hour a day. Lighting will play a major role to ensure security and the success of ground-level uses facing onto this pedestrian-oriented gateway and corridor. Programmed lighting and programmed activities should be considered to ensure year-round safety and activity, exploring opportunities that may not be currently City standard, in order to turn this node into a destination.

15) Future development may be built to abut the existing Trillium Multi-use Pathway, allowing improvements for access to and from the Somerset Street bridge. Any reduction in Multi-use Pathway accessibility and functionality is prohibited.

16) A new pedestrian pathway and cycling route shall extend from the City Centre underpass, across the new 1.0 hectare Park, connecting to the extended Oak Street, near Street ‘A’, to the east and to the Trillium Multi-use pathway Pathway to the west. Its exact location will be coordinated with the park programming to ensure it supports park uses, but also ensure desire lines to off-site destinations are maximized.

933 Gladstone Avenue and Preston Side Streets

17) The street and block pattern shall be generally as shown on Schedule N: Corso Italia Station District Public Realm.

18) The new internal road network, including Streets ‘A’, ‘B’ and ‘C’ and the Oak and Larch Street extensions, shall ensure there are routes for all cyclists that provide barrier-free, continuous and low-stress facilities, such as cycle tracks, bike lanes or multi-use pathways; or by designing narrow streets where cyclists share the road with automobiles. Such shared streets shall provide safe, comfortable environments that are attractive for use by cyclists of all ages and needs, and to achieve this shall employ speed management techniques that ensure vehicular traffic does not exceed a maximum speed of 30 kilometres per hour.

19) Three new, north-south streets shall be created, as shown on Schedule L: Corso Italia Station District Character Areas and shall each have their own street name:
   a) Street ‘A’ shall intersect with the Oak Street extension.
   b) Street ‘B’ shall intersect with Gladstone Avenue.
c) Street ‘C’, a Future Woonerf Street, shall intersect with Oak Street and the Larch Street (new western segment). Whether it is a public or private street will be determined through the development review application process.

20) Streets ‘A’ and ‘B’ and the Larch Street extension shall provide the principal, north-south pedestrian spine through the 933 Gladstone Avenue site given the anticipated residential population immediately abutting it and its direct alignment with the City Centre Underpass Pathway, a major urban connection and desire line to City Centre Avenue, future development at City Centre, 900 Albert Street, LeBreton Flats, the major transportation hub at Bayview station and Albert Street access to the downtown core.

21) Streets ‘A’ and ‘B’, Oak Street and the Larch Street extension shall have a right of way width that must be able to accommodate to City standards, the following elements: accessible and enhanced pedestrian facilities, safe and inviting cycling conditions for all ages, medium to large street trees on both sides, maximum 3.0 metre-wide vehicular lanes and on-street parking that supports these spatial elements.

22) Streets ‘A’ and ‘B’ and the Larch Street extension may provide passive recreational space through additional sidewalk width to provide an attractive and functional area for residents and visitors to meet, recreate and rest.

23) Street ‘C’ should be established as a Future Woonerf Street or shared street where the right of way is shared amongst pedestrians, cyclists and vehicles, and shall be a minimum 15.0 metres right of way. It should be designed with enhanced pedestrian amenities and greenery.

24) The new north-south lanes that are to be implemented east of the Future Woonerf Street shall have no vehicular access to the existing Laurel Street East or Larch Street. Car access should be only from Oak Street and the new Larch Street segment.

25) Oak Street shall be opened and extended to the west to provide access and frontage for the new 1.0 hectare Park and permit access into the 933 Gladstone Avenue property, as shown on Schedule L: Corso Italia Station District Character Areas. Re-design of the street shall incorporate speed management measures to ensure the street maintains the characteristics of a local residential street, including a maximum driving speed of 30 kilometres per hour.

26) A pedestrian route, such as a treed sidewalk, shall be located on the north side of Oak Street and its extension.
27) The existing Larch Street shall remain a dead-end to motor vehicles, however, an active transportation extension of Larch Street shall be created to intersect with Street ‘B’, as shown on Schedule L: Corso Italia Station District Character Areas. West of the landscaped dead end at the existing Larch Street, a segment to new Larch Street will extend west and provide motor vehicle circulation to Streets ‘A’ and ‘B’.

28) Laurel Street East shall remain a dead-end street to motor vehicles.

29) A new Laurel Street Active Transportation Corridor, as designated on Schedule L: Corso Italia Station District Character areas, shall be established between Laurel Street East, east of the O-Train Corridor to Laurel Street, west of the O-Train Corridor to connect the district to surrounding communities and to link future cycling infrastructure. This will be accomplished by constructing an Active Transportation Bridge, as shown on Schedule N: Corso Italia Station District Public Realm. No motor vehicle traffic will be permitted on the corridor or the bridge. It should be a minimum width of 12 metres to include separated sidewalks and cycle tracks and generous street trees on both its north and south sides.

30) The public realm of the Laurel Street Active Transportation Corridor between the eastern Trillium Multi-use Pathway and the dead end of Laurel Street East may be enhanced with passive recreation uses, where possible. Buildings should address the path with active frontages or architectural details.

31) Balsam and/or Larch Streets may be connected to the 933 Gladstone Avenue site, if appropriate transportation studies clearly demonstrate that there is no other option to ensure a sound management of automobile circulation based on mode shares that reflect the downtown location and mode share goals that may apply under the Transportation Master Plan. The preferred option is to open Balsam Street only.

32) Pedestrian and cycling paths shall be provided between each new development block that abuts the eastern Trillium Multi-use Pathway to provide connection to local streets to reinforce the fine-grained mobility network. The paths shall be publicly accessible 24 hours, each day of the year, to ensure a continuous connectivity.

33) The intersections of any new street shall be designed at or very near 90-degree angles. This reinforces the existing street grid characteristic of the downtown core and turning radii that are the minimum permissible reduce the likelihood and/or severity of collisions between motor vehicles and vulnerable road users by slowing the motorist turns.

34) The rights of way of the existing Oak, Laurel East, Larch and Balsam Streets shall be redesigned with a priority to establish enhanced pedestrian and cycling routes,
during any future public works infrastructure renewal project, or private redevelopment project. This includes ensuring the connection of the existing and future streets, so that the active transportation network is coordinated and unified. A woonerf or shared street may be considered.

35) On-street parking locations on local streets should be identified in early planning phases to ensure that the space they take up does not preclude active transportation objectives in subsequent phases of development.

36) Curb cuts or depressed curbs that currently facilitate access for illegal front-yard parking spaces shall not be reinstated.

37) The City will consider introducing a front-yard parking elimination incentive program that provides owners with a 10-year, no-cost, on-street parking permit when a legally established front-yard parking space is replaced by a planted front yard.

38) The City may consider the purchase of a portion of any property that currently blocks access from the existing east-west rear lanes to future north-south rear lanes to the west, at 933 Gladstone Avenue. Opening of these lanes shall be only to provide improved pedestrian connectivity and enhance the pedestrian network; motor vehicle access between the existing and future rear lanes shall be prohibited.

Gladstone Avenue

39) The public realm along the north side of Gladstone Avenue, from the O-Train station to Booth Street, shall receive a higher order of treatment. It will have ample sidewalks separated from the vehicular flow by a planting strip, including street trees. It will be characterized by generous pedestrian zones for walking, ample cycling facilities, street furniture, street trees and planting beds. Bus stops and shelters will be located along Gladstone Avenue.

40) A 10 metre road widening to the north side of Gladstone Avenue shall be required from the right of way centreline from Preston Street to Street ‘B’ to ensure public realm improvements can be satisfied, including adequate space for active transportation mobility needs, such as a widened sidewalk and cycling lane, as well as adequate space for new street trees to provide continuity with the higher order public realm, designated as shown on Schedule N: Corso Italia Station District Public Realm, for the north side of the Gladstone Avenue. No part of the widened right of way shall be allocated to additional or widened car lanes or on-street parking.

41) The implementation of a Station Gateway at the crossing of the Trillium Multi-use Pathway and Gladstone Avenue, east of the O-Train station, shall be a design and
operational priority, given its importance as north-south transportation spine in the western downtown core. The active transportation priority should provide high level of service for both pedestrians and cyclists. As future redevelopment occurs around it, any traffic solution will prioritize its visibility, efficiency and the convenience and safety of pedestrians and cyclists. The Multi-use Pathway alignment parallel and abutting to the O-Train corridor will remain in perpetuity.

818 Gladstone Avenue (Rochester Heights Phase 2)

42) The block, parcel and right of way framework shall support a public realm made up of a combination of paths and through-block connections for pedestrian activity, integration and accessibility to the surrounding neighbourhood. It shall be open 24-hours a day, all days of the year. The network of pathways shall provide pedestrians with multiple route options that satisfy key desire lines, but also can provide moments of rest, relaxation and interaction.

43) East-west paths shall be established onsite generally aligning with the neighbouring Louisa Street and Arlington Avenue to extend continuity to support an expansive and easy to use pedestrian and cycling network.

44) A north-south pedestrian route shall be established to provide internal pedestrian spine from Gladstone Avenue to Raymond Street.

45) Pedestrian gateways into the site should be located near the corners of Gladstone Avenue and Rochester Street, Booth and Raymond Streets and from Piazza Dante Park to the interior of the site to satisfy future desire lines of the Booth Street Complex to the Gladstone Avenue, Preston Street and the O-Train station.

46) A variety of activity nodes should be considered along the path system to offer options for passive recreational use.

47) The building(s) at the south-east corner of Gladstone Avenue and Rochester Street shall support a place-making experience and a pedestrian gateway from the Gladstone Avenue Main Street Corridor into the broader Rochester Height Phase site. All units fronting Gladstone Avenue shall have direct, public access to sidewalk.

48) Alternate standards for street cross-sections may be considered to support an enhanced pedestrian environment, to limit and mitigate vehicular use of the site.

49) Encourage the on-site protection and integration of existing, mature trees.

50) Gladstone Avenue and Booth Street will be considered for reconfiguration to prioritize the movement and experience of pedestrians, cyclists and other forms of alternative transportation. Public works undertakings shall consider the elimination of
the east bound, right-turn lane on Gladstone Avenue onto southbound Booth Street, to provide an opportunity for:

a) Re-purposing the right of way for a cycling lane; and

b) Slowing eastbound car traffic along Gladstone Avenue frontage of this revitalized block, as and it turns onto Booth Street; and

c) A northward expansion of Piazza Dante Park into the existing Gladstone Avenue to improve the street presence and neighbourhood identity of the public space and by becoming part of the vista point in the foreground of St. Anthony’s Church.

51) A woonerf street may be permitted within the interior of the block linking Booth Street and Rochester Street.

52) Limited amounts of residential surface parking may be permitted in the interior of the block and those spaces shall never abut a public street.

**Adult High School (300 Rochester Street)**

53) Given the superblock scale of this site, future redevelopment shall include a master site plan that:

a) Establishes an east-west connection for pedestrians and cyclists located parallel to the southern edge of the site to connect Rochester Street to Preston Street; and

b) Addresses how park or recreational space that is accessible for general community use can be provided; and

c) Considers how the urban plaza (south of the existing Adult High School) can be enhanced.

**Rochester Street**

54) Rochester Street will be designed as a complete street with wide sidewalks, bicycle facilities, on-street parking and street trees, taking into account the context of the corridor and the available right of way.

**5.3. Active Transportation Bridge and Trillium Multi-use Pathways**

1) An Active Transportation Bridge, as shown on Schedule N: Corso Italia Station District Public Realm, shall be built over the O-Train corridor directly connecting pedestrians and cyclists from Laurel Street East, east of the O-Train corridor to Laurel Street, west of the O-Train corridor and to the broader mobility network.
2) The bridge facility and infrastructure shall be designed and constructed to provide an active transportation route for the exclusive use of pedestrians, cyclists and other alternative transportation modes. No motor vehicles will be permitted, except for maintenance.

3) A north-south, Multi-use Pathway shall be provided on the west side of the transit corridor, to continue the route from south of the Queensway bridge to Somerset Street West. It will be developed primarily on privately-owned land and deeded to the City as part of the development application processed. Provision of an easement may be considered in limited cases, if deemed more appropriate. Private property owners will provide a feasibility study, a design, pay for and construct that portion of the pathway that is on or adjacent to their property and deed the property to the City as part of development approval.

4) The design and construction of a new Multi-use Pathway, or the re-construction of the existing Multi-use Pathway, shall widen or twin the paths to accommodate both pedestrians and cyclists in a way that attracts them under year-round conditions to support active transportation needs originating from both within the district and outside of it. Separating pedestrians and cyclists along multi-use pathways provides an important opportunity to achieve more appropriate conditions, beyond the standard pathway paved width of 3.0 metres, where a spatial opportunity exists or can be created. Where the Multi-use Pathway is existing, improvements will be at the cost of the City, however, any new developments by adjacent landowners to an existing Multi-use Pathway shall work with the City to facilitate such improvements.

5) The existing ramp, or comparable, that provides direct access for cyclists and pedestrians to and from the Somerset Street bridge to the existing, eastern Trillium Multi-use Pathway should be retained at, or near, its present location to maintain convenience and choice for active transportation users.

6) The existing, eastern Trillium Multi-use Pathway should be aligned in a way that remains as direct and intuitive for cyclists and pedestrians, giving them priority. It shall not create awkward site conditions that would affect abutting development parcels, their building siting and yield. An alignment that is the same or very close to original Trillium Multi-use Pathway alignment (i.e. immediately abutting the O-Train corridor) is the preferred scenario, for example, at Gladstone Avenue.

7) A heated Multi-use Pathway that uses the energy from the district energy infrastructure should be considered where that infrastructure is located beneath or near it, if feasible.

5.4. Parks and Other Public Spaces
1) A Park of no less than 1 hectare shall be designated on 1010 Somerset Street West and be located from the western edge of the existing Plouffe Park to the existing eastern Trillium Multi-use Pathway, as shown on Schedule N: Corso Italia Station District Public Realm.

2) The 1-hectare Park should provide a range of public space programming, including:
   a) A possible extension of uses at Plouffe Park; and
   b) An unobstructed active recreational space that can accommodate a full-size soccer pitch; and
   c) A pathway connecting the City Centre Underpass Pathway to the Oak Street extension; and
   d) An area for passive recreation or communal gatherings, at the western end of Park, abutting the eastern Trillium Multi-use Pathway. Given its view terminus of the Park and intersection at the Multi-use Pathway, this space is highly visible and should include feature(s) of cultural expression, such as public art, First Nations and local storytelling, or other place-making experiences.

3) Recreation, Cultural and Facility Services will provide the recommendations for park programming, planning and design.

4) If a school is built at 933 Gladstone Avenue or 1010 Somerset Street West, the City and the School Board for the school will jointly review and develop programming of the Park to maximize the shared use of the space for area residents and students.

5) A neighbourhood, urban plaza, referred to in this chapter as the Gladstone Plaza, will be built on 933 Gladstone Avenue. This Privately-Owned Public Space will be a minimum size of 650 square metres, designed as a unified, contiguous public space and shall have frontage on both Gladstone Avenue and the existing eastern Trillium Multi-use Pathway. There shall be building setbacks on both of these frontages to ensure adequate public realm on each of these active frontages at this significant location at the crossroads of the district.

6) The Gladstone Plaza shall be a space of civic significance creating neighbourhood identity and place making for this redeveloping area and therefore provide functional and aesthetic roles for surrounding area, including the eastern Trillium Multi-use Pathway, the surrounding new developments and supporting the O-Train station.

7) The majority of the Gladstone Plaza shall be designed and used for public space. However, a small amount of the space may permit at-grade retail or restaurant uses by tenants of the building.
8) The Gladstone Plaza area should anticipate greater volumes of north-south pedestrian traffic along the existing eastern Trillium Multi-use Pathway and from Gladstone Avenue and will therefore provide a supporting role in this pedestrian route by ensuring design will accommodate pedestrians from Gladstone Avenue to the north end of the plaza.

9) New public Park land of a minimum of 1700 square metres shall be provided at 818 Gladstone Avenue and located contiguous with the existing Piazza Dante Park.

10) Piazza Dante Park will be revitalized and expanded as public Park to serve the existing and the new residents of the surrounding Rochester Height Phase 2 area. Its cultural significance will be reinforced as programming and design opportunities are explored in the context of the evolving Gladstone Avenue Main Street Corridor and redevelopment phasing at Rochester Heights Phases 1 and 2.

11) Courtyards or small parkettes are encouraged as part of new developments through privately-owned public spaces to support a broader public realm network that is continuous and unified.

12) The identification of public spaces at 818 Gladstone Avenue site should consider the location of significant trees or stands of trees that remain on the site.

13) The existing soccer pitch at 300 Rochester Street (Adult High School) is designated as Other Greenspace on Schedule L: Corso Italia Station District Character Areas, given it is part of the grounds of an institution, but is not open to the general public. However, it has long provided a recreational facility to local soccer club and has cultural value to the identity of Little Italy. When redevelopment of the site is being considered, the recreational space should be considered for retention on the site and a fulsome review made regarding the opportunity to make the site more available for general community use.

5.5. Parking and Servicing

Bicycle

1) Reduced on-street parking should be replaced by ubiquitous and plentiful bike parking racks or bike parking lots strategically located as close to destinations and building entrances as possible.

2) Bike parking rates should exceed the minimum required by the Zoning By-law for multi-unit residential buildings to support the required active transportation vision for the district. Zoning By-law amendments should reflect a percentage of required spaces for long term parking and match a minimum rate of 1.0 bike parking space per multi-residential unit.
3) Long term interior bike parking facilities shall:
   a) Be located in a secure and comfortable parking area and maximize convenient
      access to the street and pathway grid to encourage more trips by bicycle.
      Locations should be nearest to the entrances that do not inhibit coming and going.
      This may be within the building, such as the basement where automobiles are
      store; or within a secure, locked and heated outside area. Consider features like
      automated door openers leading to/from interior bike parking; and
   b) Provide storage space that reflects the number and sizes of residential units
      within in a building, such as a range of one- to four-bedroom units. This ensures
      support of essential transportation support a diversity of tenants, including larger
      households.

4) Short term parking facilities shall be provided, primarily for ease of coming and going
   and facilitating visitors. They may be provided by a paved outdoor area near building
   entrances with a bike parking lot, the size dependent on the number of dwelling
   units.

   Automobile

5) On-street public parking should be strategically controlled, given the existing right of
   way constraints on the street network across the district and due to risks of
   encouraging travel to the district by personal vehicle and discouraging active
   transportation, especially cycling. Where on-street parking is desirable, it should be
   designed in such a way as to integrate with and allow active transportation
   infrastructure, for example cycling lanes or sidewalks, and not preclude such
   facilities. However, the use of on-street parking permit zones for residents shall be
   considered a preferred alternative to on-site parking that results in building or site
   design that is incompatible with established character or prohibited by other policies
   in this chapter.

6) While the numbers will decrease over time, automobiles will continue to be driven to
   the district and hence so will a need to provide parking for those vehicles. To
   supplement on-street parking, other parking alternatives for consideration include:
   a) Arrangements to share parking among developments with different peak demand
      times. This creates a need for a lesser parking supply that is better utilized; and
   b) Permitting paid public parking in underground garages of buildings, where those
      garages have their entrances within a short distance of a Main Street Corridor; and
c) Structured parking buildings that include and/or are intended to be converted into other uses in the long-term future, subject to the requirements of Section 5.5, Policy 7).

7) All parking for new developments should be provided in below-grade parking structures. Underground parking ensures that scarce ground-level or surface areas and their uses will be occupied and used for people, not vehicles, over the duration of a day. Moreover, these are most accessible lands to pedestrians.

8) Parking may be considered within podium structures in cases where topography can ensure that the podium parking at ground level does not abut a public sidewalk and other public realm. Where they are adjacent, an active frontage use should separate the parking garage and the street.

9) Entrances to underground or podium parking or servicing for large sites or blocks should be located as close to the vehicle source street as possible. This minimizes the amount of public or private right of way or site space dedicated for automobile use and minimizes the at-grade travel distance of vehicles through a site. This can reduce conflict between automobile modes and active transportation modes of transportation and it can maximize the amount of space allocated for active transportation mobility and recreation uses.

10) All parking should be accessed at one point per block face and consolidate shared access drives or ramps, if necessary, to avoid multiple vehicle access points in a single development phase. Parking access locations should located to avoid unnecessary disruption to the public realm and street edge.

11) Surface parking lots are prohibited. In limited cases, along private streets, surface parking may be permitted where it shall only be provided by parallel, on-street parking for long- and short-term parking. Surface parking for ground-oriented residential units should be provided in the interior of the block and those spaces shall never abut a public street.

12) There shall be no drop-offs or lay-by designs on either public or private streets. Drop-offs and deliveries may be considered on the interior of the site.

13) All on-site parking, storage and logistical functions such as solid waste management and removal, should occur within the building, underground, or in a well-designed area that is visually screened and where noises are well mitigated from the general public and on-site or neighbouring residential use. Individual loading or garbage truck bays at grade that are not designed this way will not be permitted.
Section 6: Sustainability

The district area is characterized by a number of large and small properties. Large underutilized or vacant parcels provide an opportunity to incorporate, advance and showcase sustainable design and development with renewable energy solutions. The goal is to achieve net zero annual greenhouse gas emissions through various design considerations and mandates.

6.1. District Energy System

1) New developments should pursue the coordination, design and introduction of district energy systems at their site. Such heating and cooling systems are strongly urged to be supplied from renewable energy sources if available, such as geo-thermal sources, rather than non-renewable energy sources in order to achieve the City’s target to reduce greenhouse gas emissions 100 per cent by 2050.

2) Property owners and developers shall work with the City to advance district energy systems by way of shared funding, research and coordination, as may be required. Parties may pursue a joint memorandum of understanding, initiated by the City, that defines the terms of implementation, such as who is responsibility for what, when actions should be delivered, who bears cost and other required matters.

3) No district energy system component, such as a district energy control centre, shall preclude the free and clear programming and use of the parkland at 1010 Somerset Street West.

4) Underground infrastructure related to a district energy system could be located under the existing Trillium Multi-use Pathway. No infrastructure shall negatively impact the regular operation of the Multi-use Pathway.

5) Temporary utility servicing will only be permitted for development until such time as the ultimate end state source of energy is constructed an in-service date for district energy is offered. In such instances, buildings are to be constructed to be district energy ready in accordance with municipal guidelines. Any temporary utility servicing shall be removed once the district energy hook-up is commissioned.

6.2. Other Sustainability Initiatives

1) Solar energy, energy storage systems, zero emissions space and water heating and other zero emission technologies that are or may become available over the span of the area’s development shall be considered in redevelopments, including through public and private sector partnerships.
2) Energy efficient transportation systems will be integrated where feasible, including electric vehicles and charging facilities. Options which will reduce the need to truck snow from the area should be considered.

3) Low impact development alternatives for stormwater management, such as rainwater capture and reuse for irrigation, bioswales, permeable pavement and similar approaches are encouraged and will be evaluated where viable. Such alternatives shall be developed at the project onset and in coordination with City stormwater management staff to assess implementation feasibility.

4) The City will encourage and facilitate opportunities for partnerships, incentives and funding opportunities that assist in implementing sustainability initiatives.

5) The City may consider alternative development standards for streets, utilities and infrastructure to support sustainable practices and will coordinate as necessary with the City departments and external service organizations to coordinate the achievement the chapter’s objectives.

Section 7: Servicing and Infrastructure

New infrastructure will be required for development within the Corso Italia Station District. It is expected that servicing requirements can be managed on a property-by-property basis through the normal development review process.

1) The City will require the proponents of new development to review on-site stormwater control needs in the early stages of the site plan review process. In some cases, underground storage, or non-traditional Low Impact Development measures may be required to meet control requirements.

2) The City will require the proponents of new development to evaluate fire flow demands in relation to available local fire flows as part of the site plan review process. This evaluation may identify the need for local watermain upgrades, dead-end looping and/or additional fire protection measures.

Section 8: Housing

This district will be attractive and supportive for all members of society. There will be a broad range of housing choices for existing and future residents, as many more people are expected to live in the area in the long term. A community that is diverse is both complete and resilient. The policies below, which are further to the policies in Section 4.2 of the Official Plan, support this objective:
1) Affordable housing should be provided in accordance with Official Plan targets and in conformity with any requirements that may be enacted in an Inclusionary Zoning By-law.

2) A range of housing types and tenures are encouraged for residential uses. Twenty-five per cent of all rental and ownership housing in the district should be affordable, meeting Official Plan policies for affordability.

3) The City will work to facilitate partnerships with the non-profit and private sectors to develop affordable rental housing for households below the 30th income percentile as defined in the Official Plan.

4) The City will consider the provision of affordable housing units and the conservation and replacement of affordable rental housing as possible community benefits. Legislation requires that existing Rent Geared to Income units that are lost through redevelopment must be replaced; therefore, replacement of Rent Geared to Income units will not be considered as a possible community benefit.

5) Affordable housing is encouraged to be incorporated throughout the district and through various means. The City shall include the provision of affordable, artist live-work space units on privately-owned lands, as possible, under community benefits as per Volume 1 of the Official Plan, Section 11.6, Policy 15).

6) In recognition of the difficulty encountered by many people in securing adequate live-workspace, the City shall encourage the provision for a percentage of live-work space in residential developments in the Corso Italia Station District area, through the Zoning By-law

7) The entire Corso Italia Station District area subject to this chapter is designated a Protected Major Transit Station Area. Inclusionary Zoning regulations shall be implemented within the district, once Council approves a broader City strategy and policy for its implementation.

Section 9: Arts, Culture and Creative Industries

The Corso Italia Station District is a place where arts, cultural and creative industries have organically grown to be a defining element of the area’s identity. With enhanced vitality and quality, the area in and around the district will continue to inspire arts-related uses and to encourage creative industries and the local businesses that contribute to their ecosystem.
9.1. Arts and Cultural Preservation and Enhancement

1) New development projects in the area should demonstrate that their proposal has considered how it can support and reinforce the arts and cultural capital of the area. Planning and design initiatives can be directly through a proponent’s project or in coordination with other opportunities that may be private, public, or non-governmental (not-for-profit), for example.

2) A percentage of contributions pursuant to community benefits as per Volume 1 of the Official Plan, Section 11.6, Policy 15), or any successor Community Benefits provision, for development applications may be collected and used within the Corso Italia Station District for:

   a) The provision of artist live-work space (Section 8); and

   b) The development of an Art’s Hub which will serve as a focal point and community anchor to the area’s creative cultural industries. It will continue to enhance and evolve an already vibrant arts culture, while providing connections to Bayview Yards to the north and the Dow’s Lake Station District to the south; and

   c) The provision of art and creative industry workspace.

3) The City may consider preparing an area-specific Community Benefits By-law for the Corso Italia Station District.


This chapter encourages design of new development that supports the provision of smaller format retail and maker spaces for family-operated or small, local entrepreneurial business that serve the community, such as retail or serviced-base shops, such as coffee, dessert, floral, shoe and other repair shops, or mobile phone and courier pick-up shops. These types of businesses appeal to commuters who can access these services on route and on foot and don't rely heavily on vehicular traffic.

Section 10: Interpretation

This chapter establishes a range of policies to guide future development in the Corso Italia Station District. Sections 3 to 9 and Schedules L, M, N and O constitute the Corso Italia Station District chapter.

Schedule L: Corso Italia Station District Character Areas, identifies various land use character areas and provides policy directions for these areas.

Schedule M: Corso Italia Station District Maximum Building Height and Tower Location, illustrates the height provision and the general tower locations of the chapter. The height limit provided for on this schedule is the maximum permitted. The general floor to
ceiling height provision is provided in Section 4.6.6 of the Official Plan. The location of the towers is approximate rather than absolute.

Schedule N: Corso Italia Station District Public Realm, illustrates the overall long-term public realm plan for the Corso Italia Station District. It identifies the improvements and enhancements that are needed for transforming the district into a future west downtown destination.

Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan Policy, identifies key properties and areas referenced in secondary plan policy

Annexes 1, 2 and 3: Corso Italia District Demonstration Concept Plan and the Demonstration Concept Plans for 818 Gladstone Avenue and for 933 Gladstone Avenue by Ottawa Community Housing Corporation are used to show how planning and design policies could be implemented to achieve the area vision. They are not proposals. While these are conceptual and for illustration only, they do exemplify how the diverse range of policy objectives could be achieved in a wholistic and realistic way. Moreover, many elements of these demonstrations do contain planning and design outcomes, infrastructure and features that are either required or recommended under the policies of this chapter and therefore they provide a useful illustration of expected outcomes from this chapter.

Section 11: Implementation

11.1. General Land Use Planning Tools

This chapter shall be implemented using some or all of the following, as provided for under the Planning Act and also identified in Volume 1 of the Official Plan:

1) Approval of individual draft plans of subdivision/condominium and part lot control exemptions.

2) Enactment of Zoning By-laws.

3) Use of site plan control.

4) Execution of Letters of Undertaking and/or registration of site plan agreements.

5) Use of the Holding Symbol “h”.

6) Dedication of parkland or cash-in-lieu of parkland.

7) Use of powers and incentives enabled by a Community Improvement Plan.

8) Use of development agreements registered on title.
11.2. Achieving Public Realm and Mobility Improvements

1) As Part of the Development Review Process
   a) Clarify how the application implements the policies in Section 5 of this chapter and strategies and guidelines; and
   b) Identify the location and design of public spaces, including public lands, (such as required parkland), privately-owned public spaces, cash-in-lieu or some combination, as referenced in this chapter; and
   c) Identify how the development will be responsible for but not limited to the following improvements within and adjacent to the public rights of way: new sidewalks and special paving, street trees and understory plantings, pedestrian level lighting, street furniture and landscaping; and
   d) Plan of subdivision and/or site plan control applications shall reflect the parkland dedication area requirements identified in this chapter and the park property configurations generally reflected in Schedule N: Corso Italia District Public Realm. Should a publicly-owned property be sold to a private landowner and should there be any deviation from the park dedication requirements resulting from their application, including increases to density exceeding the amount of parkland identified and notable changes to park area configurations, that property is subject to parkland dedication requirements, including cash-in-lieu of parkland and to the contribution of community benefits as part of the development application review and approval process to ensure the realization of priority public realm improvements.

2) Special Public Realm Improvement District
   a) The City shall designate the entire Corso Italia Station District area, as shown in Schedule L: Corso Italia District Character Areas of this chapter, as a special public realm improvement district; and
   b) The City shall direct that all cash-in-lieu of parkland collected through development applications within the Corso Italia Station District pursuant to Section 42 of the Planning Act be used for the acquisition of new parkland and the improvements to the existing parks within the Corso Italia Station District; and
   c) The City shall direct that all contributions collected through development applications within the Corso Italia Station District pursuant to community benefits as per Volume 1 of the Official Plan, Section 11.6, Policy 15) be used within the Corso Italia Station District; and
d) The City may consider preparing an area specific Development Charge Area for the Corso Italia Station District.

3) Priority Projects for Public Realm Improvement

a) The City shall give priority to the acquisition and development of parks and improvement projects at the 1010 Somerset Street West property, Plant Recreation Centre and Plouffe Park site and 933 Gladstone Avenue site, including the Active Transportation Bridge, as highlighted in Schedule N: Corso Italia District Public Realm over the next 15 years; and

b) The next priority are public realm improvement projects identified for the remainder of the Corso Italian Station District, as developments occur.

4) Achieving the Mobility Vision

a) Further to Section 5, any new development application shall demonstrate how proposed streets and paths and their conditions will achieve the objectives and policies of this chapter. This will be shown through the appropriate transportation study. This will be prepared in advance of or concurrent with applications for a plan of subdivision and/or Zoning By-law amendment. The transportation study will be approved to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development.

11.3. Co-operation with Other Jurisdictions

The implementation of certain policies will require the co-operation of other public authorities, including the Province of Ontario and the National Capital Commission. Wherever the agreement or involvement of two or more authorities is required to implement certain aspects of the chapter, the City of Ottawa will initiate discussions with these authorities with the objective of reaching an agreement on a desirable course of action.
Chapter 4: Pimisi Station and LeBreton Flats District

Section 1: Introduction

The purpose of the Pimisi Station and LeBreton Flats District chapter, of this secondary plan, is to provide more detailed area-based policy direction to guide both public and private development, including public realm investment, within the Pimisi Station and LeBreton Flats District, over the next 25 years.

This chapter is intended to guide an orderly transformation of the Pimisi Station and LeBreton Flats District into a future downtown district and forms Council’s policy direction for all municipal actions, including public works, review of development applications and Committee of Adjustment applications in the district. This chapter is developed based on policies from Volume 1 of the Official Plan and reports prepared by the National Capital Commission entitled LeBreton Flats Master Concept Plan, April 2021 and The LeBreton Flats Plan incorporating Official Plan Amendments, January 1997.

The various sections in this chapter are closely linked and are not meant to be read in isolation. Proponents should review all sections of this chapter, in addition to the applicable policies in Volume 1 of the Official Plan, when considering and preparing proposals for new public and private development in the district. Where there is a conflict or inconsistency between the policies or maps of a Character Area within this district, the Character Area policy will prevail.

Schedule B1: Downtown Core Transect, of Volume 1 of the Official Plan designates the lands in the district as either Hub or Greenspace. The Greenspace designation aligns with the Parks and Open Space Character Area, described in Section 4 of this chapter. The remaining Character Areas align with the Hub designation.

This chapter establishes a range of policies to guide future development in the planning area. Sections 1 to 10 and Schedules J, K and P constitute the Pimisi Station and LeBreton Flats District chapter.

Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space, shows various character areas and Future Municipal Parks and potential Privately-Owned Public Spaces (POPS).

Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations, illustrates the heights and the general tower locations of the district.
The height limits on this schedule are the maximum permitted heights. The general floor to ceiling height provision is provided in Section 4.6 - Urban Design of Volume 1 of the Official Plan, unless otherwise noted. The location of the towers is approximate rather than absolute.

Schedule P: Pimisi Station and LeBreton Flats District - Mobility Network shows the existing and future transportation networks within the district, including roads, cycling facilities and pedestrian connections.

Annex 4: Pimisi Station and LeBreton Flats District - Key Properties or Features Noted in Policy

Demonstration plans are used to show how planning and design policies could be implemented to achieve the area vision. While they are conceptual and for illustration purposes only, they exemplify how the diverse range of policy objectives could be achieved in a holistic and realistic way. Moreover, many elements of these demonstration plans do contain planning and design outcomes, infrastructure and features that are either required or recommended under the policies of this chapter, and therefore, they provide a useful illustration of expected outcomes from this chapter.

Annex 5: Pimisi Station and LeBreton Flats District Demonstration Plan – LeBreton Flats Master Concept Plan Lands

Annex 6: Pimisi Station and LeBreton Flats District Demonstration Plan – Library Parcel within the Albert Corridor Character Area

Annex 7: Pimisi Station and LeBreton Flats District Demonstration Plan – East Flats Character Area

Section 2: Planning Area

The Pimisi Station and LeBreton Flats District is generally bounded by the Ottawa River to the north, the former rail line to the west (now the Trillium Pathway), Albert Street and Slater Streets to the south, and Commissioner Street and the tailrace watercourse to the east, as shown on Schedule J: Pimisi Station and LeBreton Flats District Character Areas, Parks and Privately-Owned Public Space.

Section 3: Vision and Planning Principles

Vision

Located west of the Canadian Parliament and directly connected to the Ottawa River and its tributaries, the Pimisi Station and LeBreton Flats District is one of the key destinations within the National Capital Region and an integral part of Ottawa’s growing downtown. Built on its long history of human inhabitation and community spirit, the
revitalized district offers a variety of housing options and employment opportunities in a few distinctive neighbourhoods composed of a series of intimate courtyards, animated narrow streets, and grand treelined boulevards. Taller buildings rise at key locations. A cluster of towers along the O-Train line stand together and form an impressive skyline that resembles the character of a modern metropolis. Surrounded by lively and active parks and plazas along the historic aqueducts, the new Ottawa Public Library - Library and Archives Canada Joint Facility, and national museums and monuments, the district is a year-round destination that welcomes locals and visitors alike. Conveniently connected to two O-Train stations through a dense network of streets, pathways, and bridges, the district is easy to travel to and navigate through on foot and bike, for people of all ages and abilities. The Pimisi Station and LeBreton Flats District represents Ottawa’s global statement in downtown redevelopment that combines world class attractions and sights with a liveable downtown neighbourhood.

Planning Principles

a. To develop the area as a western extension of the downtown core, with a diverse range of uses and activities, where people can live, work, socialize and play.

b. To increase the international profile and visibility of Ottawa through high-quality urban design, architecture and public realm.

c. To promote compact development throughout the planning area and to locate higher density development and taller buildings in proximity to O-Train stations.

d. To provide a range of housing choices.

e. To increase employment opportunities in the downtown and support a vibrant destination district, as well as to offer local goods and services.

f. To create new and strengthen existing pedestrian and cycling linkages with the adjacent areas and encourage the use of the Pimisi Station and LeBreton Flats District by the surrounding community.

g. To develop a highly connected grid-like street network that prioritizes active transportation and transit with a minimum 80 per cent modal share target for transit, walking and cycling.

h. To protect, enhance, and sensitively integrate the unique heritage features and attributes of the district, such as the riverfront, the aqueducts, the heritage bridges, and Fleet Street Pumping Station.

i. To ensure public use and accessibility of the Greenspace system, shown on Schedule B1: Downtown Core Transect, of Volume 1 of the Official Plan.
j. To collaborate with the Algonquin Anishinabe Host Nation, the National Capital Commission, and the urban Indigenous community on recognition and representation of Indigenous contemporary presence, culture and history.

k. To value nature through design that restores, enhances and protects the natural environment.

l. To implement climate mitigation and resiliency measures through the design of new development that aligns with the priority actions set out in Ottawa’s Climate Change Master Plan.

Section 4: Character Areas

The Pimisi Station and LeBreton Flats District will include the following inter-connected Character Areas, as shown on Schedule J: Pimisi Station and LeBreton Flats District Character Areas, Parks and Privately-Owned Public Space: Albert Corridor, East Flats, LeBreton North, Central and West Flats, Aqueduct and Parks and Open Space.

4.1 Albert Corridor Character Area

The Albert Corridor Character Area is a mixed-use district stretching from the escarpment in the east to Bayview Station in the west. The corridor is enlivened by the new Ottawa Public Library - Library and Archives (OPL-LAC) Joint Facility and a potential Large-scale Institution or Facility. The district provides space for homes and offices, as well as shops and services along Albert Street. Development setbacks enable tree planting, commercial spill-out space and street furniture along the street.

1) The OPL-LAC Joint Facility is one of the key destinations in the Pimisi Station and LeBreton Flats District and shall display the exemplary qualities of architecture and public realm.

2) The City-owned property at 615 Albert Street may be developed for affordable housing.

3) The east end of the Albert Corridor Character Area will stitch together the historic downtown core with the expanded core that will develop westwards into the remainder of LeBreton Flats.

4) The Albert Corridor is characterized by a mix of forms and uses, and may include a mix of residential, commercial, and institutional buildings, with opportunities for retail and commercial uses at grade.

5) Bayview Station, Pimisi Station and the O-Train Lines 1 and 3 are located within the Albert Corridor Character Area and are designated Hub on Schedule B1: Downtown Core Transect, of Volume 1 of the Official Plan.
Built Form

6) Residential and mixed use buildings along the Albert Street edge will have a low- to mid-rise podium to a maximum of six storeys, topped with towers above, set back from Albert Street and providing a transition toward the existing low-rise neighbourhood to the south.

7) Subject to the applicable provisions of this chapter, high-rise buildings of varied heights as shown on Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations, may be permitted. Tallest buildings along this corridor shall be located closest to O-Train stations.

8) New configurations for lands on the south side of Albert Street, between Empress Street and Bronson Avenue, will be created following the realignment of Albert and Slater Streets. Built form options for high-rise development shown on Schedule K: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space, will be subject to further study through a Zoning By-law amendment for successful integration within the planned context and to respect the development rights of neighbouring properties. The City may use a holding symbol to address setbacks, building separation, transition, site access, geotechnical suitability, escarpment connections and open space requirements.

Public Realm and Mobility

9) A potential Privately-Owned Public Space (POPS) at the north-west corner of Booth Street and Albert Street, as shown on Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space, acts as a community gathering space and features street trees, benches and public art.

10) The Preston Street corridor is a gateway from the south into the district. The NCC and the City shall continue to explore design, funding and implementation options for a critical connection across the O-train Lines 1 and 3 along the Preston alignment.

11) An additional north-south connection and an access point into the future Capital Park is provided by the City Centre Avenue Active Transportation Bridge, as shown on Schedule P: Pimisi Station and LeBreton Flats District - Mobility Network. A potential POPS is located at the bridge’s southern landing, as shown on Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space.

12) The City shall require a universally accessible pedestrian link connecting the top and bottom of the escarpment east of Empress Avenue and west of Bronson Avenue at the location identified on Schedule P: Pimisi Station and LeBreton Flats...
District - Mobility Network. The City-owned parcel known municipally as 18 Cambridge Street North has been retained for this purpose. The link is to be delivered with the development of the affected lands.

13) Development opportunities at 550 Albert Street shall facilitate connectivity from Albert Street to the future pedestrian link identified in Section 4.1, Policy 12).

14) The City shall encourage the provision of pedestrian- and cyclist-priority connections across Albert Street, to encourage the safe movement of people between the Pimisi Station and LeBreton Flats District and the surrounding community.

**Potential Large-scale Institution or Facility**

15) A site on the north side of Albert Street between City Centre Avenue and Preston Street can support a potential Large-scale Institution or Facility within the Albert Corridor Character Area, as shown on Annex 5: Pimisi Station and LeBreton Flats District - Demonstration Plan – LeBreton Flats Master Concept Plan Lands. Development of a Large-scale Institution or Facility shall be accompanied by concurrent Zoning By-law amendment and site plan control applications showing a significant contribution to the public realm and liveability within the district.

16) The City shall require the Large-scale Institution or Facility, if developed, be designed to include:

   a) An additional north/south active transportation bridge/ramp across the O-Train line; and

   b) Active transportation facilities to facilitate crowd dispersion to both Pimisi and Bayview O-Train stations through on-site and off-site means, including sidewalks, cycling lanes and/or multi-use pathways of adequate widths.

**Air Rights at O-Train Stations and O-Train corridor**

17) Development may be considered within the air rights above Pimisi Station, Bayview Station and within the O-Train corridor to support an integration of uses, to augment use of the transit system and to create opportunities for supportive uses.

**Cave Creek Collector Sewer Relocation**

18) The City shall encourage the relocation of the Cave Creek Collector sewer between City Centre Avenue and Booth Street along the north side of Albert Street to enable more orderly development of affected lands and may pursue a joint project with the NCC.
4.2 East Flats Character Area

The East Flats Character Area will be a vibrant downtown mixed-use neighbourhood of high-rise and mid-rise built forms that support a range of housing sizes and incomes. It will provide convenient connections to the Albert Corridor Character Area and take advantage of its natural setting, watercourse views and public spaces to provide exceptional public realm experiences.

Built Form

19) In the East Flats Character Area, greater step backs from the podium than two metres shall be provided for tower(s) facing Lett Street and/or facing public or private streets with rights of way of 18 metres or less.

20) Setbacks within the East Flats Character Area will generally be between one half and three metres and generally consistent along each street frontage.

21) In the East Flats Character Area, adequate setbacks shall be provided along Booth Street to provide space for additional streetscape elements such as trees, benches and other elements that enhance the pedestrian experience.

22) A podium of up to nine storeys is permitted along Booth Street provided building mass articulation and an additional step back is provided above the sixth floor of the podium design.

Public Realm and Mobility

23) In the East Flats Character Area, loading and servicing areas will be located within building podiums or underground, with access generally located on Lloyd Street or Lett Street or provided using a mid-block service lane, as shown on Schedule P: Pimisi Station and LeBreton Flats District - Mobility Network.

24) The landowner shall explore with the City, pedestrian and cyclist connections across Booth Street, generally between Fleet Street and Pimisi O-Train Station to allow for improved safe movement of people across the corridor by connecting the East Flats Character Area to the Central and West Flats Character Area, west of Booth Street.

4.3 LeBreton North Character Area

The LeBreton North Character Area is an important part of the Capital experience. LeBreton North, located north of Wellington Street, includes the Canadian War Museum, the Canadian Holocaust Monument, as well as vacant lands for future capital building initiatives. The Canadian War Museum, along with many national monuments and event spaces will continue to punctuate this Capital realm along the Ottawa River, reflecting the importance of this area as the seat of government and a place of
inspiration for all Canadians. The LeBreton North Character Area may appear and function like an extension of the Parliament and Confederation Boulevard Special District.

**Built Form**

25) Buildings within LeBreton North Character Area shall provide generous setbacks from the NCC’s Riverfront Park to ensure sufficient open space between buildings and the Ottawa River.

**Public Realm and Mobility**

26) The provision of publicly-accessible outdoor space within the setback areas from the NCC’s Riverfront Park and associated with federal buildings is highly encouraged.

27) The City shall encourage publicly-accessible pathways to the waterfront area through federally-owned lands north of Wellington Street and the NCC’s LeBreton Flats Park.

28) Buildings within LeBreton North fronting Booth Street are required to have active frontages, public access at grade and adequate setbacks to provide space for additional streetscape elements such as trees, benches and other elements that enhance the pedestrian experience.

4.4 Central and West Flats Character Area

The Central and West Flats Character Area is a residential-focused community defined by small-scale, pedestrian-oriented streets and a broad variety of housing types. It frames Wellington Street on both sides of Booth Street with a series of intimate courtyard blocks, which provide smooth transitions between public and private spaces.

**Built Form**

29) Residential and mixed-use buildings within the Central and West Flats shall define continuous low- to mid-rise street walls up to a maximum of six storeys with active frontages, with towers set back at key locations.

30) Building heights, massing and design must respect the established view protection of Parliament Hill along the Sir John A. MacDonald Parkway, in accordance with Section 5.4 of this chapter.

31) Notwithstanding the maximum building heights established on Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations, no buildings or structures shall place in shadow the light corridor required
to illuminate the headstone from the tomb of Canada’s Unknown Soldier at the Canadian War Museum annually from 9:30 a.m. to 1:00 p.m. Eastern Standard Time on November 11. The City may implement this requirement for protection from shadow through the Zoning By-law.

32) In general, towers will be shorter near Wellington Street, rising upwards toward the Aqueduct Character Area, as shown on Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations.

33) Wellington Street presents a unique interface between the civic experience the capital experience of the capital realm to the north. Architectural design standards should reflect the prominence of this location.

34) Buildings along the west side of Booth Street should mediate the grade difference between Booth Street and the Central and West Flats by providing access to the abutting public realm from both ground floors. The provision of frequently spaced entrances facilitating level access along Booth Street is highly encouraged.

Public Realm and Mobility

35) The NCC and the City shall explore opportunities to design and maintain streets within this character area as shared spaces with very slow travel speeds (10 to 30 kilometres per hour) through measures such as narrow widths, textured surface pavement, flush curbs and the use of trees and street furniture to define pedestrian-only space adjacent to buildings.

4.5 Aqueduct Character Area

The Aqueduct Character Area is the vibrant cultural hub and destination at the heart of the district. Organized along the linear space framed by two heritage aqueducts, the heritage bridges and the Fleet Street Pumping Station (which together form the Ottawa Waterworks Complex), the area creates a dynamic corridor rich in public space, attractions and pedestrian experience. It stretches from the base of Nepean Inlet in the west to Pooley’s Bridge in the east, and from the north side of the buried aqueduct to north side of the O-Train corridor, and includes urban amenities such as POPS, public space and the future LeBreton Flats Municipal Park East.

36) The Aqueduct Character Area shall be developed as a highly-animated space that will include open space, an east-west multi-use pathway and mixed-use development with a commercial/entertainment focus, taking into consideration the area’s unique cultural heritage, landscape and habitat values.

37) The buildings will offer opportunities for small-scale retail, restaurants and other commercial uses on the ground floor, which take advantage of both interior and
exterior space. Upper levels will be creative flexible spaces varying from artists’ studios to offices or dwelling units.

**Built Form**

38) A series of low- to-mid-rise buildings up to a maximum of six storeys may be permitted between the open and buried aqueducts, west of Booth Street. These buildings should be designed with generous floor-to-ceiling heights and flexible floorplates that reflect an industrial building typology reminiscent of LeBreton Flats’ industrial past.

39) In the Aqueduct Character Area, west of Booth Street, the minimum floor-to-ceiling height of all floors above the ground floor should generally be four metres.

**Public Realm and Mobility**

40) The City and the NCC shall explore opportunities and study options for rehabilitation and interpretation of the buried aqueduct while respecting its active role in the City’s water supply system.

41) The space surrounding both aqueducts shall be designed and maintained as urban public realm that prioritizes pedestrians, while offering space for patios, seating, public art, trees and plantings and other programming.

42) An accessible pedestrian link and placemaking opportunity, as shown on Schedule P: Pimisi Station and LeBreton Flats District - Mobility Network, such as a staircase paired with an elevator, shall be provided in conjunction with the development of adjacent parcels to manage the grade difference between the lower area along the aqueducts and Booth Street above. If this connection is located inside a building, a pedestrian surface easement shall be provided through the development review process.

43) A minimum five metres of open space shall be provided between the edge of the open aqueduct and adjacent buildings, to establish pedestrian/cyclist pathways for access to the future LeBreton Flats Municipal Park West and to the rest of the West Downtown Core. The City and the NCC will continue to work collaboratively to determine the adequate placement of buildings and the dimensions of the linear open space along the aqueduct in order to ensure a well-integrated, animated and dynamic relationship between the aqueduct, the pathways and the ground-floor uses of the buildings framing this space.

44) The City shall support the provision of a pedestrian/cyclist link under the future Preston Street Connection, as shown on Schedule P: Pimisi Station and LeBreton
Flats District - Mobility Network, for access to the future LeBreton Flats Municipal Park West from the Central and West Flats and Aqueduct Character Areas.

45) Cultural heritage resources such as the Ottawa Waterworks Complex (including the open and buried aqueducts, the heritage bridges and the Fleet Street Pumping Station) shall be conserved or, where appropriate, enhanced, and these assets will act as prominent attractions and landmarks in the public realm.

46) Existing heritage bridge structures over the open aqueduct, shown on Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space and identified by name on Annex 4: Pimisi Station and LeBreton Flats District - Key Properties or Features Noted in Policy, will be maintained in situ. Pedestrian and cyclist access across the bridges should be explored.

47) The future LeBreton Flats Municipal Park East, located adjacent to and over the historic aqueduct, will include pedestrian and cyclist connections from the East Flats Character Area to the Pimisi O-Train Station and to existing and future destinations to the south. It will be an amenity for residents of all ages, over time becoming part of a ring of open spaces around the district, connecting to the Ottawa River Pathway within the Capital Pathway network.

48) The future LeBreton Flats Municipal Park East’s design should celebrate the historic aqueduct, the heritage bridges and the Fleet Street Pumping Station through restoration, signage, interpretive and aboriginal elements and other strategies.

49) The future LeBreton Flats Municipal Park East’s edges should be animated by means of a frame of buildings with active entrances and buildings should have glazing and animation facing the outdoor spaces.

50) The City shall retain the major wooded areas and natural features in the vicinity of the Fleet Street Pumping Station.

4.6 Parks and Open Space Character Area

The Parks and Open Space Character Area in the Pimisi Station and LeBreton Flats District consists of natural and human-made areas and elements owned and maintained by the NCC and the City identified on Schedule J: Pimisi Station and LeBreton Flats District Character Areas, Parks and Privately-Owned Public Space. It includes the future Capital Park, the Ottawa River waterfront, LeBreton Flats Park, the Canadian Firefighters Memorial, and the tailrace.

**Built Form**
51) The NCC’s Riverfront Park shall remain a major recreational facility and provide a variable width of parkland of a minimum 40 metres.

**Public Realm and Mobility**

52) The NCC’s LeBreton Flats Park shall be a major staging area of national, regional and local festivals and special events, as well as other ceremonial and leisure activities.

53) The future Capital Park, located in the west of the district, should enable a wide range of events and uses and contain design features drawn from Canada’s vast landscapes.

54) The kayak training course in the tailrace shall be retained.

55) The City may investigate using the Nepean Inlet as a leisure resource, while recognizing its function as the intake to the operating underground conduit which provides waterpower to the Fleet Street Pumping Station.

56) The NCC shall convey approximately 2.5 hectares of lands, at the base of the Nepean Inlet to the City for the development of a new urban district municipal park and community building.

57) In addition to recreational and cultural facilities, the City may permit commercial operations and activities as ancillary and/or temporary uses to promote tourism and support the anchor destination role of the Parks and Open Space Character Area lands within the District.

58) Notwithstanding Section 5.1: Downtown Core Transect of Volume 1 of the Official Plan, a surface parking lot offering a limited number of universally accessible spaces for short-term usage is permitted within the Parks and Open Space Character Area, for access to and parking for the future LeBreton Flats Municipal Park West. Curbside and structured parking should address all other parking needs.

**Section 5: Built Form Design**

This chapter supports a variety of built forms in different character areas within the district. The following built form design policies are general guidance applicable to all development. Built form design policies for specific character areas shall prevail in case of conflict.

**5.1 General**

1) Council may approve maximum building heights in the locations shown on Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower
Locations Proponents who seek to achieve such maximum height shall demonstrate the merits for approval, including how applicable policies and guidelines are implemented and how design excellence is achieved.

2) The number and location of the towers are shown on Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations. Tower locations are approximate. The number of towers is absolute. Development applications to increase the number of towers shown on Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations, through an amendment to this secondary plan shall demonstrate that the intent of this chapter, including the built form pattern of each character area is met, and that the additional impacts, including but not limited to shadow, wind, traffic and infrastructure are mitigated and minimized.

3) Active frontages are encouraged and may be required along streets, pathways, waterways and other publicly-accessible areas, such as parks, Privately-Owned Public Space (POPS) and open spaces.

4) The floor-to-ceiling height of the ground floor at street level for all commercial and retail uses should generally be a minimum of 4.5 metres.

5) Loading and garbage facilities should be primarily located underground or within a building podium, or, if no other alternatives exist, within yards but screened from view of public streets and other public realm.

6) Adequate above and below grade building setbacks shall be provided along Albert Street, Booth Street, Wellington Street, Vimy Place Extension and Preston Street where additional space is required to support tree planting, amenity and commercial spill-out space and pedestrian activities in the public realm.

7) Buildings around Pimisi Station should be integrated with the station and include direct pedestrian connections into it.

5.2 High-Rise Buildings

8) High-rise buildings should generally comprise a podium that defines the public realm and a small floor plate point tower.

9) Podiums of residential and mixed-use high-rise buildings should generally be between three and six storeys, to create a continuous street wall that defines the public realm.

10) Taller podiums of up to a maximum of nine storeys for office and institutional high-rise buildings may be permitted on wider streets if the intent of a general 1:1 street wall height to street width proportion can be achieved through massing articulation.
11) Towers should be stepped back from the podium level, generally a minimum of 2.0 metres, to mitigate their micro-climatic and visual impact and provide transition from abutting properties.

12) Small floor plates will be encouraged with the typical floor area of a residential tower being generally up to 750 square metres and the typical floor area of an office tower being generally up to 1,800 square metres. Greater floor plates may be permitted when tower separations greater than the minimum requirement identified below are achieved and the shadow impacts are no greater than those of towers of a small floor plate.

13) A minimum separation distance of 23 metres between high-rise buildings shall be provided. Responsibility for providing tower separations should be equally shared by neighbouring properties.

5.3 Mid-Rise Buildings

14) In general, mid-rise buildings should have a base that relates to the sidewalk and pedestrian realm, a middle portion (a height that is approximately equivalent to the width of the right of way) to form part of the streetwall and relate to adjacent buildings and a top that incorporates building form articulations such as step backs and/or elevation treatments to break up building mass and allow sky views, access to sunlight and transition.

15) New development will be required to articulate the building mass and explore design techniques such as setbacks and step backs to avoid the canyon effect along the public street and to minimize the visual and micro-climate impacts on public and private realms.

16) The relationship between the new development and the abutting existing and future residential buildings shall be carefully examined and addressed to ensure liveability for existing and future residents through adequate provisions for privacy, sunlight and cross ventilation.

5.4 View Protection

The City shall ensure that applicable views illustrated in Schedule C6C: LeBreton Flats Foreground View Control Planes, Volume 1 of the Official Plan, are protected as follows:

17) In the area defined by a view with a viewpoint located in the centre of the proposed Wellington Street right of way immediately west of the intersection of the Booth Street right of way, no building, part of building or building roof structure shall be constructed. This protected view, as illustrated on Figure 1, is for an unobstructed
foreground view panorama extending from the Great Hall of the National Gallery in the north to the northwest corner of the upper terrace of the Garden of the Provinces on the south.

18) In the area adjacent to the Lateral Foreground, as shown on Schedule C6C: LeBreton Flats Foreground View Control Planes, Volume 1 of the Official Plan, no building, part of a building or building roof structure shall project into the Lateral Foreground View Control Planes.

19) Building heights in Area A on Schedule C6C: LeBreton Flats Foreground View Control Planes, Volume 1 of the Official Plan, shall not exceed 79.9 metres above sea level.

20) In the area identified on Schedule C6C: LeBreton Flats Foreground View Control Planes, Volume 1 of the Official Plan, extending from Viewpoint 16 to the eastern limit of the Pimisi Station and LeBreton Flats District, with the exception of Area A identified on Schedule C6C, no building, part of a building or building roof structure, shall project above the building height limit planes established by the Central Foreground and Lateral Foreground control planes defined by geographic coordinates and above sea level elevations on Schedule C6C.

Figure 1: Protected View
Section 6: Public Realm and Mobility

The successful transformation of the Pimisi Station and LeBreton Flats District will require the provision of a generous and high-quality public realm that attracts and supports pedestrians. Together, the public realm within the district will comprise public streets, pedestrian and cycling paths, parks and other Privately-Owned Public Spaces (POPS).

6.1 Public Realm

1) Public and private development shall create an accessible, four-season public realm, with a particular focus on the east-west destination experience between the future Capital Park in the west end and the OPL - LAC Joint Facility in the east end of the district.

2) The public realm shall be clearly delineated from private residential courtyards.

3) Wayfinding signage shall be incorporated throughout the district in coordination with the Ottawa-Gatineau Wayfinding Initiative to achieve a unified system.

6.2 Active transportation

4) Local streets and private lanes shall be designed and maintained to prioritize pedestrians and cyclists, rather than private vehicles, while providing for necessary emergency vehicle access.

5) Separated cycling facilities shall be provided along Albert Street, Booth Street and Wellington Street.

6.3 Access, Parking and Loading

6) Dead-end streets and lanes should be designed to facilitate the necessary movement of vehicles and emergency services, while achieving high land efficiency.

7) The City may encourage the sharing of parking spaces among uses that have peak parking demands at different times of the day through zoning.

6.4 Privately-Owned Public Spaces (POPS) and other features of the Public Realm

8) POPS will feature locally-focused amenities such as trees and plantings, playgrounds and seating areas for residents to play, gather and relax.

9) POPS and other features of the public realm should be located generally as shown on Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space, or as follows:
a) At the City Centre Avenue Active Transportation Bridge landing; and  
b) Adjacent to the Preston Street Connection; and  
c) At the northwest corner of Albert Street and Booth Street; and  
d) Along Booth Street in the Aqueduct Character Area (grand staircase and elevator).

10) Additional POPS or public realm features may be added in conjunction with development, without amendment to this secondary plan.

Section 7: Inclusivity and Housing

7.1 Inclusivity

1) The City shall ensure that development within the district is designed for the needs of Ottawans and visitors of all ages and abilities, in accordance with Section 2.2.4: Healthy and Inclusive Communities of Volume 1 of the Official Plan.

7.2 Housing Mix and Affordability

2) In support of the City’s commitment to prioritize affordable housing throughout the City and acknowledging the affordable housing goals set out in the East Flats and in the NCC’s LeBreton Flats Master Concept Plan to ensure 25 per cent of units as affordable, the City shall work in collaboration with the developers and the NCC to:
   a) Seek partnerships with the not-for-profit housing sector to contribute to the delivery of affordable housing within LeBreton Flats; and
   b) Implement multilateral strategies to support the inclusion of affordable rental units within market residential and mixed-use developments; and
   c) Explore options for conveyance of land to not-for-profit housing sector partners at low or nominal cost for the purpose of constructing affordable rental housing, with the primary focus being provision of units at deeper affordability levels and/or for housing where ongoing supportive services are required; and
   d) Confirm through implementation of plan of subdivision and/or site plan conditions, that the affordability target of 25 per cent of units will be adequately achieved in accordance with the City of Ottawa definitions for affordability, as set out in the Official Plan and the 10-year Housing and Homelessness Plan, and that each phase may contribute at varying rates towards the achievement of the overall target.
3) To support housing choice, a target of 15 per cent of the total dwelling units within the Central and West Flats, Albert Corridor and Aqueduct Character Areas shall be of a size suitable for large households. Such large dwellings are generally units with three or more bedrooms and may be located at grade within high-rise buildings or may provide larger private outdoor amenity areas.

7.3 Child Care Facilities

4) The City shall encourage the construction of a non-profit child care facility within lands designated Hub on Schedule B1: Downtown Core Transect, Volume 1 of the Official Plan.

7.4 Private Outdoor Amenity Areas

5) Through the development review process, the City may require that private outdoor amenity areas include facilities, such as play areas for children, to augment recreation opportunities provided by nearby parks and open space.

Section 8: Sustainability and Health

8.1 Trees and Canopy Cover

1) For health and liveability, the City shall require a landscaping first approach that provides adequate space and soil volume for trees in the design of the district.

2) The City shall target a tree canopy cover of 40 per cent in the district. Tree canopy cover will be evaluated as part of development review and City infrastructure planning processes.

3) The City may prioritize low-impact development and on-site retention of stormwater through green features such as swales.

4) The City may require, where appropriate, planting of native species selected for year-round interest and suited to local environmental conditions.

Section 9: Infrastructure

1) The City shall require that:

   a) Electrical, telephone, internet, telecommunications and television cables be placed underground; and

   b) Pads, transformer boxes, meters and all other elements of utilities be designed to be as invisible as possible from the public realm, and where there is no alternative to placing them along the street, that they be suitably camouflaged, enclosed or integrated with buildings so as not to detract from the quality of the public realm.
Section 10: Implementation

10.1 Collaboration with the National Capital Commission (NCC)

1) The City and NCC shall cooperate for an integrated development review process and approach to implementation.

2) The implementation approach will clarify cost sharing agreements, acquisition or exchange of lands, joint ventures or strategic approaches to achieve and, where appropriate, accelerate desired forms of development.

3) The City and NCC shall collaborate on implementation to achieve a net-zero carbon community which will assign roles and responsibilities and inform future development applications.

10.2 Review of Development Applications

4) The NCC may submit an Official Plan Amendment to address the future of Preston Street between Albert Street and Wellington Street. This application will be accompanied by a transportation impact assessment, following the City’s Terms of Reference, and analyzing the network impacts of the conversion of the planned arterial road connection extending Preston Street between Albert Street and Wellington Street, as proposed by the NCC’s LeBreton Flats Master Concept Plan.

5) Resolution of the status of Preston Street between Albert Street and Wellington Street on Schedule C5: Downtown Core Road Network, Volume 1 of the Official Plan may be required prior to approval of development applications on lands within the LeBreton Flats Master Concept Plan area, west of Booth Street.

6) In accordance with Section 22, Subsection 2.1.1 and 2.2 of the Ontario Planning Act, the City permits receipt of the amendment referenced in Section 10.2, Policy 4) of this chapter for consideration by Council, prior to the second anniversary of the adoption of the Official Plan.

7) The City shall require an updated master servicing study for the district, prior to development of lands within the LeBreton Flats Master Concept Plan area, west of Booth Street.

8) For development within the LeBreton Flats Master Concept Plan area, west of Booth Street, the City may require draft approval of one or more plans of subdivision, phased as required.

9) Streetscape typologies for lanes, private streets and public streets shall be confirmed through development applications and may form a future annex to this secondary plan.
10) Development proposals will articulate a multi-modal mobility system and will demonstrate how municipal and federal parkland, infrastructure and facilities can be seamlessly integrated for a cohesive public realm experience.

11) Streets, pathways and other aspects of the mobility network shown on Schedule P: Pimisi Station and LeBreton Flats District - Mobility Network, shall be implemented through the development review process, unless provided for in a development charge background study or other capital project.

12) Privately-Owned Public Spaces (POPS) shall be delivered in conjunction with the development of abutting lands through the development review process.

13) In the review of development applications, compatibility with and impacts on heritage resources will be assessed in accordance with Section 4.5.2: Manage cultural heritage resources through the development process, Volume 1 of the Official Plan (and any specific heritage policy/guidelines related to the subject property). Tower height, podium height, tower separation and other design details may be further refined to limit adverse impacts on cultural heritage resources.

14) Through the development review process, the City shall investigate with property owners, options for providing child care facilities in any new development within lands designated Hub on Schedule B1: Downtown Core Transect, Volume 1 of the Official Plan.

15) The City shall direct that all community benefits charge payments under community benefits as per Volume 1 of the Official Plan, Section 11.6 collected within the district will be re-invested in the district.

16) Prior to final approval of plans of subdivision, phased as required, the City shall require a Council-approved funding source and/or legal funding mechanisms for all works requiring the City’s participation to design, construct or maintain, including:
   a) Any public realm works, including streetscaping treatments and the future LeBreton Flats Municipal Park West; and
   b) Any infrastructure works including local active transportation facilities and relocation or enhancements to infrastructure; and
   c) Any use of City land or infrastructure to support a district energy system; and
   d) Any community benefits as per Section 10.2, Policy 15) of this chapter.

17) In addition to studies listed in a Development Application Study policy, the City may require additional information to assess development within the district, including, but not limited to:
a) A Crime Prevention Through Environmental Design analysis considering the proposal and accompanying measures to enhance safety and security (including measures to address undeveloped sites or interrupted paths of travel resulting from a phased approach to development); and

b) A community energy plan, unless it can be demonstrated that the design of the proposed development complies or is consistent with the High-performance Development Standard;

c) A composite utility plan, describing the location of the public and private infrastructure, servicing and utilities on City lands; and

d) A tree canopy cover plan, in accordance with terms of reference to be developed for the district, to give tree planting direction for achieving the 40 per cent target for tree canopy cover within the district, considering:

i) Street rights of way; and

ii) Parkland and open space; and

iii) Other public realm including along pathways, on pedestrian and cyclist bridges, in pedestrian areas and within POPS; and

iv) Private lands such as between buildings and streets, on green roofs, on tower podiums and around private outdoor amenity areas; and

v) The use of soil cell technologies for hardscape tree planting.

10.3 Future Municipal Parks

18) Future Municipal Parks are identified as future LeBreton Flats Municipal Park West and future LeBreton Flats Municipal Park East, as shown on Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space.

19) Notwithstanding Policy 3), Section 7.1: Provide convenient, inclusive access to a variety of greenspaces across the city, of Volume 1 of the Official Plan, lot creation and strata severances shall be permitted within the Greenspace designation to enable the dedication of lands for the purposes of the future Municipal Parks.

20) The City shall target development of the future LeBreton Flats Municipal Park West after the issuance of the building permit for the 1,000th dwelling unit and before the issuance of the building permit for the 1,500th dwelling unit within the district.

21) The City shall target development of the future LeBreton Flats Municipal Park West community building after the issuance of the building permit for the 2,000th dwelling unit.
unit and before the issuance of the building permit for the 3,000th dwelling unit within the district.

22) The City shall target development of the future LeBreton Flats Municipal Park East with development of the adjoining lands.

23) Funding for the future LeBreton Flats Municipal Park East may be accomplished through the use of contributions towards community benefits as per Volume 1 of the Official Plan, Section 11.6, Policy 15), or cash-in-lieu of parkland monies (Ward account only) resulting from development within the East Flats Character Area.

24) Terms of the dedication of parkland by the NCC to the City for the future LeBreton Flats Municipal Park West, and a coordinated approach to designing parks within the Parks and Open Space Character Area, shall be set out in development agreements or other mechanisms. Such terms of acceptance by the City may relate to soil conditions, methane venting, strata title, access, joint use, maintenance or any other matters.

10.4 Consents

25) Notwithstanding Section 10.2, Policy 8) of this chapter, to enable the creation and conveyance of smaller parcels within a portion of the lands subject to the LeBreton Flats Master Concept Plan, the City may consider severance of land by consent.

26) Council shall encourage the Committee of Adjustment to prioritize the plan of subdivision method as the primary method of providing lots, to ensure orderly and efficient development.

27) Council shall require the Committee of Adjustment, in reviewing any consent applications, to take into account the objectives and policies of the Pimisi Station and LeBreton Flats District chapter of this secondary plan.

10.5 Street Naming and Numbering

28) The City shall ensure that streets are named through the standard street naming procedures, with priority given to retaining existing street names and recognizing the history of the area. Only urban street nomenclatures may be used (street, avenue, boulevard, lane). Suburban nomenclatures (road, court, crescent, way, drive, etc.) are not permitted.

29) Separate municipal addresses shall be assigned to each building entrance.

10.6 Special Review Process for Towers over 41 Storeys in Height

30) A 45-storey building is permitted within the East Flats Character Area and shall be subject to a specialized design review process within the framework of the City’s
Urban Design Review Panel (UDRP) process to exercise a rigorous peer review. This specialized process requires proponents to engage with a sub-committee of the UDRP (comprising one UDRP member augmented by up to two additional design professionals to be selected by the UDRP) towards finalizing project designs until the final project design is deemed acceptable to the UDRP sub-committee. Proponents of such development will be required to bear the costs to an upset limit of $20,000 (subject to Consumer Price Index adjustment) for each sub-committee meeting held to achieve consensus between the subcommittee and the proponent on the final project design. Any differential cost will be borne by the City.
Schedules and Annexes

Schedule A: West Downtown District Plan
Schedule B: Bayview Station District Designation Plan
Schedule C: Bayview Station District Maximum Building Heights
Schedule D: Dow’s Lake Station District Character Areas
Schedule E: Dow’s Lake Station District Maximum Building Height and Tower Location
Schedule F: Dow’s Lake Station District Public Realm Plan
Schedule G: Dow’s Lake Station District Public Realm Plan - Hospital Site
Schedule H: Dow’s Lake Station District Public Realm Plan - Booth Street Complex
Schedule I: Dow’s Lake Station District Public Realm Priority Projects
Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space
Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations
Schedule L: Corso Italia Station District Character Areas
Schedule M: Corso Italia Station District Maximum Building Height and Tower Location
Schedule N: Corso Italia Station District Public Realm
Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan
Schedule P: Pimisi Station and LeBreton Flats District - Mobility Network
Annex 1: Corso Italia District Demonstration Concept Plan
Annex 2: Corso Italia District Demonstration Concept Plan for 818 Gladstone Avenue by Ottawa Community Housing Corporation
Annex 3: Corso Italia District Demonstration Concept Plan for 933 Gladstone Avenue by Ottawa Community Housing Corporation
Annex 4: Pimisi Station and LeBreton Flats District - Key Properties or Features Noted in Policy
Annex 5: Pimisi Station and LeBreton Flats District - Demonstration Plan – LeBreton Flats Master Concept Plan Lands

Annex 6: Pimisi Station and LeBreton Flats District District - Demonstration Plan – Library Parcel within the Albert Corridor Character Area

Annex 7: Pimisi Station and LeBreton Flats District - Demonstration Plan – East Flats Character Area
West Downtown Core / Centre-ouest

SECONDARY PLAN - Volume 2 / PLAN SECONDAIRE - Volume 2

Dow’s Lake Station District
Schedule F - Public Realm Plan

Secteur de la station Lac Dow
Annexe F - Plan du domaine public

See Schedule G
Public Realm Plan - Hospital Site
Voir l'Annexe G
Plan du domaine public - Emplacement de l'hôpital

See Schedule H
Public Realm Plan - Booth Street Complex
Voir l'Annexe H
Plan du domaine public - Complexe de la rue Booth

Potential Park Expansion
Agrandissement du parc potentiel

Dow’s Lake Station District Boundary
Secteur de la station Lac Dow

Special Woonerf Type Streets / Rues de type woonerf

Public Open Space / espace vert public

Multi-Use Pathway / sentier polyvalent

Blue Lanes / voies cyclables

Streetscape Tree Planting / plantation d’arbres le long des rues

Existing Buildings / bâtiments actuels

Building Applications as of Jan 2014 and Buildings Under Construction / demandes de permis de construire en date du 24 janvier et bâtiments en construction

Urban Square/Park (in association with new development) / jardin public (associé au nouvel aménagement)

Potential Urban Square / place publique potentielle
West Downtown Core / Centre-ouest

SECONDARY PLAN - Volume 2 / PLAN SECONDAIRE - Volume 2

Dow’s Lake Station District
Schedule G - Public Realm Plan - Hospital Site

Secteur de la station Lac Dow
Annexe G - Plan du domaine public - Emplacement de l’hôpital

Consolidation and Amendments / Consolidation et amendements
Dow’s Lake Station District
Schedule H - Public Realm Plan - Booth Street Complex

West Downtown Core / Centre-ouest
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Dow’s Lake Station District
Secteur de la station Lac Dow
Annexe H - Plan du domaine public - Complexe de la rue Booth

Consolidation and Amendments / Consolidation et amendements
The border of the Greenspace System is to be considered conceptual and should not be interpreted to follow individual property boundaries; and will be delineated through specific studies which will include public participation. / Les limites du système d'espaces verts doivent être considérées comme étant conceptuelles. Elles ne suivent pas nécessairement les limites des propriétés. Elles seront fixées dans le cadre d'études qui seront réalisées à cette fin avec la participation du public.
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Schedule K - Pimisi Station and LeBreton Flats District -
Maximum Building Heights and Tower Locations
Annexe K - Secteur de la station Pimisi et des plaines LeBreton - Hauteur maximale de bâtiment et emplacement des tours

- Maximum number of storeys
  - 6 storeys / 6 étages
  - 12 storeys / 12 étages
  - 20 storeys / 20 étages
  - 25 storeys / 25 étages
  - 30 storeys / 30 étages
  - 40 storeys / 40 étages
  - 45 storeys / 45 étages

- Approximate tower location and maximum building height (number of storeys)
  - Emplacement approximatif de la tour et hauteurs maximale des immeubles (nombre d'étages)

- Keypoint 16 / Point de vue principal 16

- Public or Private Roadway (conceptual alignment)
  - Route publique ou privée (trait conceptuel)

- O-Train Lines / Lignes de l'O-Train

- Refer to Official Plan, Volume 2, West Downtown Core Secondary Plan, Chapter 4, Section 5.4: View Protection, Policy 19
  - Référence au volume 2 du Plan officiel, le plan secondaire du centre-ville ouest, chapitre 4, section 5.4 : Protection des vues, politique 19
Corso Italia Station District / Schedule M - Maximum Building Height and Tower Location

Max Height / Hauteur maximale des immeubles:
- 20 storeys / étages
- 25 storeys / étages
- 30 storeys / étages
- 31+ storeys / étages
- 18 storeys / étages
- 4 storeys / étages
- 6 storeys / étages
- 9 storeys / étages
- 12 storeys / étages
- 30 storeys / étages

Legend:
- Future Street / Future rue
- Future Woonerf Street (per Section 5.2, Policy 23) / Future rue Woonerf (selon la Section 5.2, politique 23)
- Laurel Street Active Transportation Corridor (ATC) / Couloir de transport actif de la rue Laurel (TCA)
- O-Train and/or Station / Ligne de l’O-Train
- Neighbourhood Line / Ligne de quartier

Consolidation and Amendments / Consolidaition et amendements
Corso Italia Station District / Schedule O - Key Properties or Areas Noted in Secondary Plan Policy

1. North-east quadrant (933 Gladstone Avenue) / Quadrant Nord Est (933, avenue Gladstone)
2. North-west quadrant (951 Gladstone Avenue, 145, 131 and 127 Loretta Avenue North) / Quadrant Nord Ouest (951, avenue Gladstone, ainsi que 145, 131 et 127, avenue Loretta nord)
3. South-west quadrant (175 Loretta Avenue North, 950 Gladstone Avenue) / Quadrant Sud Ouest (175 avenue Loretta nord, 950, avenue Gladstone)
4. South-east quadrant (938 Gladstone Avenue) / Quadrant Sud Est (938, avenue Gladstone)

Main Street Corridor / Couloir de la rue principale
5. 1010 and 1040 Somerset Street West / 1010 et 1040, rue Somerset ouest

Mixed-use Neighbourhood / Quartier polyvalent
6. Preston Side Streets / Rues secondaires de la rue Preston
7. Rochester Heights Phase 2 (818 Gladstone Avenue) / Phase 2 de Rochester Heights (818, avenue Gladstone)
8. Breezehill Avenue North / Avenue, Breezehill Nord

Mixed-use Block / Pâtes de maisons à utilisation polyvalente
9. Plant Bath Recreation Centre (930 Somerset Street West) / Centre récréatif Plant (930, rue Somerset Ouest)
10. Adult High School (300 Rochester Street) / Adult High School (300, rue Rochester)
11. Canada Bank Note Company (975 Gladstone Avenue) / Compagnie canadienne des billets de banque limitée (975, avenue Gladstone)

Parks / Parcs
12. Plouffe Park / Parc Plouffe
13. Piazza Dante Park / Parc Piazza Dante

Corso Italia Station District Secondary Plan Boundary / Limite du Plan secondaire du secteur Station Corso Italia

Consolidation and Amendments / Consolidation et amendements
Bayview

West Downtown Core / Centre-ouest
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Schedule P - Pimisi Station and LeBreton Flats District - Mobility Network
Annexe P - Secteur de la station Pimisi et des plaines LeBreton - Réseau de la mobilité

Pimisi Station and LeBreton Flats District Boundary / Limite du secteur Station Pimisi et des plaines LeBreton

Public or Private Roadway (conceptual alignment) / Route publique ou privée (alignement conceptuel)
Multi-use Pathway / Sentier polyvalent
Overpass / Pont
Separated Cycle Lane / Voie cyclable séparée
Signalized Intersection / Carrefour à feux
Future Signalized Intersection / Futur carrefour à feux
Mid-block Connection / Lien à mi-îlot

Aqueduct Character Area accessible pedestrian link / Lien piétonnier accessible du secteur pittoresque de l’aqueduc
Pimisi Station and LeBreton Flats District Boundary / Limite du secteur Station Pimisi et des plaines LeBreton
City Centre Avenue Active Transportation Bridge / Passerelle pour le transport actif de l’avenue City Centre
Escarpment accessible pedestrian link / Lien piétonnier accessible de l’escarpement

O-Train Station
O-Train Lines / Lignes de l’O-Train

Consolidation and Amendments / Amendement au plan directeur approuvé

Planning, Infrastructure and Economic Development Department,
Geospatial Analytics, Technology and Solutions

Consolidation and Amendments / Amendement au plan directeur approuvé

Rivière des Outaouais / Ottawa River

Rivière des Outaouais / Ottawa River

Rivière des Outaouais / Ottawa River
West Downtown Core / Centre-ouest
SECONDARY PLAN - Volume 2 /
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Corso Italia Station District / Annex 1 - Demonstration Concept Plan

Secteur de la station Corso Italia / Appendice 1 - Plan conceptuel de démonstration
Corso Italia Station District / Annex 2 - Demonstration Concept Plan for 818 Gladstone Avenue

Secteur de la station Corso Italia / Appendice 2 - Plan conceptuel de démonstration pour le 818, avenue Gladstone
Corso Italia Station District / Annex 3 - Demonstration Concept Plan for 933 Gladstone Avenue

Secteur de la station Corso Italia / Appendice 3 - Plan conceptuel de démonstration pour le 993, avenue Gladstone

Gladstone Village, Village Gladstone
Site Plan, Plan d'implantation

Plan Conceptuel

NOTE: This is an Ottawa Community Housing concept plan depicting possible building massing and street/pathway connections. A comprehensive transportation study has yet to be undertaken to support this concept plan and its assumptions. This plan will be updated pursuant to (among other things) a neighbourhood scale transportation study and its findings, supporting appropriate street connections to Preston and Gladstone, coupled with possible traffic calming measures.

REMARQUE : Ce plan conceptuel de la Société de logement communautaire présente l'éventuelle volumétrie des bâtiments et les liens possibles entre les rues et les sentiers. Une étude de la circulation complète doit être menée pour appuyer ce plan conceptuel et ses hypothèses. Le plan sera mis à jour lors d'une étude de la circulation locale qui aura été effectuée, avec des liens appropriés vers la rue Preston et l'avenue Gladstone et d'éventuelles mesures de médiation de la circulation, entre autres.
Annex 6 - Pimisi Station and LeBreton Flats District - Demonstration Plan – Library Parcel within the Albert Corridor Character Area

Appendice 6 - Secteur de la station Pimisi et des plaines LeBreton - Plan de démonstration – parcelle de la bibliothèque dans le secteur pittoresque du couloir de la rue Albert

- Tower / Tour
- Mid-Rise / Bâtiment de moyenne hauteur
- Potential Built Area (subject to City of Ottawa Build Over Approval) / Secteur d’aménagement possible (sous réserve de l’approbation de la Ville d’Ottawa d’une construction au-dessus)
- Podium / Podium
- Air Rights / Les droits aériens
- Subject Site / Propriété en question
West Downtown Core / Centre-ouest
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Annex 7 - Pimisi Station and LeBreton Flats District - Demonstration Plan – East Flats Character Area
Appendice 7 - Secteur de la station Pimisi et des plaines LeBreton - Plan de démonstration – secteur pittoresque des East Flats