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# 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 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 provides 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 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 the Line 2 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 Central Area standards and the maximum requirements are reduced to or below Inner City Area 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 Central Area 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 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 zoning regulations of the Ottawa Macdonald-Cartier International Airport. This height is calculated as the difference between the elevation above sea level of the subject property, and 151.79 metres. The maximum height established by the Airport Authority applies to buildings as well as rooftop projections (e.g. satellite dishes, antennae, radio towers, etc.).
- 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 policies will be detailed in the implementing Zoning By-law and where adjustments may be proposed, such adjustments may be considered through site specific Committee of Adjustment or rezoning applications provided the underlying objectives for tower separation are respected and with input from the Urban Design Review Panel.

### 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.
  - b) Securing a Pedestrian / Cycling connection between Daze Street and Mountain Crescent to provide an active transportation link since a street connection is difficult to establish.

- c) Securing a Pedestrian / Cycling connection from the intersection of Daze Street and Bank Street to the southwest corner of the 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.
- 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.
- 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.
- 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 and B 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 and B:
  - 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.
  - 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.
  - 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.

- 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. The Park is located on land currently designated as Major Urban Greenspace in the Official Plan. Public access and maintenance access may be obtained through registered easements if public road frontage is not required by the City. The minimum size for this Park is approximately 1.3 hectares.
- e) The Park abutting the west side of the future Main Street and to the south of the Greenboro 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.
- 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 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.
- 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.
- 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.

- i) Streetscape Tree Planting as identified on Schedule B – Public Realm Plan is to be implemented at the time of development or redevelopment, subject to future detailed landscape design, as a condition of site plan approval.

### **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.
- 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.
- 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.
- 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.
- 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 for example 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, provides 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 loosely follow existing parking area driveway locations and Bank Street access points. The alignments will be refined and dedicated to the City as may be required at the time applications are made for site plan, severance or subdivision approval.
- 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 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.

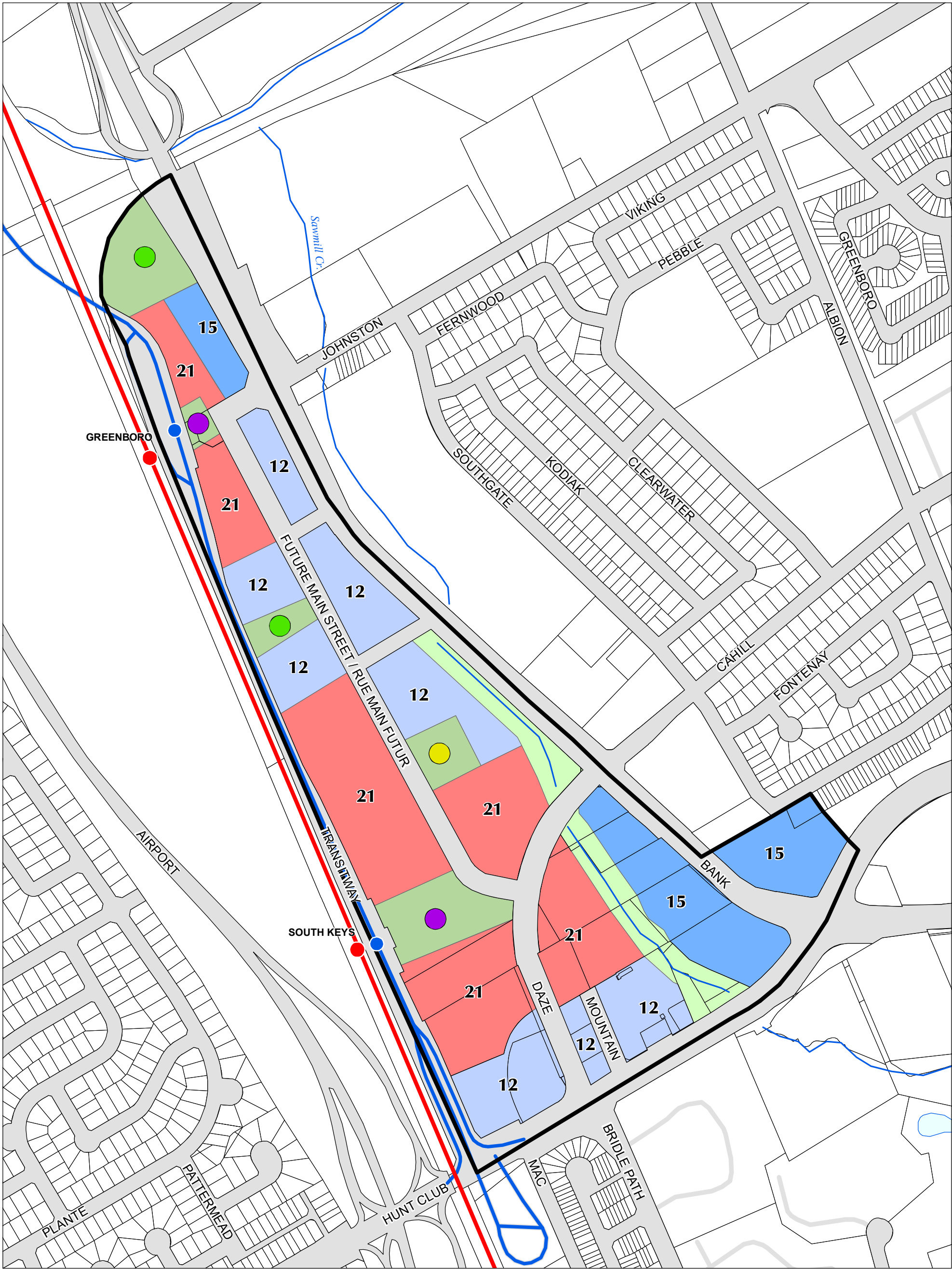
37) The portion of the creek corridor located to the west of Bank Street through the South Keys Hub and continuing south of Hunt Club Road within the plan area is designated as Urban Natural Features in the Official Plan. The portion of the creek through the South Keys Hub is envisioned to evolve into 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 AUTORISÉS DES IMMEUBLES

- 12 storeys / étages
- 15 storeys / étages
- 21 storeys / étages

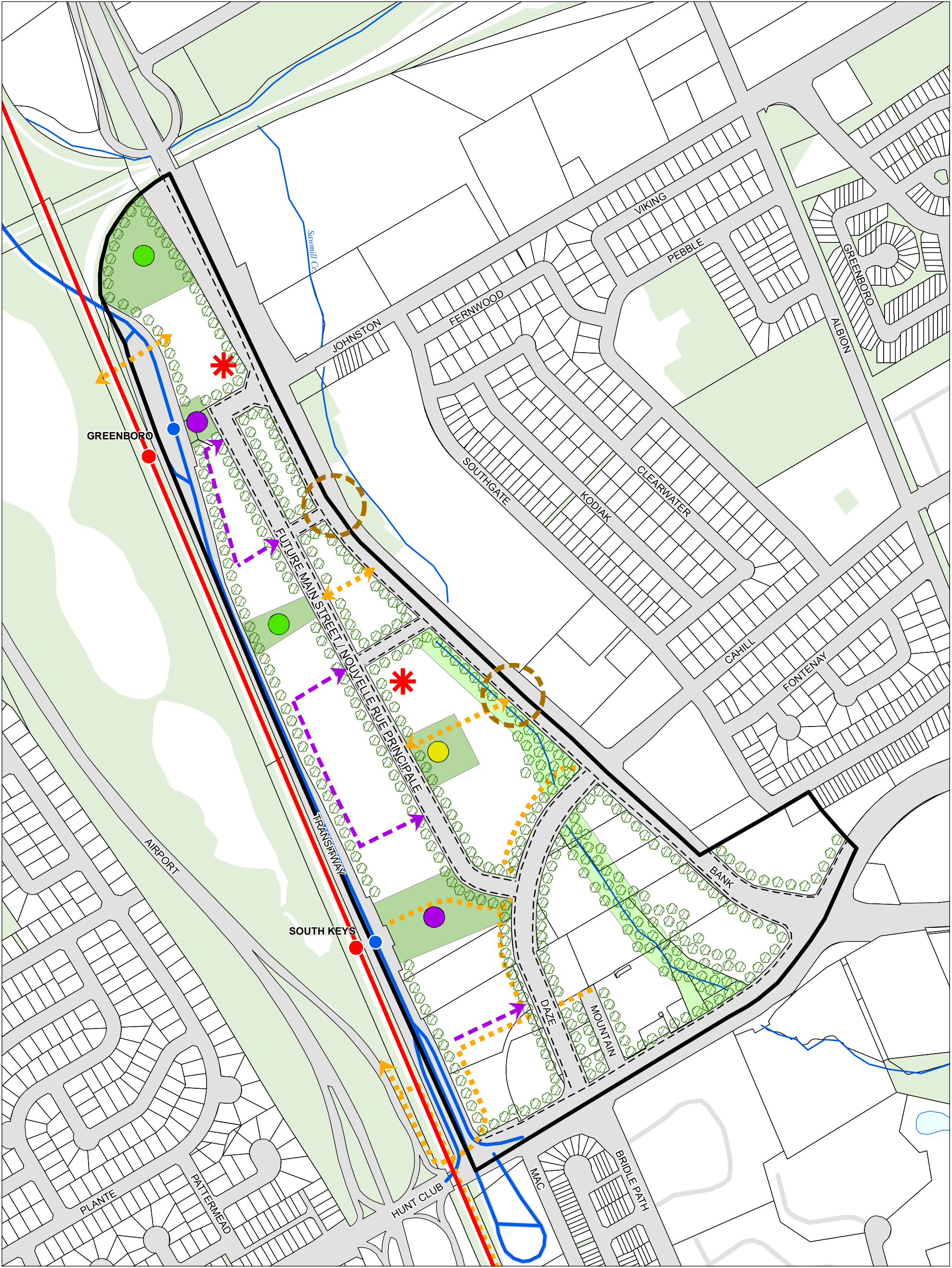
- Park / Parc
- Transit Plaza / Place de transit
- Town Square / Place de la ville
- Naturalized Sawmill Creek /  
ruisseau naturalisé de Sawmill
- O-Train
- Transitway

SECONDARY PLAN - VOLUME 2  
Schedule A - Maximum Building heights

PLAN SECONDAIRE - VOLUME 2  
Annexe A - Hauteurs maximales des immeubles



0 75 150 225 300 Meters



South Keys



- South Keys Secondary Plan / Plan secondaire de South Keys
- Park / Parc
- Transit Plaza / Place de transit
- Town Square / Place de la ville
- Potential Community Facility / Installation communautaire potentielle
- O-Train
- Transitway
- Pedestrian/Cycling Connection / Liaison piétonne/cyclable
- Bicycle Lanes / Pistes cyclables
- Service / Access / Shared Space / Service / accès / espace partagé

- Naturalized Sawmill Creek / Ruisseau naturalisé de Sawmill
- 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 / Traversées entre les intersections

SECONDARY PLAN - VOLUME 2  
Schedule B - Public Realm Plan

PLAN SECONDAIRE - VOLUME 2  
Annexe B - Projets du domaine public



0 75 150 225 300 Meters

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