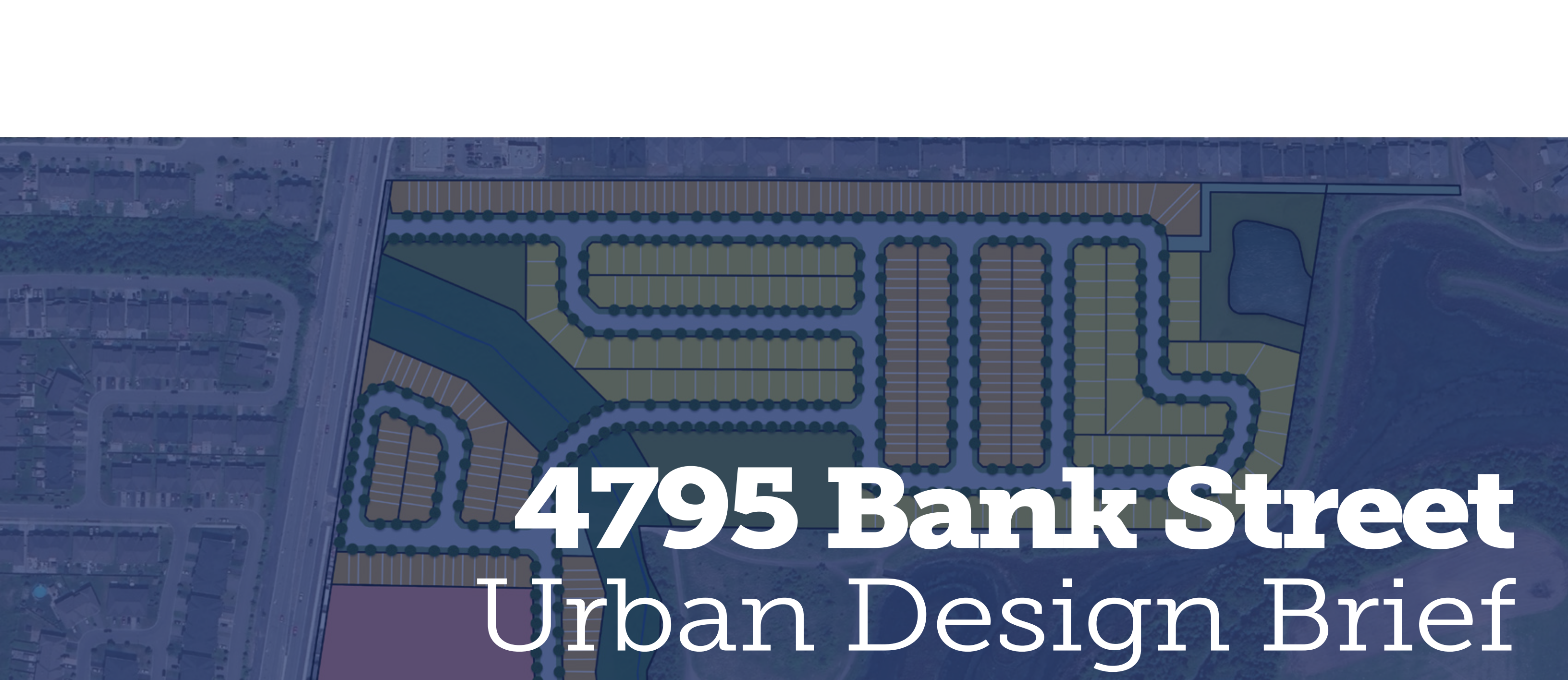




4795 Bank Street

Urban Design Brief

Leitrim, City of Ottawa

First Submission

prepared by
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July 2026

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1.0 | Introduction: Scope & Intent

The 4795 Bank Street Urban Design Brief is intended to provide vision and design direction for a new residential community located in the south-eastern limits of the City of Ottawa. 4795 Bank Street, legally described as Part of Lot 20 Concession 5 (Rideau Front), is located in Riverside South Findlay Creek Ward 22, within the geographic Township of Gloucester. It is located in the Suburban sector and designated in the Official Plan as Future Neighbourhood, as part of the Leitrim Community. The purpose of this Urban Design Brief is to satisfy the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan Approval application process.

The intents highlighted within this document reflect objectives set out in The New Official Plan from the City of Ottawa, Urban Design Guidelines for Greenfield Neighbourhoods (Ottawa, 2007), Building Better and Smarter Suburbs (Ottawa, 2015), Park Development Manual (Ottawa, 2017), and Traffic Calming Design Guidelines (Ottawa, 2019).

This design brief contains insight, analysis, and direction on the following:

- The Leitrim Context;
- The Site Context and Conditions;
- The Vision and Guiding Principles;
- The Community Plan;
- The Built Form and Housing Typologies;
- The Street Network and Character;
- The Parking Plan;
- The Traffic Calming Strategies;
- The Parks and Open Spaces; and
- The Active Mobility.

The directives outlined in this document will foster the expansion of an existing community into one centered on innovation, sustainability, connectivity, and accessibility.

Note: The directives with parenthetical citations in orange will be referencing the New Official Plan from the City of Ottawa, green will be referencing the Urban Design Guidelines for Greenfield Neighbourhoods (Ottawa, 2007), the directives in blue will be referencing those from Building Better and Smarter Suburbs (Ottawa, 2015). References to any other documents will not be colour-coded.

LEGEND

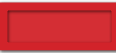
-  Provincial Highway
-  Arterial Road
-  Leitrim
-  4795 Bank Street
-  Urban Expansion Boundary
-  Riverside South Findlay Creek (Ward 22)



Figure 1 4795 Bank Street within the City of Ottawa

4795 Bank Street will be integrated with the Leirim Community in the Township of Gloucester, which is entirely south of Leirim Road, generally between Hawthorne Road to the east and Albion Road to the west.

4795 Bank Street is bound by:

- North: plaza with commercial and retail, residential subdivision
- East: Findlay Creek Stormwater Management Facility
- South: Blais Road, mowed field and commercial properties
- West: Bank Street, residential subdivision

4795 Bank Street will provide a sense of completion to the Leirim Community and the south-eastern edge of Ottawa. Due to the site’s opportune location along Bank Street that is a designated Mainstreet Corridor and proximity to Leirim Station and Rapid Transit corridor, 4795 Bank Street will be well serviced and connected to the greater transit and active transportation system. It will showcase compatible community design and a commitment to supporting the City’s growth strategies through appropriate built form and transitions to its surroundings. The surrounding lands consist of commercial retail, residential, light industrial and agricultural.

Being adjacent to the existing Findlay Creek Stormwater Management Facility, 4795 Bank Street will also serve as a gateway, providing residents easy access to the existing trails and expanding the recreational experience.

LEGEND

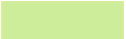
-  Arterial Road
-  Leirim
-  4795 Bank Street
-  Existing Urban Boundary
-  Future Neighbourhood Overlay
-  Rapid Transit (O-Train)
-  Leirim Station/Park and Ride
-  OC Transpo Bus Route 93
-  OC Transpo Bus Route 94
-  Transit Priority Corridor
-  Park/Open Space
-  Commercial
-  Recreation Centre
-  School



Figure 2 Leitrim Site Context

3.0 | Existing Site Conditions

As outlined in the Combined Environmental Impact Study & Tree Conservation Report (dated July 2025) prepared by McKinley Environmental Solutions, 4795 Bank Street is currently comprised of cultural meadow, agricultural fields, and areas with deciduous hedgerows. Due to existing and previous uses related to agriculture, topsoil is present throughout the lands. The lands slope down gradually towards the east, at the edge of the adjacent Findlay Creek Stormwater Management Facility. The Findlay Creek watercourse flows through the lands through a large box culvert underneath Bank Street, and the creek is surrounded by riparian vegetation. In addition, the report identifies eight (8) buildings/structures present on the lands that are related to the purposes of agriculture. Please refer to report for more details.

The City of Ottawa New Official Plan does not identify any area within 4795 Bank Street as Natural Environment Area, Natural Heritage System Core Area, Natural Heritage System Linkage Area, or Significant Woodlot.

As outlined in the Geotechnical Investigation completed by Paterson Group (dated December 2024), 4795 Bank Street is considered satisfactory for the proposed development. Please refer to the report for more details.



Figure 3 Existing Conditions



View of Existing Findlay Creek Stormwater Management Facility



Existing Plaza with Commercial and Retail to the North



View of Farm Structures/Houses on the 4795 Bank Street Lands



Streetview of Bank Street, adjacent to the 4795 Bank Street Lands (West Interface)

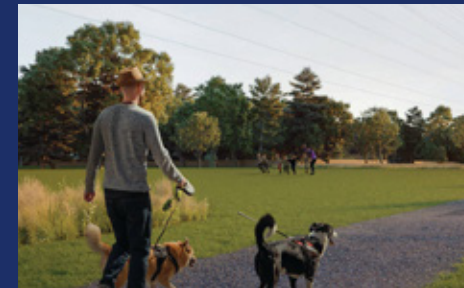
4.0 | Vision & Guiding Principles

“ 4795 Bank Street will be an extension of the existing Leirim Community, intertwining itself with the City’s vast parks and open space system and contributing to a create a complete community in southeastern Ottawa. ”



Access and Visibility to Surrounding Natural Areas

Recognize the importance of developing physical and visual access to open spaces, such as the Findlay Creek Stormwater Management Facility, that will contribute to enhanced livability and a linked open space system.



Integrate Active and Passive Parks and Open Spaces

Provide a robust system of parks and open spaces for all ages and abilities that encourage passive and active all-season.

Fine-grained Network of Streets with Logical Connections to Adjacent Existing and Future Communities

Ensure that 4795 Bank Street is part of a well-connected and cohesive planning framework, with strong pedestrian, active transportation, and vehicular links to the adjacent communities.



High-quality and Attractive Built Form

Provide a variety of new housing forms and a diversity of designs. The built form will showcase Caivan's commitment to quality architecture and thoughtful community design.

5.0 | The Community Plan

4795 Bank Street is envisioned to be fully integrated into the overall Leirim Community. As shown in Figure 4, this development will offer a variety of open spaces, including two parks and a stormwater management pond, which are strategically located adjacent to the NHS and Findlay Creek Stormwater Management Facility. The Findlay Creek watercourse is retained and integrated with the proposed plan. Together with the proposed stormwater management pond and existing Findlay Creek Stormwater Management Facility, these features will support the community’s water quality functions, while creating an open space network with passive recreational uses.

In support of the 15-minute community outlined in Section 5.4.4 of The New Official Plan, residents of 4795 Bank Street will benefit from having direct access to the proposed parks, as well as existing parks in the residential community to the north. A walkway block is placed adjacent to the proposed stormwater management pond, providing a direct connection to the existing trails and connections to the northern community. Moreover, a variety of residential dwelling types are planned throughout the community to meet a wide range of lifestyles that follow a modified grid street pattern with varied block lengths. They are strategically placed with built form and massing compatibility in mind.

The design of 4795 Bank Street is supported by the following policies from The New Official Plan from the City of Ottawa:

- **4.2.1** - Enable greater flexibility and an adequate supply and diversity of housing options throughout the city;
- **4.4.6** - Design parks that contribute to quality of life and respond to climate change;
- **4.6.3** - Ensure capital investments enhance the City’s streets, sidewalks, and other public spaces supporting a healthy lifestyle;
- **4.6.4** - Encourage innovative design practices and technologies in site planning and building design;
- **4.6.5** - Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes;
- **4.6.6** - Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all;
- **4.8.3** - Provide residents with equitable access to an inclusive urban greenspace network; and
- **5.4.4** - Provide direction for new development in the Suburban Transect. Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods.

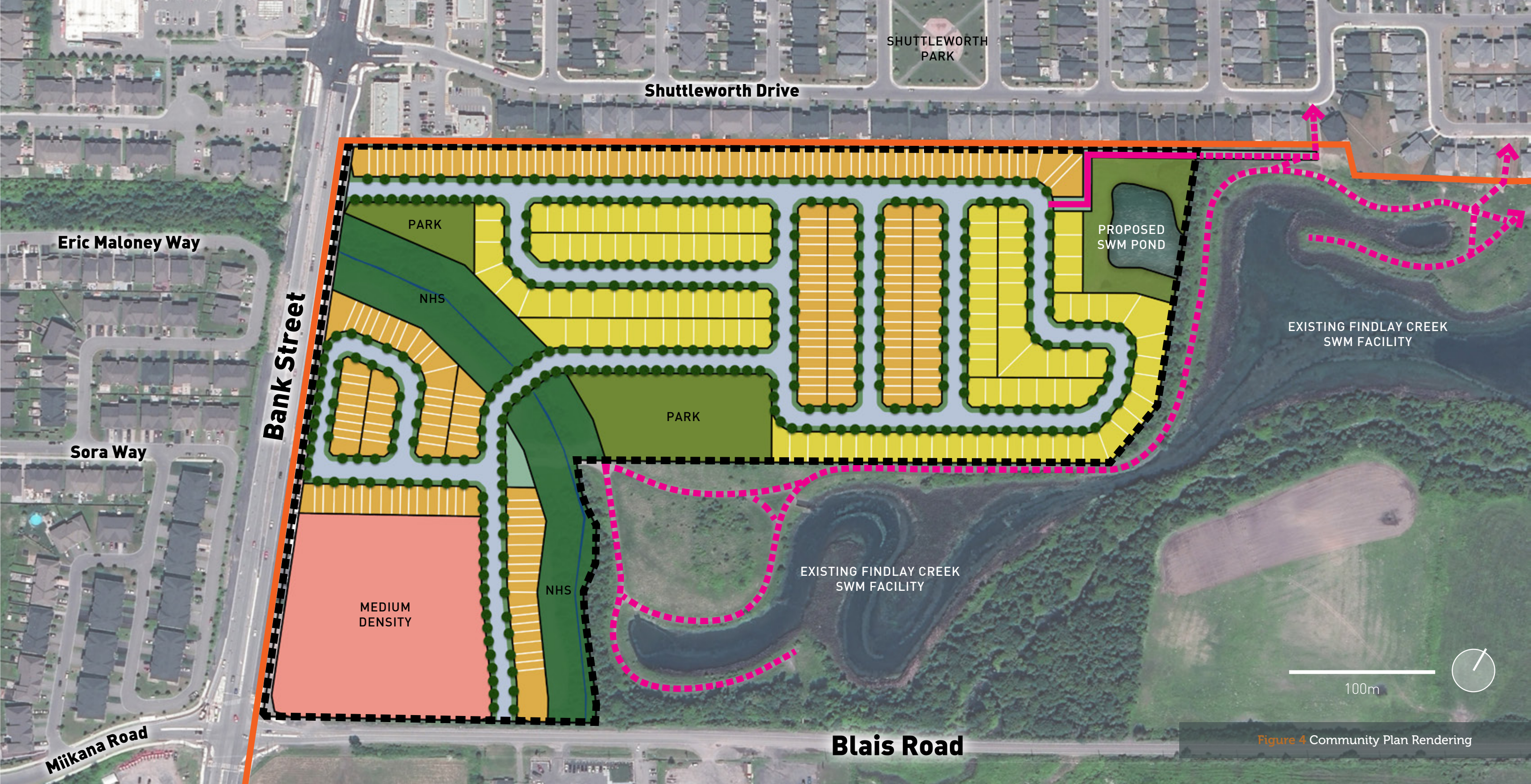


Figure 4 Community Plan Rendering

LEGEND

	4795 Bank Street		Single Detached		Natural Heritage System (NHS)		Proposed Walkway Block
	Urban Expansion Boundary		Standard Townhome		Stormwater Management Pond		Existing Recreational Trail
	Findlay Creek		Medium Density Block		Park		

4795 Bank Street
Area:
17.17 ha

6.0 | Built Form

The built form within 4795 Bank Street will demonstrate Caivan’s unique architectural character, yet reflect similar arrangements found within the surrounding communities, primarily composed of low to medium density forms. The community will primarily showcase a mix of single detached and standard townhomes strategically interspersed, as well as stacked townhomes within the medium density blocks.

The figures in the subsequent pages illustrate the varying built form typologies in 4795 Bank Street:

- Stacked Townhome
- 20’ Standard Townhome
- 35’ Single Detached
- 41’ Single Detached Corner
- 42’ Single Detached
- 50’ Single Detached

Design Guidelines & Strategic Directions:

- A variety of residential typologies and styles will be provided throughout the community to reduce monotony, create visual diversity, and cater to various homebuyers, while complementing the existing architecture in surrounding communities (BBSS, p.12, G35).
- Medium density residential, such as the stacked townhomes, will be located near neighbourhood focal points like parks and open spaces (G9).
- Placement of built form will create a height transition from taller buildings to shorter buildings, particularly towards the existing neighbourhood to the west and north. (G15).
- To ensure appropriate built form compatibility and massing transition with the surrounding context, townhomes are strategically proposed to back onto the

existing townhomes along the north edge. A medium density block and townhomes are proposed along Bank Street just south of the NHS, while single detached dwellings primarily back onto the NHS and SWM ponds.

- Homes will be located close to the property line, with their primary face addressing the street, while maintaining minimum setbacks and making room for trees and utilities, to help define street edges and create visually ordered streetscapes (G34).
- Primary entrances, windows and porches will be clearly visible, articulated, and identifiable from the street (G37). Garages will not dominate the width of the front façade, and will not project past the front wall (G44).
- Driveways will be paired for ground-oriented attached dwellings to maximize area for trees, on-street parking, and snow storage, as well as to minimize the physical disruption of sidewalks along the street (G45).
- Above-grade utilities will be located away from key public views, such as intersections and day lighting, and may be screened through design or landscaping (G64).
- Key corridors will be priority for enhanced architectural elevations / materiality.
- All homes will be designed using high-quality building materials and be well articulated and detailed to help define and establish a harmonious community identity.

Corner Lots:

Corner single and townhouse units will be provided throughout 4795 Bank Street and will exhibit the following characteristics:

- Where possible, corner units, with driveways and front doors addressing separate streets, will be included to create more active street frontage and reduce the need for long stretches of privacy fences (G38).
- Where possible, incorporate porches, which are big enough to accommodate sitting areas, into the overall architecture of the building (G39).



Variety in Architectural Elevation Design to Promote a Pedestrian-Friendly Environment

The built form within 4795 Bank Street will demonstrate Caivan’s unique architectural character and style, yet reflect similar typologies found throughout the City of Ottawa.

OpenPlan™ Design

Select units within 4795 Bank Street will feature Caivan’s OpenPlan™ design, as exemplified in Figure 5. The OpenPlan™ design offers the following benefits:

- Streetscapes that appear less garage and car-dominated.
- Additional on-street parking frontage between driveways.
- Maximized windows on front and rear façades for greater natural light.
- Finished basements as a standard in all units, leading to more usable square footage.

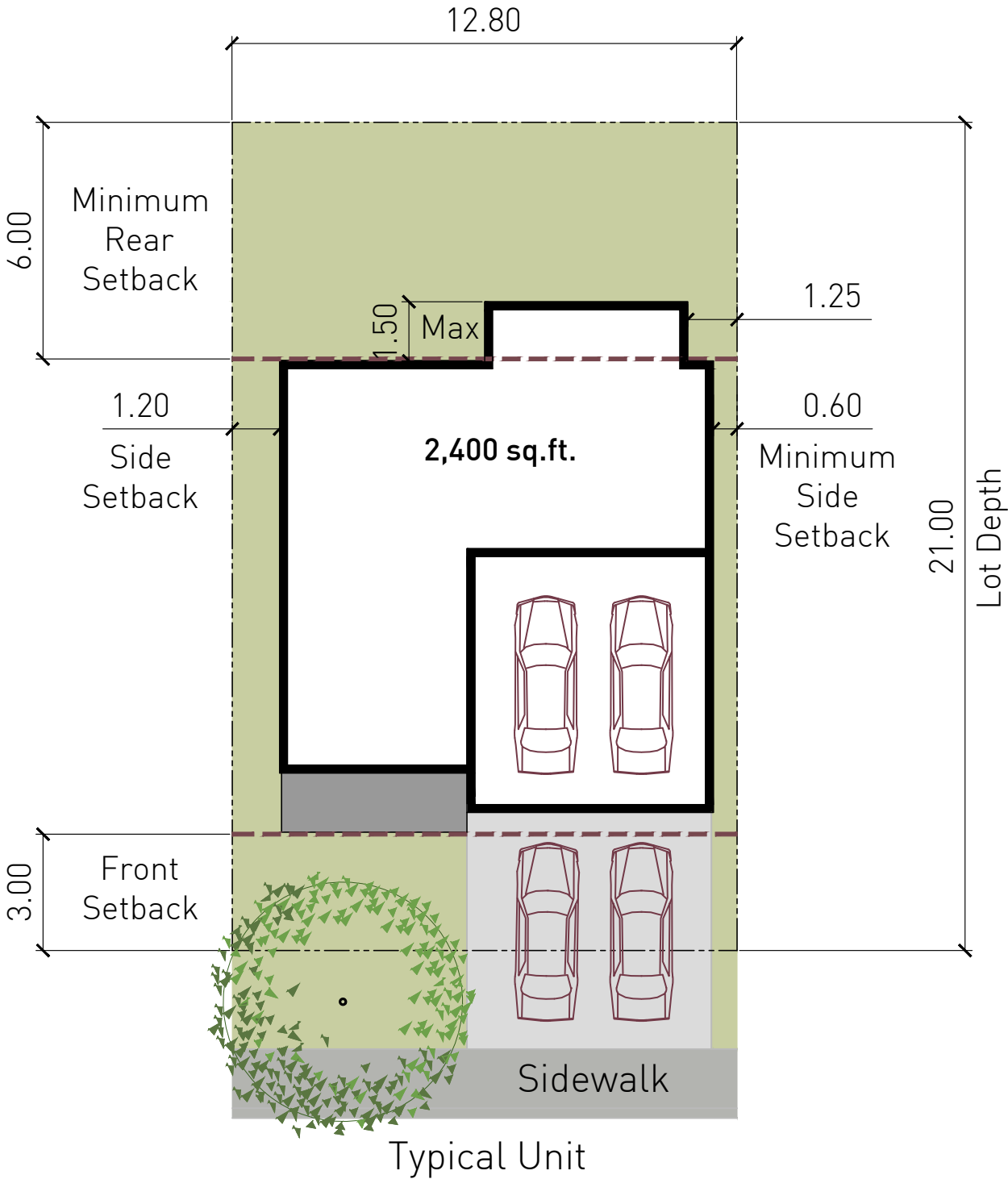


Figure 5 Caivan’s OpenPlan™ Lot Example

Built Form Typologies

4795 Bank Street will consist of a mix of single detached homes and townhomes, with a density of 67.39 units per hectare (uph), exclusive of roads, vistas, parks, and non-developable areas, demonstrated in the unit summary. The new community will generate a total of 620 residential units and the inclusion of these lands will contribute to the overall Leitrim Community. The figures on the subsequent pages illustrate the varying built form typologies proposed within 4795 Bank Street.

UNIT SUMMARY

Unit	Unit Count
Stacked Townhome	252
20' Standard Townhome	240
35' Single Detached	70
41' Single Detached Corner	13
42' Single Detached	26
50' Single Detached	19
TOTAL UNITS	620
Residential Area	9.20 ha
DENSITY*	67.39 uph

*Density is exclusive of roads, vistas, parks, and non-developable areas

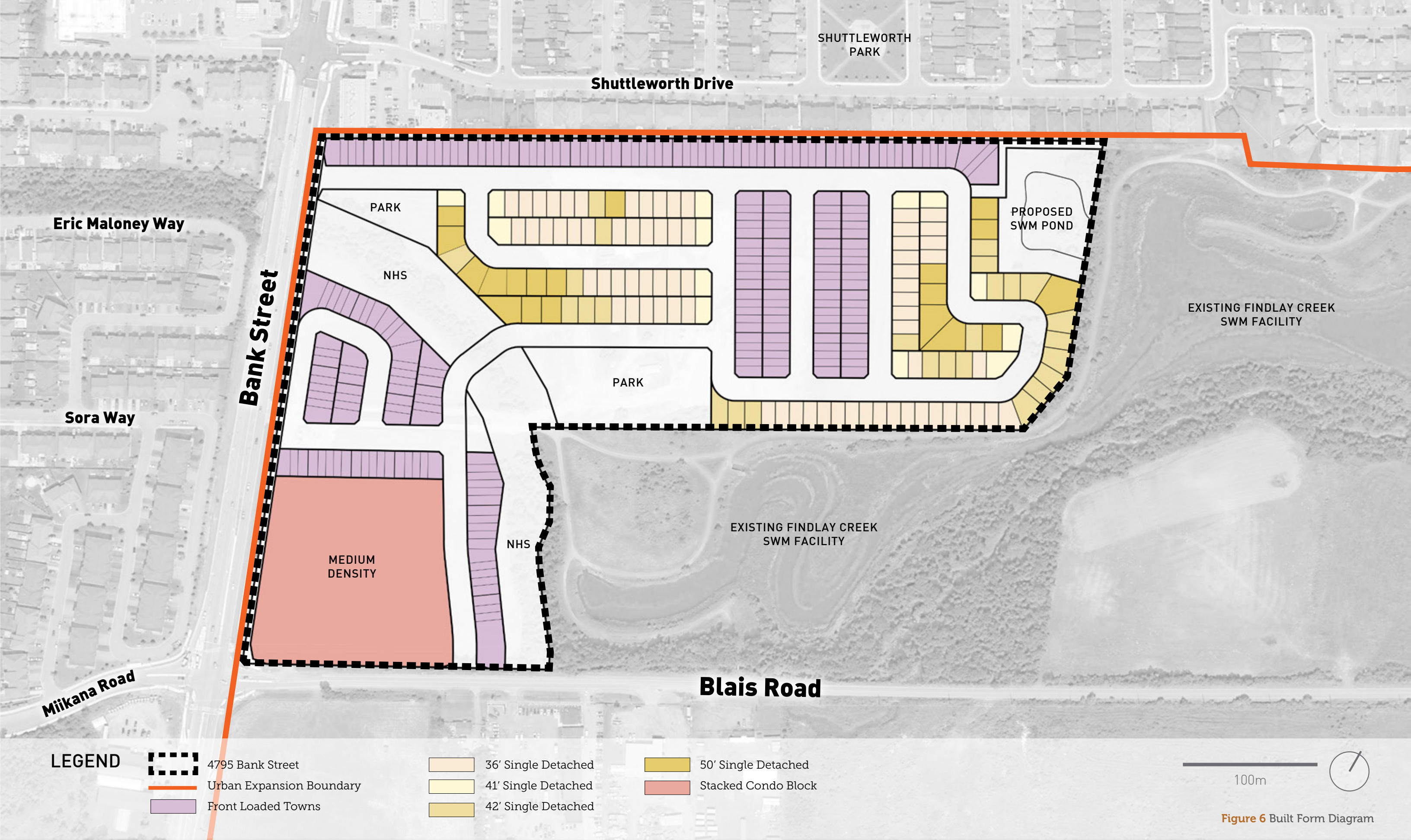




Figure 7 Stacked Townhome Elevation Sample

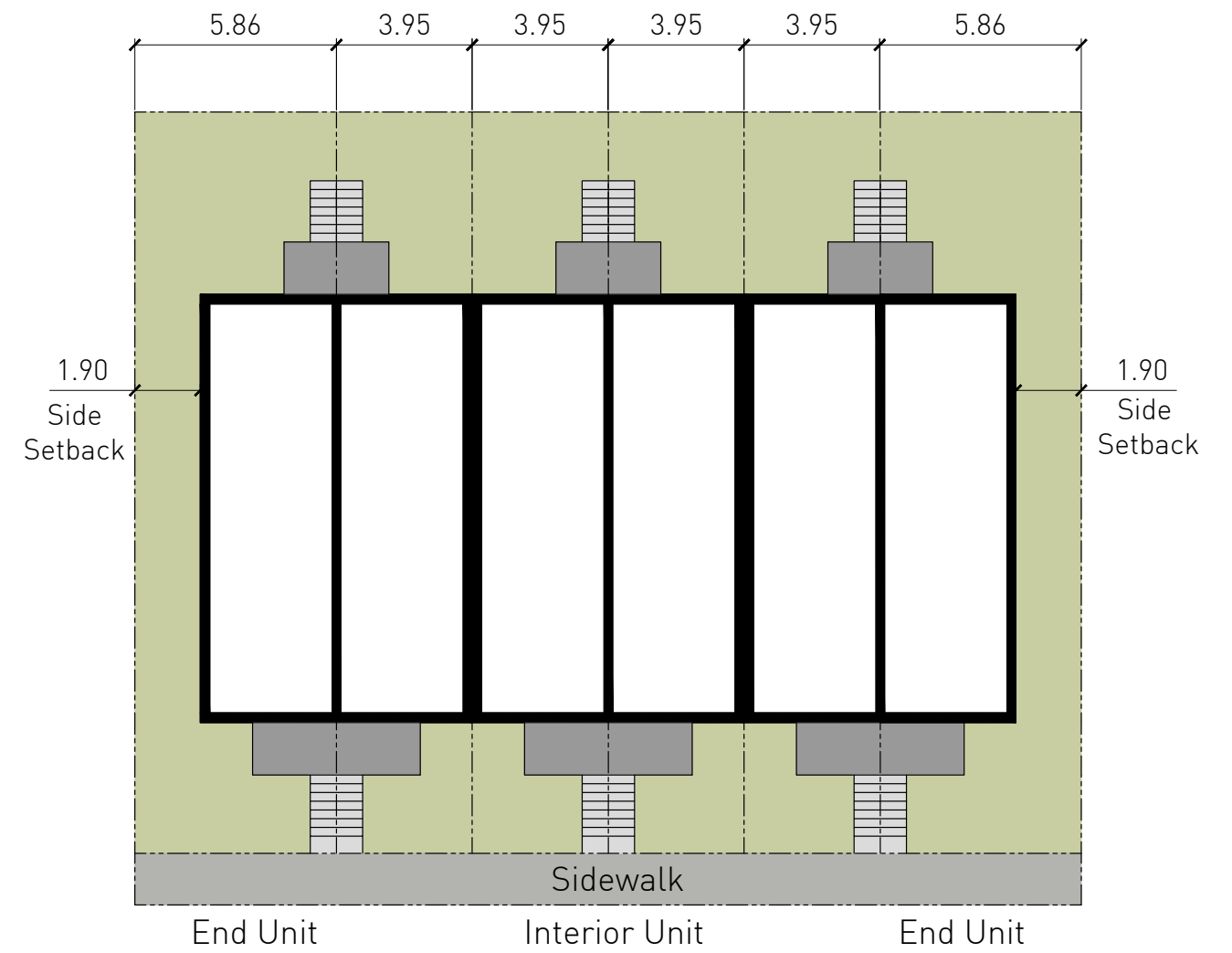


Figure 8 Stacked Townhome Built Form Diagram



Figure 9 16 Unit Block - Front Elevation



Figure 10 20' Standard Townhome Elevation Samples

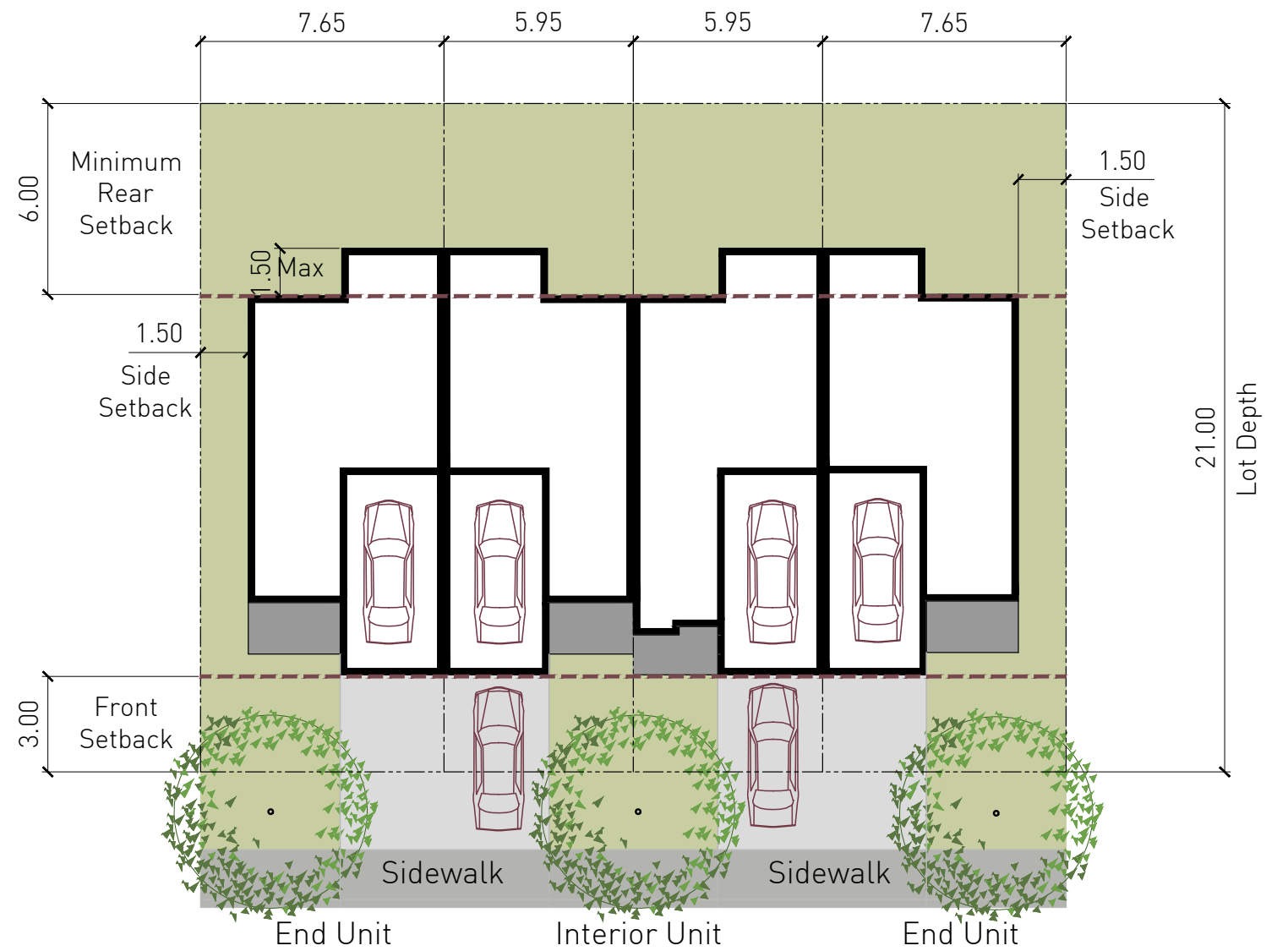


Figure 11 20' Standard Townhome Lotting Standard and Measurements

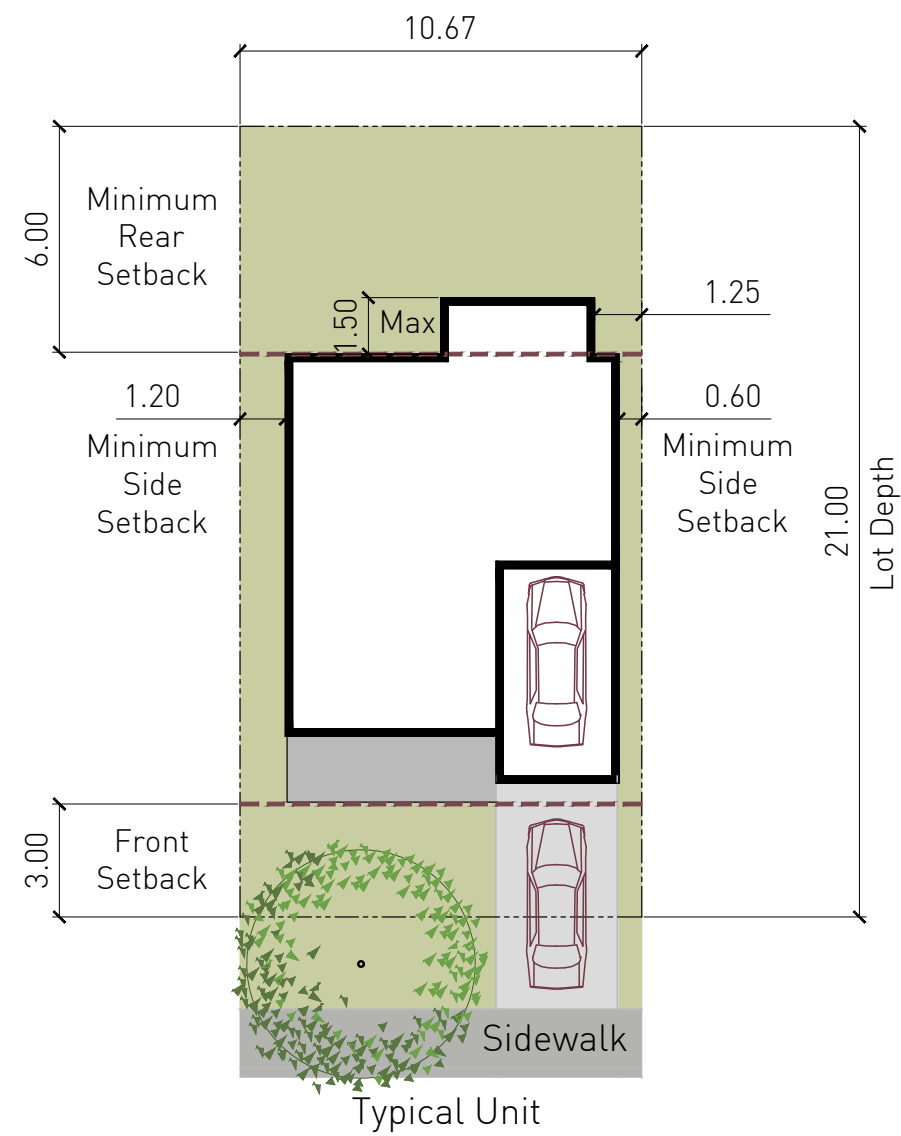


Figure 12 35' Single Detached Lotting Standard and Measurements



Figure 13 35' Single Detached Elevation Sample

Dwellings on corner lots and at community entrances typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character, and quality of the neighbourhood. Streetscape quality is enhanced with the rear yard bump out, additional windows, and architectural articulation.

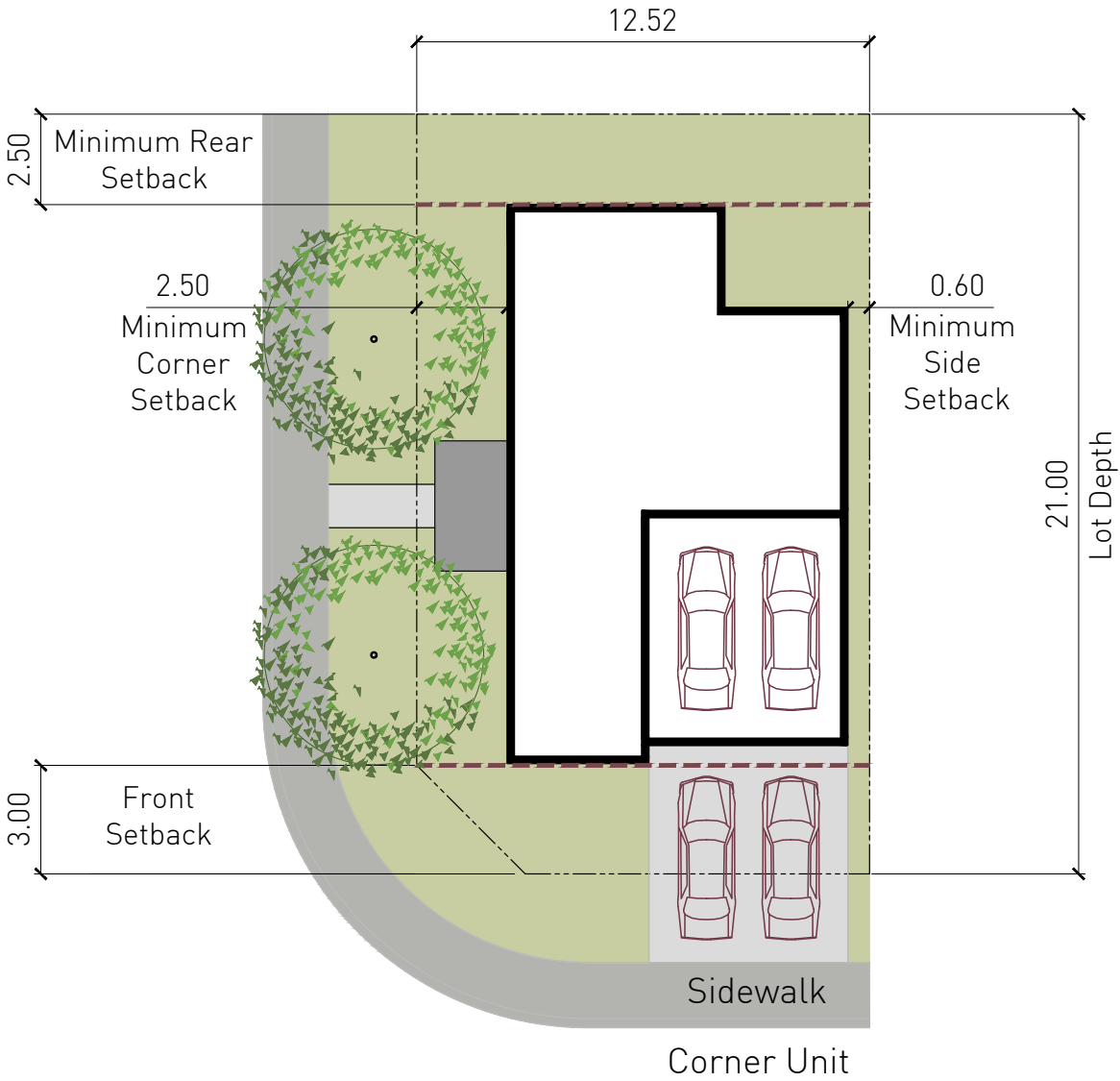


Figure 15 41' Single Detached Corner Lotting Standard and Measurements

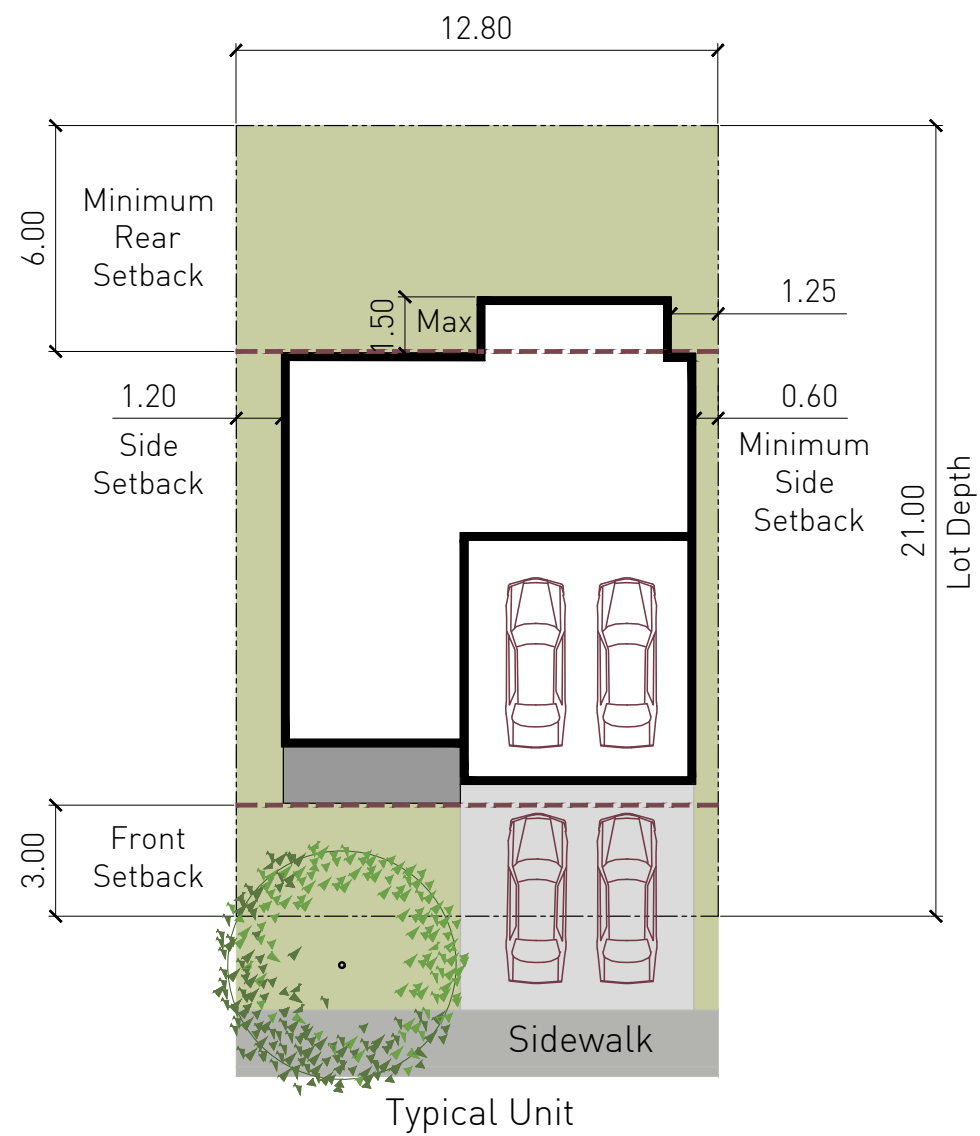


Figure 16 42' Single Detached Lotting Standard and Measurements



Figure 17 42' Single Detached Elevation Sample



Figure 18 50' Single Detached Elevation Sample

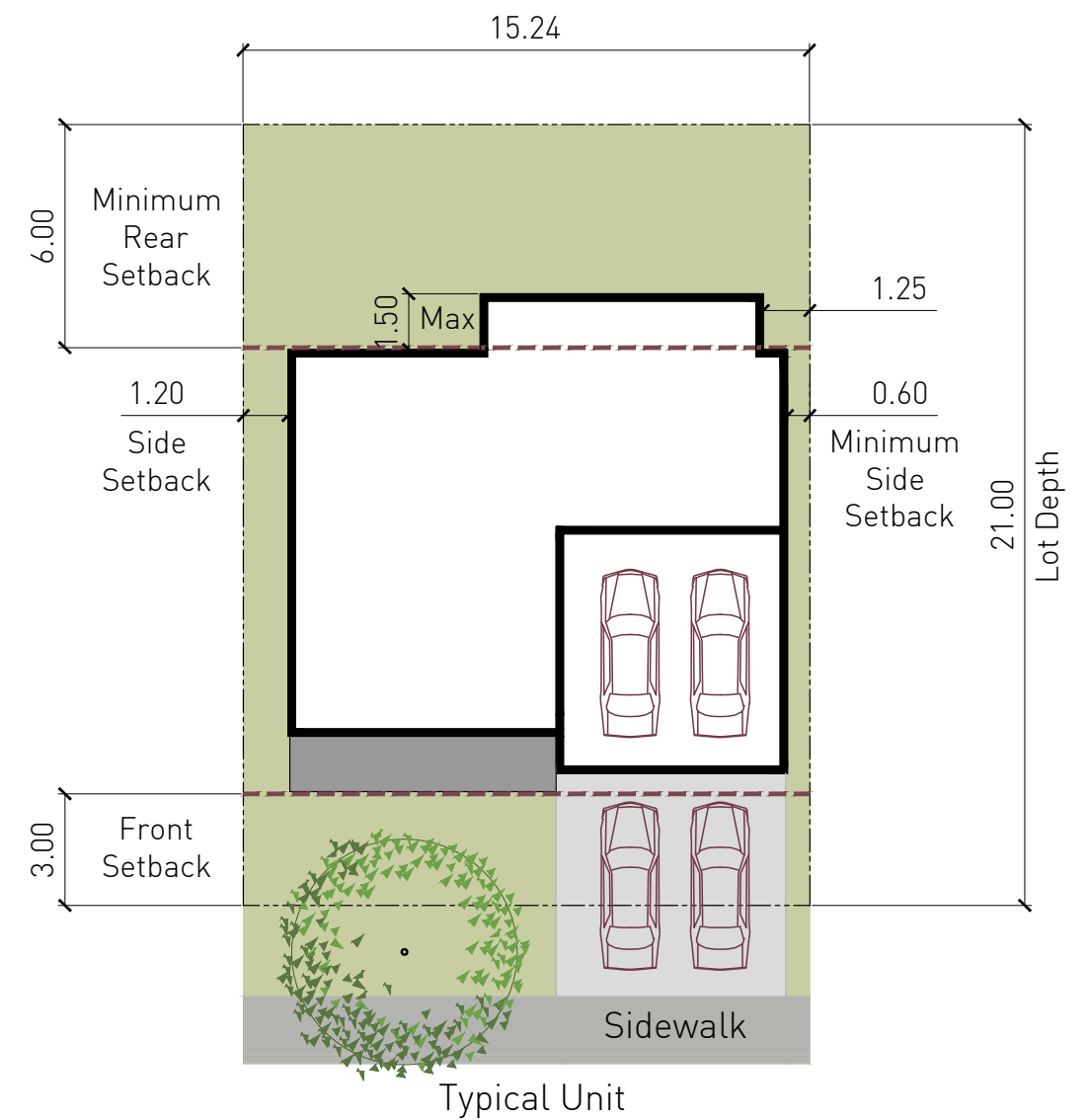


Figure 19 50' Single Detached Lotting Standard and Measurements

4795 Bank Street

TOTAL RESIDENTIAL UNITS: 620



128 units
Single Detached



240 units
Standard Townhomes



252 units
Stacked Townhomes

**4795 BANK STREET CONTRIBUTES A TOTAL OF 620
UNITS FOR THE OVERALL LEITRIM COMMUNITY**

7.0 | Street Hierarchy

4795 Bank Street will host streetscapes that encourage connectivity while enhancing the visual appearance of the community. The network will provide a balance between pedestrians and vehicles, and will be embedded with hard and softscaped features to enhance the comfortability and experience. The local streets will provide direct connections to the adjacent neighbourhood to the north, increasing access and permeability between neighbourhoods. The 20.0m local street is widened to accommodate a City easement.

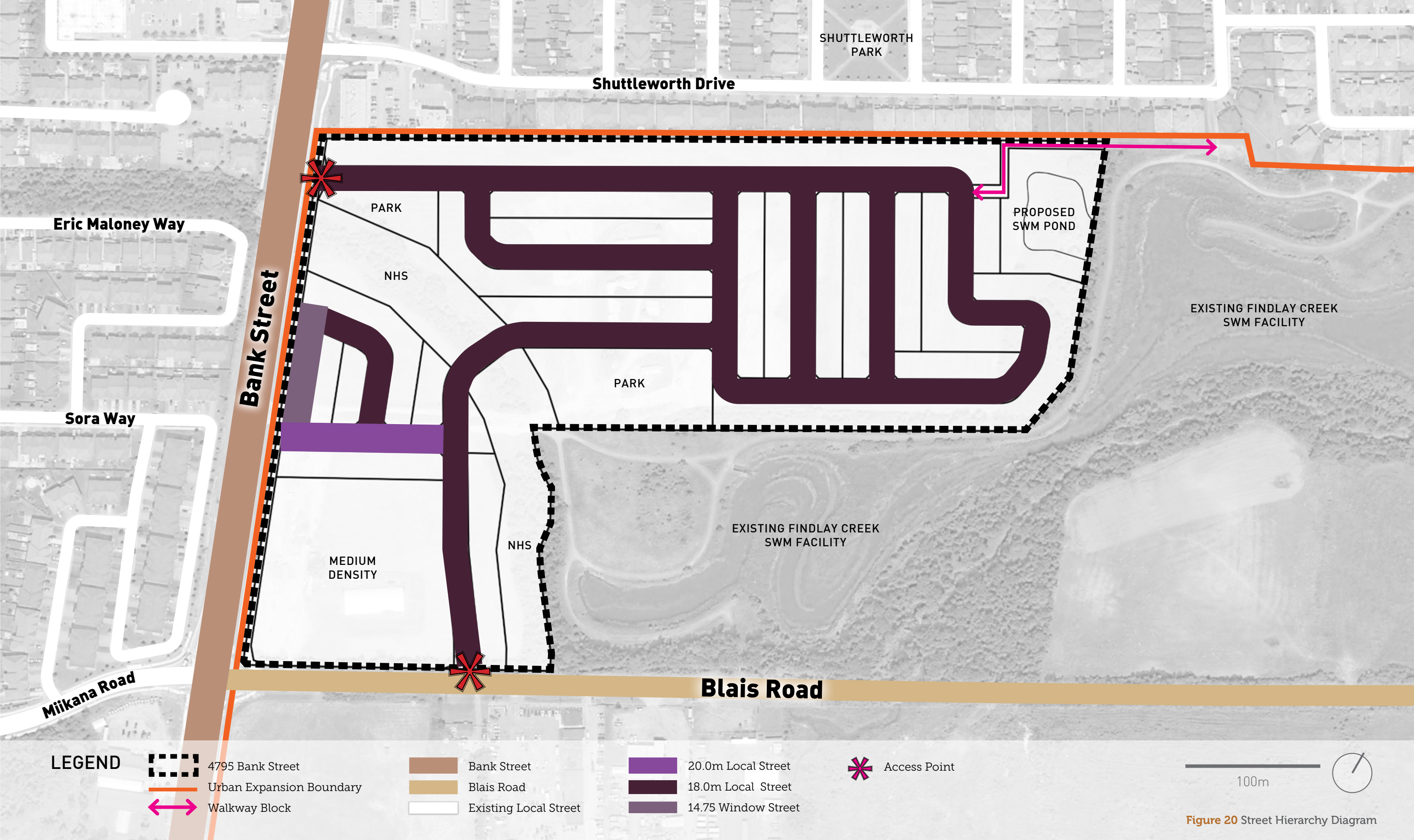
The figures in the subsequent pages illustrate the varying street right-of-way cross sections in 4795 Bank Street:

- Local Street (20.0m)
- Local Street (18.0m)
- Window Street (14.75m)

Design Guidelines & Strategic Directions:

- The street network will be a fine-grained, fully-connected grid with short blocks that encourage connectivity and walkability, and define green spaces to support a safer and more comfortable pedestrian environment (OP 5.4.4.1.b).
- The modified grid street network will be functional to all modes and users (pedestrians, cyclists, vehicles, transit), and include furnishings, such as signage, mailboxes, wayfinding, and lighting, that are consistent with the existing character and style of neighbouring communities (BBSS, p.48, SD10).
- The street network will create great intra-community connectivity to local amenities and features, while also providing convenient inter-community connections to surrounding destinations. New streets will connect to existing and future streets in adjacent developments that have yet to be developed (G11, BBSS, p.22, SD1 & 3).
- Community gateways and nodes will be designed with enhanced landscape treatments, such as signage walls, masonry columns, fencing, decorative paving, and planting, to signify a sense of arrival (G25).

- Street trees will be planted at regular intervals while being in coordination with street furnishings and utilities. Native plant species, tolerant of urban conditions (salt, drought, pollution), are encouraged wherever possible and will be selected from the City’s approved list of street trees (G27).
- Suitable zoning setbacks and road right-of-way widths will be provided, with sufficient space for various elements such as trees, sidewalks, utilities, cycling facilities, parking, and travel lanes (G21).
- A range of appropriately sized roadways will be provided to complement the character and functional needs of each community area (BBSS, p.22, SD5)
- The design of the street network will be based on a modified or offset grid to maximize the choices of travel routes (BBSS, p.22, SD2).



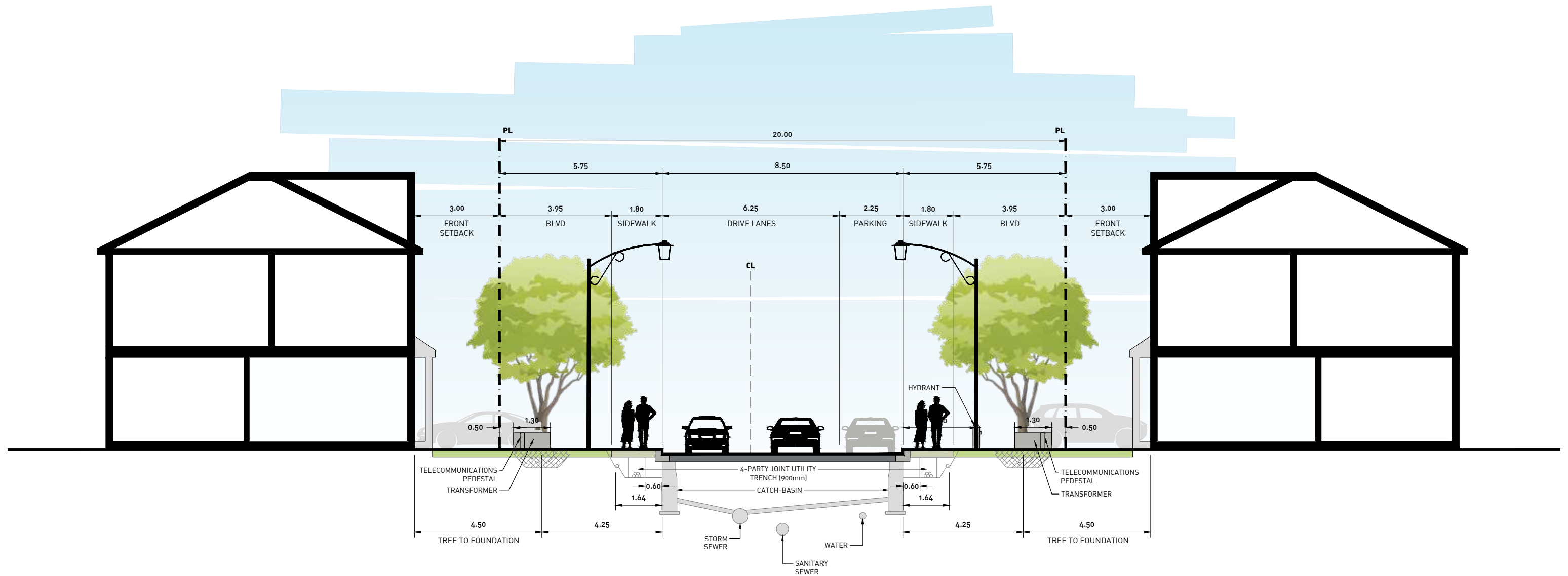


Figure 21 20.0m Local Street Right-Of-Way Section

- The 20.0 Local Street accommodates a City of Ottawa easement for the existing stormwater management sewer.
- The right-of-way will consist of the following elements: 8.5m pavement width with two drive lanes and on-street parking on one side, and sidewalks and street trees on both sides.
- Utilities will be grouped to minimize visual impact on the streetscape where possible. Utility trenching, street lighting, and tree locations shall follow the City's servicing guidelines to ensure sufficient room for all elements in the road corridor (G65).

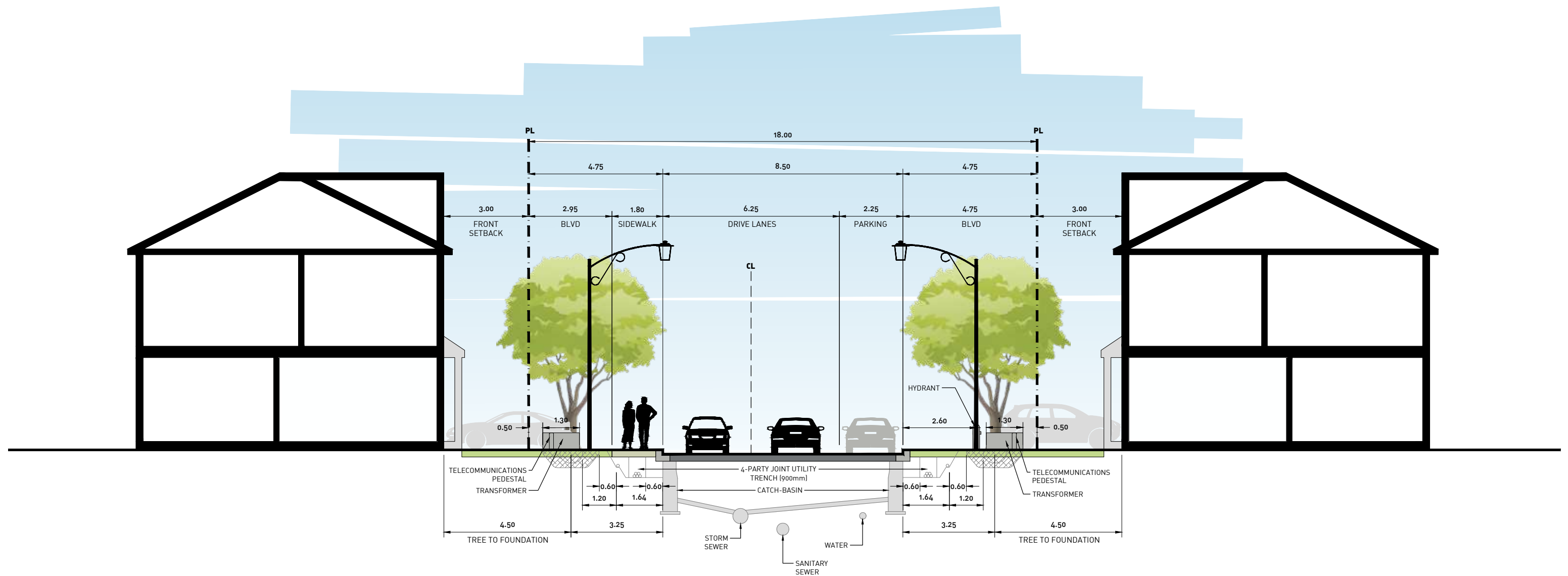


Figure 22 18.0m Local Street Right-Of-Way Section

- 18.0m Local Streets within 4795 Bank Street are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic.
- The local street network shall facilitate logical, direct, permeable, and safe neighbourhood connections through a modified-grid configuration.
- The right-of-way will consist of the following elements: 8.5m pavement width with two drive lanes and on-street parking on one side, a sidewalk on one side, and street trees on both sides.
- Utilities will be grouped to minimize visual impact on the streetscape where possible. Utility trenching, street lighting, and tree locations shall follow the City's servicing guidelines to ensure sufficient room for all elements in the road corridor (G65).

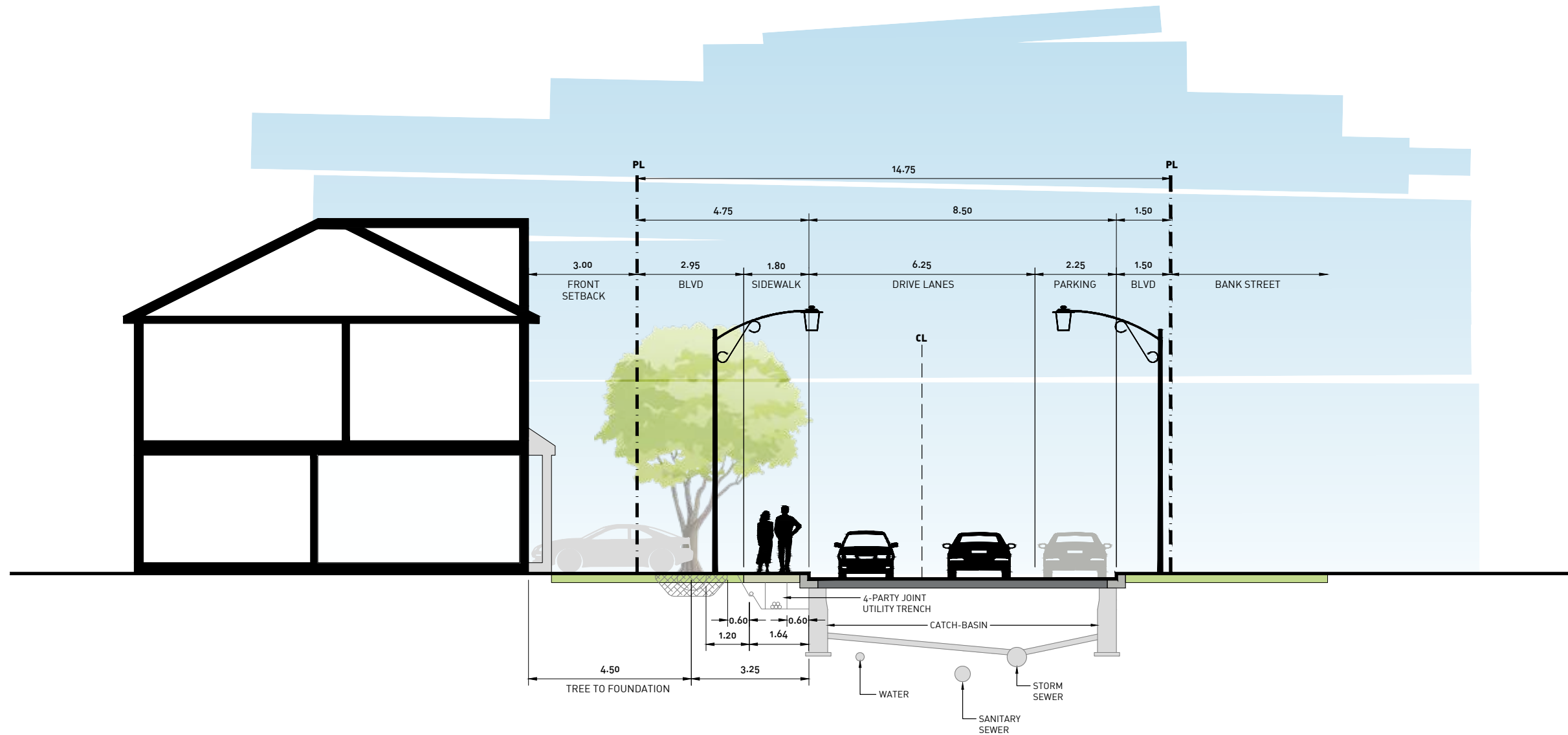


Figure 23 14.75m Window Street Right-Of-Way Section

- The 14.75m Window Street within the Subject Lands is intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic, while providing views to the community.
- The right-of-way will consist of the following elements: 8.5m pavement width with two drive lanes and on-street parking on one side, a sidewalk on one side, and street trees on one side.
- Utilities will be grouped to minimize visual impact on the streetscape where possible. Utility trenching, street lighting, and tree locations shall follow the City's servicing guidelines to ensure sufficient room for all elements in the road corridor (G65).

Street Tree Soil Volumes

- 4.5m setback from tree to foundation will be provided for small to medium size trees
- Small trees will be provided with 25m³ soil volume; medium trees will be provided with 30m³ soil volume

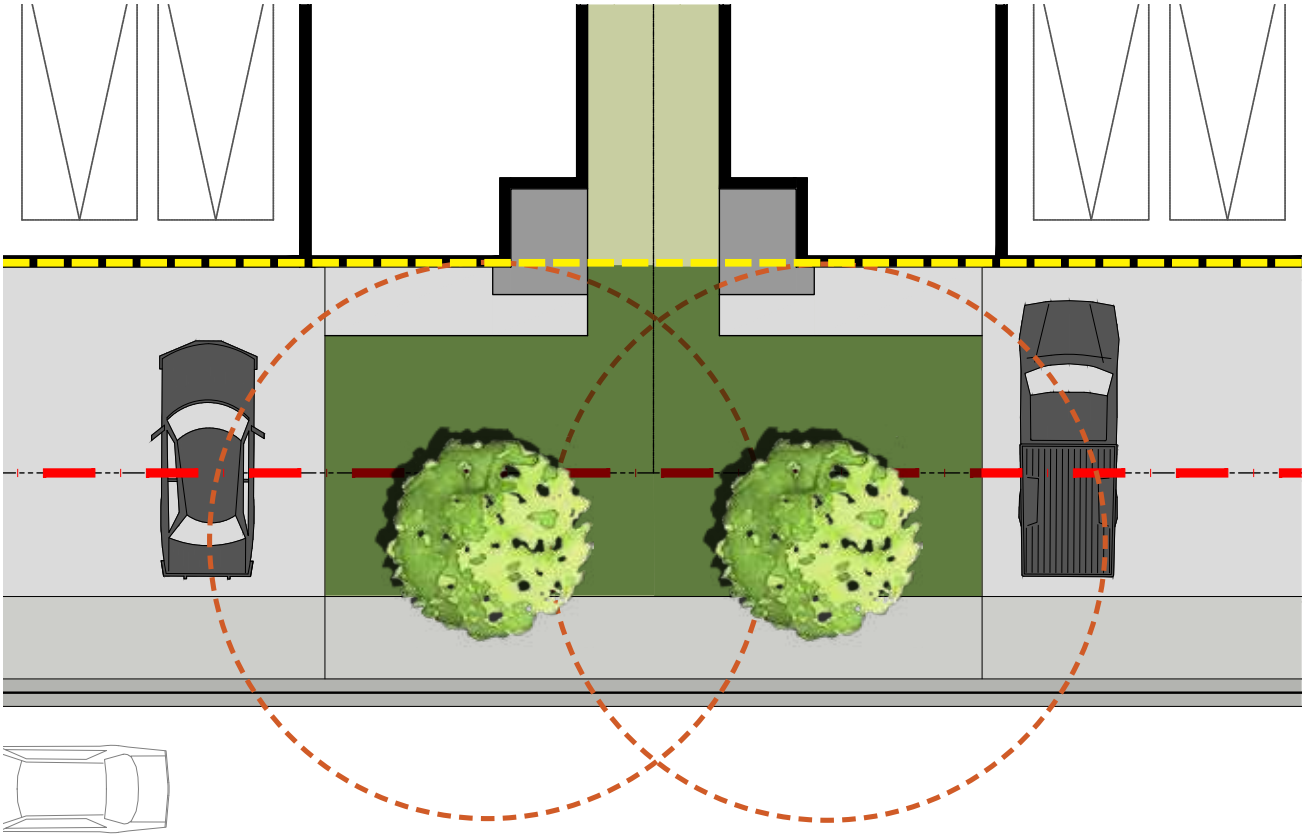


Figure 24 Tree Planting Setback - 42' Front Drive Singles

Front Drive Singles Soil Volume:

- Length: 11.90m
- Width: 4.75m
- Depth: 1.50m

Soil Volume = 84.79m³

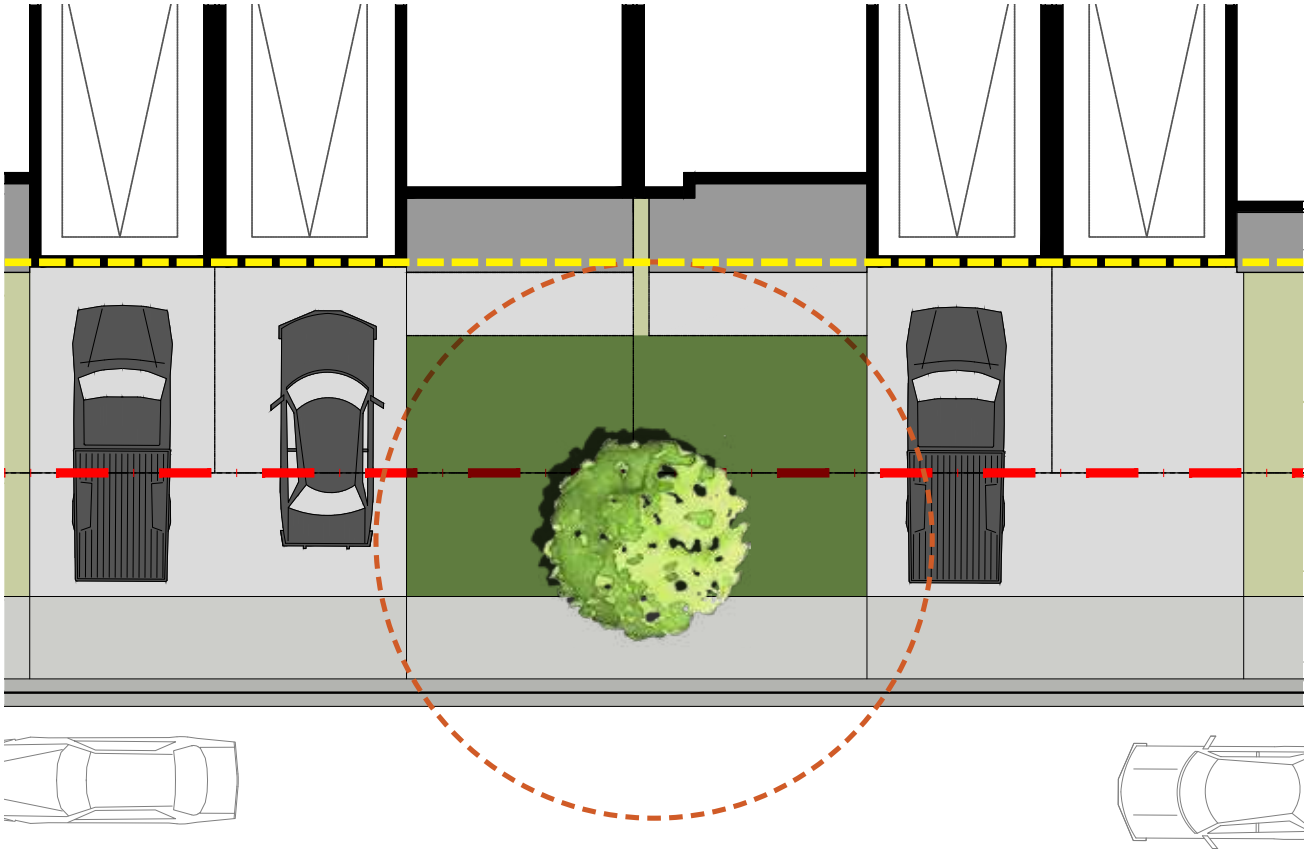


Figure 25 Tree Planting Setback - Front Drive Townhomes

Front Drive Townhomes Soil Volume:

- Length: 6.00m
- Width: 4.75m
- Depth: 1.50m

Soil Volume = 42.75 m³

8.0 | On-Street Parking

On-street parking will be provided on local streets throughout 4795 Bank Street to accommodate short-term visitor parking, loading, and delivery opportunities. On-street parking will be one sided only, due to respective right-of-way widths. Periodic bulb-outs will act as a traffic calming measure and will be placed within these areas to book-end sections of parking, allow for breaks within longer uninterrupted stretches, and accommodate vegetative elements, such as trees.

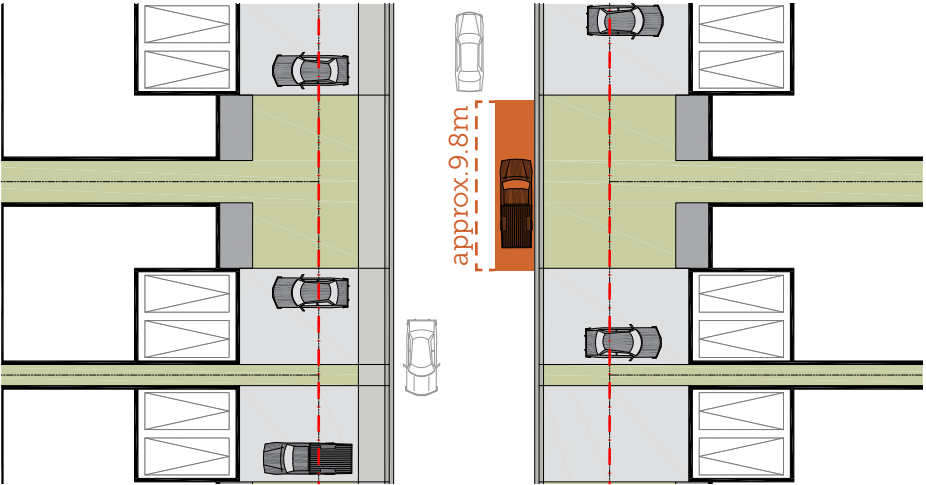
Design Objectives & Strategic Directions:

- On-street parking has been provided on all local streets, offering additional short-term parking for residents and visitors, including 24-hour on-street parking with permits [\(BBSS, p.42, SD6\)](#).
- Slower vehicular speeds will be encouraged throughout the community with appropriate traffic calming strategies [\(TCDG, p.16\)](#).
- Providing more on-street parking will remove the need for surface parking at parks and open spaces.
- The visual impact of curb face-to-curb face paving will be reduced.
- On-street parking will contribute to the creation of 'complete streets' [\(BBSS, p.48, SD10\)](#).

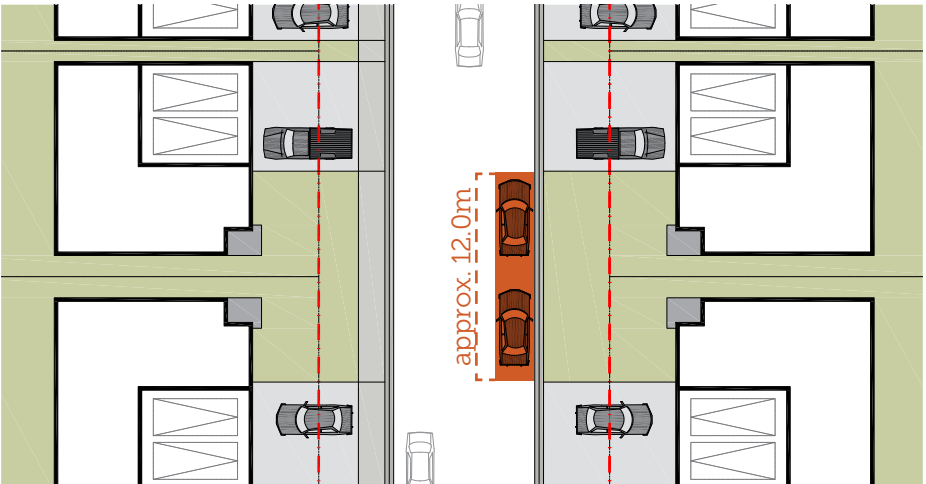
OpenPlan™ Designs:

In creating a community with increased lot widths, Caivan's OpenPlan™ designs will allow for increased on-street parking opportunities between separated or paired driveways on all local streets.

Ottawa Standard Lot Size



Caivan's OpenPlan™ Lot Size



On-Street Parking Along Local Street

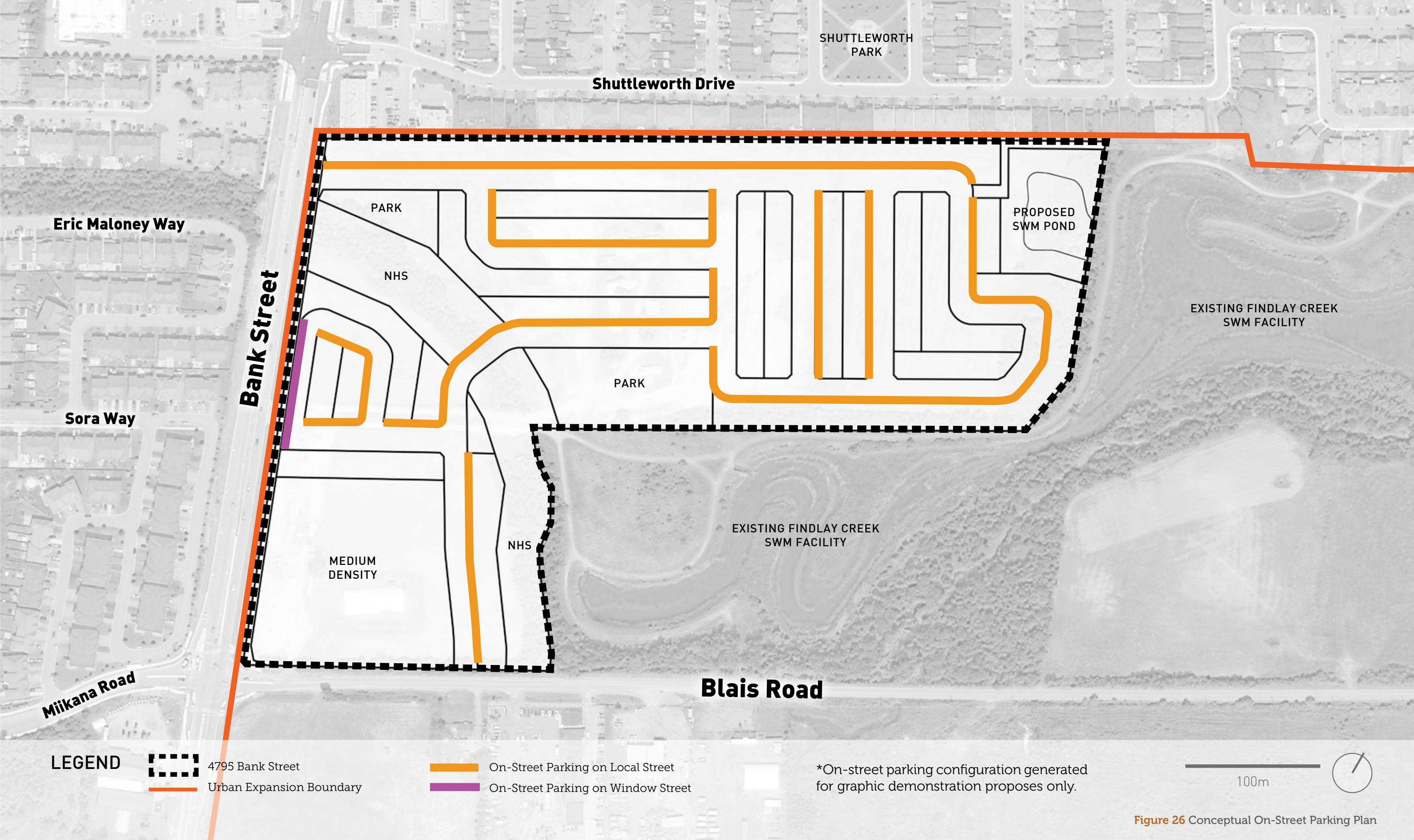


Figure 26 Conceptual On-Street Parking Plan

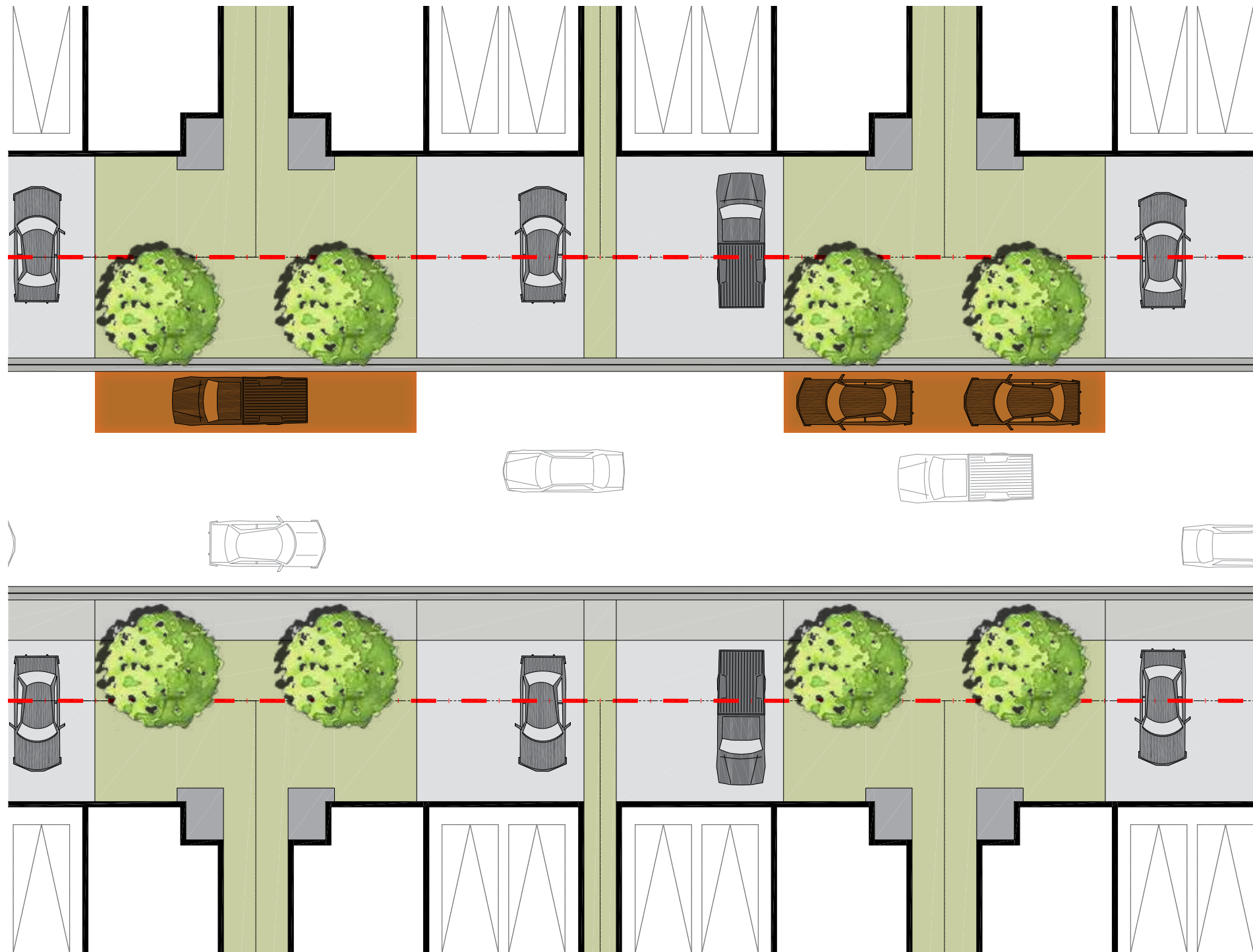


Figure 27 Single Detached Parking Demonstration on Local Street

- One-sided on-street parking will be located on the side of the right-of-way.
- Parking opportunities will be available between separated or paired driveways.

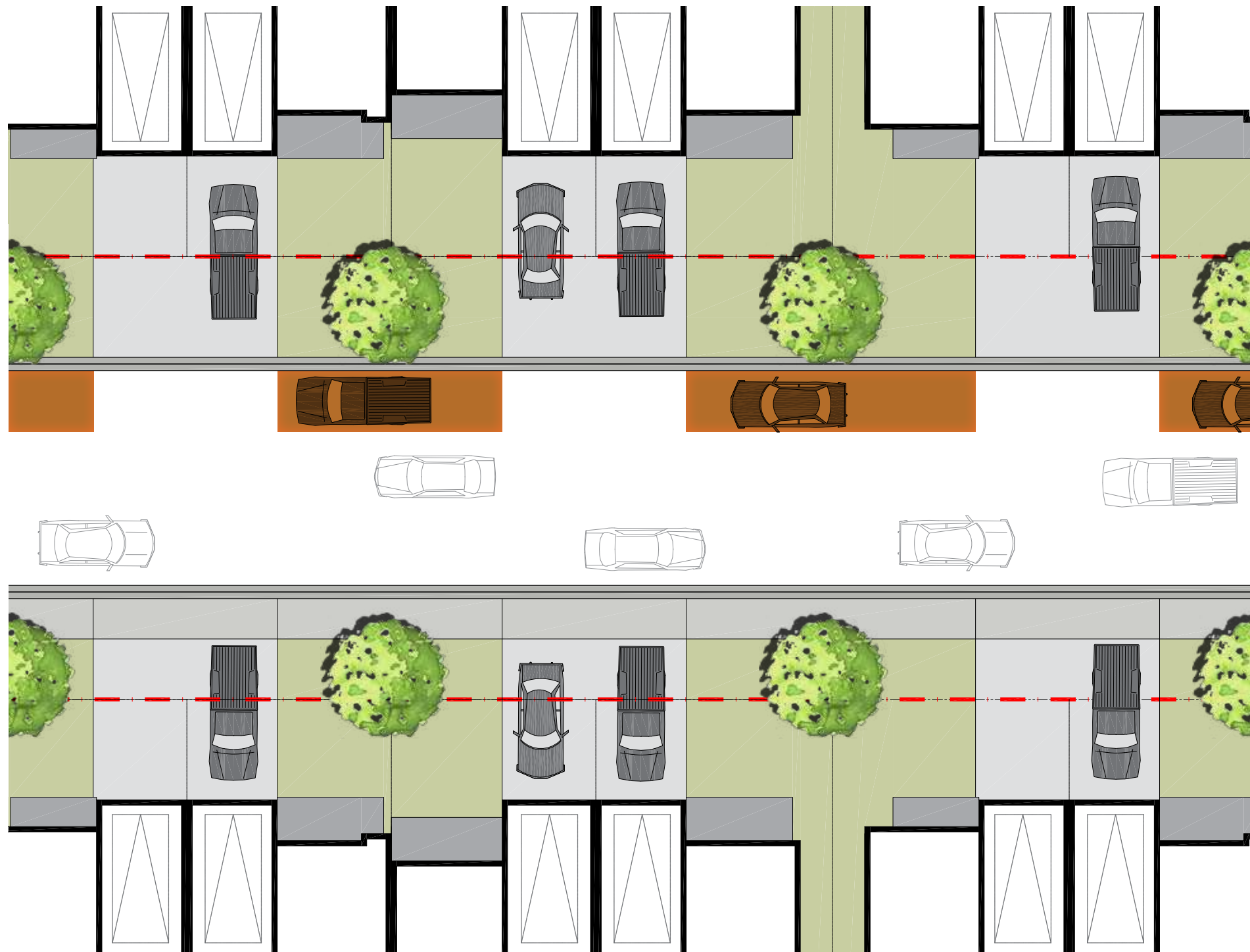


Figure 28 Front-Drive Townhomes Parking Demonstration on Local Street

- One-sided on-street parking will be located on the side of the right-of-way.
- Parking opportunities will be available between separated or paired driveways.

9.0 | Traffic Calming

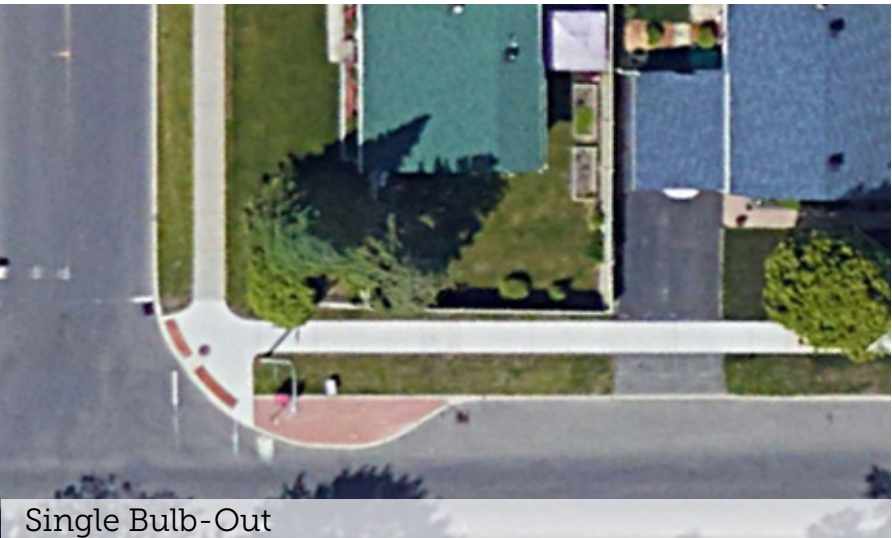
Ensuring a safe, efficient, and innovative approach to community-wide connectivity will be an important feature in the design of the 4795 Bank Street street network. Due to the various modes of travel that will be designed into and anticipated in this new community, a series of traffic calming strategies will be put in place along active mobility routes and areas of higher foot traffic.

These traffic calming measures are appropriately dispersed throughout 4795 Bank Street will include (as seen in Figure 29):

- Single Bulb-Outs
- Double Bulb-Outs
- Speed Humps

Design Objectives & Strategic Directions:

- Traffic calming measures that minimize negative impacts on the street are provided and used for maintaining the priority of sustainable modes of transportation and the safety of vulnerable road users (OP 5.4.4.1.c).
- Improvement of pedestrian and cyclist connectivity by including traffic calming measures (BBSS, p.35, SD4).
- Traffic calming measures will be implemented at the outset of road design for local streets (BBSS, p.48, SD7).
- Tree lined streets will be encouraged, as they contribute to traffic calming measures (BBSS, p.56).
- Localized vehicular speeds will be reduced to improve safety (BBSS, p.21).
- Where there are higher pedestrian and vehicular traffic volumes, crosswalks should be designed with enhanced paving for increased pedestrian safety (G28).



Single Bulb-Out



Double Bulb-Out



Speed Hump

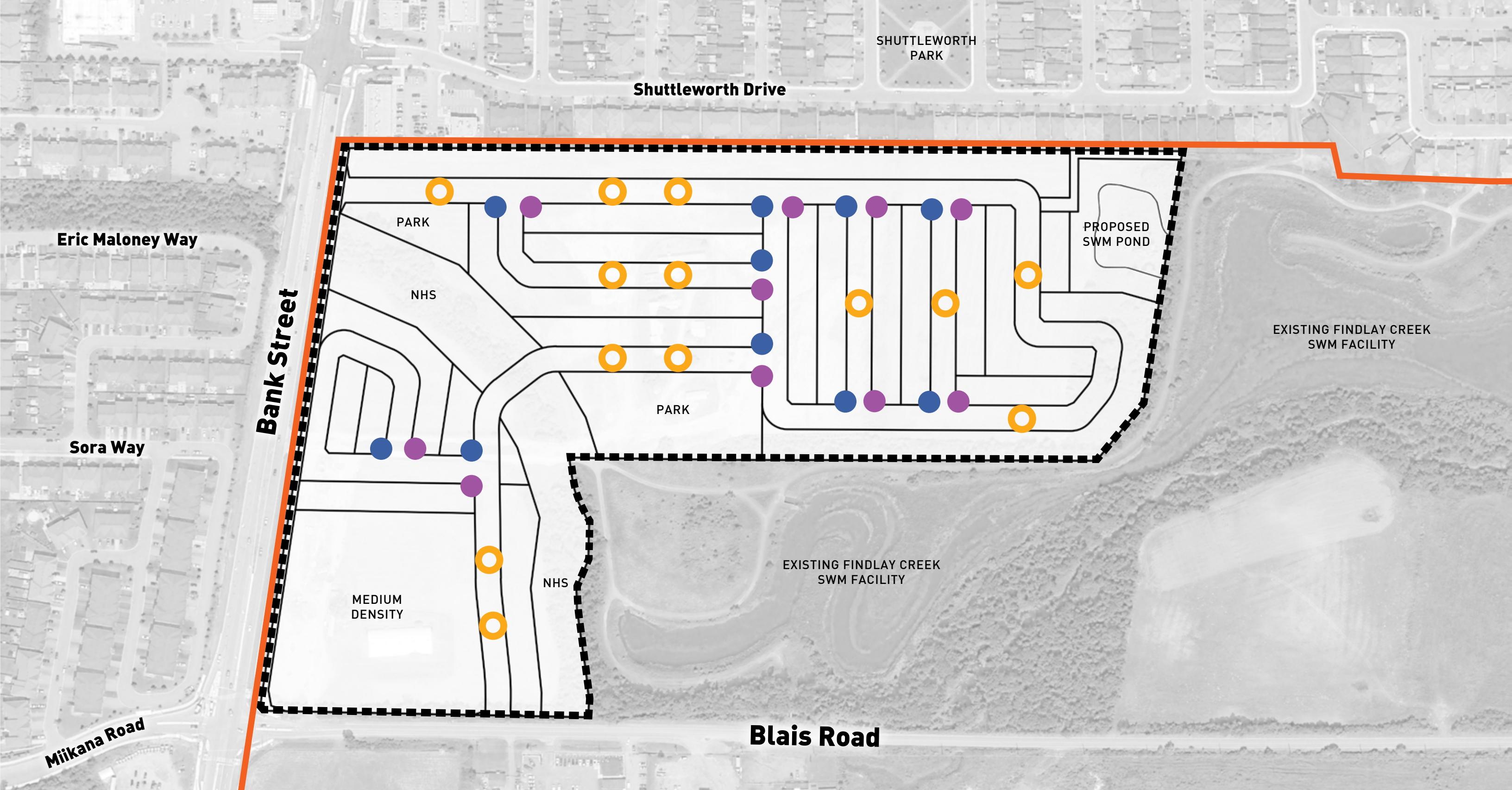


Figure 29 Traffic Calming Plan



Figure 30 Single Bulb-Out at Intersection

- Single Bulb-Outs can be located at intersections.
- For increased pedestrian safety, bulb-outs shorten crossing distances.



Figure 31 Double Bulb-Out at Intersection

- Double Bulb-Outs can be located at intersections.
- For increased pedestrian safety, bulb-outs shorten crossing distances.



Figure 32 Speed Hump on Local Street

- Speed Humps will be located along select local streets.
- These increased traffic calming measures will enhance pedestrian and cyclist safety and help reduce vehicular speeds.

10.0 | Parks & Open Spaces

Two (2) parks are proposed within 4795 Bank Street and will be key features of the open space system. These nodes will include passive and active recreational opportunities, appealing to a diversity of ages and abilities. In order to ensure good and safe connections, these parks will be accessible by sidewalks. The larger park, adjacent to the Findlay Creek Stormwater Management Facility, will also act as gateway, expanding on the open space system.

Design Guidelines & Strategic Directions:

- The planned arrangement of streets, blocks, built form, and parks in relation to the hydro corridor creates a sense of place and orientation by creating view corridors and focal points to frame the public realm (OP 5.4.4.1.a).
- Within the suburban context, a larger park is centrally located and will offer a wide range of activity spaces for residents to access (OP 4.4.4.1.a).
- Municipal parks have been generally placed within a 5-minute walking radius (400-metres) of most residential units, will be easily accessible by various modes and users (walking, biking, and vehicle), and connected by a series of streets and sidewalks (BBSS, p.25).
- All parks and open spaces have been designed to offer a variety of year-round passive and active recreational opportunities including playgrounds, fitness areas, flex spaces (open areas), seating/gathering zones, and multi-use paths (Park Development Manual).
- Each municipal park will be able to accommodate both small and large groups, and offer spaces, amenities, and activities for a variety of user groups and demographics (young children to seniors) (BBSS, p.25).
- The Findlay Creek water features are conserved, with the NHS as a landscape buffer to protect the ecological

functions. Any new planting will be provided where needed to create a consistent planted buffer, and will consist of native trees and shrubs (G57).

- One (1) stormwater management pond is strategically located on the east of the development and adjacent to the Findlay Creek Stormwater Management Facility, as an integral part of the overall greenspace function and pedestrian network (G7).
- The edges of the stormwater management ponds will be naturalized to deter public access and to create wildlife habitats (G55).
- Landscape elements, such as shade structures, fencing, decorative paving, and planting, will be consistent with the established community character and theme (G60).
- Park features and elements have been sited to ensure visibility from surrounding streets and homes, and to instill a sense of safety and put eyes on the park; applicable CPTED principles will be implemented (Park Development Manual).
- Most greenspaces have been designed with the majority of their frontage onto public roads to make a visible contribution to the neighbourhood (G54), while appearing open and accessible (G56).
- Trees and sidewalks will be provided along the edges of parks and greenspaces to complement the treatment across the street (G58).
- Street, lot patterns, and building orientations will frame and enhance the presence of all parks, regardless of size (BBSS, p.27, SD3).



Stormwater Management Pond



Play Structure and Seating Amenities

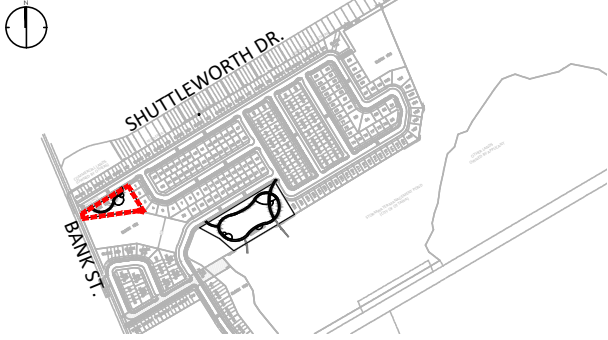


Free Play/Open Space for Unprogrammed Activities





KEY PLAN



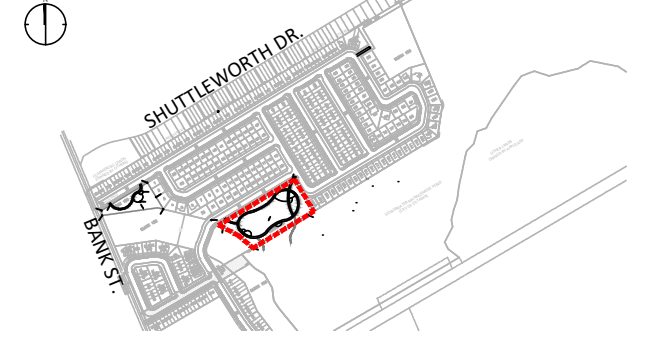
LEGEND

	PROPERTY LINE
PLANTING	
	DECIDUOUS STREET TREE
	LARGE DECIDUOUS TREE
	CONIFEROUS TREE
	TURF (SOD/SEED)
	BERMING
SURFACING	
	C.I.P. CONCRETE
	ASPHALT PAVING
	ENGINEERED WOOD FIBER
AMENITIES	
	ACCESSIBLE BENCH
	WASTE RECEPTACLE
	PICNIC TABLE
	PARK SIGN
GRADING	
	EXISTING GRADES
	PRELIMINARY GRADES

Figure 34 Park 1 Facility Fit Plan



KEY PLAN



LEGEND

	PROPERTY LINE
PLANTING	
	EXISTING TREE TO REMAIN
	DECIDUOUS STREET TREE
	LARGE DECIDUOUS TREE
	CONIFEROUS TREE
	TURF (SOD/SEED)
	EXISTING VEGETATION
	BERMING
SURFACING	
	C.I.P. CONCRETE
	ASPHALT PAVING
	ENGINEERED WOOD FIBER
	SAND PLAY
AMENITIES	
	ACCESSIBLE BENCH
	TRANSFER BENCH
	WASTE RECEPTACLE
	PICNIC TABLE
	SHADE STRUCTURE
	PARK SIGN

Figure 35 Park 2 Facility Fit Plan

11.0 | Active Mobility

4795 Bank Street will be equipped with a variety of different mediums for travel throughout the community, aligning with the larger vision of creating a connected and accessible community that promotes healthy living and social opportunities. They aim to connect users to nearby transit and surrounding recreational opportunities, such as parks, recreation facilities, and the Findlay Creek Stormwater Management Facility.

The mediums that will encourage active mobility in 4795 Bank Street are (as seen in Figure 36):

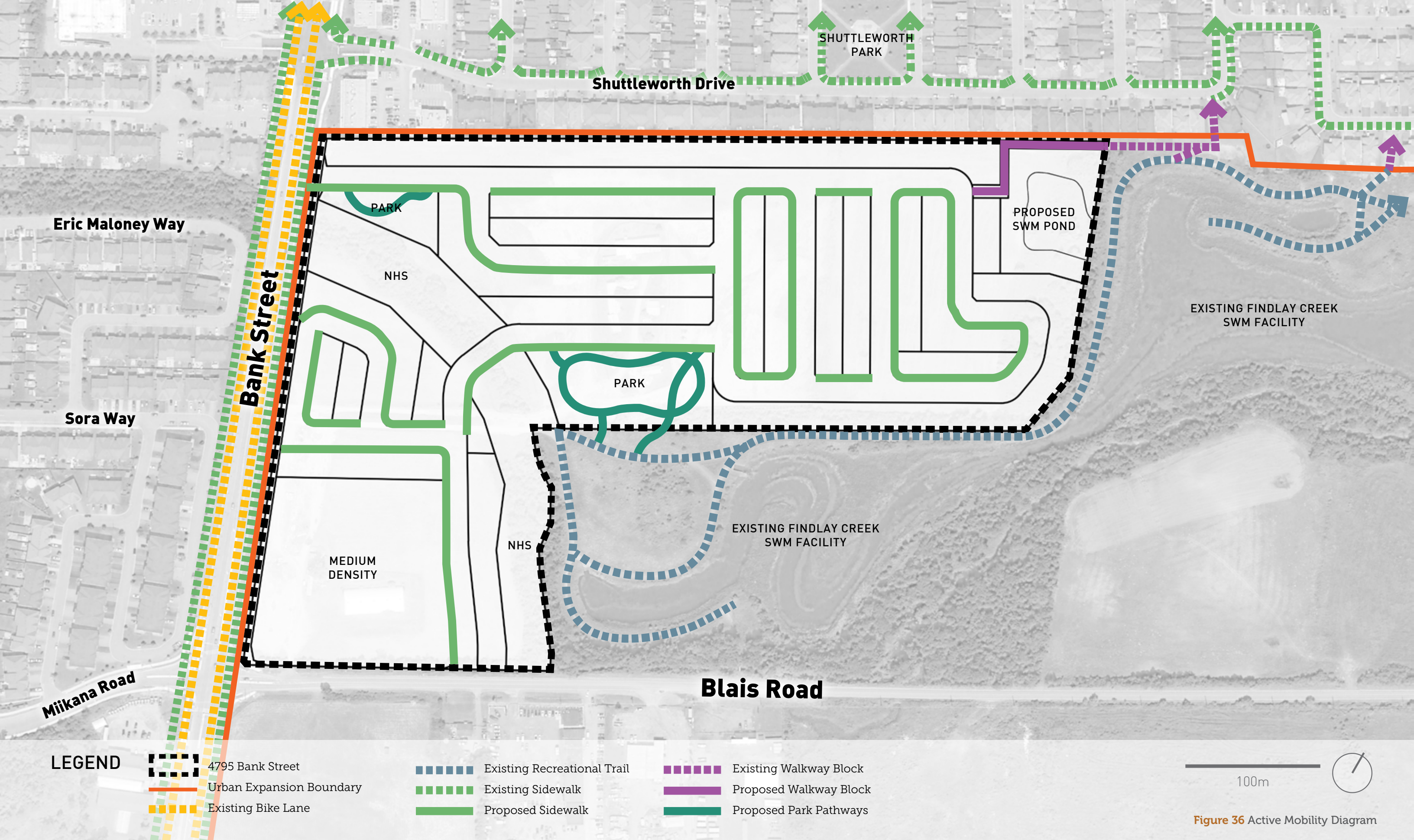
- Sidewalks
- Park Pathways
- Walkway Blocks

Design Guidelines & Strategic Directions:

- The proposed active mobility network safely and efficiently connects the development to the existing or planned surrounding urban fabric, including neighbourhoods, parks, recreation facilities, public transit, and natural amenities (OP 5.4.4.1.d).
- Sidewalks have been strategically located to create more walkable streets, provide direct access to all parks and open spaces.
- Streets, sidewalks, and crosswalks will be constructed to be universally accessible to a wide range of residents and abilities (G33).
- A connected network of parks, greenscapes and public lands has been created, structured when possible by existing natural features and connected by pathways and sidewalks. This network will be easily accessible on foot or by bike from homes throughout the neighbourhood (G2).

- The community will be equipped with sidewalks, walkway blocks, and park pathways that are accessible year round and that connect to destinations such as transit stops, schools, community facilities and parks, to increase walkability (G10).
- Walkway blocks, park pathways, and open space trails will be designed using appropriate landscape treatments to ensure sightlines are maintained and applicable principles of CPTED are adopted (G46).
- Pedestrian lighting will be provided along streets, walkways, and pathways to ensure safe and comfortable nighttime user experience (G59).
- Major greenspace elements, like parks and natural features with well integrated street fabric, will create enhanced walking and cycling environments (G30, BBSS, p.22, SD3).
- Design park pathways and walkways that are connected to the road right-of-way so that they link to a sidewalk and cross at an intersection (G32).
- Street furnishings, such as benches, waste receptacles, bike racks, and lighting, will have a similar design aesthetic (style, colour, and/or materials), be complementary to the established community theme, and be provided throughout the community (G60).
- Streetscape amenities will be concentrated in locations with higher levels of activity, such as adjacent to parks, pathways, and transit stops, while ensuring they do not impede pedestrian and transit vehicle movements (G63).





12.0 | **Conclusion & Overview**

The 4795 Bank Street Urban Design Brief provides direction and insight into the design intentions for this new community. These guidelines showcase the importance of 4795 Bank Street to be structurally consistent with neighbouring communities yet provide architectural and community-centric designs that set this neighbourhood apart. The connected open space network will be a key feature of this community, showcasing Caivan’s commitment to providing access to open space and providing an opportunity to experience and engage with a variety of recreational uses that surround the site.





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