Planning Primer
Elective Course
Secondary Planning Processes
Amended 2015.
Secondary Planning

Community Design Plans (CDPs)

Concept Plans

Transit Oriented Development Plans (TODs)

Secondary Plans

Area Zoning Studies
Secondary Planning Elective

Secondary Planning:

1. What is it?
2. Why do we do it?
3. How do we do Secondary Planning?
4. What are the main types in Ottawa?
Secondary Planning Elective

Review of Secondary Planning:
1. Community Design Plan
2. Transit-Oriented Development Plan
3. Secondary Plan
4. Who is involved
5. Summary
What is a Community Design Plan (CDP)?

- Development/Growth Plan - broad direction for areas where most of the city’s intensification and growth is expected to occur
- Council-approved document
- 20 year horizon
Why does the City create CDPs?

- To provide guidance and detailed direction for the development of a specific area (a community or a number of communities)
What is in a CDP?

- Addresses issues such as:
  - Land use
  - Building heights
  - Building form and design*
  - Heritage features and buildings*
  - Ways to support pedestrians and cyclists and encourage public transit
What is in a CDP?

- Addresses issues such as:
  - Water, wastewater and stormwater management analysis
  - Public realm improvements/changes
  - Open space areas – plans for parks, protecting environmental features
  - Population density and projected growth
What is in a CDP?

- Implementation strategies (City in partnership with various groups)
- Financial plan for the costs of any capital investments and sources of funding
What are the two common types?

- Existing urban areas that are target areas for intensification
- Greenfield areas that are areas for new development

<table>
<thead>
<tr>
<th>CDP elements</th>
<th>Existing Urban Areas</th>
<th>Greenfields</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density opportunities</td>
<td>Intensification</td>
<td>New development</td>
</tr>
<tr>
<td>Building height</td>
<td>A mix of low-rise to high-rise buildings</td>
<td>Predominantly low to mid-rise with some high-rise</td>
</tr>
<tr>
<td>Built form design</td>
<td>Form and design responds to existing area</td>
<td>Design may be more focused on creating a “place”</td>
</tr>
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</table>
What are the two common types?

<table>
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<tr>
<th>CDP elements</th>
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<tbody>
<tr>
<td>Land Use</td>
<td>A mix of land uses</td>
<td>A mix of land uses</td>
</tr>
<tr>
<td>Transportation</td>
<td>Improving active transportation (walking, cycling), encourage public transit and road/intersection improvements</td>
<td>Design of new sidewalks, pathways, cycling lanes, public transit routes, roads</td>
</tr>
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</table>
What are the two common types?

<table>
<thead>
<tr>
<th>Existing Urban Areas</th>
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<tr>
<td>Existing infrastructure capacity</td>
<td>New infrastructure required</td>
</tr>
<tr>
<td>Public realm improvements</td>
<td>Establishing/designing new public areas</td>
</tr>
<tr>
<td>Existing communities/population</td>
<td>Very small community/population</td>
</tr>
</tbody>
</table>
What is a Transit Oriented Development (TOD) Plan?

- To guide development within a walking distance of a rapid transit station

- Focus on:
  - Transit-supportive densities
  - Improved or new walking and cycling connections to transit station(s)
  - Urban design and infrastructure improvements to support liveability
What is a Transit Oriented Development (TOD) Plan?

- Financial plans to make the necessary infrastructure and public realm improvements – future capital projects and financing
- Implementation strategies
- Timeframe:
  - Short term – 2031 - easiest lands to develop
  - Long term 50+ years
A “sub-plan” of the City’s Official Plan

Created under the authority of the Planning Act (legal document) – Statutory Document

A tool to implement secondary planning studies

Specific to a geographic area (i.e. boundary of a CDP or TOD)

Must conform to Official Plan
  • May result in Official Plan changes
What is a Secondary Plan?

- Tool to implement a CDP or TOD but...
- Only certain things can be implemented (included) in a Secondary Plan:
  - Land uses
  - Building heights
  - Densities
  - Particular design requirements
  - Detailed public realm elements
What is a Secondary Plan?

- Typically in areas where there is an existing built context (i.e. urban areas), CDPs and TODs are implemented through a Secondary Plan.

- To maintain flexibility, a Secondary Plan may not be required for a greenfield CDP.
Who’s involved?

- Staff from the City – planners, engineers, parks planners, public health planners, housing staff, transportation staff
- Ward Councillor and their staff
- Community Associations and Residents
- Business Improvement Areas (BIAs)
- Public Advisory Groups (PAGs)
- Landowners
- Developers
- Consultants
Who’s involved?

- Technical agencies (e.g. Conservation Authorities, school boards)
- Other levels of government
- Planning Committee
- Council
How long do CDPs and TOD plans take?
Questions?
CDPs and TODs online at Ottawa.ca
Barrhaven South Community Design Plan
Barrhaven South – Study Area

[Map of Ottawa showing Barrhaven South and surrounding areas]
Barrhaven South – Study Area
Barrhaven South CDP - Purpose

- Establish principles, plans and design guidelines to form the basis for which to consider applications for plans of subdivision, zoning and site plan control approval. This slide shows the Green Plan as an example.

- Develop plans which prioritize walking, cycling and public transit

- Establish a mix of residential uses that meets the target of at least 10% apartments and 30% multiples (stacked and townhouses), and a maximum of 60% single-detached homes

- Undertake a demonstration plan which illustrates a mix of land uses and density, open space, parks, schools and stormwater management ponds
Land Use Plan

- Town Centre
- Trail Waste Facility
Key Issues

- **Soils and topography**
  - Flat /Poorly drained
  - Organic Soils
  - Preconsolidate Soils

- **Transportation**
  - New Greenbank Road
  - New Jockvale Road bridge

- **Trail Road Landfill Facility**
Companion Studies & Related City Projects

- Transportation Master Plan
- Jock River Subwatershed Study
  - Natural Environmental Plan
  - Conceptual Stormwater Management Plan
  - Conceptual Fisheries Compensation Plan
- Master Servicing Study
- Greenbank Road / Southwest Transitway Extension Environmental Assessment (EA)
- Jockvale / Longfields Extension EA
Council Approved Documents

- Barrhaven South Community Design Plan
- Barrhaven South Transportation Master Plan
- Jock River Reach 1 Subwatershed Study
- Master Servicing Study
Barrhaven South – Timeline & Public Participation

- Project Launch - CPT* Jan 2005
- TAC* March 2005
- Open House July 2005
- Open House March 2006
- CPT May 2006
- Planning Committee June 13, 2006
- Notice of Study Commencement (April)
- Open House April 2005
- Open House January 2006
- TAC June 2006
- City Council: June 28, 2006 – Project Completion

* CPT Core Project Team met every two weeks for the duration of the Study – 26 in total
* TAC Technical Advisory Committee meetings at key milestones throughout the Study – 7 in total
New Development

Focus on Jock River

Stormwater ponds part of community
The CDP Area Today
Questions?
Bank Street South Community Design Plan
Study Area: Bank Street South CDP

- Bank Street, from Riverside Drive to CN Railway Tracks
- A large, linear roadway
- 3.2 km long
- 101 ha
- Affects 3 Wards: Capital, Alta Vista, River
Bank Street South
Community Design Plan: Purpose

- To put a plan in place that would guide and shape the growth envisioned for Bank Street
- Promote high-quality development and design, influence built form and create a more pedestrian- and cycling-friendly environment
- Identify implementation tools such as Zoning By-law changes, Capital Projects, etc.
- Timeframe for CDP is 20 years
Key Features of Plan Area

- Sawmill Creek
- Rideau River
- Two bridges, one at either end
- Riverside Drive (NCC Parkway)
- Billings Bridge Shopping Centre
- Transit Stations at Shopping Centre & Walkley Road
- Old industrial area
- Properties on east side of Bank Street more fine-grained than west side
- Low density neighbourhoods surrounding the study area
Official Plan Policies affecting the CDP:

- Arterial Mainstreet (Bank Street)
- Mixed Use Centre (Billings Bridge Shopping Centre)
- Design Priority Area
- Density Requirement
- Transit-Oriented Development around Stations
- Urban Natural Feature (Sawmill Creek)
- Cycling lanes along Bank
Stakeholder Consultation

- Three advisory committees (Public, Technical, Business)
- Three open houses
- Project webpage
- Project e-newsletter list
-Advertisements in newspapers
- Separate meetings to: Community Associations, Environmental Advisory Committee, and Transportation Advisory Committee
- Ultimately presented to Planning Committee then City Council
Recommendations of CDP

- Improvements to Bank Street
- Creation of ‘Activity Nodes’ near transit stations
- Rezoning of Shopping Centre to enable growth and promote walkability to transit
- Rezoning of Industrial lands
- Green corridor from Eerie Avenue to Bruce Timmerman Park
- Lookout at Billings Bridge
- New park near Ledbury Avenue
Council approved documents:

- Community Design Plan
- Secondary Plan (to reinforce policies in the CDP about land use, maximum building heights, design of buildings, future park space, etc.)
- Zoning By-law Changes
Related City Projects

- Bank Street Reconstruction Project, Phase 1 completed
- Phase 2 will consider the recommendations of CDP
The CDP area today

- One appeal was received. Appeal was dropped and issue was resolved before Hearing
- Zoning is in full effect
- New O-Train Station approved for Walkley Road (Station construction may begin as early as mid-2016)
- New development near Walkley and Bank (6 storey Marriott Hotel, and condominium building)
- Bank Street Road Reconstruction Phase 2 has not yet begun
- South Keys CDP is underway and is contiguous with Bank Street South CDP boundaries
Questions?
Blair
Transit-Oriented Development Plan
Blair TOD – Location
Blair TOD - Purpose

- Establish policies and plans to guide future growth in this area in anticipation of development interest brought by LRT in 2018
- Provide clarity for landowners and residents on potential building heights and densities
- Show illustrations to demonstrate conceptual build-out scenarios
- Support transit ridership and help achieve City’s return on investment in LRT
- Encourage high quality urban design to improve liveability and attract investment
Blair TOD – Key Ideas

- Improve pedestrian and cycling conditions, including more safe and direct connections to Blair Station
- Plan for eventual transit-supportive densities: >200 ppl/ha (3x existing)
- Focus on largest opportunities like parking lots & vacant sites and exclude existing stable residential communities
- Ensure land use flexibility in new zoning (e.g. office or residential)
- Concentrate tallest buildings and highest densities closest to LRT station
- Identify locations of main pedestrian-oriented streets that will have more stringent urban design requirements
- Delineate potential locations for future urban parks and plazas
Blair TOD – Timeline & Public Participation

Project Launch - TAC, Mapping, Consultants: Fall 2012

- Landowner Meeting #1: Feb. 2013
- Landowner Meeting #3: June 2013
- Public Open House: Sept. 2013
- Planning Committee: Dec. 2013

Notice of Study Commencement (mail-out): January 2013

- Landowner Meeting #2: April 2013
- Landowner Meeting #4: Sept. 2013
- Landowner Meeting #5: Nov. 2013

City Council: Jan. 2014 – Project Completion
Blair TOD – Plans & Policies

Informed By:

- Official Plan policies
- Internal discussions with Technical Advisory Committee
- TOD best practices
- Study area site visits
- Density projections & calculations
- 3D model & urban design evaluation
- Engineering studies (infrastructure capacities)
- Landowner consultation
- Local residents’ input
Blair TOD – Results

- Blair TOD Plan document, including summary maps:
Blair TOD – Results

- Official Plan amendment
  - Expansion of Mixed Use Centre
- Secondary Plan
  - Min. Density / Max. height
- Zoning By-law Amendments
  - New zoning: TD1, TD2, TD3
  - Guidance for future zoning
  - Urban design requirements
- Passed by Planning Committee on December 10, 2013 and City Council on January 22, 2014
Questions?
How are CDPs, TOD plans and Secondary Plans changed?

<table>
<thead>
<tr>
<th>CDPs/TODs</th>
<th>Secondary Plans</th>
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<tbody>
<tr>
<td>No application process but Council can approve modifications</td>
<td>Application process - Official Plan Amendment that requires Council approval</td>
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<tr>
<td>Council’s decision cannot be appealed to the Ontario Municipal Board</td>
<td>Can be appealed to the Ontario Municipal Board (<em>Planning Act</em>)</td>
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<td></td>
<td>Subject to five-year reviews of Official Plan</td>
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**In Summary**

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<th>TODs</th>
<th>Secondary Plans</th>
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<tr>
<td>Guide to growth and development – intensification and new development</td>
<td>Guide to development and intensification near transit stations</td>
<td>Implementation tool for CDPs and TODs and other secondary planning studies</td>
</tr>
<tr>
<td>Intensification or growth area in the Official Plan</td>
<td>Intensification near transit station(s)</td>
<td></td>
</tr>
<tr>
<td>Consultation process varies</td>
<td>Consultation process similar for each station</td>
<td>Consultation process mandated through the <em>Planning Act</em> and Official Plan</td>
</tr>
<tr>
<td>Includes a variety of different topics/issue</td>
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<td>Can only contain certain elements permitted under the <em>Planning Act</em></td>
</tr>
<tr>
<td>Ottawa approach to secondary planning</td>
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<td>Can be found across the Province</td>
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The Ottawa approach to secondary planning can be found across the Province.
How do I find CDPs, TODs and Secondary Plans?

- CDPs and TODs – visit ottawa.ca and type Community Design Plan or Transit Oriented Development in the search engine
- Secondary Plans – visit ottawa.ca/officialplan
Thank you!