

3. Create a Supportive Built Environment

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The *Official Plan* recognizes that land use and transportation systems strongly influence each other, and emphasizes the development of compact, integrated land uses to encourage a shift from automobile travel to walking, cycling and public transit use. Compact communities and mixed land uses are important because they bring trip origins and destinations closer together, thereby reducing trip lengths and making walking and cycling more practical. Higher densities also enable more efficient transit service, and can attract higher ridership without increasing resources. Furthermore, mixing of land uses adds a vibrancy to communities that simply makes it more enjoyable for people to walk (e.g. along main streets and in the urban core and rural villages). As such, the *Official Plan* targets intensification in the Central Area, as well as designated Town Centres, Mixed Use Centres, and Mainstreets where higher densities of population and employment can be well served by transit. These areas receive design priority and are subject to density targets.

Chapters 4, 5 and 6 of this Plan identify key land use outcomes—in other words, the features or characteristics of future development that will support walking, cycling, and transit. This chapter concisely identifies the most important processes and tools the City will use to achieve those outcomes. The *Official Plan* contains more detailed direction on both desirable land use outcomes and processes, and accordingly that detail is not repeated here.

3.1 Use Planning Processes to Support Sustainable Choices

Action 3-1: Enable walking, cycling and transit through community design plans and development review

Community Design Plans. The development of community design plans (CDPs) for villages and urban communities will provide an opportunity for the City to identify important walking and cycling routes, including linkages to greenway systems, neighbouring communities and transit facilities. CDPs will also identify supportive strategies such as streetscape improvement and traffic management measures to limit vehicular speeds and traffic infiltration, and ensure that developments on transit routes face the street and provide frequent pedestrian linkages to the street.

Development review. One of the City’s critical roles in the planning process is to review and approve new proposed site and subdivision developments. The review process is an opportunity to ensure that developments conform to various key planning requirements, including:

- The provision of sidewalks, walking and cycling links to public areas, and on-site bicycle parking required by the City’s Zoning By-law
- The provision of a road network in developing communities that offers direct and convenient walking and cycling routes, and that enables efficient transit routes to bring all dwellings within a 400-metre walking distance of a bus stop
- Completion of reports, in accordance with the City’s *Transportation Impact Assessment Guidelines*, that identify road and parking needs as well as other desirable features such as shower and change facilities for active commuters, and preferential parking spaces for carpoolers
- The possible need for large commercial buildings, institutional developments and hotels to provide taxi stands on-site to avoid disrupting on-street operations

Particularly in locations where the City wishes to emphasize sustainable travel choices (e.g. downtown, main streets, transit oriented development zones and other areas of intensification), the use of established roadway performance measures (e.g. the ratio of volume to capacity for motor vehicles) will be accompanied by new performance measures for transit, walking and cycling as discussed in Section 7.1.

Action 3-2: Reduce the impacts of surface parking

Parking supply and management. Surface parking is an inefficient use of land. It reduces the effective density of developments, it can challenge or complicate safe and convenient walking routes between buildings or from buildings to transit stops, and when oversupplied it can favour car use over transit, walking and cycling. Through the planning and development review process, the City will seek opportunities for shared parking among land uses (e.g. where peak demands occur at different times), and will encourage the private sector to contain parking in multi-level structures rather than on surface lots. It will also periodically review the Zoning By-law to ensure that minimum and maximum parking requirements for new developments (particularly commercial, retail and multi-unit residential uses) support municipal objectives for compact development and more sustainable travel choices; among other provisions, the By-law already reduces minimum parking requirements by 10% where all on-site parking is underground. Furthermore, the City will discourage the temporary use of vacant lands for all-day parking where zoning does not permit such use, especially in areas where redevelopment and intensification is a priority.

In developing and redeveloping sites, emphasis should be placed on minimizing the number of access points in order to maintain continuity of sidewalks, as well as maximize the length of curb space available for public parking, loading and other purposes.

3.2 Foster Development to Support Higher-order Transit

Action 3-3: Motivate supportive development around rapid transit stations and transit priority corridors

Rapid transit stations. Development around rapid transit stations can provide vital support to transit in several ways. First, the City promotes intensification near most stations, as described in the *Official Plan*. It will establish maximum parking limits and reduced minimum parking requirements for developments within an 800-metre walking distance of rapid transit stations. It will also seek to ensure that developments at transit

stations situate the highest densities nearest the station, provide high-quality pedestrian access to and between buildings and through parking areas, do not situate large parking facilities between the street and building, and provide clear and direct access to transit stops and stations for pedestrians and cyclists. Additional detail on these directions is provided in the City's *Transit-Oriented Development Guidelines* that apply to all developments within 600 metres of rapid transit stations.

Transit-oriented development plans. In anticipation of land development pressure near stations along the Confederation Line, Council established priority areas for the creation of transit-oriented development (TOD) plans. At these locations, Council wishes to foster well-designed, compact neighbourhoods where residents can live, work, shop and play close by, complete daily activities easily, access transit, and support local businesses. Primary goals of the TOD plans include improving pedestrian and cycling access to the stations, and providing opportunities for additional development at transit-supportive densities—for example, apartments, office and/or mixed-use buildings may be added to zoning if they are not currently permitted. Permitted building heights may be increased or decreased depending on proximity to the light rail station and to provide transition to surrounding areas. The TOD will result in changes to the Zoning By-law and/or *Official Plan* to enable implementation. The first three TOD studies for land surrounding the future Tremblay, St. Laurent and Cyrville LRT stations were approved in 2012, and three more are in progress for Lees, Hurdman and Blair stations. The City will also support efforts by the federal government in their review of campus locations at Tunney's Pasture and Confederation Heights.

Transit priority corridors. The *Official Plan* promotes modest intensification in the form of mid-rise buildings in most transit priority corridors, having consideration for compatibility, road classification, mix of uses, and opportunities for redevelopment. The City may also apply maximum parking limits and reduced minimum parking requirements for developments within 400 metres of transit priority corridors, as described in the *Official Plan*.