5 LAND USE AND BUILT FORM

The existing zoning on Bank Street already allows for considerable general intensification, since the permitted Floor Space Index (FSI) would already allow several times more development on most sites than exists today. However, to accomplish the Official Plan's objectives for intensification in arterial mainstreets as well as transit-oriented development, the planning strategy of this CDP introduces a hierarchy of intensification by specifically targeting the sites within walking distance of existing and future higher order transit service for taller mixed-use development. These concentrated areas of mixed-use intensification are referred to as nodes.

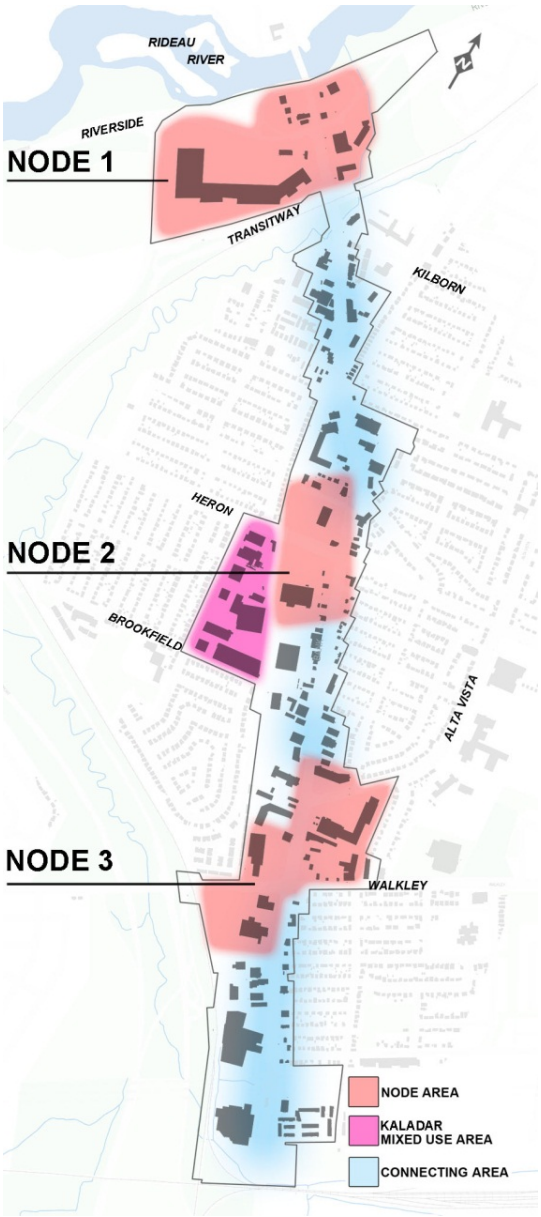
Although additional flexibility is being provided for height in these nodes, the intent is that these areas accomplish additional planning and urban design objectives. The flexibility provided by the increased height permissions will make it easier for landowners to deploy the mixed-use transit-oriented densities that are intended for these sites. These sites can then be catalyst for change in the remainder of the corridor.

To manage the impacts of change, taller buildings will be subject to stricter urban design zoning provisions and design guidelines. These areas are also intended to provide a mix of land uses, and contribute to improvements in the public realm around the sites to create more attractive pedestrian conditions along street frontages.

The three nodes in the CDP area are:

- Node 1: Development parcels on the west and east sides of Bank Street between Riverside Drive North and the Transitway Bridge, including the Billings Bridge Plaza property;
- Node 2: Development parcels on the northwest and southwest of Bank Street and Heron Road; and
- Node 3: Development parcels on the northwest, northeast, and southwest of Bank Street and Walkley Road and on either side of Alta Vista Drive at Bank Street.

Figure 5.1 | Node, Mixed-Use, and Connecting Areas Map



Intensification will also occur in a mixed-use area. Similar to a node, a mixed-use area will have a mix of residential and non-residential uses, but is limited by the range and scale of uses. In these areas, compatibility of new land uses must be carefully considered and sensitive to nearby residential neighbourhoods. One mixed-use area has been identified in the CDP.

The Kaladar area is a legacy industrial area that is near residential neighbourhoods and commercial activity. It is intended that it redevelop as a mixed-use area comprising of low to mid-rise buildings. New developments that are adjacent to the existing residential area need to be designed so that they transition smoothly and complement the surrounding neighbourhood.

The connecting areas are outside of the nodes and mixed-use area and will have intensification as is currently permitted by the City's Comprehensive Zoning By-law. The design guidelines will promote a more cohesive mainstreet character as the sites gradually redevelop, ultimately bridging the node areas into an integrated mainstreet corridor with a distinct community identity and character.

Figure 5.1 illustrates the locations of the three categories of intensification at nodes, Kaladar mixed use area, and connecting areas.

The goal of the Bank Street CDP is to transform the study area from a retail strip into a central spine for a new higher-density mixed-use community focused around three pedestrian and transit-oriented nodes. Retail uses will continue to be present along Bank Street; however, the CDP recommends incentives such as greater flexibility in zoning that will make it more likely to attract complementary development of residential and office use. In time, the number of people living and working in the area will increase adding social and economic vibrancy. This will transform the corridor into a more active and complete community spine accessible on foot from surrounding neighbourhoods.

In Section 5.1, the general land use and design guidelines are applicable to the entire CDP area (nodes, mixed-use, and connecting areas). In Section 5.2 are further guidelines for nodes and in Section 5.3 are the area-specific guidelines for the Kaladar mixed-use area.

The CDP land use guidelines are supported by the Bank Street Secondary Plan, which is an amendment to the Official Plan, and by the amendments to the Comprehensive Zoning By-law. These are key implementation tools under the *Planning Act* to add predictability and certainty to the expected land use and built form.

5.1 GENERAL LAND USE AND DESIGN GUIDELINES

The following provides general land use and design guidelines for the entire CDP planning area unless otherwise specified.

Land Use

1. A wide range of land uses, including residential, office, institutional, employment, community and open space are permitted.
2. Mixed-use development with street-related retail uses on the ground floor is encouraged along the Bank Street frontage.
3. Residential or office uses should be considered the primary use for all buildings and located on the upper floors of mixed-use buildings.
4. If mixed-use development cannot be achieved within an individual building, a mix of uses in a cluster of single-use buildings is a reasonable alternative approach.

Mixed-use building with street level retail uses (MMM Group, 2011)

Mixed-Use building in CDP area (MMM Group, 2010)

5. Outdoor commercial patios are discouraged on side streets.
6. Public and private open spaces are permitted along Bank Street where a strong design rationale integrated with the development and/or public right-of-way is provided. These places may serve as gateways, entrance features, gathering places, focal points, connections, etc.
7. A range of housing types and tenures are encouraged for residential uses.

Built Form

1. Unless otherwise specified, the maximum building height for nodes is 50 metres, approximately a 16-storey building. The maximum permitted height may be lower depending on the distance from residential areas. Consult zoning regulations for specific direction.
2. The maximum building height for the properties within the connecting areas (between the nodes) is 25 metres, approximately an eight-storey building. The maximum permitted height may be lower depending on the distance away from residential areas. Consult zoning regulations for specific direction.
3. A maximum floor space index (FSI) of 2.0 is permitted for properties zoned as Arterial Mainstreet Zone. If 80% of the required parking is provided below grade, the maximum FSI is 3.5. This is currently permitted under the Arterial Mainstreet Zone.
4. A well-defined streetwall of 2 to 4 storeys is to be encouraged along Bank Street.

3-storey street wall is well defined (MMM Group, 2009)

5. The maximum building setback for non-residential or mixed-use buildings within nodes along the Bank Street frontage is 3 metres. If the building is on the same side of the street as the overhead hydro wires and hydro poles, the maximum building setback is 5 metres. Existing buildings that expand to a maximum 25% of their existing gross floor area are exempt from meeting the maximum frontage setback requirement. This requirement will not apply to gas stations.
6. The building setback for residential buildings within nodes along the Bank Street frontage is to be between 3 to 6 metres if the building has ground floor residential living space and subject to requirements for setback from overhead wires.
7. The ground floor of a mixed-use building should have a high floor-to-ceiling

measurement to allow for a range of uses (e.g., 4.5 metre distance from floor to ceiling).

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

8-storey mixed-use building with retail on the ground floor and residential on the upper floors (MMM Group, 2010)

Ground floor animation with step back at the third storey (MMM Group, 2009)

Design

1. Within nodes, at least 70% of the lot width along Bank Street must be occupied by one or more building walls. Lot width should be measured at the front yard building setback. A phasing plan, submitted to the satisfaction of the City's Planning and Growth Management Department, may demonstrate how this policy will be achieved over time. Existing buildings that expand to a maximum 25% of their existing gross floor area, gas bars and lots with a Bank Street frontage of 35 metres or less are exempt from this requirement.
2. Buildings with longer street frontages should be designed with architectural features to break up and enliven the façade. At a minimum, the building should not have any length greater than 20 metres without some form of articulation, courtyard or other architectural feature that achieves a break in the visual appearance of the length.
3. A minimum step back of 2.5 metre is required at the second, third or fourth storey of mid- to high-rise buildings to ensure a pedestrian oriented environment is upheld. Step backs at the upper storeys help achieve a human scale and allow more light on the sidewalks.

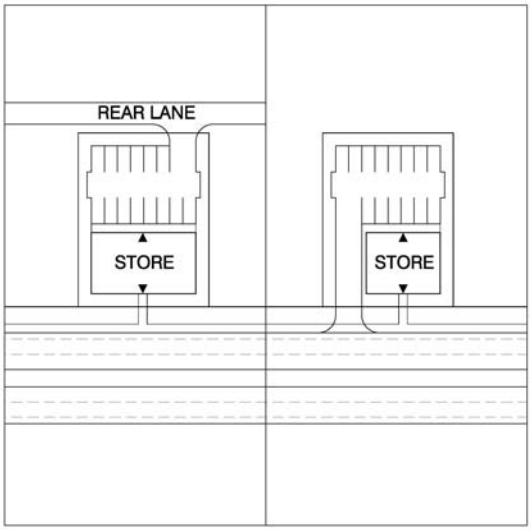
Buildings have wide street frontage and 2-storey street wall is maintained by storey step backs (MMM Group, 2010)

4. Building setbacks and design should respect the overhead hydro wires and other utility wires that exist in the Bank Street corridor. Overhead hydro wires and other utility wires may influence the placement and selection of street trees and separation distance of buildings from wires.
5. Buildings along Bank Street should have front doors that are easily accessible for pedestrians. Additional rear or side doors may be provided.

6. When development occurs on lands abutting the entrance to a rapid transit station, such development shall include, wherever possible, indoor, sheltered pedestrian connections to transit locations.
7. High-rise towers should be designed as point towers with floor plates not to exceed 750 square metres with a generous separation distance between towers. A minimum building separation of 30 metres is recommended.
8. The location and orientation of upper storeys of high-rise buildings should be sensitive to adjacent residential areas. The intrusion of high-rise buildings onto private amenity spaces of existing residential neighbours should be mitigated through the use of step backs, podiums, or intervening structures that are low to mid rise in height.
9. Development proposals within nodes and the zoning designation of Arterial Mainstreet are to be reviewed by the City's Urban Design Review Panel (UDRP). Pre-application consultation is required. Exemptions of when the UDRP does not require application review are established by the City and should be followed.
10. Screening is required between parking lots/parking ramps and residential properties to reduce the visual impact of vehicles. Trees, shrubs and/or low opaque walls are required to screen cars from view.
11. Large format retail uses should be designed in an urban multi-storey street-related form.

Parking and Access

1. Parking is discouraged between the building and Bank Street. Parking should be located behind buildings that front Bank Street either on surface lots or in at grade or underground structures.



Rear parking lots access by rear lane or side driveway

2. Shared parking arrangements between tenants, buildings, and lots are encouraged, particularly for uses that operate at different times.
3. Parking lots should be accessed via rear lanes or local streets. A driveway from Bank Street may be permitted if a rear lane or local road is not available for access.
4. Parking may be permitted in side yards if the subject property is too shallow to allow for rear yard parking or if not all required parking can be accommodated in the rear yard. Only one drive aisle is permitted for side yard parking lots.

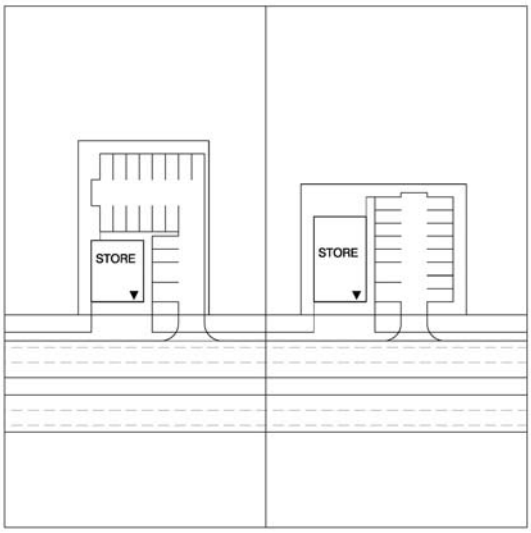
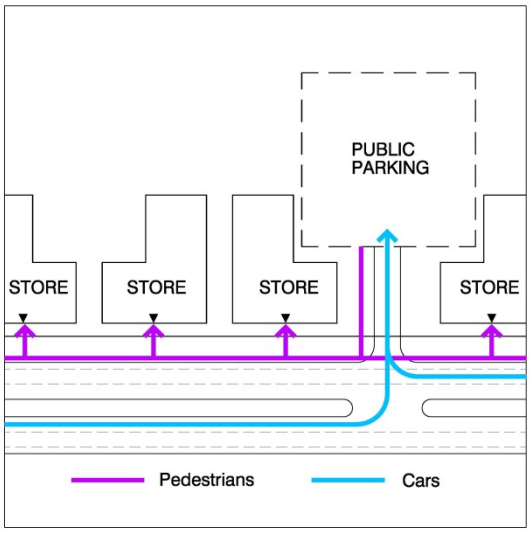


Illustration of side yard parking options for small and shallow lots

5. Municipal, public-private or private parking lots are encouraged within nodes. The need and location for these developments should be demonstrated via a parking study.
6. Cash-in-lieu of retail parking should be collected from small lot development applications in nodes (and near nodes) to support the creation of public parking facilities in the CDP area.



Parking and pedestrian access on a typical urban retail street

7. Parking structures along public rights-of-way should include at-grade active uses.
8. In order to improve the efficiency of traffic moving along Bank Street and improve pedestrian and cycling continuity, the number of individual driveways onto the street needs to be minimized. Shared driveways are encouraged and will allow access to multiple developments with less impact to the street and sidewalk.


A poor pedestrian environment with parking conflicts (MMM Group, 2010)


2-storey building close to the street edge with side yard parking (Google Maps, 2011)

Traffic

1. The City will use a transportation impact assessment submitted by development proponents to assess the impacts of individual proposal on the traffic systems. The assessment will also determine the adequacy of parking arrangements and any necessary localized road improvements to support the intensity of development.

Public Realm Improvements

1. A public greenspace is envisioned near the Ledbury Park area. This greenspace would act as a small pedestrian and cycling node with multi-use pathways connecting to Sawmill Creek.
2. A community garden in the hydro corridor is envisioned for the Ledbury Park area. The garden would serve the near-by residents and connect Bank Street to the future east-west pathway, which is outlined in the City's Pedestrian Plan.

5.2
LAND USE AND DESIGN GUIDELINES FOR NODES

The following guidelines provide additional policy direction for each of the three nodes. A demonstration plan is provided for each node showing key built form features in a development block area. The demonstration plan is to be referred to at the time of a development application to illustrate how to apply the CDP guidelines for nodes. Different designs may be appropriate if they accomplish the same design intent and meet the CDP guidelines.

5.2.1 NODE 1: BANK STREET FROM RIVERSIDE DRIVE NORTH TO TRANSITWAY BRIDGE, INCLUDING BILLINGS BRIDGE PLAZA

The properties on the west and east sides of Bank Street, between Riverside Drives, enjoy a prominent location in the CDP area, close to the Rideau River. Their limited vehicular access from Bank Street hinders their opportunity to meaningfully redevelop. The redevelopment potential of most of these properties would increase significantly if access were improved from some alternative to Bank Street.

Aerial view (orthographic) of Bank Street between Riverside Drive and Transitway (City of Ottawa, 2008)

The north end of Node 1 is an appropriate location for mid- to high-rise mixed-use buildings that use special design elements and architecture to communicate their prominent gateway location into the CDP planning area. Any mid- to high-rise development would have to be proven through appropriate traffic impact assessments, submitted to the satisfaction of the City.

At the south end of Node 1, the redevelopment of the Billings Bridge Plaza property with higher-density mixed-use development will be a major step in achieving the City's intensification goals. The site will become a mixed use transit-oriented neighbourhood, with retail streets and residential and office towers, centered on a central amenity space.

The site will be redeveloped in phases over time, with the rear portion of the site likely changing first. The first or second phases of redevelopment should create an internal network of streets with the later phase of redevelopment creating a central amenity space, a new access point from Data Centre Road and mixed use and residential intensification.

The CDP study examined alternative configurations of the two portions of Riverside Drive at the Bank Street intersection, including the possibility of combining the north and south roadway elements into one roadway. The concept has advantages for improving public space immediately adjacent to the Rideau River and improving access to lots on either side of Bank Street. However, under current conditions it would have a detrimental impact on traffic operations at a crucial convergence of two major roads. It would significantly reduce traffic flow through the intersection. It would also necessitate additional dedicated left and right turn lanes and through lanes that would require widening of all intersection approaches. This would make it a less attractive pedestrian and cycling environment. Consequently, without a major change in the way traffic operates at a network level, the disadvantages outweighed the advantages.

Land Use

1. A master concept plan for the entire Billings Bridge Shopping Centre site should be submitted with an early phase of redevelopment. The concept plan should demonstrate how the redevelopment will unfold, to the satisfaction of the City's Planning Department.
2. A central amenity space should be developed within the Billings Bridge Plaza site.
3. Mixed-use development with street-related retail uses on the ground floor is encouraged along new internal streets and around the central amenity space on the Billings Bridge Plaza site.

Built Form

1. The maximum building height is 70 metres for development located at the rear of the Billings Bridge Plaza site, close to the transit station. The preferred development is a 16 storey office building connected to the existing transit station.
2. The maximum building height is 50 metres (approximately a 16-storey mixed use building) for development along the Bank Street frontage of the Billings Bridge Plaza site.
3. The maximum building height is 25 metres (approximately an 8-storey mixed use building) for development located along the Riverside Drive frontage of the Billings Bridge Plaza site.

Design

1. Mid- to high-rise buildings located at the north end of the node should have a signature architectural design given their visible and important location along the Rideau River.
2. Proposed development occurring close to the Rideau River is to be circulated to the National Capital Commission for comment.

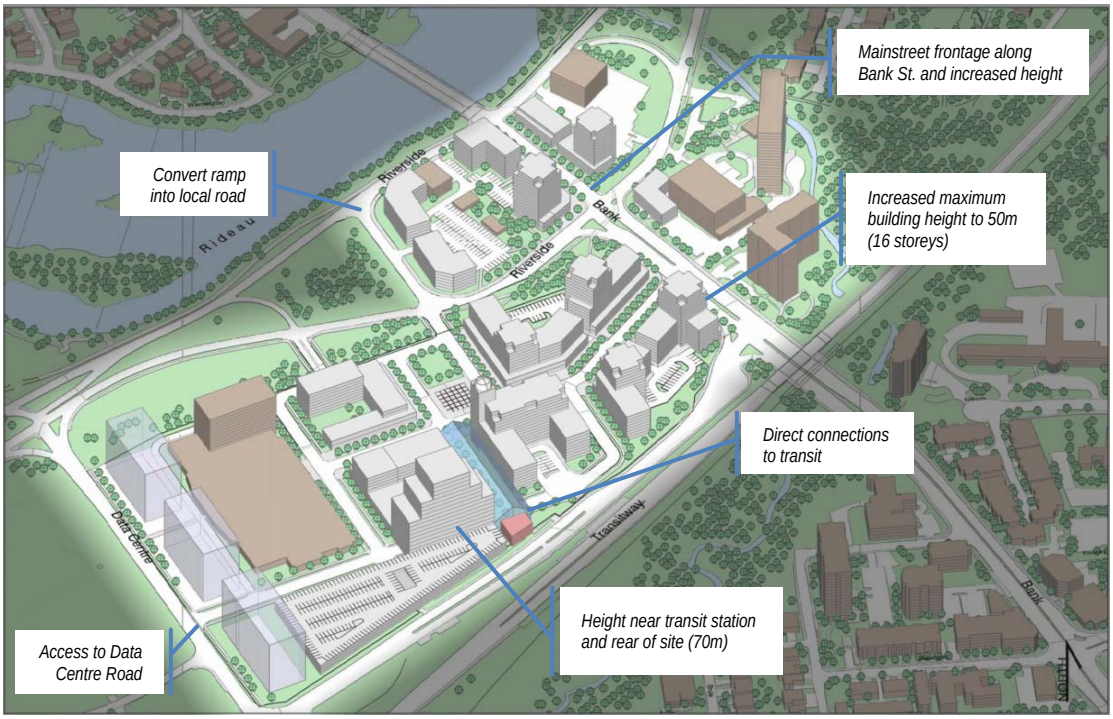
Parking

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

Circulation

1. Primary vehicular access to the properties located between Riverside Drive North and South should not be from Bank Street. Shared driveways, secured through easements or land dedicated to the City upon redevelopment should be provided.
    i. Development parcels on the east side of Bank Street should use the existing accesses from Riverside Drive.
    ii. Development parcels on the west side of Bank Street should use a new local one-way street, replacing the westerly ramp.
2. Direct pedestrian connections located north, east and west of the Billings Bridge transit station must be developed and maintained.
3. A north-south pedestrian and cycling link between the Riverside trails and the Billings Bridge transit station should be developed. This link should connect to the east-west linkages mentioned above. Refer to Section 4.3 of the CDP for illustrations of this connection.
4. A network of new local streets (public or private) should be developed over time on the Billings Bridge Plaza site. This internal roadway network should connect to existing intersections on Bank Street, Riverside Drive and Data Centre Road.

Figure 5.2 | Demonstration plan showing potential redevelopment of Node 1



5.2.2 NODE 2: BANK STREET AND HERON ROAD

Node 2 includes the northwest and southwest corners of Bank Street and Heron Road, referred to below as "development blocks". Node 2 should evolve into a pedestrian-oriented main street, with a continuous streetscape and strong street edge along Bank Street. Mixed-use buildings with retail frontages are envisioned for the area.

Aerial view (orthographic) near Bank Street and Heron Road (City of Ottawa, 2008)

The east side of Bank Street has a smaller parcel fabric than the west side and will accommodate less-dense development. Pedestrian walkways between buildings are encouraged to provide greater permeability to Bank Street from neighbouring residential areas. A linear greenway park, running north-south, will further increase connectivity by linking Bruce Timmerman Park with Brookfield Road (refer to Section 4.3 of the CDP for more information).

Design

1. Developments near the Alta Vista Drive / Bank Street intersection should be coordinated and provide improved streetscape features to establish an entrance identity for the Alta Vista Community.
2. Development along existing or new local roads should have front doors onto the street.

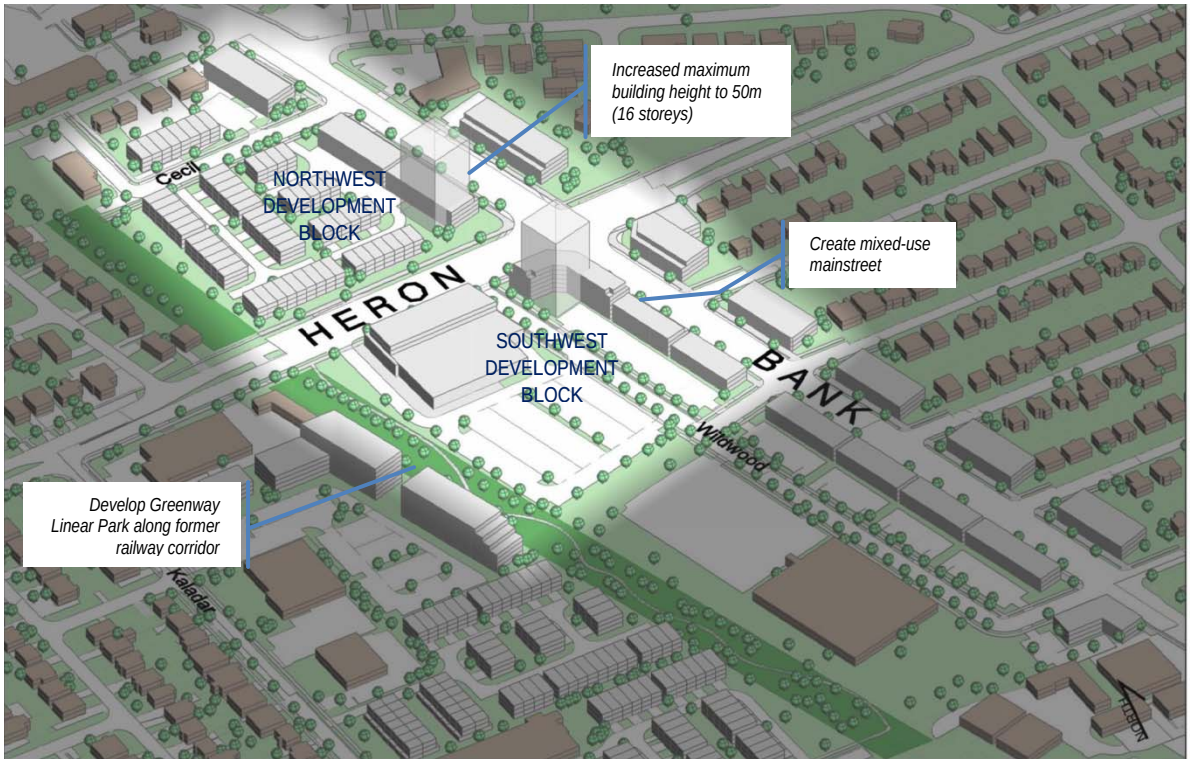
Circulation

1. Primary vehicular access for the northwest development block should be from Cecil Street. A second vehicular access to Heron Road may be permitted, provided traffic studies can prove its functionality.
2. Primary vehicular access for the southwest development block will be from Wildwood Avenue (either through user agreements, converted to public road or rebuilt private road to public standards), which should connect to Bank Street and Heron Road.
3. Ensure that Wildwood Avenue provides access to properties in the interior of the block to allow intensification with a new access to Bank Street near Erie Avenue.

Parking

1. The City should locate a municipal parking lot within this node. The need and exact location of this lot is to be demonstrated through a parking study to be undertaken by the City. Refer to Section 8.2.6 of the CDP for more information.
2. Retail uses on small lots may use cash-in-lieu of parking rather than supplying on-site customer parking. Cash-in-lieu of parking should be used to enhance public parking opportunities in the area.

Figure 5.3 | Demonstration plan showing potential redevelopment of Node 2



5.2.3 NODE 3: BANK STREET NEAR WALKLEY ROAD AND ALTA VISTA DRIVE

Node 3 includes the northwest, northeast, and southwest corners of Bank Street and Walkley Road, referred to below as "development blocks". Node 3 should evolve into a medium- to high-density transit-oriented development area with higher-density buildings being located on the north side and the southwest side of the Walkley Road / Bank Street intersection.

Aerial view (orthographic) of Bank Street near Walkley Road and Alta Vista Drive (City of Ottawa, 2008)

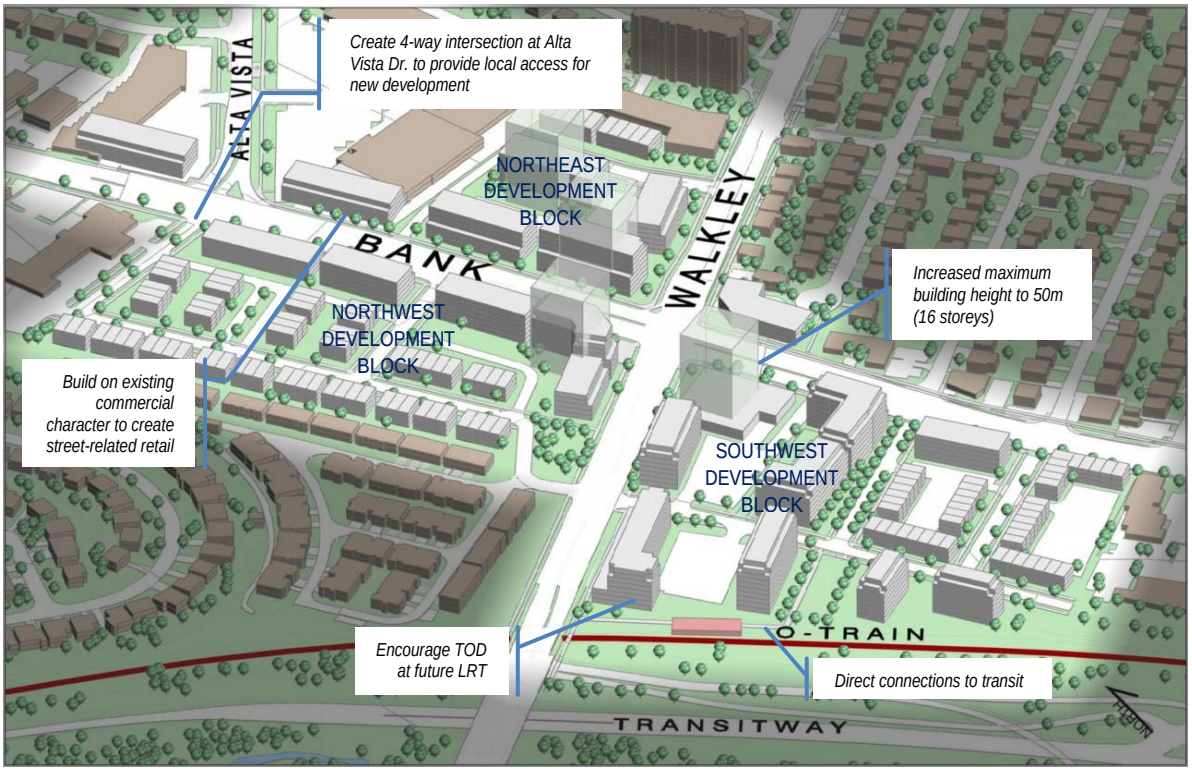
Built Form

1. High-rise buildings are permitted on the north and southwest side of the Bank Street / Walkley Road intersection.
2. Townhouses or low-rise apartments are appropriate for the west side of Bank Street, behind mixed-use building developments.

Circulation

1. A direct east-west pedestrian connection should be established from Bank Street to the future LRT station at Walkley Road.
2. Primary vehicular access for the northwest development block should be from a new local street (public or private) that connects the Alta Vista Drive / Bank Street intersection to Walkley Road. The existing Walkley Road connection to Glenhaven Private, which provides access to the residential subdivision, may need to be reconfigured to accommodate the new local street. Through traffic is to be discouraged from using this new local access.

Figure 5.4 | Demonstration plan showing potential redevelopment of Node 3



3. Any new access to Walkley Road from the northwest or southwest development blocks should be coordinated with the existing intersection at Glenhaven Private.
4. Vehicular access to the northeast development block should be from a new local street (public or private) that connects Alta Vista Drive to Walkley Road. This connection is for local access and it should be designed so it is not an attractive cut-through for traffic.
5. Vehicular access to the southwest development block should be from a new internal local street (public or private) that connects to Bank Street and/or Walkley Road.

5.3 LAND USE AND DESIGN GUIDELINES FOR KALADAR MIXED USE AREA

Aerial view (orthographic) of Kaladar area (City of Ottawa, 2008)

The Kaladar Avenue area is shaped by its historic industrial uses that were connected to the operation of a former railway line. With the removal of the railway, the Kaladar area is no longer suitable for exclusively industrial uses and is well suited to accommodate moderate intensification as it is close to transit and an arterial mainstreet. The area provides an opportunity to establish a mix of uses while being sensitive to adjacent residential communities and providing connectivity between the adjacent residential neighbourhoods and Bank Street.

Land Use

1. The City will ensure land use compatibility and sensitivity between residential and non-residential uses by excluding new uses that create undue noise, vibrations, odours, dust, air emissions and/or heavy vehicle traffic, and by limiting outdoor storage. Uses which are self-contained and have a low probability of external air or noise emissions will be permitted. Refer to Section 8.2.4 of the CDP for the list of prohibited industrial uses and the permitted land uses in the proposed new zoning.
2. Row housing, walk-up apartments and/or low-rise apartments are suitable forms of residential development.

Row housing development in Ottawa (MMM Group, 2011)

3. Low impact employment and retail land uses are appropriate. The former CN Rail corridor abutting the Kaladar Area will be developed into a linear park to promote active transportation and passive recreation.

Built Form

1. The maximum permitted building height is 22 metres (approximately a seven-storey building). Depending on proximity to existing residential areas it will be lower. Refer to the GM-X Subzone for more details.

2. Taller buildings in the Kaladar Area should be located closer to the eastern property boundary, next to the former CN railway line.
3. Adaptive reuse of the buildings in the Kaladar Area is encouraged.
4. It is not intended for large format retail uses to be permitted and the uses of restaurant, retail, and retail food store are limited to 300 square metres of gross floor area. The cumulative total gross floor area of these non-residential uses is up to 2,999 square metres.

Circulation

1. Primary vehicular access to the Kaladar redevelopment area will be from Kaladar Avenue and Brookfield Road.
2. A new east-west local street or publicly- accessible connection should be established between the Greenway Linear Park to Kaladar Avenue. This will break up the Kaladar area into smaller blocks that contain buildings that have pedestrian oriented street frontages.
3. Pedestrian and cycling access should be provided from Kaladar Avenue to the railway line, to facilitate access to the future Greenway Linear Park and, ultimately, to Bank Street.

Figure 5.5 | Demonstration plan showing potential redevelopment of the Kaladar area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