

1 THE BANK STREET CDP PROCESS

The Bank Street corridor from Billings Bridge to the rail corridor south of Walkley Road provides significant opportunities for redevelopment and revitalization. The area has an active commercial community providing employment and services to residents in the surrounding areas. The area is very close to beautiful natural settings including the Rideau River corridor which has national significance, and the Airport Parkway greenspace system. Already, there are two major transit stations within walking distance to the area, and further transit improvements are planned, including improved transit service on Heron Road, and a LRT station at Walkley Road. The Billings Bridge Mall site today is a hub of both retail and employment uses, with a very high level of transit service.

In the last few years, two things have started to happen. Redevelopment of Bank Street is progressing south from Centretown, from the Glebe to Old Ottawa South. Secondly, the City of Ottawa is already seeing interest from landowners who wish to improve and redevelop their properties. The area is reaching the age when many of the original buildings need major upgrades or have reached the end of their normal lifespan.

The City plans to meet its overall growth management requirements through four strategic directions: managing growth, providing infrastructure, maintaining environmental integrity, and creating liveable communities. Among those directions, the City plans to direct growth to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

The Arterial Mainstreet corridor along Bank Street between Billings Bridge and the rail line south of Walkley Road, including the Billings Bridge Mixed-Use Centre, is an ideal area to direct compact, mixed-use development. The area is well connected to the transit network, and easily connected to the City-wide cycling network. And numerous larger parcels of land at the major intersections are capable of accommodating more intensive mixed-use development.

The challenge for this Community Design Plan is to promote a high quality of development, give certainty to the future built form, and create a more cycling and pedestrian friendly area while maintaining the multi-functional capacity of the corridor. This includes the need to move vehicles in a north-south direction until future transportation facilities are developed nearby that would alleviate some of this through traffic. The Community Design Plan successfully addresses this challenge.

1.1 INTRODUCTION

The Bank Street Community Design Plan: Rideau River to Ledbury Park began in November 2010 and consisted of a year-long community consultation process. Under the direction and guidance of the community, residents, businesses, and users of the area, the group envisioned how they would like to see this area develop and grow over the next 20 years. The Community Design Plan serves as the guiding policy document for the Bank Street community between the Rideau River and

Ledbury Park, and outlines the framework for how future development will be achieved.

The City of Ottawa Official Plan (2003) sets out a strategic land use direction for the future. It identifies where land uses will change over time and how population and economic growth will be accommodated in specific growth areas. Community design plans are undertaken for areas that will see significant change and to implement policies of the Official Plan at the community level using a comprehensive and coherent approach.

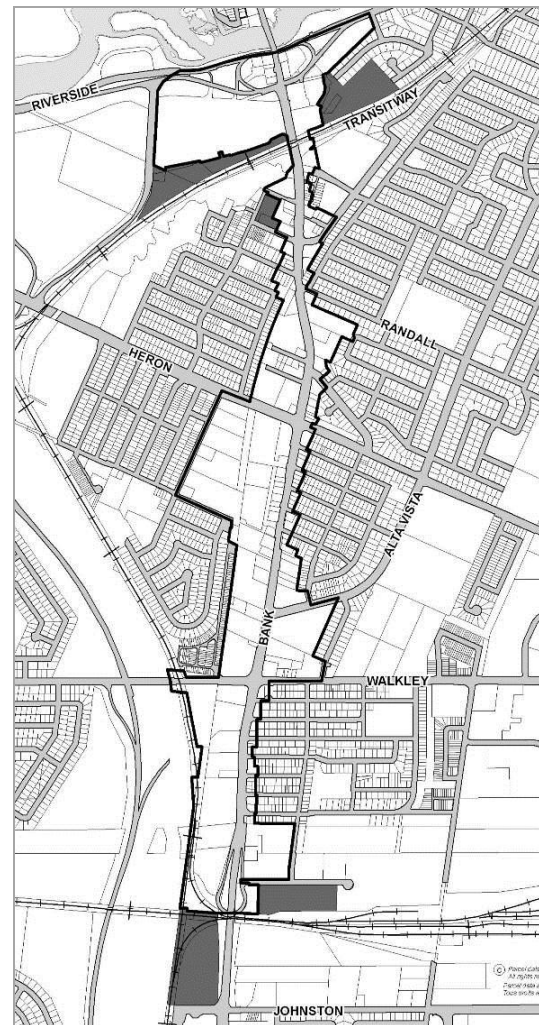
The Bank Street Community Design Plan (CDP) is a community design plan for a portion of Bank Street designated as Arterial Mainstreet and Mixed-Use Centre in the Official Plan. The CDP is a policy document that guides a wide range of implementation tools such as the Comprehensive Zoning By-law and the City's capital projects. The CDP was developed through a collaborative process that involved community members, study area businesses, advisory committees, City departments, and other related stakeholders. This is described further in Section 1.3.

The goal of this CDP is to develop a coordinated growth strategy for this section of Bank Street to guide its character and future development over the next 20 years. Guidelines, recommendations, and initiatives are provided in the plan based on a thorough public consultation process, needs assessments and technical analysis work. Although the CDP timeframe is a 20-year planning period, it is likely this area will continue to evolve as local market conditions mature and that some of the recommended projects and initiatives will occur beyond the planning horizon.

1.2 STUDY AREA

Bank Street between Riverside Drive to the Canadian National (CN) rail line, located south of Walkley Road near Ledbury Park, was identified as a candidate area for a community design plan. The study area boundary and Areas of Influence are identified in Figure 1.1. The Areas of Influence are large parcels of land that are not within the study area but may impact the area if they are redeveloped in the future.

Figure 1.1 | CDP Study Area and Location Map



The study area traverses three City wards: Capital Ward to on the west side of Bank Street, north of Walkley Road; Alta Vista Ward on the east side of Bank Street, north of Walkley Road; and River Ward along both sides of Bank Street south of Walkley Road.

1.3 CONSULTATION PROCESS

Continuous collaboration and public consultation throughout the project ensured that the CDP reflects short- and long-term interests and values of the stakeholders. During the CDP process the Project Team assessed the needs of the community, identified the strengths, opportunities, constraints and issues in the study area.

The public consultation process included three phases, outlined in Figure 1.2. In each phase there were meetings with each of the three advisory committees, additional meetings with various committee members, and a public open house. The project website was used extensively to communicate information on the public open houses and CDP materials.

- Phase 1 consisted of forming the advisory committees, launching the project website (www.ottawa.ca/bank), and building the project email list. It also involved identifying and presenting an overview of the existing conditions of the study area and confirming the key issues with stakeholders.
- Phase 2 defined the vision statement and design framework for the CDP and developed planning and design options. The Project Team then gathered stakeholder feedback on the vision, principles, and design options.

- Phase 3 gathered and assessed the feedback from Phase 2 used to draft the CDP report. The Plan was prepared for final revision and then brought forward for approval by Planning Committee and City Council.

These activities were instrumental in achieving the different objectives of the three public consultation phases, implemented throughout the development of the CDP.

Figure 1.2 | Public Consultation Process



All three Councillors' offices were involved in the CDP planning process, from the inception of the project to the approval of the plan.

1.3.1 ADVISORY COMMITTEES

Three committees advised the CDP process: the Public Advisory Committee, Business Advisory Committee, and Technical Advisory Committee. These committees worked with the Project Team to address issues relevant to their area of expertise and also acted as liaisons to their respective groups. They also provided advice that allowed the

Project Team to refine its proposals and communicate them more effectively to the general public.

Public Advisory Committee

The Public Advisory Committee (PAC) was comprised of a group of dedicated individuals who represented the needs and interests of their respective communities. The community associations and City of Ottawa advisory committees represented on the PAC were:

- Accessibility Advisory Committee;
- Alta Vista Community Association;
- Canterbury Community Association;
- Forest and Greenspace Advisory Committee;
- Heron Park Community Association;
- Old Ottawa South Community Association;
- Pedestrian and Transit Advisory Committee;
- Roads and Cycling Advisory Committee;
- Ridgemont Community Association;
- Riverside Park Community Association;
- and
- South Keys Landing Tenants Association.

Business Advisory Committee

The study area does not have a Business Improvement Area (BIA) association; therefore, other methods were used to engage business representatives within the study area. Outreach to the business community was necessary to ensure there was representation of all stakeholders' views. A questionnaire was mailed to all businesses within and near the study area at the beginning of the project and included an invitation to join the Business Advisory Committee (BAC). The BAC was formed and represented businesses and commercial property owners from the study area.



The first public open house held on February 16, 2011 (MMM Group, 2011).



The second public open house held on June 9, 2011 (MMM Group, 2011).



The third public open house held on October 4, 2011 (MMM Group, 2011).

Technical Advisory Committee

The Technical Advisory Committee (TAC) was a group of representatives from a comprehensive range of City departments who have a role or responsibility in the study area. The TAC also included the Rideau Valley Conservation Authority, the National Capital Commission, and Hydro Ottawa as they were also study area stakeholders. The TAC provided technical advice on issues such as traffic, transit, servicing, forestry, planning and other social/community policies. In addition to the group meetings, members also had individual meetings or provided input on specific issues when needed.

1.4 HOW TO USE THIS CDP

The Bank Street CDP is a Council approved plan and the guiding reference document for shaping the development of the study area over the next 20 years and beyond.

It will be used by various City departments and supported by the Ward Councillors when studies, public capital projects, and private development applications are planned, approved, and implemented in this area. This ensures that the CDP vision and design principles are met, and that new initiatives and projects within the study area correspond to the recommendations of the CDP. The document will also be used by residents, businesses, and community associations to ensure that the CDP area is developing in the manner that was agreed-upon during the public consultation process.

As a Council approved plan, there will be greater opportunity to implement special projects in the area, including a public arts program, acquisition of

land for municipal parking, pathway connections and parks, developing an identity for the area with branding and streetscaping, and development incentives through zoning and Community Improvement Plan (CIP) grants.

The Bank Street Secondary Plan (from Rideau River to Ledbury Park) supports the CDP. The Secondary Plan is a guide to the long term design and development of the CDP planning area and provides concise direction on land use, built form, design, parking, and circulation. As a result of the CDP, the Comprehensive Zoning By-law is being amended to reflect the recommendations of the CDP and the Official Plan. The zoning amendments will ensure consistency between the CDP, Secondary Plan, Official Plan and Comprehensive Zoning By-law.

During the development of the CDP, the City of Ottawa Urban Design Guidelines for Development along Arterial Mainstreets, High-Rise Housing, and Transit-Oriented Development were consulted. The CDP is consistent with these policies. As development applications are reviewed, the CDP should be read together with these other policy documents. Where there is a discrepancy between any of the Guidelines and the CDP, the CDP design policy will take precedence given its understanding with the local subject matter.

Much thought and consideration were taken to develop the CDP recommendations. A multi-disciplinary approach was used to ensure that all potential impacts were contemplated and that the recommendations are sustainable and provide the best overall outcome for all study area users and visitors.

The Bank Street CDP is an action-oriented plan, written to be easily understood through clear objectives and recommendations. Chapter 2 explains where the Bank Street corridor stands today. Chapter 3 describes how the corridor is envisioned to develop over the next 20 years and speaks to the Plan's overall strategy to meet the Official Plan goals and community needs. The CDP strategy is then translated into recommendations in Chapters 4, 5, and 6, grouped by the themes of *mobility and circulation*, *land use and built form*, and *public realm improvements*. Chapter 7 discusses measuring sustainability in the CDP. The last chapter of the CDP outlines how the implementation and phasing should occur.