

# 3 VISION, DESIGN PRINCIPLES & OVERALL PLANNING STRATEGY

The overall planning strategy for the Bank Street CDP is to ensure that future development is undertaken in a coordinated and planned approach, supported by clear guidelines and an implementation strategy. The CDP is framed by a vision and design principles that were written in consultation with the advisory committees, residential and business communities, and users of the area.

The Residential Land Strategy for Ottawa (RLS) (2009) establishes the 2031 minimum density targets for the Arterial Mainstreet designation of Bank Street and the Mixed Use Centre designation for Billings Bridge. The RLS also outlines the population densities for these areas from 2006. As described in Sections 2.1.1 and 2.2.5, the increase in density is measured as a percentage and applied to the estimated gross floor area (GFA) of existing developments in the CDP area. For Bank Street the density target is an increase of 52% and for Billings Bridge Mixed Use Centre the density target is an increase of 23% from 2006 levels.

The Comprehensive Zoning By-law is reasonably new (enacted in 2008) and has not yet had the chance to fully affect built form within the study area. In most cases if there is no underground parking, the maximum permitted floor space index (FSI) is 2.0. Meaning, the maximum GFA that could be developed per site would be up to two times the property area.

There is a relationship between density and GFA (through built form) such that it can be generally estimated if the density is to increase by 52%, as is proposed for Bank Street, the needed GFA could be assumed to increase by the same amount. From

observation, buildings are currently on average 1 to 2 storeys and below a 1.0 FSI. A 52% increase would be 2 to 3 storeys and under the current zoning, buildings can be up to 8 storeys with at least a 2.0 FSI. It is then reasonable to assume that the existing zoning for Arterial Mainstreet would accommodate the City's intensification targets in future developments. The CDP will guide how and where this intensification should be planned.

## 3.1 CDP VISION & DESIGN PRINCIPLES

*The Bank Street corridor encompassed by the Bank Street Community Design Plan (CDP) is identified in the City of Ottawa's Official Plan as a desirable destination within the City where people shall live, work and shop.*

The CDP area, from Riverside Drive to the rail lines south of Walkley Road, was built during the post-World War II era and shall undergo significant change over the next 20 years. The area has the capacity to accommodate a substantial population of residents and workers in an environment that will be well served by all modes of travel. The role of the CDP is to guide the transformation of this portion of the Bank Street corridor while capitalizing on its current strengths as a shopping and services destination. The function of Bank Street as an arterial street will be preserved, providing access to downtown and other areas of the City.

The CDP envisions the Bank Street corridor as:

- i. A vibrant mixed use area with a diverse concentration of housing types, employment, shops and services;
- ii. An area with hubs of activity that are accessible by foot, bicycle, public transit, and automobile;
- iii. An area with public gathering places and an improved and landscaped streetscape, which enhance the corridor's environment and sustainability;

As the Bank Street corridor gradually transitions to a more urbanized environment with an appealing sense of place, there will be phased traffic flow and safety improvements that occur incrementally over time with redevelopment. These improvements will help create a community that is comfortable for residents and visitors, which has better connections to its greenspaces and natural settings.

The vision for the Bank Street corridor is supported by a number of key underlying principles.

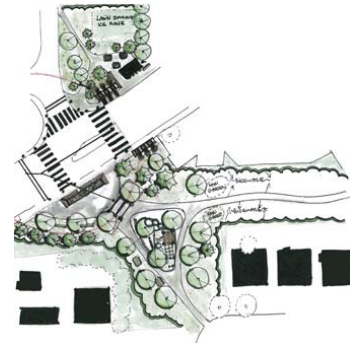
### THE STREET:



- 1. As an Arterial Mainstreet, Bank Street will function as a connection between other parts of the City and as a destination in itself.
- 2. Bank Street will be a place that is safe and accessible for bicycles and pedestrians. It will be attractive, green and promote public gathering and community activities with year-round amenities.

- 3. All new development and infrastructure will be planned to be flexible so it can better accommodate future shifts in transportation choices. Opportunities for a more robust public transit network and mobility system should be built into the corridor.
- 4. The street will be reinforced with an attractive streetscape that is comprised of pedestrian and greenspace elements such as street furniture, trees, and lighting standards.
- 5. A long-term area-wide parking strategy should be developed that responds to changes in automobile usage over time.

### REDEVELOPMENT:



- 6. Redevelopment will help make the area more liveable and will use sustainable design principles so that, in the future, the area will be more environmentally sensitive than it is today. It must remain economically viable for businesses and residents and be more socially vibrant. New development and infrastructure improvements will take these factors into consideration when being planned and designed.
- 7. Development and infrastructure will respect the existing neighbourhoods that surround the CDP area and help create a mainstreet

that becomes the focus of the community rather than a barrier.

8. Neighbouring properties will be encouraged to redevelop within a similar time period, starting at key areas in the CDP. Private sector phasing strategies will be developed and supported by public actions and incentives to promote positive change through catalytic projects.

#### IDENTITY:



9. Distinct and coordinated public realm and streetscape improvements will help create a sense of place and identity for the CDP area such that, over time, people refer to this section of Bank Street by name.
10. The diverse range of shops, services, and employment in the CDP will be preserved and encouraged over time, and contribute to the Bank Street CDP identity.

## 3.2

### OVERALL PLANNING STRATEGY

#### *1. Meeting Official Plan's Designations and Density Targets*

The planning strategy for the CDP is built upon policies and guidelines established by the Official Plan (OP). The OP designates the Bank Street portion of the CDP study area as Arterial Mainstreet and designates Billings Bridge Shopping Centre as a Mixed Use Centre. There are two Transitway stations and a future LRT station within walking distance of the study area. The CDP is consistent with the policies and guidelines set out in the Urban Design Guidelines for Development along Arterial Mainstreets (2006) and the Transit Oriented Development Guidelines (2007).



Example of intensification that complements the surrounding area (MMM Group, 2010)

The OP establishes the minimum density target for Bank Street Arterial Mainstreet post-2031. This target is 120 people and jobs per gross hectare, which is an increase of 52% from the recorded 2006 density. For Billings Bridge Mixed Use Centre the minimum density target for 2031 is 160 people and jobs per gross hectare, a projected increase of 23% from the 2006 density. The land use concepts and zoning by-law amendments outlined in this CDP takes these density targets into account.

The whole corridor will likely intensify to some degree over time; however, the CDP concentrates more intense development (e.g., increased heights) at transit-oriented nodes to achieve the OP's intensification targets.

The maximum FSI, outlined by zoning provisions, determines the maximum gross floor area that can be built within a site. The FSI consequently determines the level of overall intensification of a site. In the case of the CDP area, most of the corridor already has a maximum FSI of 3.5 when underground parking is provided, otherwise the maximum FSI is 2.0.

In nodes, the maximum building height has been increased but the FSI or gross floor area that can be built on a site has not been increased. By increasing the building height permitted in nodes, options for built form are increased, which works as an incentive for developers to maximize the development potential of their sites and thus, helps the City meet its density targets.

## ***II. Promoting Sustainability***

The CDP's planning strategy supports the Official Plan's goal of promoting sustainability as the City's population increases and land resources become limited over time. Promoting intensification, mix of uses (residential and non-residential), and alternative modes of transportation will encourage people to live close to where they work, move around the city without having to use a car, and do their errands and shopping in one destination while being close to parks and pathways that are accessible from the CDP corridor.

Encouraging mixed use intensification, particularly near the transit stations, promotes efficient use of land and less dependence on the automobile (and thus, lowering levels of greenhouse gas emissions).

Improving the walkability and bike-ability of the corridor with better landscaping and tree coverage not only has quality of life benefits but also improves the environment of the study area.

## ***III. Improving Transportation Modal Shares and Connections***

The CDP takes a multi-disciplinary approach to balancing the range of transportation needs and objectives for the study area.

From the community consultation, a recurring theme to ensure that local and through traffic capacity was not significantly impeded was identified. The Transportation Master Plan does not propose to widen Bank Street. Therefore a key element of the CDP's overall transportation strategy is to create opportunities to increase modal shares for pedestrians, cyclists, and public transit (thereby decreasing the modal shares for the current, dominant mode of transportation, the single occupancy vehicle). Commuting and recreational bike lanes and wider and consistent sidewalks are recommended throughout the study area. These improvements are part of the CDP pedestrian and cycling network plan.

## ***IV. Vibrant Streetscape and Compressed Cross-section***

The streetscape will be rebuilt through the Bank Street Reconstruction Project and enhanced with tree plantings, landscaping, parkettes, lighting, and pedestrian amenities.

The proposed cross-section for most of the corridor is a modification of the City's Arterial Road Corridor cross-section. The City currently owns only a narrow right-of-way along the corridor. The modified cross-section proposed by this CDP will reduce the number of property takings that would have been required to achieve the standard City cross-section.

Furthermore, the smaller lots on the east side of the street will not be negatively impacted by removing development viability on one or both sides of the street because large property takings are not required. The modified cross-section also provides greater opportunity for tree plantings in the setback, a more comfortable walking environment and a pedestrian refuge on the median while ensuring capacity is available for traffic flow and on-street cycling lanes.



Animate the streetscape with buildings close to the sidewalk, lighting fixtures, and landscaping (MMM Group, 2010)

#### V. *Develop a Parking Strategy*

A parking management strategy is important to encourage redevelopment of small lots in the study area. Currently, it is difficult for many small properties to meet the parking standards if they were to redevelop. The parking strategy foresees a new municipal parking lot and aims to standardize the minimum parking requirements in the study area to a lesser rate because two different City standards currently apply within the study area. Cash-in-lieu of parking will be encouraged during redevelopment of small lots near the new municipal parking lot.

The City should encourage shared accesses and shared parking, among multiple tenants located within the same property and also between properties. This will help relieve properties of

onerous parking requirements, reduce the amount of land used for parking lots as well as promote walking to several businesses and services in one car trip. These changes would be required during site plan control applications as the area redevelops.

#### VI. *Improvements to Greenspace*

Lack of greenspace and landscaping is evident along the corridor and was noted frequently during the consultation process. There will be a concerted effort to ensure that the amount and quality of greenspace is improved in the study area. A greenway is proposed along the former rail line that parallels Bank Street to the west. Landscaping and tree planting is encouraged wherever feasible along the streetscape within the public and private rights-of-way. The existing City-owned pathway and park system should be improved and new pathways should be developed near the Ledbury Park area.



Existing pathway between Brookfield Road and Bank Street (MMM Group, 2010)

#### VII. *Seeking Quality Development that Complements the Community*

The study area is a Design Priority Area. As such, land use, built form, zoning provisions, and urban design guidelines are provided in the CDP. To reinforce the importance of good design, the CDP is also consistent with the existing Urban Design Guidelines for Developments along Arterial

Mainstreet, which should also be referred to in evaluating development applications. Consideration was given to ensure that new development and intensification does not conflict with the surrounding area but complements its existing services and uses.

A sensitive transition between high rise buildings and low rise residential neighbourhoods is important and will be achieved using building storey step backs, podiums, and/or intervening structures that are low- to mid-rise in height. The City's Urban Design Review Panel will examine the design merits of high-rise development applications and assess their ability to mitigate any impact on nearby low-rise residential areas.

***VIII. Community Facility to Serve Growing Population***

As the study area matures and intensifies over time there will be growth in the population in the corridor and surrounding areas. A community facility is proposed in the heart of the CDP area to ensure there are adequate community facilities for the growing population.