

7 MEASURING SUSTAINABILITY

The Bank Street CDP supports the Official Plan's goal of promoting sustainability as the study area and surrounding area's population increases and as land resources become limited. Intensification, promotion of mix of uses, and the availability of alternative modes of transportation will encourage residents and visitors to live close to where they work, do their errands and shopping in one destination while being close to parks and pathways that are accessible from the CDP corridor. The CDP promotes development that is adaptable to modes of active transportation and automobile use as well as promoting a healthy lifestyle.

7.1 SUSTAINABLE DEVELOPMENT

Sustainable development is defined as 'development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs' (Brundtland Commission, 1983). Without anticipating change and planning for the future, unwelcomed urban sprawl and low-density automobile-dependant development will more likely occur. From a sustainability perspective, sprawl inefficiently uses land resources, makes longer distances between origins and destinations (making active modes of transportation less possible), and increases the level of greenhouse gas emissions.

The CDP takes advantage of the strong opportunities for transit-oriented development near the Billings Bridge and Walkley transit stations, and at the Heron Road intersection where there will ultimately be an intensive bus route. However, the study corridor is a designated north-south arterial road and does carry traffic from the south of the City to the downtown. The challenge facing this area is

to how to create a vibrant pedestrian oriented street while also continuing to play a role in the City's traffic network.

The CDP strives to meet this challenge by making recommendations which allow for an appropriate level of intensification, promote transit use through appropriate development, improve the walkability and bike-ability of the study area, and provide other opportunities to improve the quality of life for the community residents and users.

The following table outlines the major recommendations of the CDP and provides an explanation of how they help the City meet its overall sustainability goal. The CDP identifies whether the recommendation:

- Requires a policy change (i.e., Official Plan amendment, zoning by-law amendment, easement agreement, etc.);
- A City infrastructure initiative or project; and/or
- Achieved through private development.

Table 7.1 | CDP Recommendations Promoting Sustainable Development

CDP Action	How is it Sustainable?	Policy	Public Infrastructure	Private Development
1. Provide a compact street cross-section which strikes a balance between maintaining adequate vehicular flows and creating a safe and attractive streetscape for pedestrians and cyclists.	<ul style="list-style-type: none"> Creates an efficient use of available space Promotes alternatives to private automobile use through active transportation (walking and cycling) 		◆	
2. Accomplish the Official Plan intensification targets through increasing permitted building height and density in selected locations.	<ul style="list-style-type: none"> More compact and higher density housing forms promote efficient use of land and infrastructure Transit-oriented development encourages people to have less auto dependent lifestyles 	◆		◆
3. Discourage direct driveway access to Bank Street in order to maximize the efficient flow of traffic and minimize potential conflict points with pedestrians and cyclists. Where feasible new local streets or laneways will allow vehicular access.	<ul style="list-style-type: none"> Promotes active transportation Local streets create more connections points for pedestrians 	◆	◆	◆
4. Provide cycling lanes along the entire corridor through the CDP area, including across both bridges at either end of the study area.	<ul style="list-style-type: none"> Promotes active transportation both locally and regionally 	◆	◆	
5. Improve Billings Bridge to allow improved cycling and pedestrian access.	<ul style="list-style-type: none"> Promotes place making Promotes active transportation 		◆	
6. Improve pedestrian and cycling links to Billings Bridge Transit Station.	<ul style="list-style-type: none"> Promotes active transportation Encourages transit use Supports transit-oriented development 		◆	◆
7. Support and encourage more intense redevelopment of the Billings Bridge Plaza site.	<ul style="list-style-type: none"> Encourages transit use Supports transit-oriented development Helps City meets intensification targets 	◆		◆
8. Convert the former CN rail line to a greenway and linear park with a multi-use path.	<ul style="list-style-type: none"> Promotes place making Promotes active transportation Greenway becomes a destination for recreational walkers, joggers and cyclists 	◆	◆	◆
9. Connect the Greenway to Glenhaven Private Drive.	<ul style="list-style-type: none"> Promotes active transportation 	◆		
10. Improve pathway between Brookfield Road and Bank Street.	<ul style="list-style-type: none"> Promotes active transportation Supports pedestrian-oriented retail uses along Bank Street 		◆	

CDP Action	How is it Sustainable?	Policy	Public Infrastructure	Private Development
11. Protect for pathway between Bank Street and the future Walkley LRT station.	<ul style="list-style-type: none"> Encourages future transit use Supports transit-oriented development 	◆		◆
12. Provide a pedestrian linkage and a community garden along the hydro corridor east of Bank Street, north of Ledbury Park.	<ul style="list-style-type: none"> Promotes active transportation Promotes place making and a sense of community Promotes physical activity 		◆	
13. Encourage the redevelopment of the Kaladar industrial area as a mixed-use development.	<ul style="list-style-type: none"> Promotes a live-work opportunities Helps meets City's intensification targets Supports pedestrian-oriented retail uses 	◆		◆
14. Provide pathway connections between Kaladar neighborhood and Bank Street.	<ul style="list-style-type: none"> Promotes active transportation 	◆	◆	◆
15. Encourage mixed-use redevelopment near the intersection of Heron Road and Bank Street.	<ul style="list-style-type: none"> Promotes place making Encourages transit use Helps meets City's intensification targets Supports pedestrian-oriented retail uses along Bank Street 	◆		◆
16. Improve underpass and overpass conditions near Bank Street bridge embankment (near Ledbury Park) to improve connection and access to Bank Street and surrounding areas.	<ul style="list-style-type: none"> Encourages transit use by improving a more direct connection to Greenboro Transit Station Supports pedestrian-oriented retail uses along Bank Street Provides a linkage to nearby pathways 		◆	
17. Create new park at Sawmill Creek with pathway connections to future pathway along Sawmill Creek, west of Home Depot.	<ul style="list-style-type: none"> Promotes active transportation 		◆	
18. Make the intersection of Alta Vista and Bank Street a 4-way intersection. Provide a new public or private road parallel to and west of Bank Street connecting this intersection to Walkley Road.	<ul style="list-style-type: none"> Reduces the need for driveways directly onto Bank Street Promotes active transportation by providing more connections 		◆	◆
19. Provide a new public or private road parallel to and east of Bank Street, connecting Alta Vista to Walkley Road.	<ul style="list-style-type: none"> Reduces the need for driveways directly onto Bank Street Promotes active transportation by providing more connections 		◆	◆
20. Encourage mixed-use redevelopment near the intersection of Walkley Road and Bank Street.	<ul style="list-style-type: none"> Promotes place making Supports transit-oriented development Helps meets City's intensification targets 	◆		◆

CDP Action	How is it Sustainable?	Policy	Public Infrastructure	Private Development
	<ul style="list-style-type: none"> Supports pedestrian-oriented retail uses along Bank Street 			
21. Provide a municipal parking lot/garage in Heron/Bank Street node area.	<ul style="list-style-type: none"> Supports pedestrian-oriented retail uses along Bank Street Supports mixed-use redevelopment by eliminating the need for on-site parking 	◆	◆	◆
22. Encourage the development of shared publicly-accessible parking structures as part of large-scale private developments.	<ul style="list-style-type: none"> Supports pedestrian-oriented retail uses along Bank Street Supports mixed-use redevelopment by eliminating the need for on-site parking 			◆
23. Implement improvements to pedestrian crossings.	<ul style="list-style-type: none"> Promotes active transportation Supports pedestrian-oriented retail uses along Bank Street 		◆	
24. Prohibit front yard parking and discourage side yard parking.	<ul style="list-style-type: none"> Supports pedestrian-oriented retail uses along Bank Street 	◆		◆
25. Promote or require a consistent streetwall (setback and height) along Bank Street.	<ul style="list-style-type: none"> Supports pedestrian-oriented retail uses along Bank Street 	◆		◆
26. Improve pathway from Riverside Drive to Billings Estate Museum.	<ul style="list-style-type: none"> Promotes active transportation Promotes place making 		◆	
27. Enhance Bruce Timmerman Park.	<ul style="list-style-type: none"> Promotes active transportation Promotes place making Promotes physical activity 		◆	
28. Create Rideau River lookout platforms and gateway at the corners of Billings Bridge and Riverside Drive.	<ul style="list-style-type: none"> Promotes place making Gateway becomes a destination for recreational walkers, joggers and cyclists 		◆	
29. Implement transit priority signals and queue jump lanes for transit vehicles in selected areas.	<ul style="list-style-type: none"> Encourages transit use Supports transit-oriented development 	◆	◆	