

Planning Primer

Elective Course

Secondary Planning Processes



Secondary Planning

**Community Design
Plans (CDPs)**

Concept Plans

**Transit Oriented
Development
Plans (TODs)**

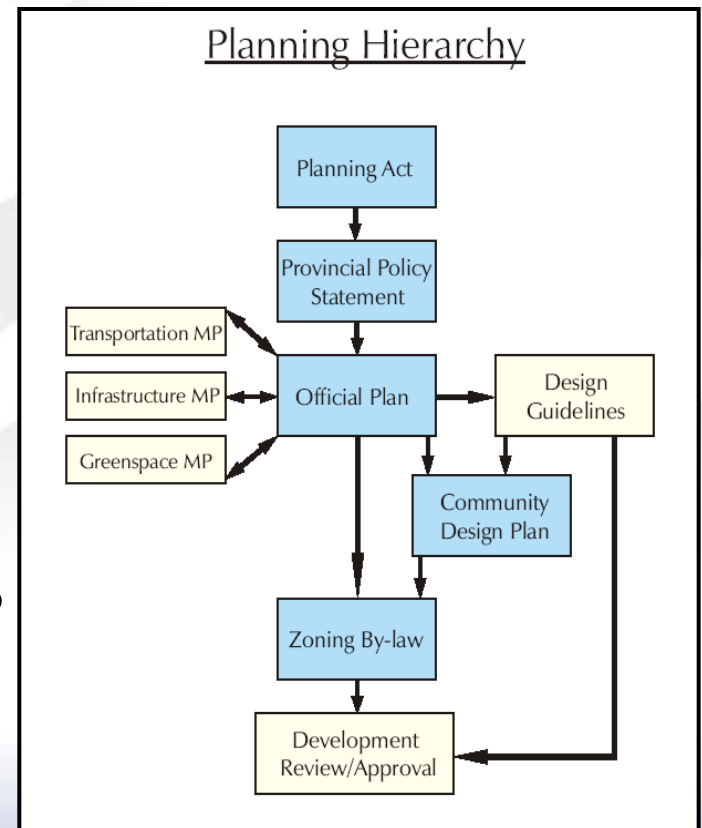
Secondary Plans

Area Zoning Studies

Secondary Planning Elective

Secondary Planning:

1. What is it?
2. Why do we do it?
3. How do we do
Secondary Planning?
4. What are the main types
in Ottawa?



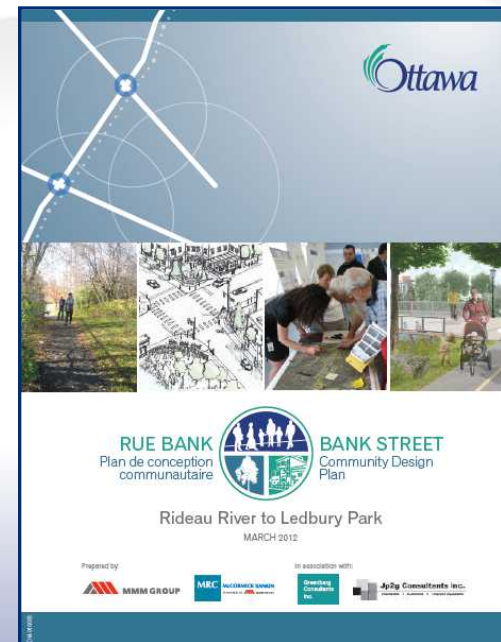
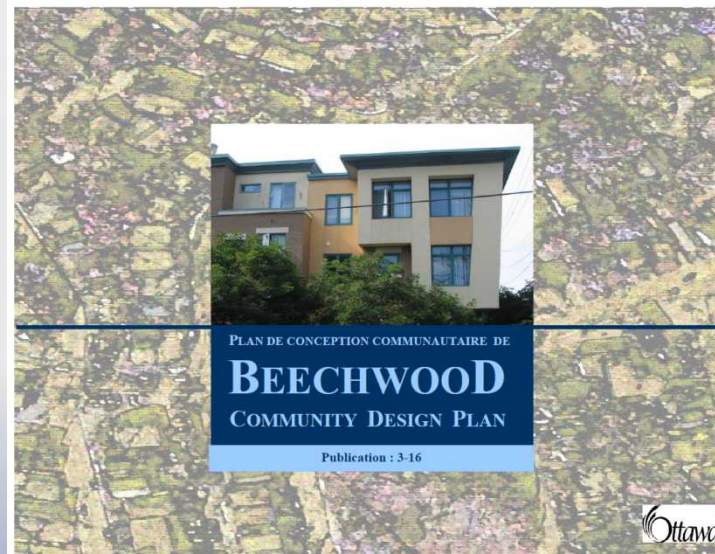
Secondary Planning Elective

Review of Secondary Planning:

1. Community Design Plan
2. Transit-Oriented Development Plan
3. Secondary Plan
4. Who is involved
5. Summary

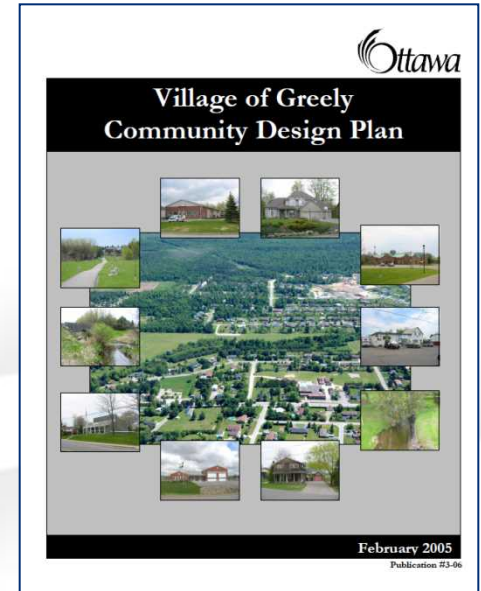
What is a Community Design Plan (CDP)?

- Development/Growth Plan - broad direction for areas where most of the city's intensification and growth is expected to occur
- Council-approved document
- 20 year horizon



Why does the City create CDPs?

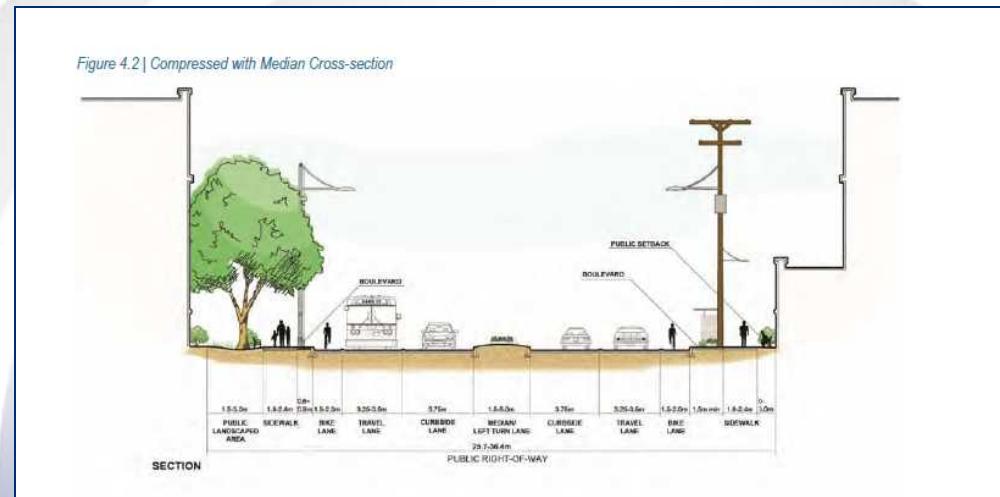
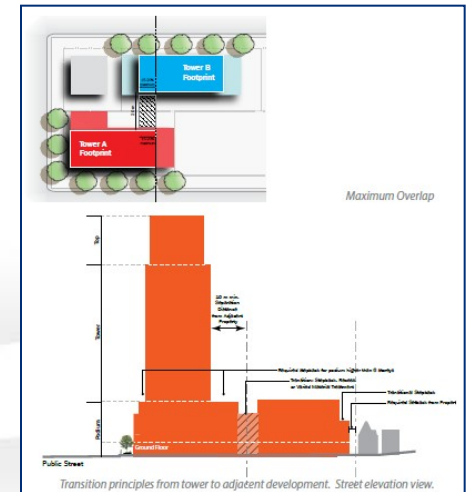
- To provide guidance and detailed direction for the development of a specific area (a community or a number of communities)



What is in a CDP?

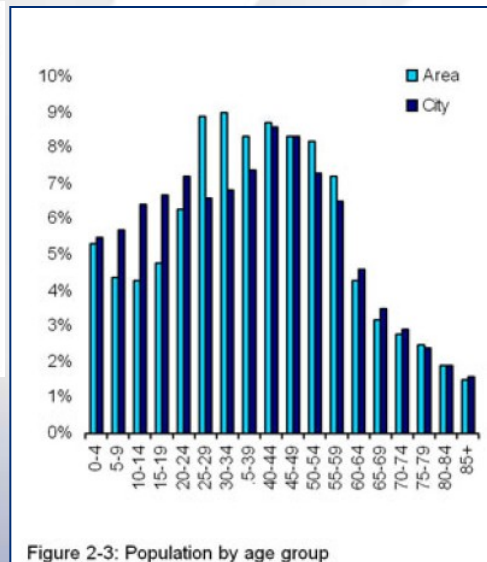
- Addresses issues such as:

- Land use
- Building heights
- Building form and design*
- Heritage features and buildings*
- Ways to support pedestrians and cyclists and encourage public transit



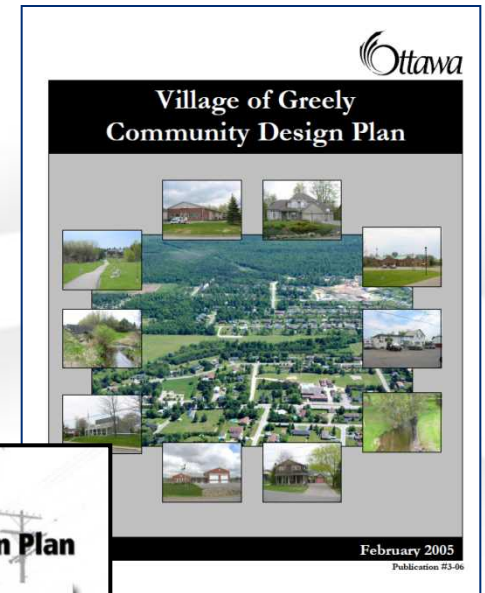
What is in a CDP?

- Addresses issues such as:
 - Water, wastewater and stormwater management analysis
 - Public realm improvements/changes
 - Open space areas – plans for parks, protecting environmental features
 - Population density and projected growth



What is in a CDP?

- Implementation strategies (City in partnership with various groups)
- Financial plan for the costs of any capital investments and sources of funding



What are the two common types?

- Existing urban areas that are target areas for intensification
- Greenfield areas that are areas for new development

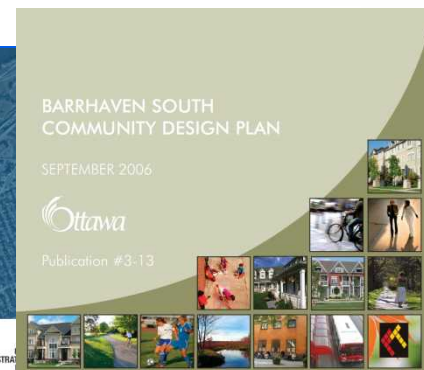
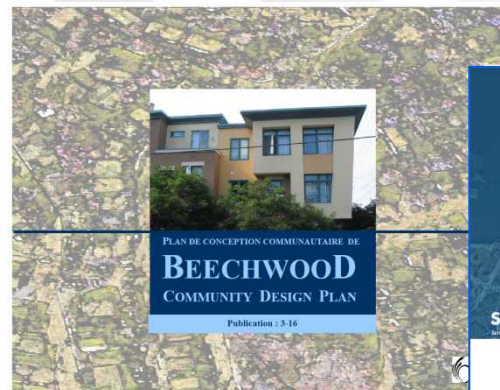
CDP elements	Existing Urban Areas	Greenfields
Density opportunities	Intensification	New development
Building height	A mix of low-rise to high-rise buildings	Predominantly low to mid-rise with some high-rise
Built form design	Form and design responds to existing area	Design may be more focused on creating a “place”

What are the two common types?

CDP elements	Existing Urban Areas	Greenfields
Land Use	A mix of land uses	A mix of land uses
Transportation	Improving active transportation (walking, cycling), encourage public transit and road/intersection improvements	Design of new sidewalks, pathways, cycling lanes, public transit routes, roads

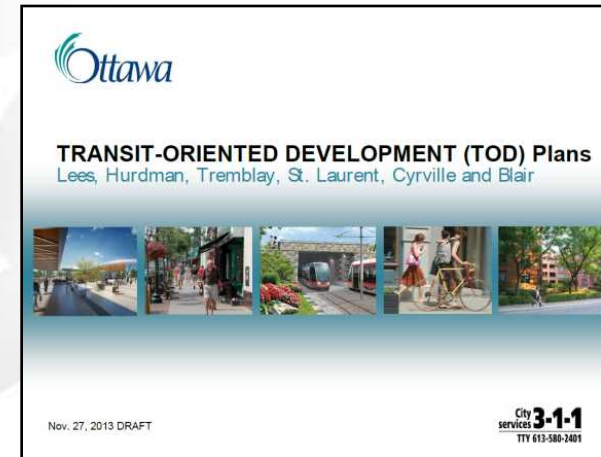
What are the two common types?

Existing Urban Areas	Greenfields
Existing infrastructure capacity	New infrastructure required
Public realm improvements	Establishing/designing new public areas
Existing communities/population	Very small community/population



What is a Transit Oriented Development (TOD) Plan?

- To guide development within a walking distance of a rapid transit station
- Focus on:
 - Transit-supportive densities
 - Improved or new walking and cycling connections to transit station(s)
 - Urban design and infrastructure improvements to support liveability



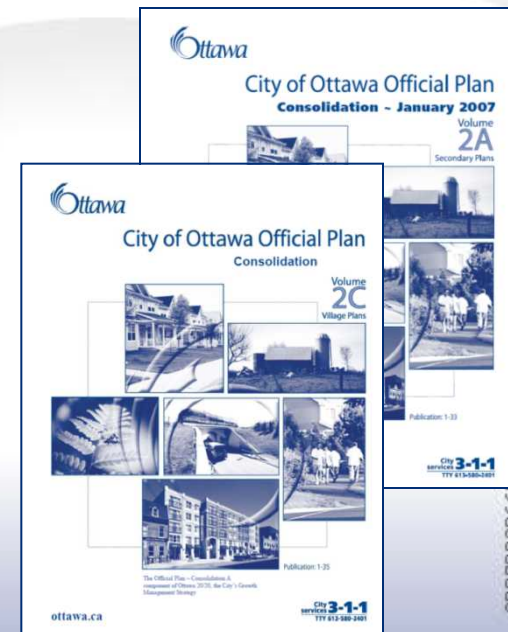
What is a Transit Oriented Development (TOD) Plan?

- Financial plans to make the necessary infrastructure and public realm improvements – future capital projects and financing
- Implementation strategies
- Timeframe:
 - Short term – 2031 - easiest lands to develop
 - Long term 50+ years



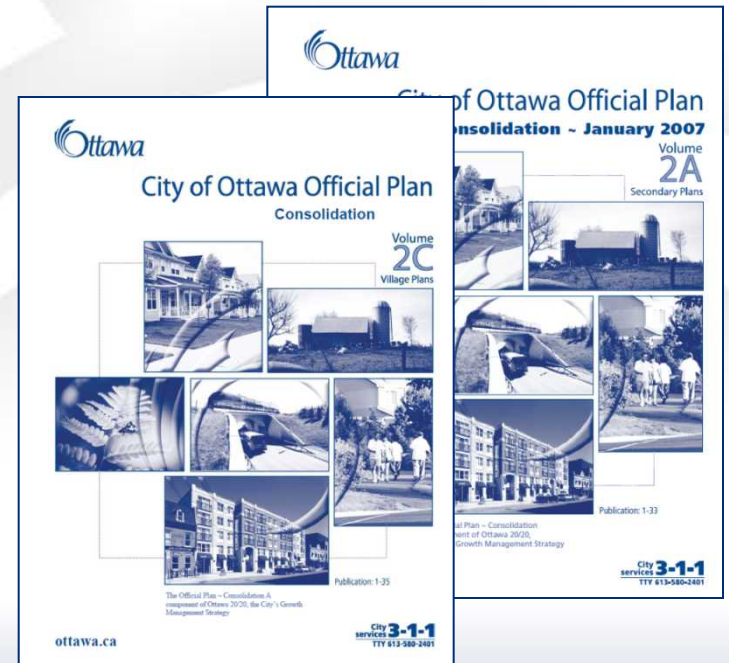
What is a Secondary Plan?

- A “sub-plan” of the City’s Official Plan
- Created under the authority of the *Planning Act* (legal document) – Statutory Document
- A tool to implement secondary planning studies
- Specific to a geographic area (i.e. boundary of a CDP or TOD)
- Must conform to Official Plan
 - May result in Official Plan changes



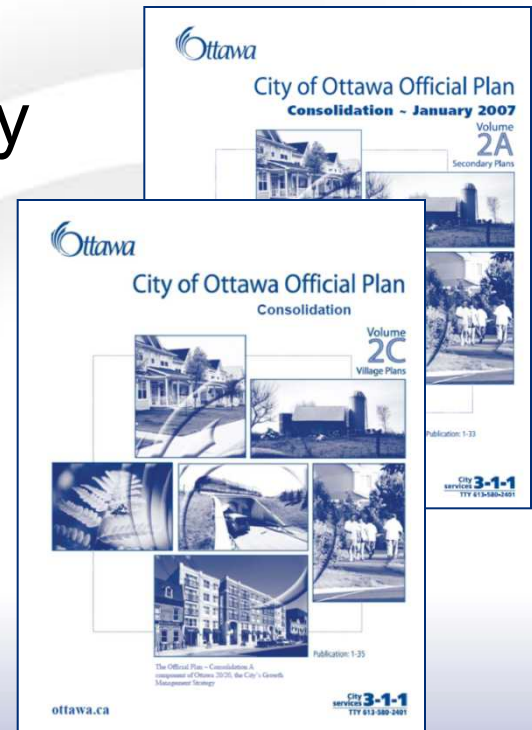
What is a Secondary Plan?

- Tool to implement a CDP or TOD but...
- Only certain things can be implemented (included) in a Secondary Plan:
 - Land uses
 - Building heights
 - Densities
 - Particular design requirements
 - Detailed public realm elements



What is a Secondary Plan?

- Typically in areas where there is an existing built context (i.e. urban areas), CDPs and TODs are implemented through a Secondary Plan
- To maintain flexibility, a Secondary Plan may not be required for a greenfield CDP



Who's involved?

- Staff from the City – planners, engineers, parks planners, public health planners, housing staff, transportation staff
- Ward Councillor and their staff
- Community Associations and Residents
- Business Improvement Areas (BIAs)
- Public Advisory Groups (PAGs)
- Landowners
- Developers
- Consultants



Who's involved?

- Technical agencies
(e.g. Conservation Authorities,
school boards)
- Other levels of government
- Planning Committee
- Council



Public Works and
Government Services
Canada

Travaux publics et
Services gouvernementaux
Canada



How long do CDPs and TOD plans take?

Project
Launch

Planning
Committee

City Council:
Project
Completion

Questions?


CDPs and TODs online at Ottawa.ca

ottawa.ca/en/city-hall/planning-and-development/community-plans-and-design-guidelines/community-plans-and-studi-0

Community plans a... Annotated OP Draft TMP Planning Act, R.S.O. ... Zoning By-law | City... Montreal Urban Ren... Scott Street CDP Stockvault.net Pixlr

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Completed Plans

The Community Design Plans and studies contained within this section have completed their public consultation phase and have been approved by City Council for implementation.

- Barrhaven South Community Design Plan
- Bank Street Community Design Plan
- Bayview Station District Community Design Plan
- Bayview/Somerset Area Secondary Study
- Beechwood Community Design Plan
- Cardinal Creek Village Concept Plan
- Carp Road Corridor Community Design Plan
- Community Design Plan for the Village of Carp
- Community Plan for the Village of Constance Bay
- Downtown Ottawa Urban Design Strategy
- East Urban Community - CDP For The Phase 1 Area
- Escarpment Area District Plan
- Fernbank Community Design Plan
- Greely Community Design Plan

In This Section

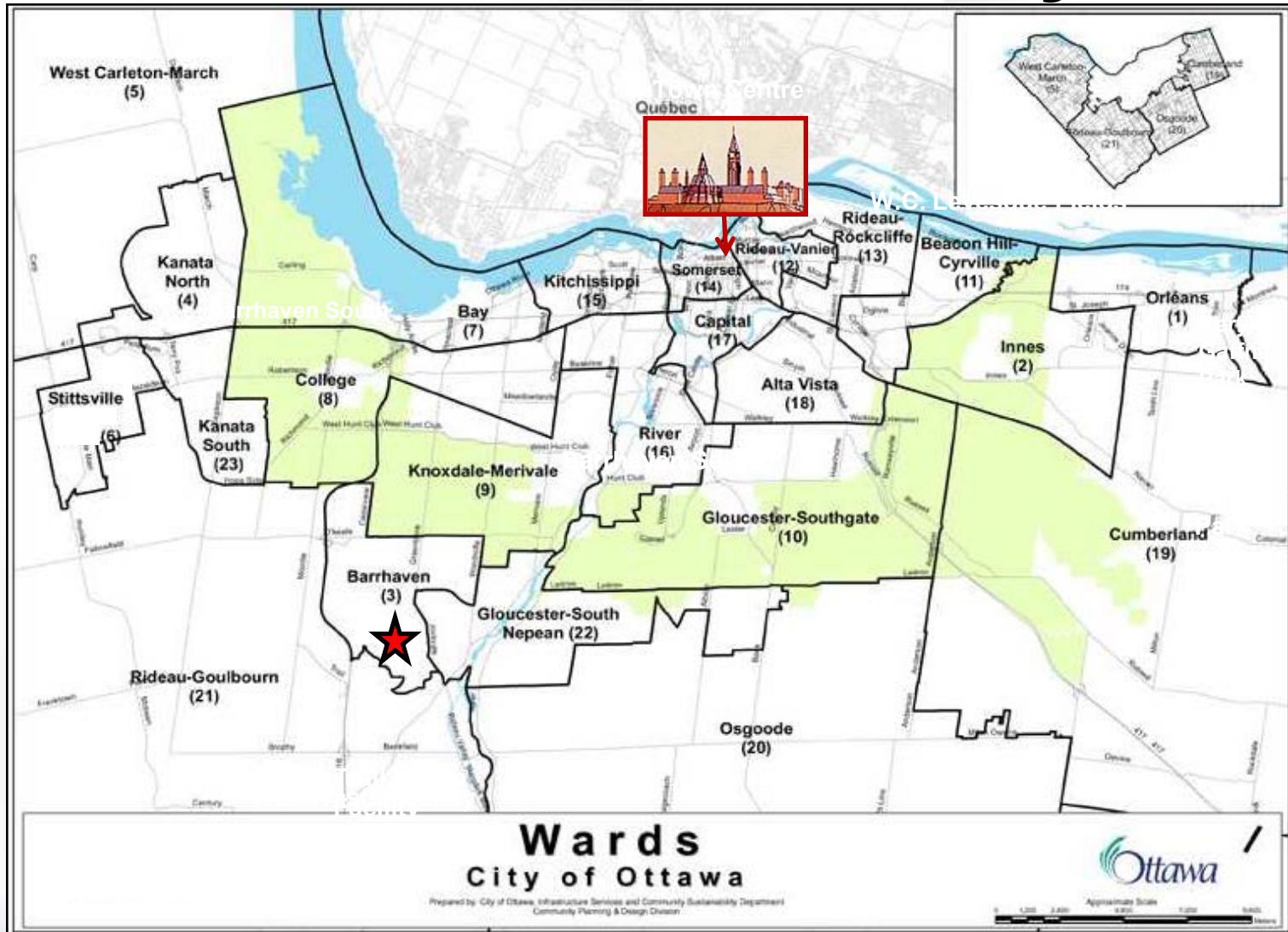
- ▶ Barrhaven South Community Design Plan
 - ▶ Chapter 1 - The Lands
 - ▶ Chapter 2 - Collaborative Community Building
 - ▶ Chapter 3 - The Planning Context
 - ▶ Chapter 4 - Development of the Plan
 - ▶ Chapter 5 - The Plans for Barrhaven South
 - ▶ Chapter 6 - Community Design Guidelines
 - ▶ Chapter 7 - Implementation of the Plan
- ▶ Bank Street Community Design Plan
- ▶ Bayview Station District Community Design Plan
- ▶ Bayview/Somerset Area Secondary Study
 - ▶ Background
 - ▶ Process
 - ▶ Three Development Option (October 2004)
 - ▶ Council-approved Development Concept (January 2005)

Feedback

Barrhaven South Community Design Plan



Barrhaven South – Study Area

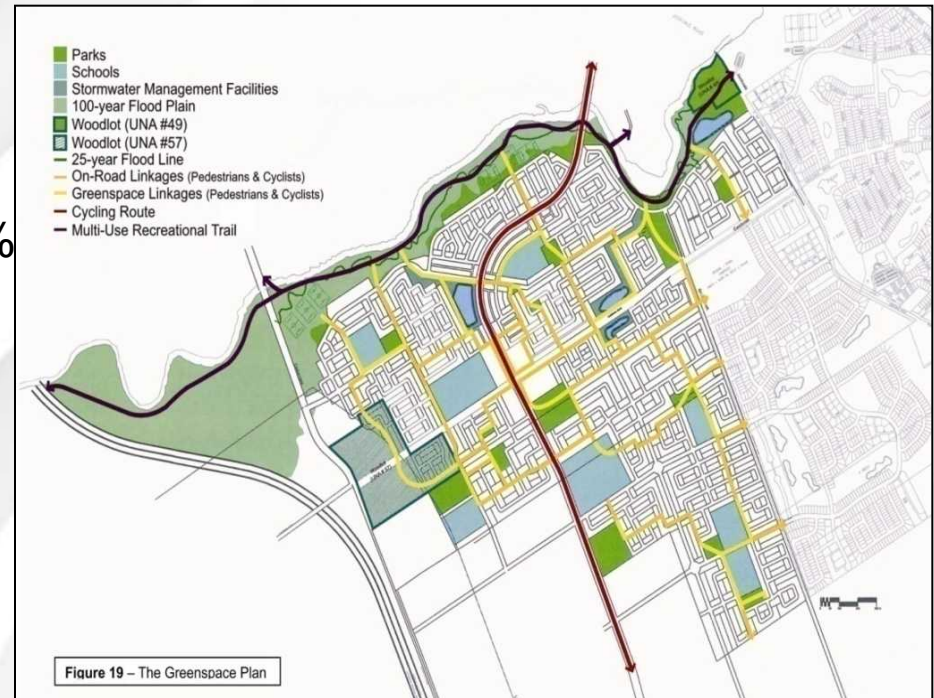


Barrhaven South – Study Area



Barrhaven South CDP - Purpose

- Establish principles, plans and design guidelines to form the basis for which to consider applications for plans of subdivision, zoning and site plan control approval. This slide shows the Green Plan as an example.
- Develop plans which prioritize walking, cycling and public transit
- Establish a mix of residential uses that meets the target of at least 10% apartments and 30% multiples (stacked and townhouses), and a maximum of 60% single-detached homes
- Undertake a demonstration plan which illustrates a mix of land uses and density, open space, parks, schools and stormwater management ponds



Land Use Plan



Demonstration Plan



Key Issues

■ Soils and topography

- Flat /Poorly drained
- Organic Soils
- Preconsolidate Soils



■ Transportation

- New Greenbank Road
- New Jockvale Road bridge

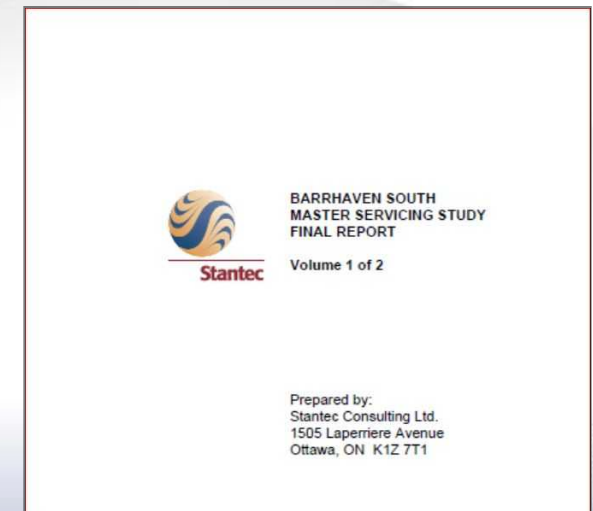
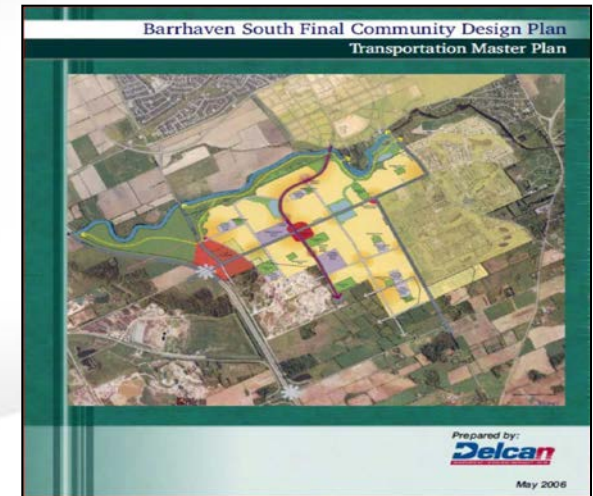


■ Trail Road Landfill Facility



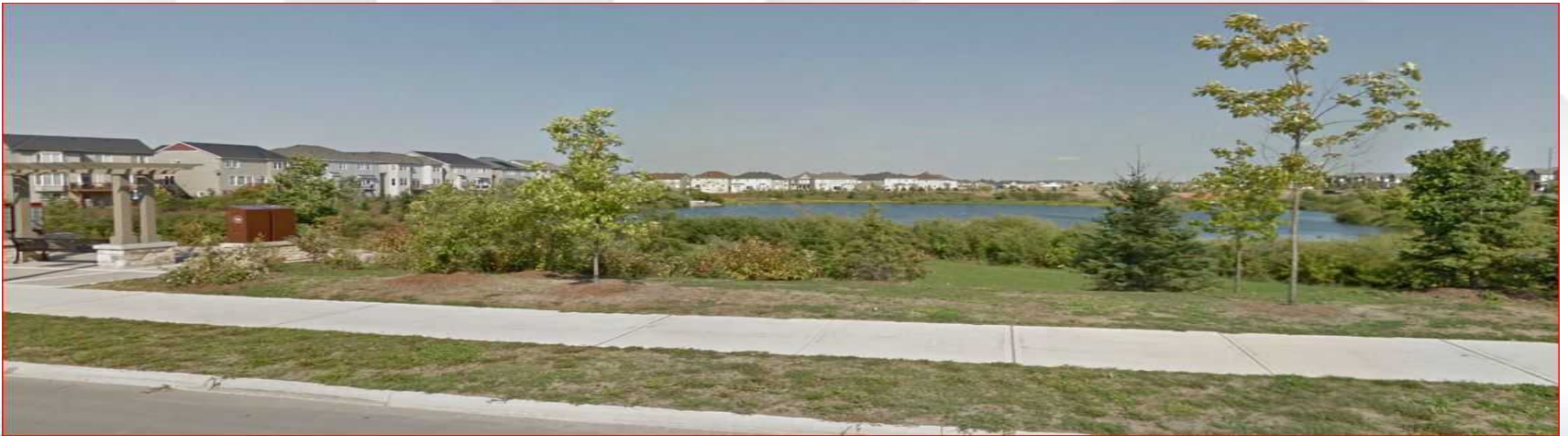
Companion Studies & Related City Projects

- Transportation Master Plan
- Jock River Subwatershed Study
 - Natural Environmental Plan
 - Conceptual Stormwater Management Plan
 - Conceptual Fisheries Compensation Plan
- Master Servicing Study
- Greenbank Road / Southwest Transitway Extension Environmental Assessment (EA)
- Jockvale / Longfields Extension EA

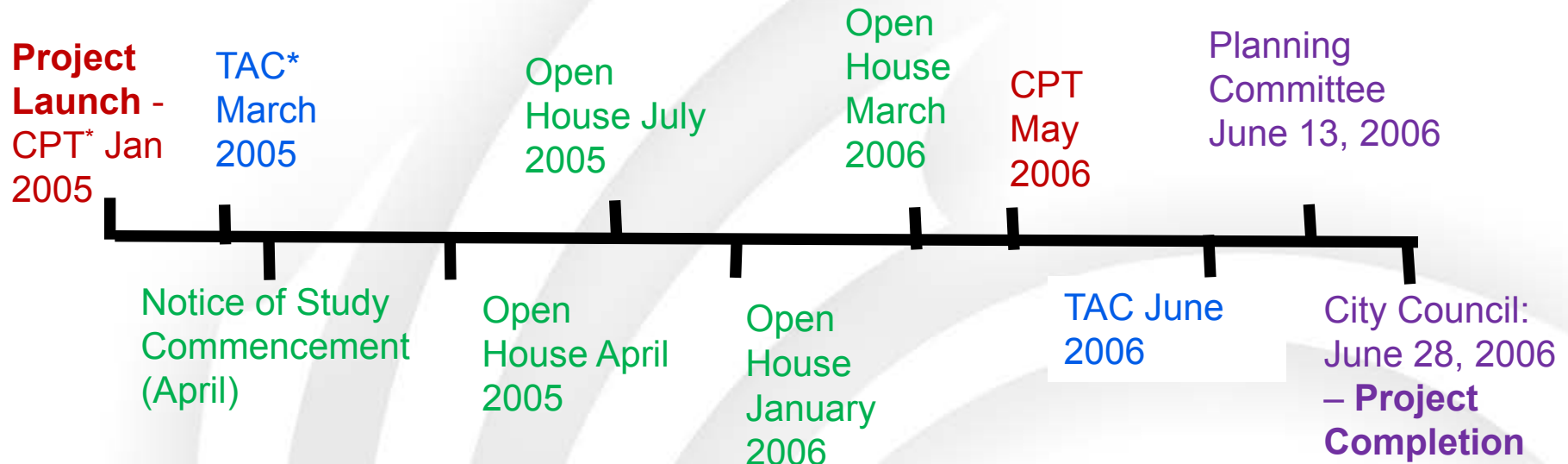


Council Approved Documents

- **Barrhaven South Community Design Plan**
- **Barrhaven South Transportation Master Plan**
- **Jock River Reach 1 Subwatershed Study**
- **Master Servicing Study**



Barrhaven South – Timeline & Public Participation



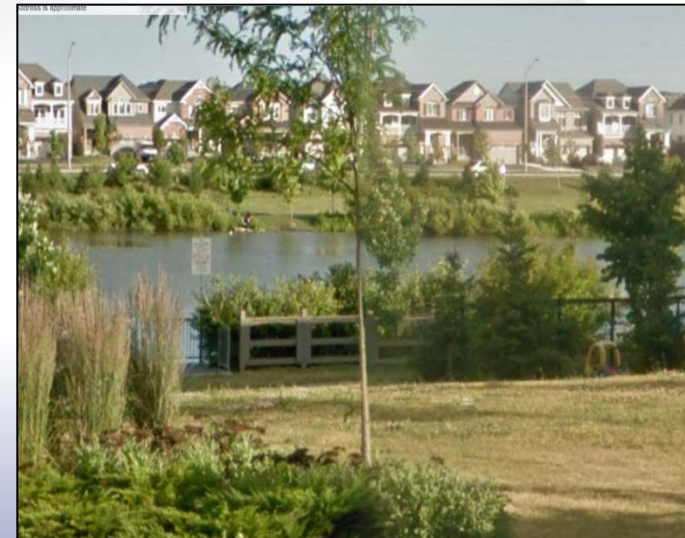
- * CPT Core Project Team met every two weeks for the duration of the Study – 26 in total
- * TAC Technical Advisory Committee meetings at key milestones throughout the Study – 7 in total

New Development

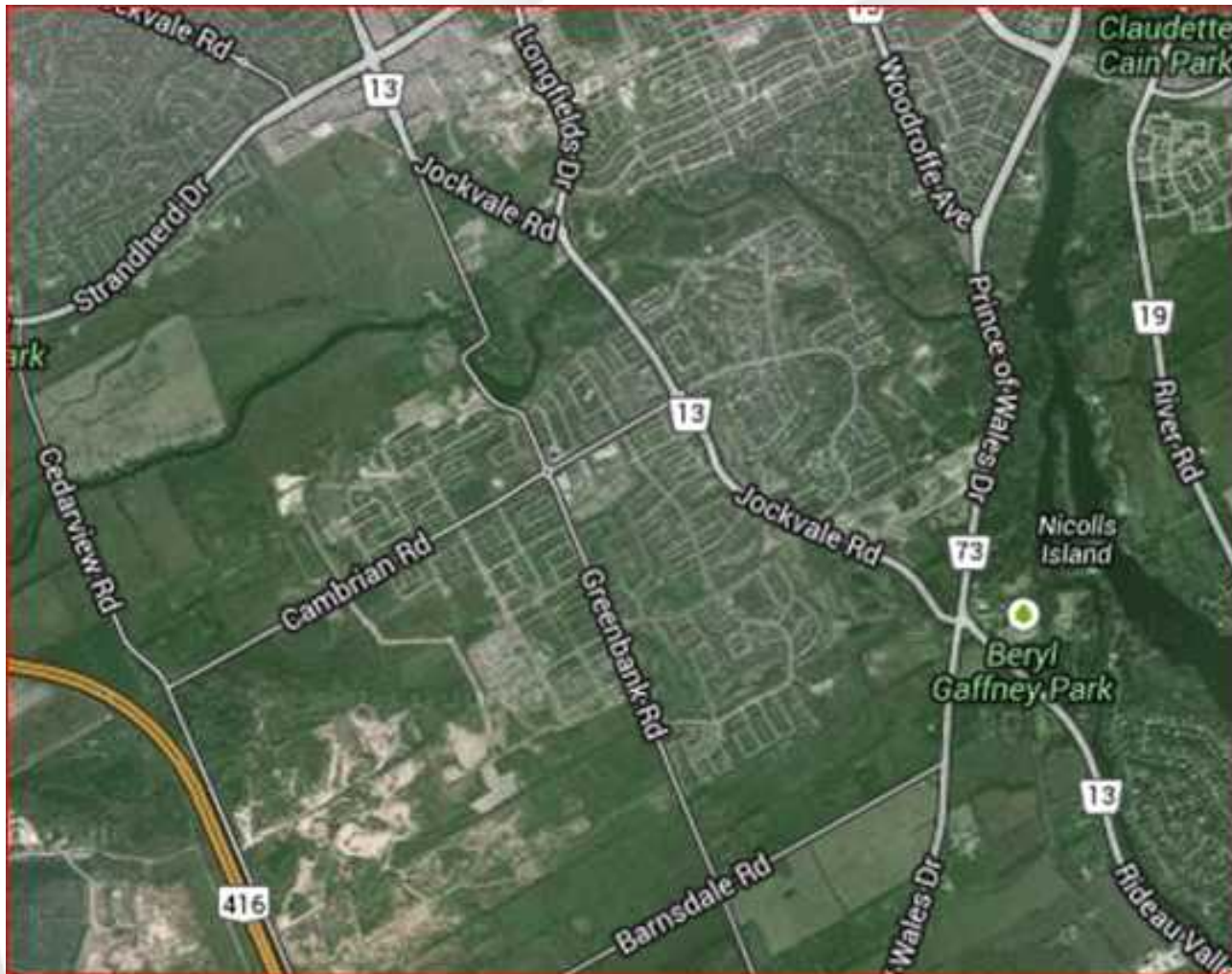
Focus on Jock River



**Stormwater ponds
part of community**

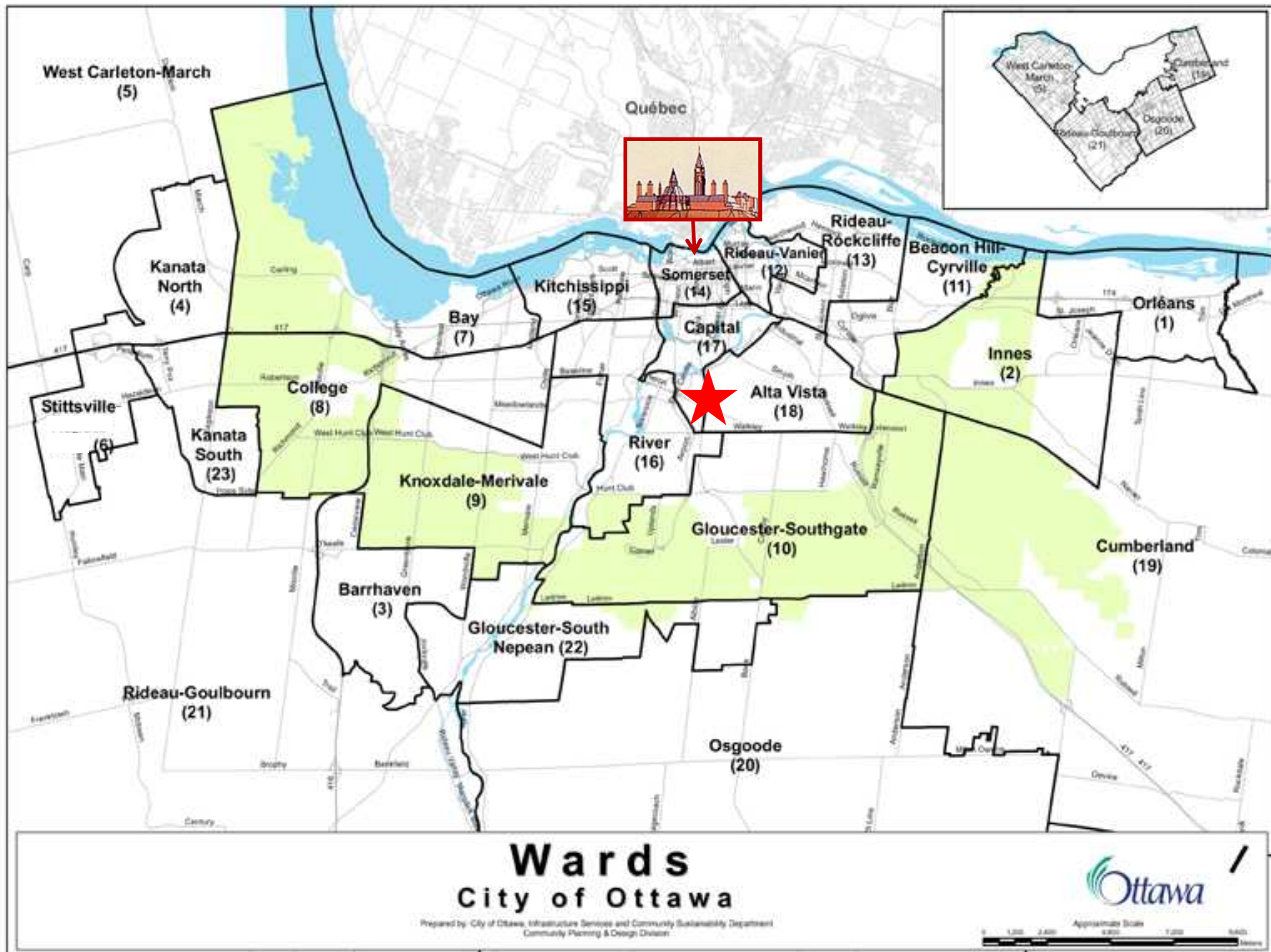


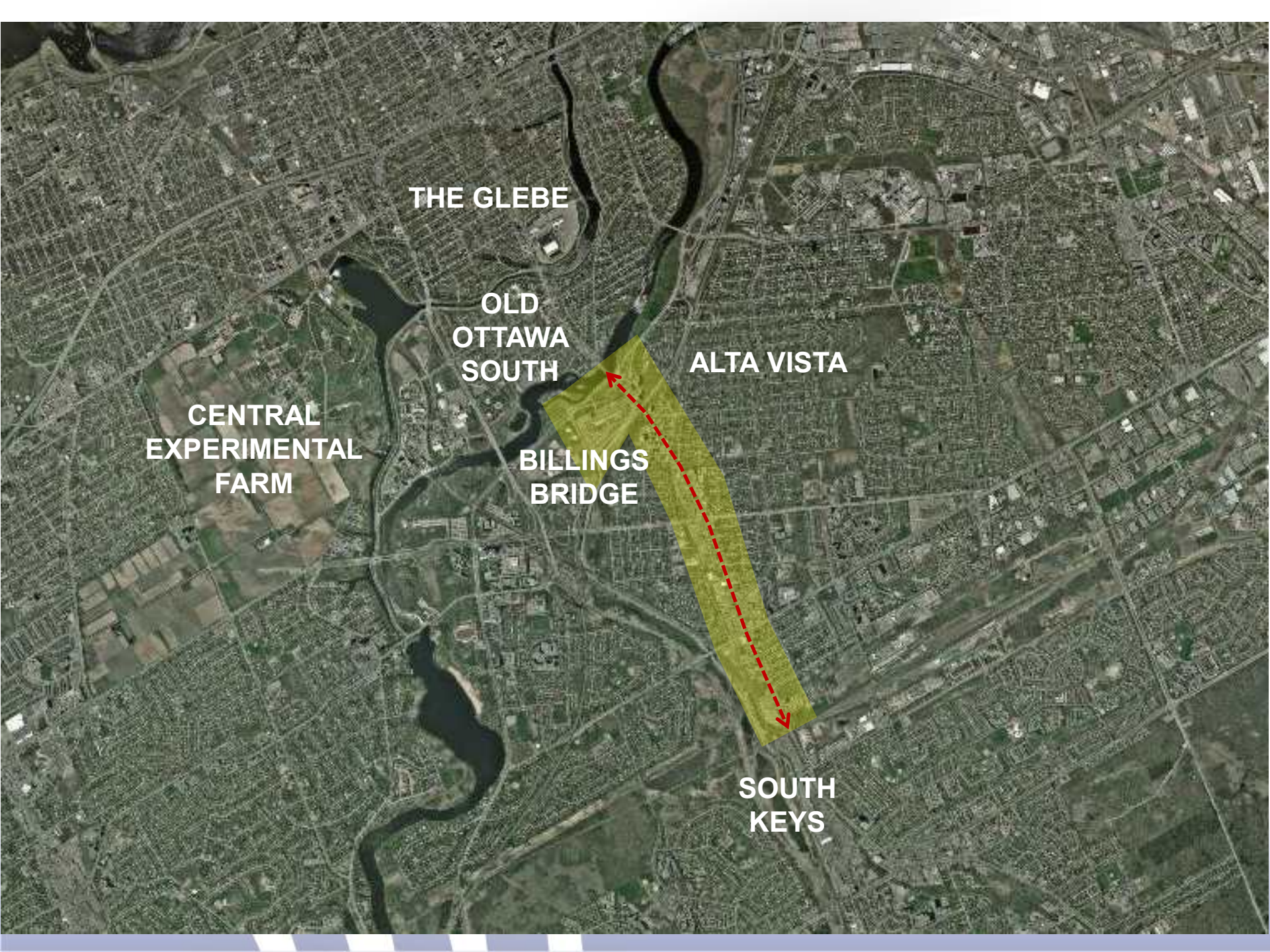
The CDP Area Today



Questions?

Bank Street South Community Design Plan





THE GLEBE

**OLD
OTTAWA
SOUTH**

ALTA VISTA

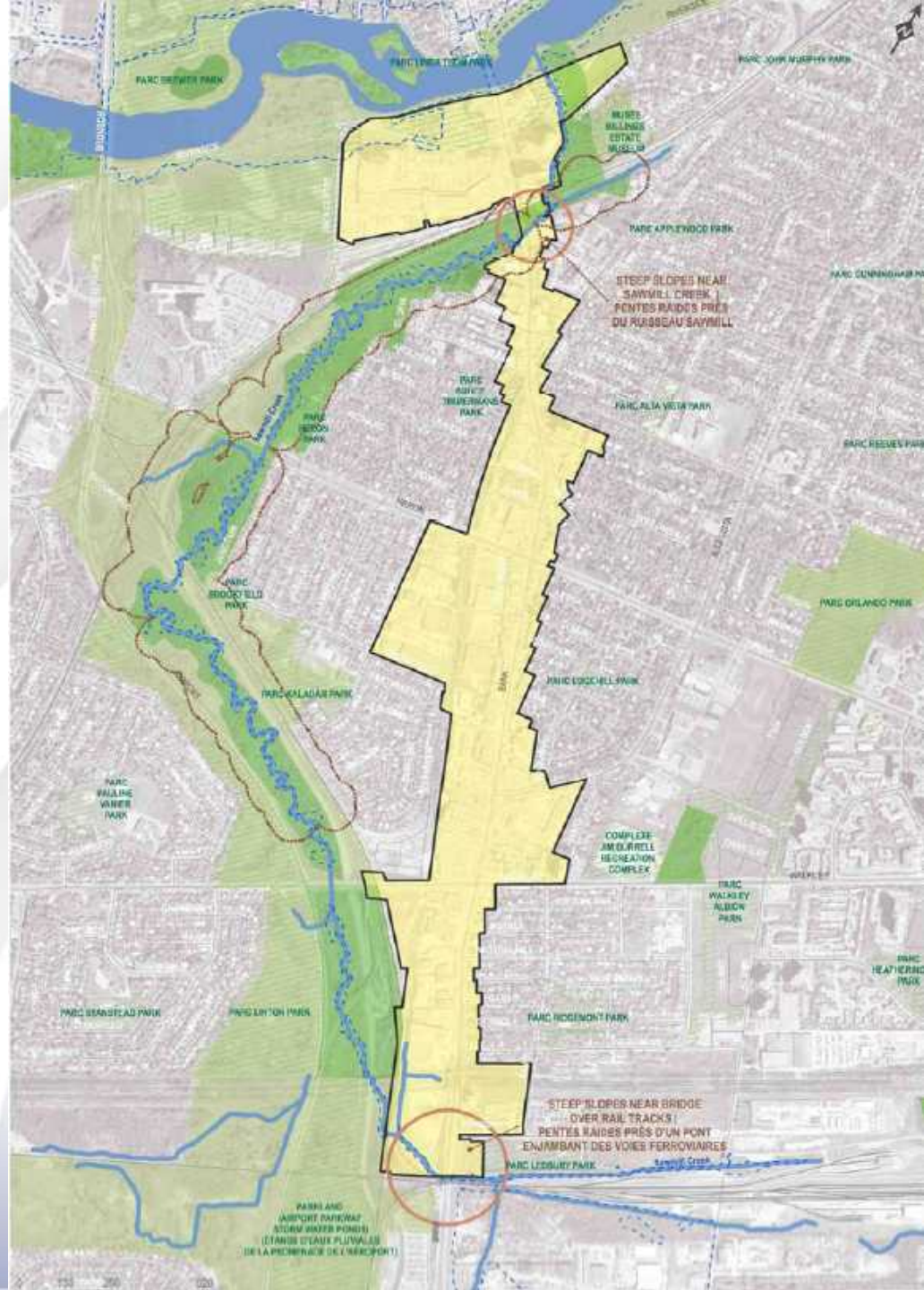
**CENTRAL
EXPERIMENTAL
FARM**

**BILLINGS
BRIDGE**

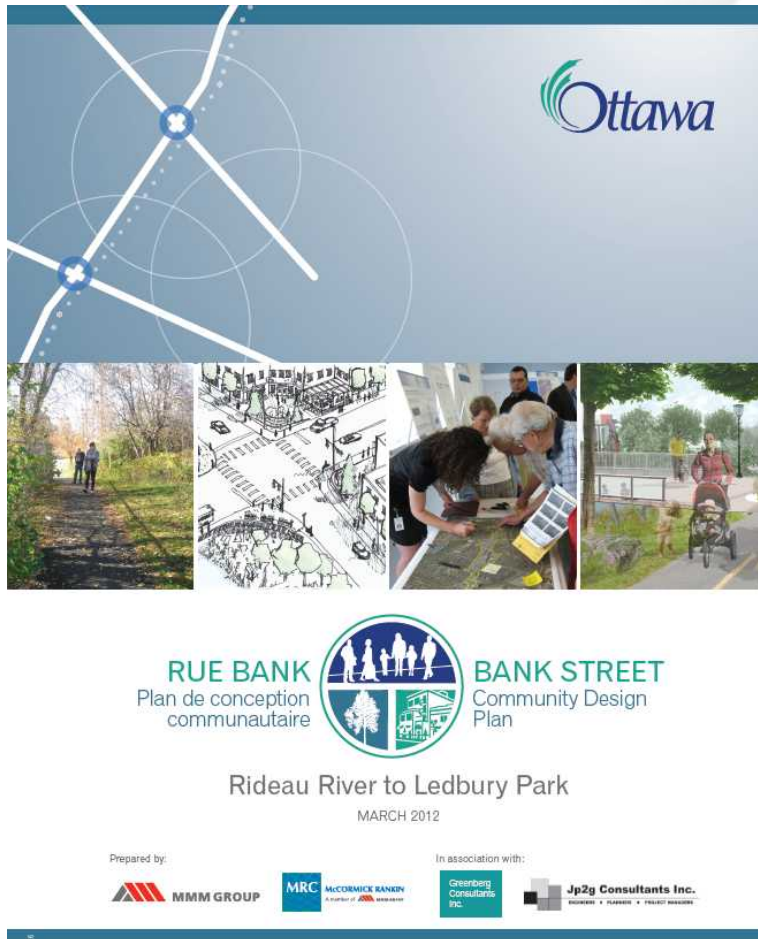
**SOUTH
KEYS**

Study Area: Bank Street South CDP

- Bank Street, from Riverside Drive to CN Railway Tracks
- A large, linear roadway
- 3.2 km long
- 101 ha
- Affects 3 Wards: Capital, Alta Vista, River



Bank Street South Community Design Plan: Purpose



- To put a plan in place that would guide and shape the growth envisioned for Bank Street
- Promote high-quality development and design, influence built form and create a more pedestrian- and cycling-friendly environment
- Identify implementation tools such as Zoning By-law changes, Capital Projects, etc.
- Timeframe for CDP is 20 years

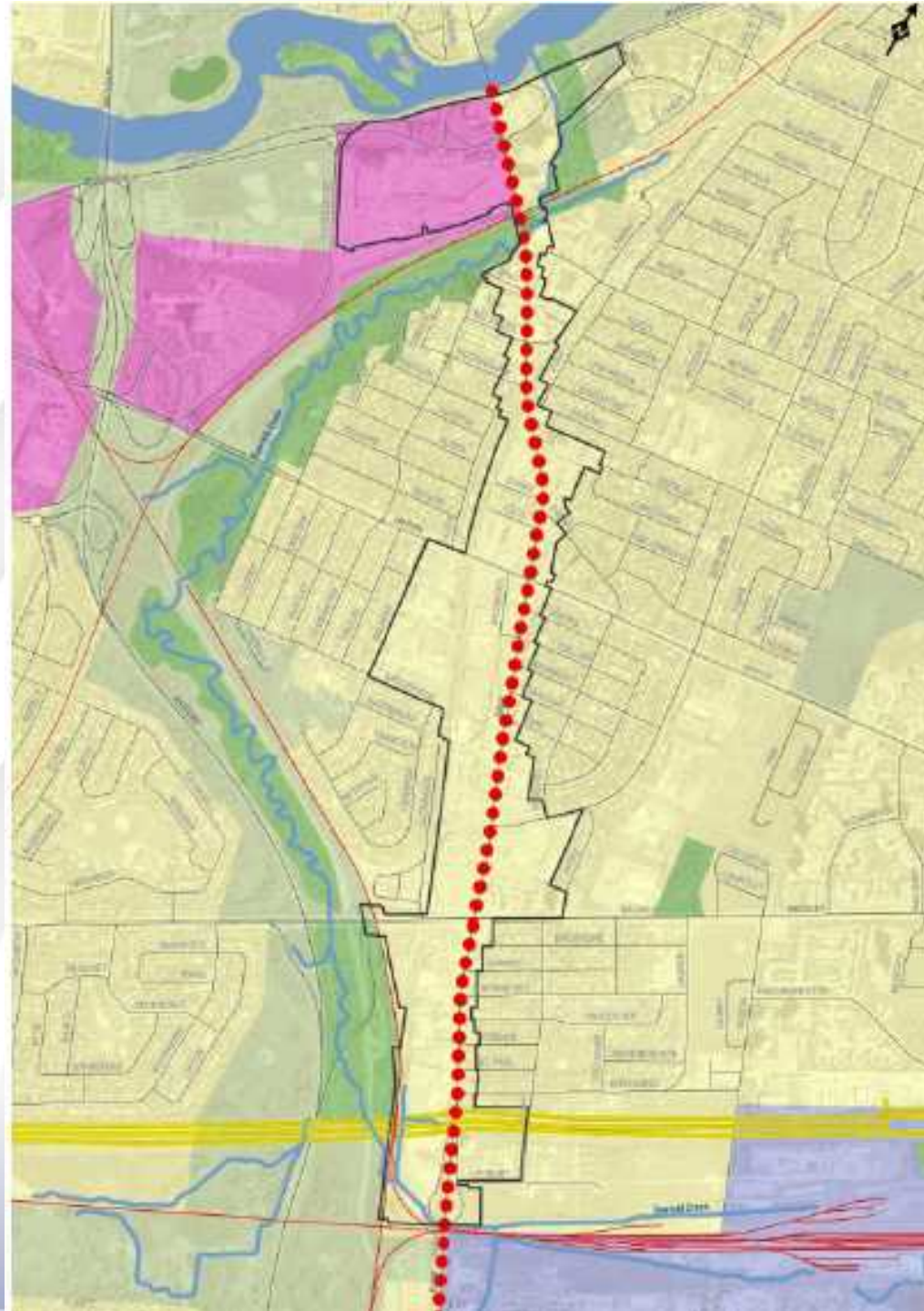
Key Features of Plan Area

- Sawmill Creek
- Rideau River
- Two bridges, one at either end
- Riverside Drive (NCC Parkway)
- Billings Bridge Shopping Centre
- Transit Stations at Shopping Centre & Walkley Road
- Old industrial area
- Properties on east side of Bank Street more fine-grained than west side
- Low density neighbourhoods surrounding the study area



Official Plan Policies affecting the CDP:

- Arterial Mainstreet (Bank Street)
- Mixed Use Centre (Billings Bridge Shopping Centre)
- Design Priority Area
- Density Requirement
- Transit-Oriented Development around Stations
- Urban Natural Feature (Sawmill Creek)
- Cycling lanes along Bank

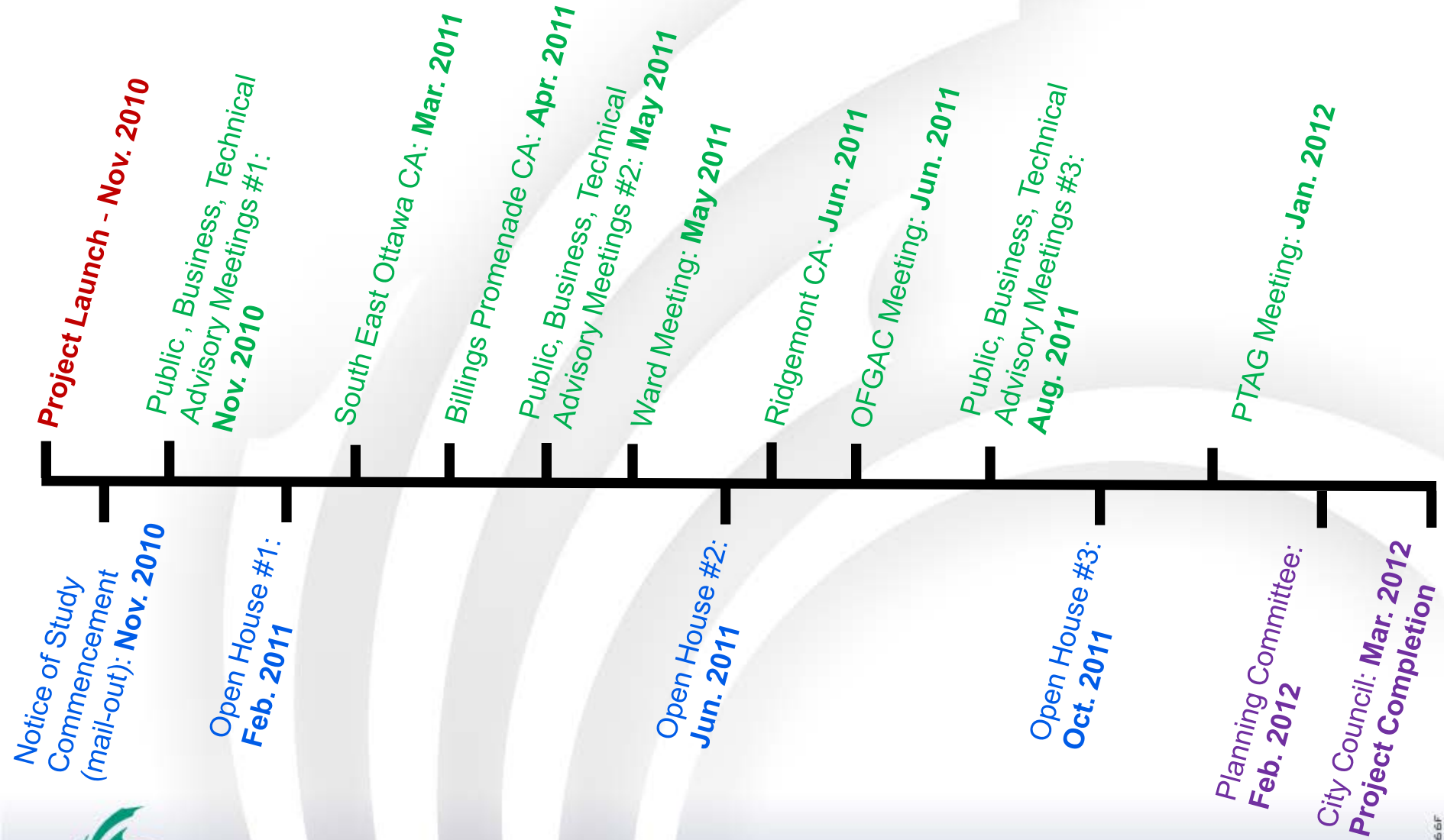


Stakeholder Consultation

- Three advisory committees (Public, Technical, Business)
- Three open houses
- Project webpage
- Project e-newsletter list
- Advertisements in newspapers
- Separate meetings to: Community Associations, Environmental Advisory Committee, and Transportation Advisory Committee
- Ultimately presented to Planning Committee then City Council

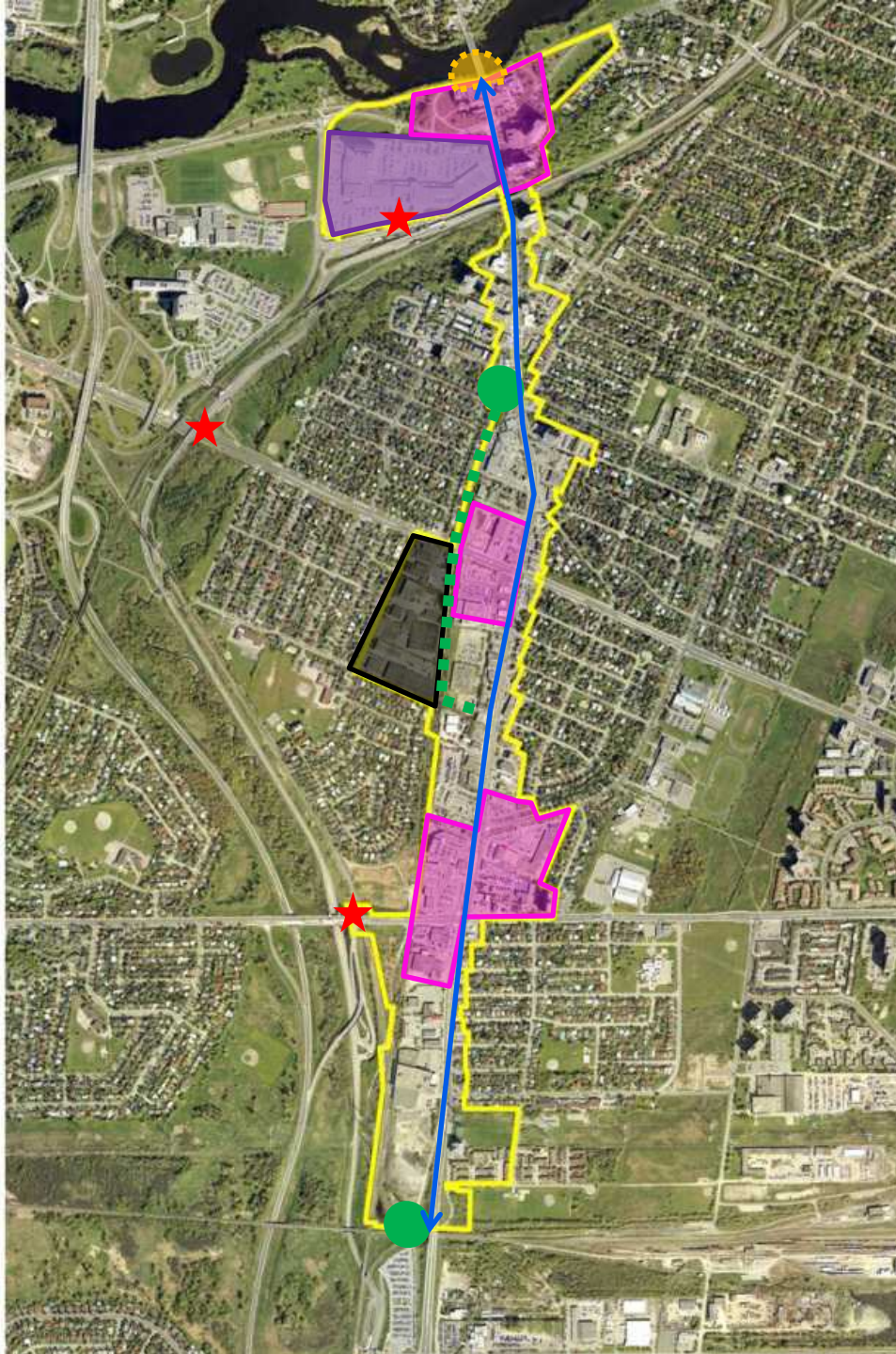


Timeline & Public Participation



Recommendations of CDP

- Improvements to Bank Street
- Creation of 'Activity Nodes' near transit stations
- Rezoning of Shopping Centre to enable growth and promote walkability to transit
- Rezoning of Industrial lands
- Green corridor from Eerie Avenue to Bruce Timmerman Park
- Lookout at Billings Bridge
- New park near Ledbury Avenue



Council approved documents:

- Community Design Plan
- Secondary Plan (to reinforce policies in the CDP about land use, maximum building heights, design of buildings, future park space, etc.)
- Zoning By-law Changes

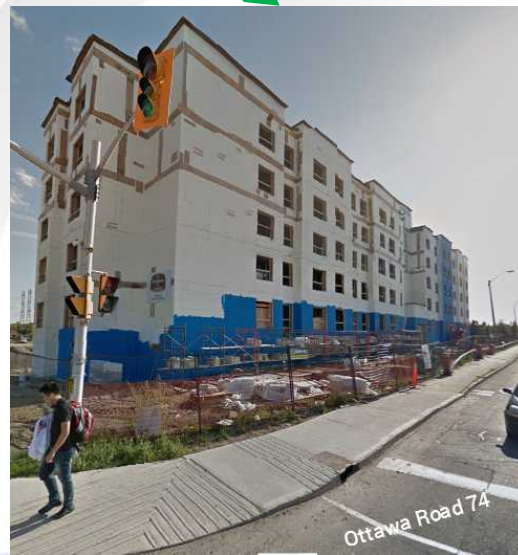
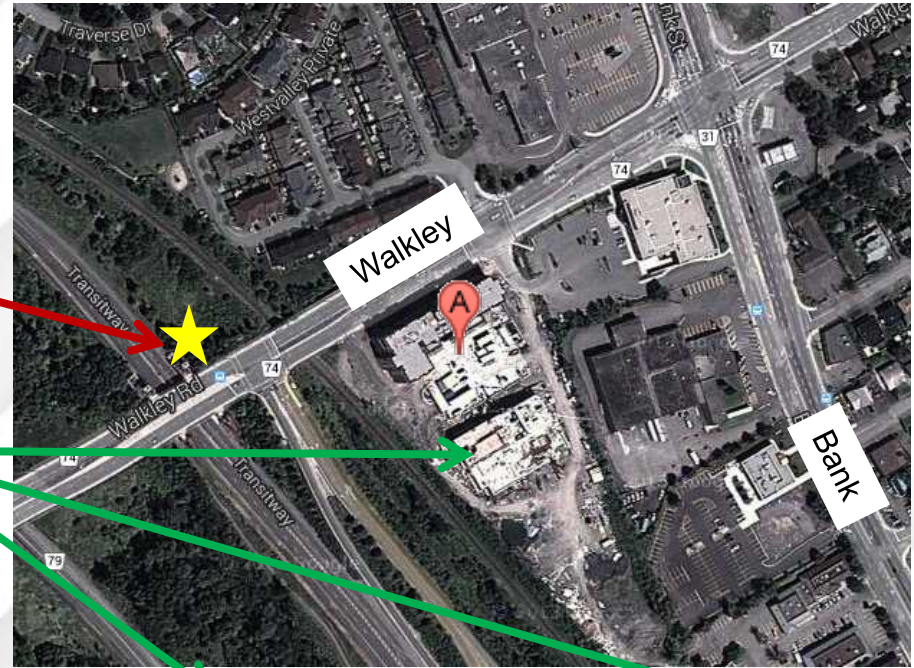
Related City Projects

- Bank Street Reconstruction Project, Phase 1 completed
- Phase 2 will consider the recommendations of CDP



The CDP area today

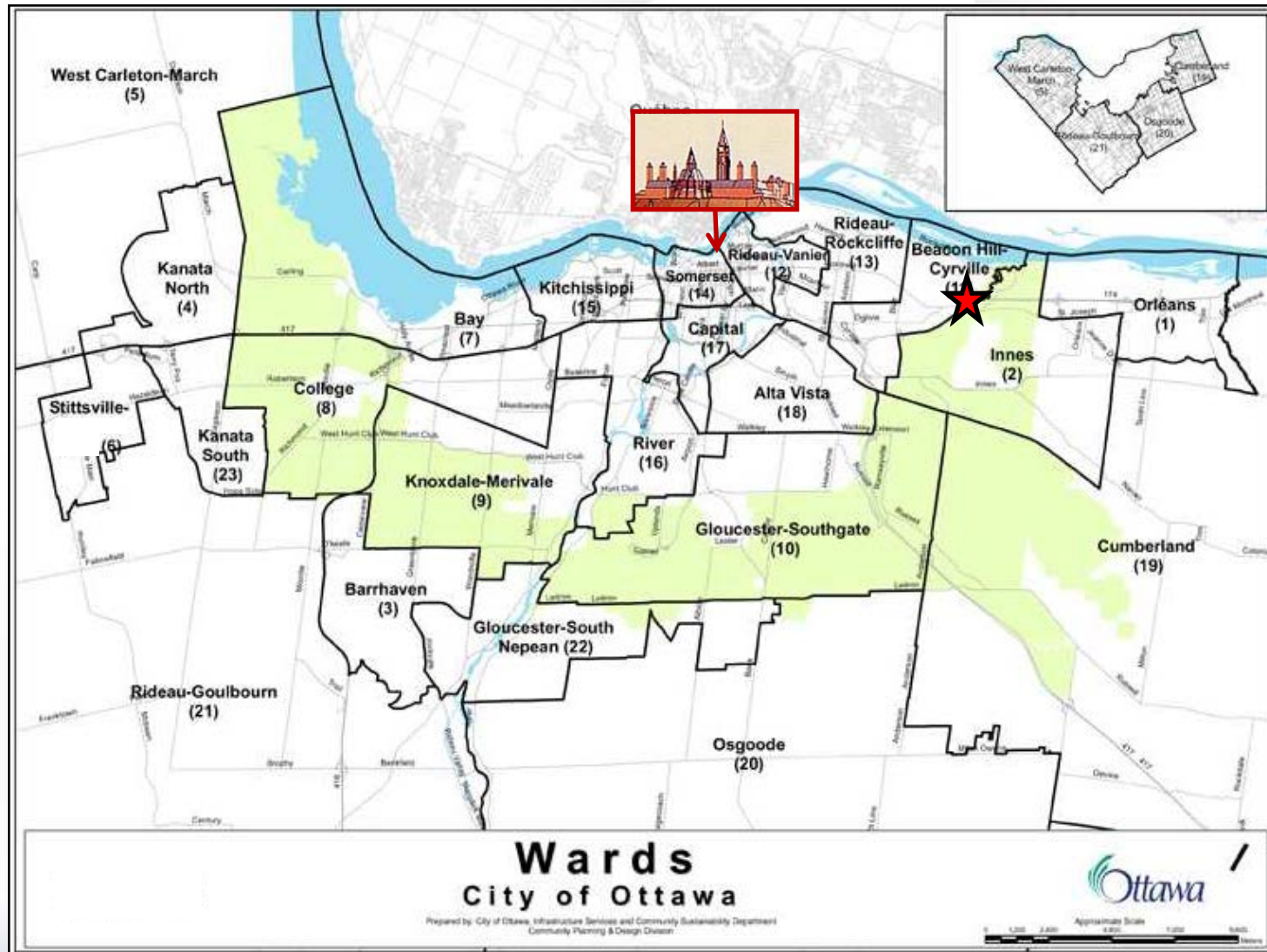
- One appeal was received. Appeal was dropped and issue was resolved before Hearing
- Zoning is in full effect
- **New O-Train Station approved for Walkley Road (Station construction may begin as early as mid-2016)**
- **New development near Walkley and Bank (6 storey Marriott Hotel, and condominium building)**
- Bank Street Road Reconstruction Phase 2 has not yet begun
- South Keys CDP is underway and is contiguous with Bank Street South CDP boundaries



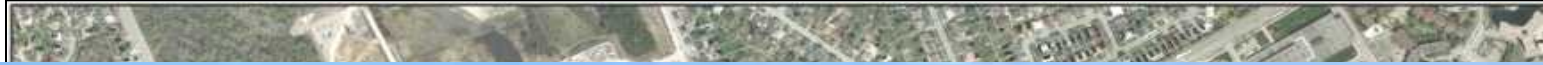
Questions?

Blair Transit-Oriented Development Plan

Blair TOD – Location



Blair TOD – Study Area



Blair TOD - Purpose

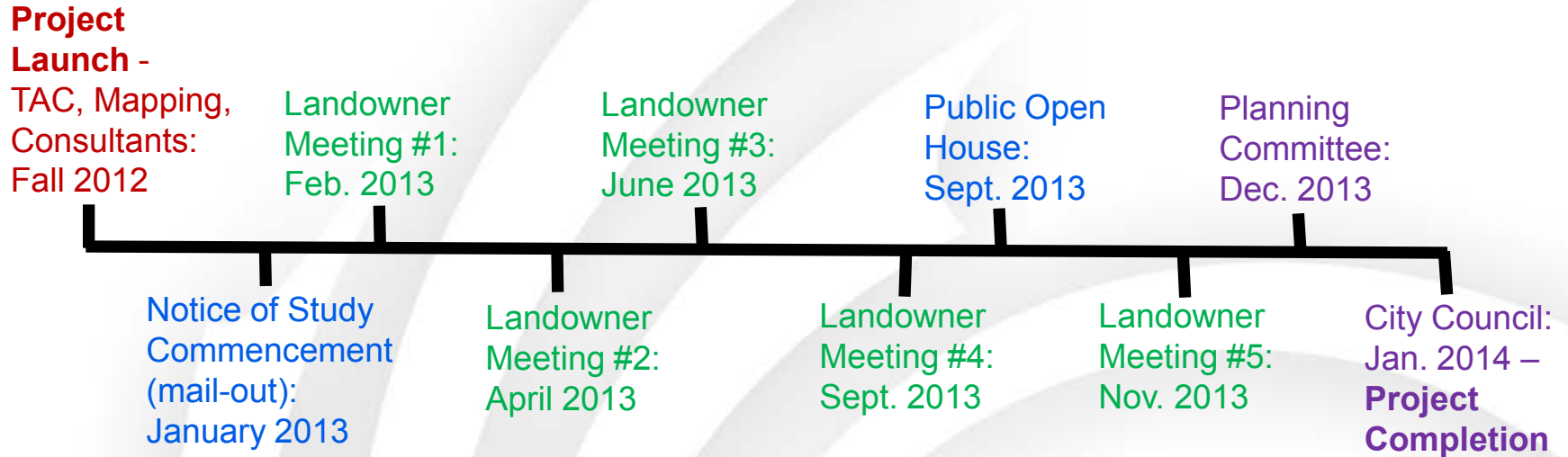
- Establish policies and plans to guide future growth in this area in anticipation of development interest brought by LRT in 2018
- Provide clarity for landowners and residents on potential building heights and densities
- Show illustrations to demonstrate conceptual build-out scenarios
- Support transit ridership and help achieve City's return on investment in LRT
- Encourage high quality urban design to improve liveability and attract investment



Blair TOD – Key Ideas

- Improve pedestrian and cycling conditions, including more safe and direct connections to Blair Station
- Plan for eventual transit-supportive densities: >200 ppl/ha (3x existing)
- Focus on largest opportunities like parking lots & vacant sites and exclude existing stable residential communities
- Ensure land use flexibility in new zoning (e.g. office or residential)
- Concentrate tallest buildings and highest densities closest to LRT station
- Identify locations of main pedestrian-oriented streets that will have more stringent urban design requirements
- Delineate potential locations for future urban parks and plazas

Blair TOD – Timeline & Public Participation



Blair TOD – Plans & Policies

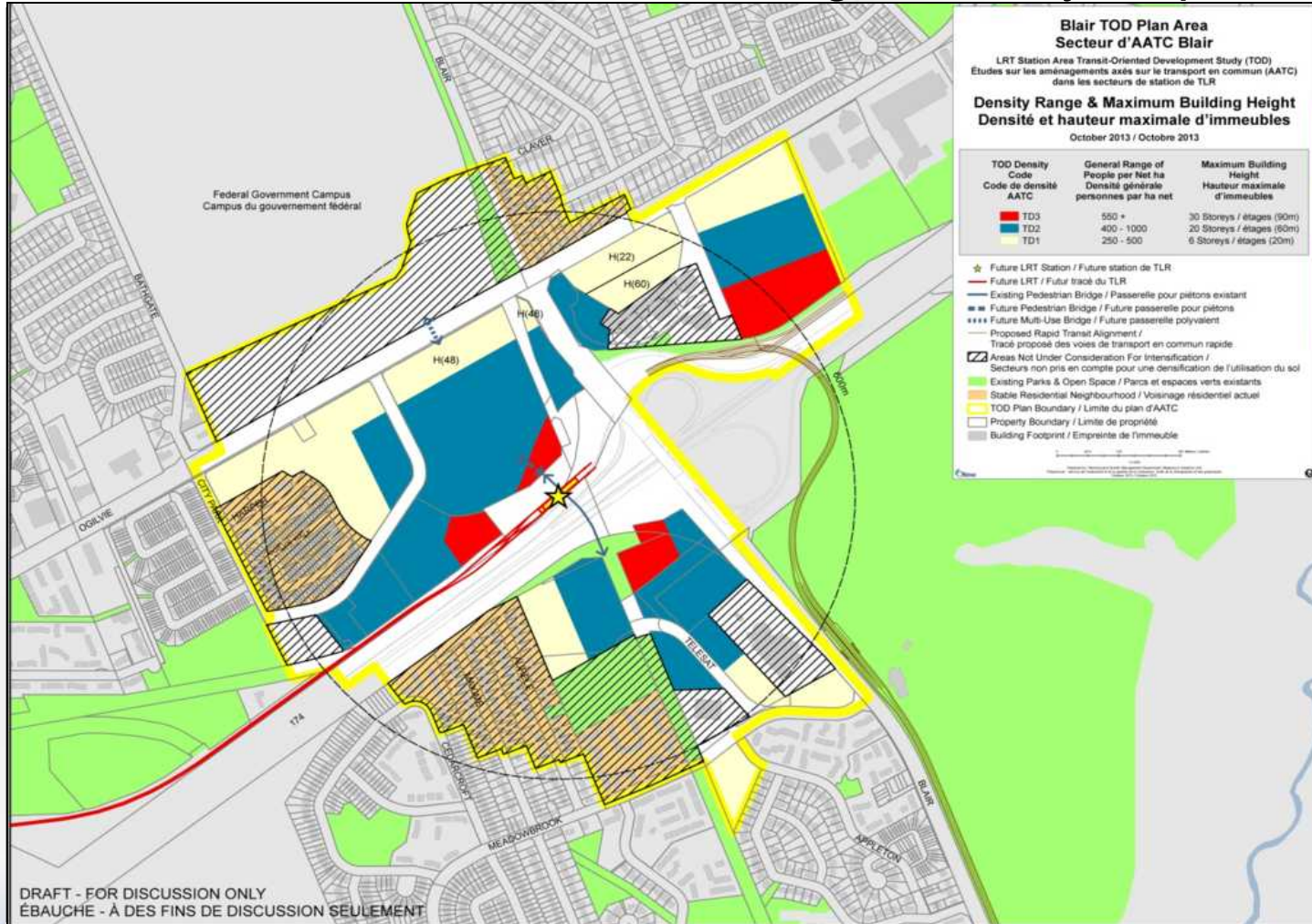
Informed By:

- Official Plan policies
- Internal discussions with Technical Advisory Committee
- TOD best practices
- Study area site visits
- Density projections & calculations
- 3D model & urban design evaluation
- Engineering studies (infrastructure capacities)
- Landowner consultation
- Local residents' input



Blair TOD – Results

- Blair TOD Plan document, including summary maps:



Blair TOD – Results

- Official Plan amendment
 - Expansion of Mixed Use Centre
- Secondary Plan
 - Min. Density / Max. height
- Zoning By-law Amendments
 - New zoning: TD1, TD2, TD3
 - Guidance for future zoning
 - Urban design requirements
- Passed by Planning Committee on December 10, 2013 and City Council on January 22, 2014



Questions?

How are CDPs, TOD plans and Secondary Plans changed?

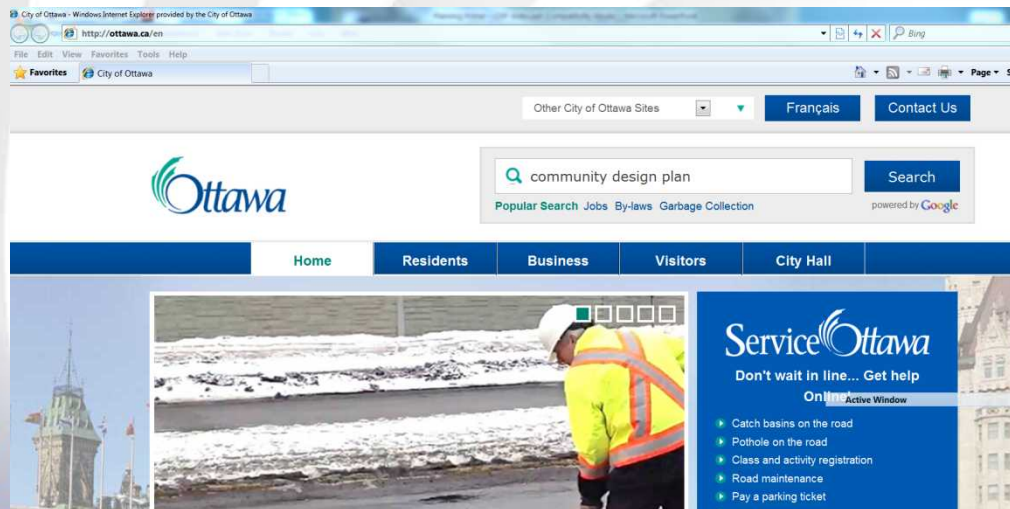
CDPs/TODs	Secondary Plans
No application process but Council can approve modifications	Application process - Official Plan Amendment that requires Council approval
Council's decision cannot be appealed to the Ontario Municipal Board	Can be appealed to the Ontario Municipal Board (<i>Planning Act</i>)
	Subject to five-year reviews of Official Plan

In Summary

CDPs	TODs	Secondary Plans
Guide to growth and development – intensification and new development	Guide to development and intensification near transit stations	Implementation tool for CDPs and TODs and other secondary planning studies
Intensification or growth area in the Official Plan	Intensification near transit station(s)	
Consultation process varies	Consultation process similar for each station	Consultation process mandated through the <i>Planning Act</i> and Official Plan
Includes a variety of different topics/issues	Includes a variety of different topics/issues	Can only contain certain elements permitted under the <i>Planning Act</i>
Ottawa approach to secondary planning	Ottawa approach to secondary planning	Can be found across the Province

How do I find CDPs, TODs and Secondary Plans?

- CDPs and TODs – visit ottawa.ca and type Community Design Plan or Transit Oriented Development in the search engine
- Secondary Plans – visit ottawa.ca/officialplan



Thank you!