

AFFORDABILITY AND CHOICE TODAY (A•C•T) STREAMLINED APPROVAL PROCESS PROJECT

Revitalizing the Bank Street Corridor

**Leaning & Associates, Architects & Planners
Ottawa, Ontario**

Prepared for:

Federation of Canadian Municipalities

Canadian Home Builders' Association

Canadian Housing and Renewal Association

Canada Mortgage and Housing Corporation

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Ottawa, Ontario

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FOREWORD

The project documented in this case study received funding assistance under the Affordability and Choice Today (A•C•T) Program. A•C•T is a joint initiative, managed by the Federation of Canadian Municipalities, the Canadian Home Builders' Association, and the Canadian Housing and Renewal Association, together with the funding agency Canada Mortgage and Housing Corporation. The A•C•T Program is administered by the Federation of Canadian Municipalities.

A•C•T, which was launched in January 1990, was designed to foster changes to planning and building regulations and residential development approval procedures in order to improve housing affordability, choice and quality.

Through A•C•T, grants are awarded to municipalities, private and non-profit builders and developers, planners and architects to undertake innovative regulatory reform initiatives in municipalities across Canada. Three types of projects are awarded grants under the A•C•T Program: Demonstration Projects, Streamlined Approval Process Projects, and Case Studies (of existing initiatives).

- *Demonstration Projects* involve the construction of innovative housing that demonstrates how modifications to planning and construction regulations can improve affordability, choice and quality.

- *Streamlined Approval Process Projects* involve the development of a method or an approach that reduces the time and effort needed to obtain approvals for housing projects.
- *Case Study* grants are awarded for the documentation of existing regulatory reform initiatives.

Change and innovation require the participation of all the players in the housing sector. A•C•T provides a unique opportunity for groups at the local level to work together to identify housing concerns, reach consensus on potential solutions, and implement action. Consequently, a key component of A•C•T-sponsored projects is the participation and cooperation of various players in the housing sector in all phases of each project, from development to realization.

All projects awarded a grant under the A•C•T Program are documented as case studies in order to share information on the initiatives and the benefits of regulatory reform with other Canadian communities. Each case study discusses the regulatory reform initiative, its goals and the lessons learned. Where appropriate, the cost savings resulting from modifications in various planning, development, and construction regulations are calculated and reported.

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PROJECT OVERVIEW

Bank Street has been a major commercial spine and traffic route through Ottawa's Centretown area since the 1850s. Its stores and businesses have supported the immediate and regional residential communities since its beginnings. Much of Centretown was revitalized during the 1970s and 1980s, with the exception of a 28-block section referred to as the Bank Street Corridor.

The Bank Street Corridor had significant redevelopment potential and a pressing need for affordable housing, but by-law changes were required to facilitate redevelopment. In May 1991, Leaning & Associates, Architects & Planners was awarded an A•C•T grant to study the feasibility of revitalizing the Corridor. A task force of 11 members representing diverse community and development interests participated in and guided the study.

The key goals of the feasibility study were to examine affordable housing opportunities on underutilized parcels of land in the Corridor, and to identify the regulatory modifications required to facilitate the development of affordable housing.

The study proposed creating five development zones within the corridor, with each zone having its own building size, landscaping and land use controls to encourage optimum density and compatible development.

The proposed building size controls for new construction addressed right-to-light, building face height, setbacks and permitted projections. A comprehensive

landscaping policy for the area aimed to eliminate unused landscaped areas, increase public access to suitable landscaped areas, and facilitate the creation of community parkland. A comprehensive parking plan was recommended for the Corridor that would provide both short- and long-term parking in the area. Three other land use changes were proposed:

- Eliminate minimum bedroom count provisions in the by-law, in order to reflect real housing needs in the area and allow economies to be achieved with simpler building layouts
- Eliminate surface parking as an accessory use, to control demolition of buildings
- Eliminate non-retail, street level uses on Bank Street, to stop the erosion of the historic shopping character of the street

The task force made another proposal specifically related to preserving the historic shopping character of Bank Street. It concluded that the regional road widening allowances for Bank Street would not contribute to creating a major arterial road and that the allowances actually encouraged the destruction of existing non-conforming buildings. The task force therefore recommended rescinding the widening allowances.

A four-block demonstration area within the Bank Street Corridor was selected to explore the effects of implementing the proposals made by the task force. The area could be the site for a subsequent demonstration project involving the development of housing,

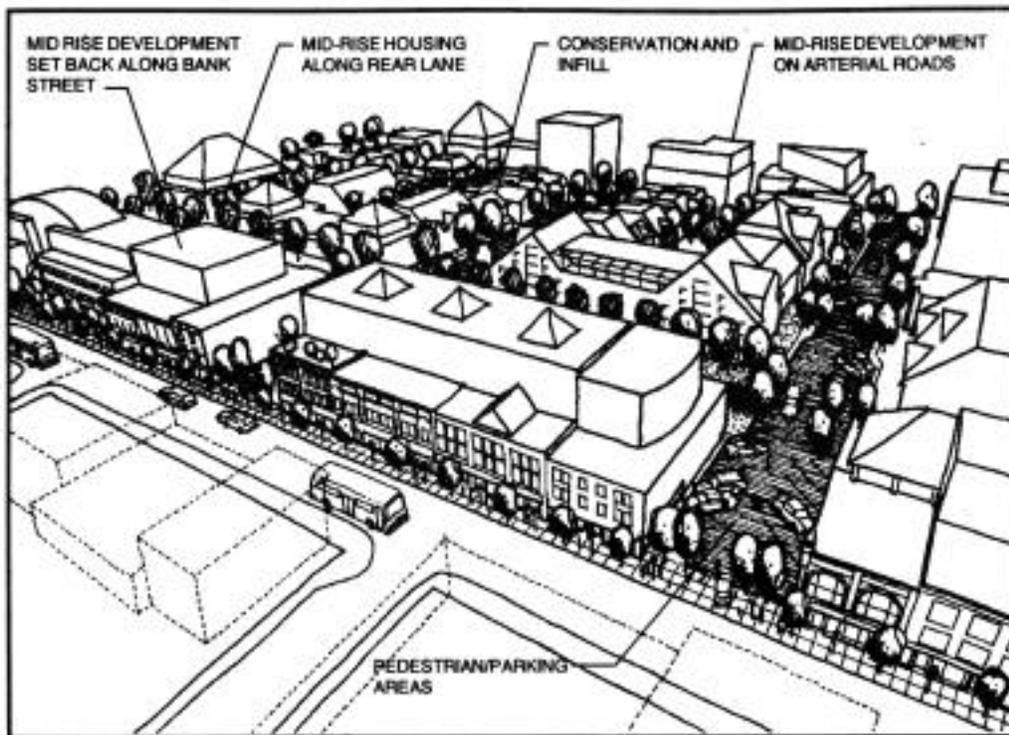
new commercial development, and improvement of the Bank Street retail frontage.

The demonstration project could also provide an opportunity to test a strategy for streamlining the approval process. The task force proposed that a comprehensive development application be prepared for the area with input from property owners, the community and the City. Once approved, the development plan could be offered as a package or in pieces to developers.

The results of this A•C•T project will improve housing affordability and quality by encouraging higher density housing forms, the elimination of wasted open spaces, reduced parking requirements and roadway allowances and the minimization of undesirable uses, such as surface parking lots.

New affordable housing developments will help to revitalize existing housing and commercial properties in the Bank Street Corridor, and the historic shopping character of the area will be preserved.

Figure 1. Bank Street Corridor—Proposed Demonstration Area from Southwest



Source: Leaning & Associates, Architects & Planners

1.0 PROJECT DESCRIPTION

1.1 Bank Street Corridor: Potential for Revitalization

A 1990 development study of Ottawa's Centretown area by Leaning & Associates, Architects & Planners indicated a potential for developing and rehabilitating approximately 350,000 m² of floor space in the Bank Street Corridor. It was concluded, however, that zoning by-law revisions would be required to permit residential and commercial development.

The most pressing need in the area was affordable housing, which outweighed commercial and market housing requirements.¹ The Centretown Citizens (Ottawa) Corporation (CCOC) had a waiting list in excess of 800 in February 1991, with the greatest demand for low-cost, one-bedroom apartments (44 percent) followed by requests for two-bedroom apartments (29 percent). Although considerable potential for development existed along the Bank Street Corridor, CCOC was desperately short of affordable land for its housing developments.

In recent years, the Centretown area has been under expansionary pressure from the downtown business district to the north, but the City of Ottawa has not supported proposals to extend Ottawa's core area southward into Centretown. According to a City of Ottawa economic report, a need for new commercial construction in the Centretown area is not expected until at least 2010. There is a

¹ The term "affordable housing" as used in this report is defined as being for those with incomes up to the 60th percentile, as defined in Ontario's Provincial Housing Statement.

specific need, however, to complete the existing retail shop frontage along the Corridor to make the shopping area more attractive to customers, safer for pedestrians and economically viable for retailers.

1.2 Bank Street Corridor Task Force

A project team chaired by the Centretown Citizens Community Association supported Leaning & Associates, Architects & Planners' application for an A•C•T grant to undertake a study of the regulatory changes required to facilitate affordable housing within the Bank Street Corridor. The other two initial team members were CCOC and a City of Ottawa councillor. The Bank Street Corridor Task Force subsequently expanded to include representatives from other stakeholder groups:

- A developer/builder with expertise in high-quality residential construction, infill and rehabilitation in the central area
- A developer/builder with expertise in large-scale, affordable housing projects in the central area
- A lawyer specializing in affordable housing cooperatives in the central area
- A major land owner and member of the central area Building Owners and Management Association (BOMA)
- A real estate appraiser, who was also a member of BOMA
- The president of the Bank Street Business Improvement Area

The Bank Street Corridor Task Force

The task force brought together groups with an undisputed stake in the Bank Street Corridor. Their much publicized, widely differing interests have, over the past years, made it impossible to deal in a reasoned fashion with some of the planning issues facing Centretown in general and the Bank Street Corridor in particular.

The opportunity to meet together in the large group, and often in smaller groups, to focus on issues presented by Leaning & Associates, has provided an important change in approach. As we continue to work toward the demonstration project phase of this effort, there is the hope that this process can continue.

—Elizabeth MacKenzie
Chair, Bank Street Corridor Task Force

1.3 Project Objectives

On behalf of the project team, Leaning & Associates undertook an in-depth study to provide information and ideas for residential and commercial revitalization and intensification of the Bank Street Corridor. The study focused on introducing affordable housing and took into account the objectives of the 1991 City of Ottawa Official Plan. More specifically, the project had the following objectives:

- Outline an overall development scheme for the entire corridor area
- Identify blocks best suited for affordable housing
- Choose one or two blocks suitable for a demonstration project
- Prepare an optimum design for the demonstration block(s)

- Identify required by-law amendments and other adjustments needed
- Identify financial arrangements

While affordable housing was the focus, the project also addressed the improvement of Bank Street as a community shopping street and transit route, and the provision of improved commercial, retail and office space, to provide a comprehensive strategy and a well-balanced core for the Centretown Community.

1.4 Project Methodology

Between the fall of 1991 and spring of 1992, the task force held about ten meetings to discuss objectives and proposals concerning the following areas:

- Issues affecting affordability
- Planning objectives for the Bank Street Corridor
- Regulatory factors
- Proposals developed by Leaning & Associates in conjunction with task force discussions

To make the most of task force meetings, discussion papers were prepared for workshop-type sessions. Leaning & Associates also met with task force members individually and other appropriate contacts in both the private and the government sectors to obtain additional input as required.

Representatives of Ottawa's Department of Planning and Development provided the municipality's perspective on zoning issues relevant to the Bank Street Corridor, and helped to identify

innovative zoning techniques that could meet the City's planning goals in general and those specific to the study.

Leaning & Associates produced an eight-page brochure, "The Revitalization of the Bank Street Corridor" in July 1992. The brochure discussed the need for

redevelopment and the objectives proposed by the task force, with renderings and discussion of street views for the proposed demonstration area. The publication was distributed to people working and living in the area, who were invited to provide feedback prior to the study's completion in September 1992.²

² The brochure is included in Leaning & Associates' final report, *The Bank Street Corridor Study* (Ottawa: October 1992), a copy of which can be obtained from Leaning & Associates, Architects & Planners, 116 Third Avenue, Ottawa, Ontario, K1S 2K1, Tel: (613) 233-1818, Fax: (613) 235-8024.

A copy may also be obtained from the Canadian Housing Information Centre, 700 Montreal Road, Ottawa, Ontario, K1A 0P7, Tel: (613) 748-2367, Fax: (613) 748-4069, TTY: (613) 748-2143.

2.0 RECOMMENDATIONS

The recommendations outlined below are contained in the final project report, prepared by Leaning & Associates, entitled *The Bank Street Corridor Study*.³

The proposals put forward by the Bank Street Corridor Task Force addressed six key areas:

- Development zones
- Building size controls
- Comprehensive parking plan
- Comprehensive landscaping policy
- Land use
- Roadways

2.1 Development Zones

Five distinct development zones were proposed for the Corridor, each having its own characteristics and controls on land use, building size and landscaping to encourage optimum density and compatible development.

Bank Street Zone

The existing commercial section along Bank Street has a typical lot depth of 30 m. The following objectives were identified for this zone:

- Existing heritage buildings, streetscape character, building scale and detail should be preserved. A contiguous building face along the street is desirable.
- Only retail uses should be permitted on the ground floor.

- There should be no widening of the roadway or additional setbacks that do not match existing buildings.
- The existing character of independent stores and land ownership should be supported, i.e. land assembly should be discouraged.
- Mixed commercial and residential uses should be encouraged on upper floors.
- Parking requirements in the by-law should not discriminate against groundfloor retail uses.

Mid-Rise Zone

Areas in this development zone are located immediately adjacent to Bank Street. They have a considerable amount of vacant and underutilized land and neglected building stock. Objectives proposed for this zone were as follows:

- Buildings can be high density, mid-rise.
- Land assembly should be accepted while encouraging building forms that are compatible with the surrounding area.
- Residential uses only should occur above the ground floor.
- Residential parking requirements should be relaxed.
- Larger developments should include parking structures to accommodate demand from buildings with no parking.
- Building form should maintain block form and character. Through-block development should occur only along proposed rear lanes.

³ Footnote 2 on page 3 contains information on obtaining a copy of the report.

Conservation and Infill Zone

Fifteen areas were identified as qualifying for this type of zone and for by-law protection of building form, street height and location, and right-to-light. The original buildings and character of the area are either intact, of significant architectural and heritage value, or of sufficient continuity to warrant measures to ensure preservation of existing structures and compatibility of new development with the old. The following are the specific objectives recommended for this zone:

- Protect buildings with heritage value from demolition.
- Alterations and renovations should reflect the traditional heritage character of a building.
- Infill development should be encouraged.
- New buildings on vacant lots or that replace existing buildings should be sympathetic to the form and character of the surrounding area, matching it in scale and height and conforming to development envelopes specifically determined for the site.
- Alternative development options should be available for small lots to discourage land assembly.
- On-site parking requirements should be relaxed.
- Through-block development should be eliminated.
- The middle of the block should be maintained as a landscaped area.

Defining Heritage Buildings

The task force considered the conventional description of heritage buildings as being ones of architectural or historical significance as being insufficient to ensure that the socio-economic fabric of Centretown would be maintained. They therefore greatly expanded the definition to include all buildings of social significance and value, including all residences, institutions (e.g. churches, public halls) and commercial buildings surviving from the pre-1920 era.

About three-quarters of all buildings in the area, which occupied about one-third of the land, qualified under this new definition. Ottawa's Planning Branch had identified 173 of the 437 buildings in the area as being of heritage value, whereas the Bank Street Task Force's definition qualified 303 buildings.

Arterial Road Zone

In areas along the Corridor's arterial roads where the original building form is destroyed, or the existing building stock does not adequately tolerate the effects of roads, the following objectives apply:

- Buildings could be high density, mid-rise.
- Land assembly could be accepted.
- Building form should be continuous along the street below 10.7 m, to shield adjacent residential uses from the arterial road. Above 10.7 m, buildings should be more fragmented.
- Limited commercial uses could be acceptable, but only for the ground floor.

Queensway Zone

The area at the south end of the Bank Street Corridor borders the Queensway, a major highway that passes through central Ottawa. Careful zoning measures are required to optimize use and density while protecting the neighbouring areas from the noise and environmental problems generated by a multi-lane highway. The following objectives were specified for this zone:

- Land uses should be commercial or light industrial and compatible with adjacent residential areas.
- Continuous building forms should be encouraged to provide a sound barrier and urban edge for adjacent residential areas.

2.2 Building Size Controls

Building size controls were proposed to permit increases in density while maintaining compatibility standards and minimizing the impact of new construction on existing streets.

The task force recommended establishing volumetric controls for each block and incorporating them as-of-right into the by-laws to govern building size. Volumetric controls can provide the most effective means for maximizing building density, while ensuring a compatible scale with existing character and providing good access to light for adjacent buildings, landscaped areas and the street. Four modifiers define the controls further, with specific applications being dependent on the zone within the Corridor and the street:

- Right-to-light planes
- Building face height
- Setbacks
- Permitted projections

The use of volumetric controls changes the development potential of existing sites in the Bank Street Corridor. The new measures would result in gross floor areas in most cases that match or exceed current permitted densities. Further details distinguishing the difference between existing building controls and proposed volumetric controls are outlined in the appendix to this case study.

2.3 Comprehensive Parking Plan

The existing parking by-laws have resulted in several inadequacies and inefficiencies that hinder to affordability. A comprehensive parking plan that addresses commercial and residential parking needs for the Corridor can overcome these impediments. In the final report of the task force, it is estimated that a combination of parking options could be employed that would almost double the number of spaces on the affected streets, the bulk of which would be within 35 m of Bank Street.

On-street Parking

Parallel parking on one side of the street is an existing pattern for many streets. It was recommended that this pattern continue to be used, particularly on streets with narrow road allowances (e.g. 18 m) and on residential streets where angled parking is not permitted. Parallel parking

on both sides of the street was considered but not recommended. While this would double the number of potential parking spaces, it would have a negative effect on street quality and safety.

Angled parking on one side of the street is possible on side streets with a slight reduction to roadway standards. This has been successfully implemented on two side streets off Bank Street south of the Corridor. It was suggested that this option be implemented along side streets further from Bank Street, with the result that almost twice as many spaces would be available as currently exist with parallel parking. Angled parking on both sides of the street is another option recommended. This type of parking would be located against commercial buildings within 35 to 40 m of Bank Street and only on certain side streets in predominantly commercial use areas. This option, a concept based on the Dutch "WOONERF" design, requires use of city boulevard space up to property lines and would eliminate sidewalks. The result is a shared pedestrian and traffic/parking area where traffic needs to be kept at low speeds. It was also recommended that through traffic be eliminated at some Bank Street intersections. Where road surface changes are used to discourage through traffic, they should be designed to encourage pedestrian use, with a landscaped paved area usually extending the full width of the right-of-way.

Neighbourhood Parking Structures

The task force recommended building large-volume parking facilities in new developments as joint ventures between

the City and developers, paid for with City parking funds. Economies of scale in the construction and operation of these parking structures, and their more intensive round-the-clock use will contribute to housing affordability.

Off-Street Parking

The existing by-law requirement for at least 0.5 parking spaces per dwelling unit adds approximately 10 percent to the cost of each housing unit. It also limits the feasibility of infill and inhibits small-lot development. Relaxation of residential parking requirements will assist in providing affordable housing and contribute to maintaining the existing character of residential areas by reducing pressures for land assembly.

Off-street parking requirements for ground floor retail uses on Bank Street should also be relaxed to improve the viability of Bank Street as a shopping area. Undesirable commercial uses can be restricted by use rather than by parking provisions of the zoning.

2.4 Comprehensive Landscaping Policy

The quality of the Corridor can be substantially enhanced by adopting a comprehensive landscaping policy that eliminates unused landscaped areas, increases access to landscaped areas by the public, and creates community parkland. The main recommendations were as follows:

- Establish a comprehensive pedestrian system along Bank Street and adjacent side streets.

- Rear lanes behind the Bank Street commercial frontage could be opened or newly created as landscaped service areas or pedestrian and cycle routes parallel to Bank Street. Design and environmental standards need to be developed for laneways (e.g. widths, vehicle accessibility, drop curbs, landscaping, garbage smells, noise, and delivery to stores).
- Building envelope controls and zoning setbacks should be implemented to ensure that private landscaped areas are consolidated into front and rear yards, wasted side yard spaces are eliminated and all landscaped areas have acceptable right-to-light access.
- Planning and zoning measures should be implemented to ensure that shared landscaped space is consolidated into community parkland and into the rear lane behind Bank Street.
- A comprehensive program should be implemented for landscaping the Bank Street sidewalk, city road allowance, on-street metered parking, and other strategic points at Bank Street, lane crossings and arterial roads.

2.5 Land Use

Residential uses should remain the predominant use in existing residential zones. Minimum bedroom count requirements for the Corridor, however, should be eliminated. Current zoning regulations require a minimum of three bedrooms on the ground floor of new developments, which often complicates

building design and adds unnecessarily to housing costs.

Areas adjacent to and at the rear of the Bank Street commercial frontage could be mixed use with ground level shops and upper level residential and office space. On Bank Street frontages, though, only retail uses should be permitted on the ground floor. Upper floors should be available for commercial or residential use, with no percentage limitation on commercial in order to maximize occupancy. Existing non-conforming commercial uses in residential areas should continue to be permitted, provided they do not conflict with the viability of residential uses.

To encourage provision of some off-street parking in close proximity to Bank Street, it was recommended that the zoning designation for properties at the immediate rear of Bank Street commercial frontages be revised to permit enclosed parking as an accessory use. Surface parking, on the other hand, should be excluded as a permitted use. This will discourage the existing practice of demolishing houses in order to create surface parking lots.

2.6 Roadways

During the 1970s and 1980s, all initiatives for Bank Street moved away from its functioning as a regional arterial road. By-law revisions were needed to ensure that all zoning and planning measures conformed with this. In particular, the regional road widening requirement for Bank Street needed to be eliminated.

By discouraging through traffic across Bank Street, the City can enhance the shopping function of Bank Street and provide more pedestrian and short-term parking areas.

2.7 Testing the Recommendations

A four-block demonstration area was selected as the site for a potential development project that would test the conclusions and recommendations of the study.

The demonstration area contains the largest contiguous development potential in the Corridor, one of the largest residential rehabilitation areas, and the longest Bank Street heritage frontage. Selection was based on the following criteria:

- Typical of conditions throughout the Corridor
- Concentration of potential development sites

- Potential for significant City of Ottawa intervention through street closure
- Quantity of underutilized floor space
- Potential for significant improvement to a built environment that has deteriorated significantly over the past few decades
- Central location within the Corridor

The demonstration area contains about 29,880 m² of vacant and underutilized land, with a potential for 35,165 m² of new floor area under the existing by-law, or 46,805 m² under a revised by-law in keeping with the task force's recommendations.

The task force proposed that a comprehensive development application be prepared for the demonstration area with input from property owners, the community and the City. Once approved, the development plan could be offered as a package or in pieces to developers.

3.0 PROJECT BACKGROUND

3.1 Development of Ottawa's Centretown

Centretown is one of the older residential neighbourhoods in Ottawa. After periods of initial growth and subsequent decline coinciding with redevelopment of the core area during the 1950s and 1960s, it has become a vibrant and viable community with a social and economic diversity and completeness that make it a generally favoured location for living, shopping and working. The weakest parts of Centretown have been those threatened by core area expansion, particularly the Bank Street Corridor.

The first zoning by-law for the area came into effect in 1964. In an attempt to meet parking requirements in downtown Ottawa, the by-laws required developers to provide off-street parking in the Central Business District in proportion to the amount of floor space to be built. This resulted in widespread demolition of houses and conversion of residential properties into outdoor parking lots. Residential neighbourhoods suffered considerable deterioration.

The first attempt to control land use was made in 1974 when a Centretown Redevelopment Plan was passed. This plan envisioned traffic reorganization, restriction of commercial development in favour of residential uses and preservation of heritage buildings. Despite the City's continuing efforts over the years, parking in the area remained problematic. Traffic has increased considerably and high-rise buildings have been constructed throughout the area,

which have further accelerated the area's decline.

Strong presentations were made by the business community to expand the commercial land use zoning into Centretown, and in 1988, the City of Ottawa conducted an economic study of the need for commercial expansion outside the Central Business District. The Central Area Development Capacity Analysis (CADCA) study concluded that there would be no demand for additional commercial land outside the district before 2010. At the same time, the Citizens Alliance for Planning commissioned Leaning & Associates to conduct a study to determine how much commercial development could take place within existing by-laws. It was concluded that within the Bank Street Corridor there was a possibility of developing at least 350,000 m² of new floor space, of which 87,500 m² could be commercial.

3.2 Centretown's Need for Affordable Housing

Based on the City of Ottawa's 1988 economic study and information from Statistics Canada, City Living, CCOC, Federation of Housing Co-operatives, the City of Ottawa's Department of Planning and Development, and a site survey, the only clear need expressed for Centretown was affordable housing. A negligible demand existed for market housing, although information suggested that this demand would grow as neighbourhood quality improved in Centretown.

In fact, there were indications that well designed and maintained affordable housing would help to stimulate a demand for market housing.

3.3 City of Ottawa Official Plan

The City of Ottawa introduced a new Official Plan and Urban Design Chapter in 1991 which includes specific objectives for Centretown:

- To promote building development which is compatible with the existing area in use, density, scale, character, sense of place and diversity
- To protect and maintain existing good quality housing and increase the amount of affordable family housing
- To protect, preserve and encourage sensitive rehabilitation of buildings and areas of cultural, architectural and historical significance
- To encourage development that contributes to the physical and economic environment of the community
- To preserve openness to the sky and maximize skylight penetration into buildings
- To develop solutions to residential and commercial parking problems
- To provide adequate public open space for residents, and protect, preserve and improve vegetation and landscaping

4.0 REGULATORY REFORM INITIATIVES AND IMPACT ON HOUSING COST, CHOICE AND QUALITY

A significant strength of this study and its proposals is the diversity of interests represented on the task force. In particular, Centretown residents have found themselves in strong opposition to the business community and developers over the years because residents have been opposed to an expansion of commercial development into their area. By ensuring key stakeholders were represented on the task force, the proposals automatically had a broad base of support within the community, a distinct advantage when seeking regulatory reform.

In addition to community support, Leaning & Associates secured other notable endorsements for the proposals for revitalizing the Bank Street Corridor. Although the Corridor is outside the authority of the National Capital Commission, the Commission clearly supported the proposals in a letter of endorsement included as an appendix to the final report of the task force.

The Commission supports and is encouraged by such initiatives leading to improvement in the quality and potential revitalization of Bank Street, as one of the more important streets and public spaces in the Capital.

*—John D.V. Hoyles
Executive Vice-President and General Manager
National Capital Commission*

Another endorsement came from Jane Jacobs, a well-known North American expert on urban planning and community development.

I particularly admire the "pedestrian-parking discouragement to through traffic" schemes for the side-streets...the right-to-light principle governing bulk; and the realistic and broadened definition of heritage structures.

—Jane Jacobs

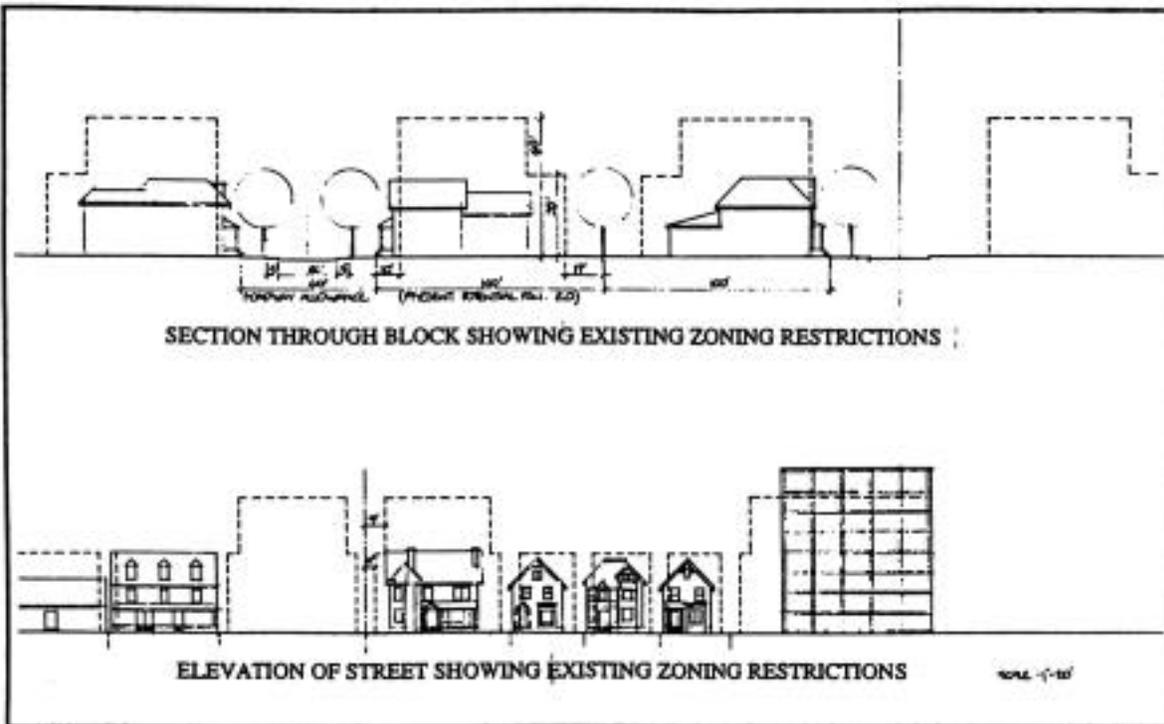
In considering affordable housing within the larger context of creating viable and diverse neighbourhoods, the Bank Street Corridor Task Force provided comprehensive proposals that, once implemented, can serve the residential and commercial communities well in the years ahead.

The results of this A•C•T project will improve housing affordability and quality by encouraging higher density housing forms, the elimination of wasted open spaces, reduced parking requirements and roadway allowances and the minimization of undesirable uses, such as surface parking lots.

New affordable housing developments will help to revitalize market housing and commercial properties in the Bank Street Corridor, and the historic shopping character of the area will be preserved.

APPENDIX

APPENDIX A: EXISTING AND PROPOSED BUILDING CONTROLS FOR THE BANK STREET CORRIDOR



EXISTING REQUIREMENTS GOVERNING BUILDING BULK (R5-x)

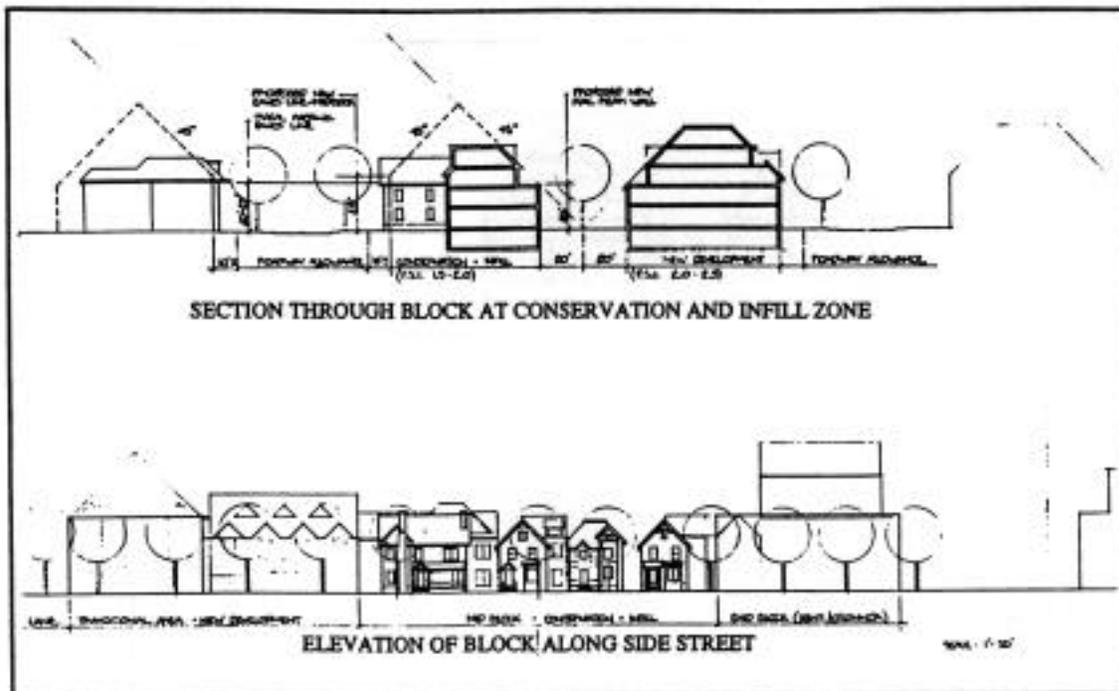
Typical building bulk controls (setbacks, maximum height and maximum floor area) for interior lots and walls with no windows. Requirements vary between zone designations. These are typical for the areas that are not immediately adjacent to Bank Street. The following setbacks are for walls that have no windows and apply to interior lots. Other restriction are not included.

Front Yards: 3m.
Side Yards: 1.21m up to 10.7m and 2.5m above 10.7m.
Rear Yards: 5.2m up to 10.7m and 10.4m above 10.7m.
Building Height: 18.3m.
Floor Space Index: 2.

The setbacks define an available building envelope that exceeds the permitted floor area by a significant amount. This results in building forms that may vary considerably from one site to the next. Compatibility of new building forms with the old is more difficult to control.

Side and rear setbacks and the increased setback at 10.3m height for higher parts of buildings are not efficient means for ensuring light access to adjacent buildings. While these setbacks result in useful and consolidated landscaped open space in the front and rear yards, side yards have minimal light and make poor landscaped space.

Source: *Leaning & Associates, Architects & Planners*



PROPOSED BUILDING ENVELOPES - LOW RISE

Volumetric controls provide the most efficient density while ensuring that new development remains compatible with the existing character, with good access to light for adjacent buildings, landscaped areas and the street. Building envelopes will be defined by the following elements:

RIGHT TO LIGHT PLANES

45 degree planes defining building volume. These planes will be measured from a base line located at a property line, or defined by the top of a permitted building face.

BUILDING FACE HEIGHT

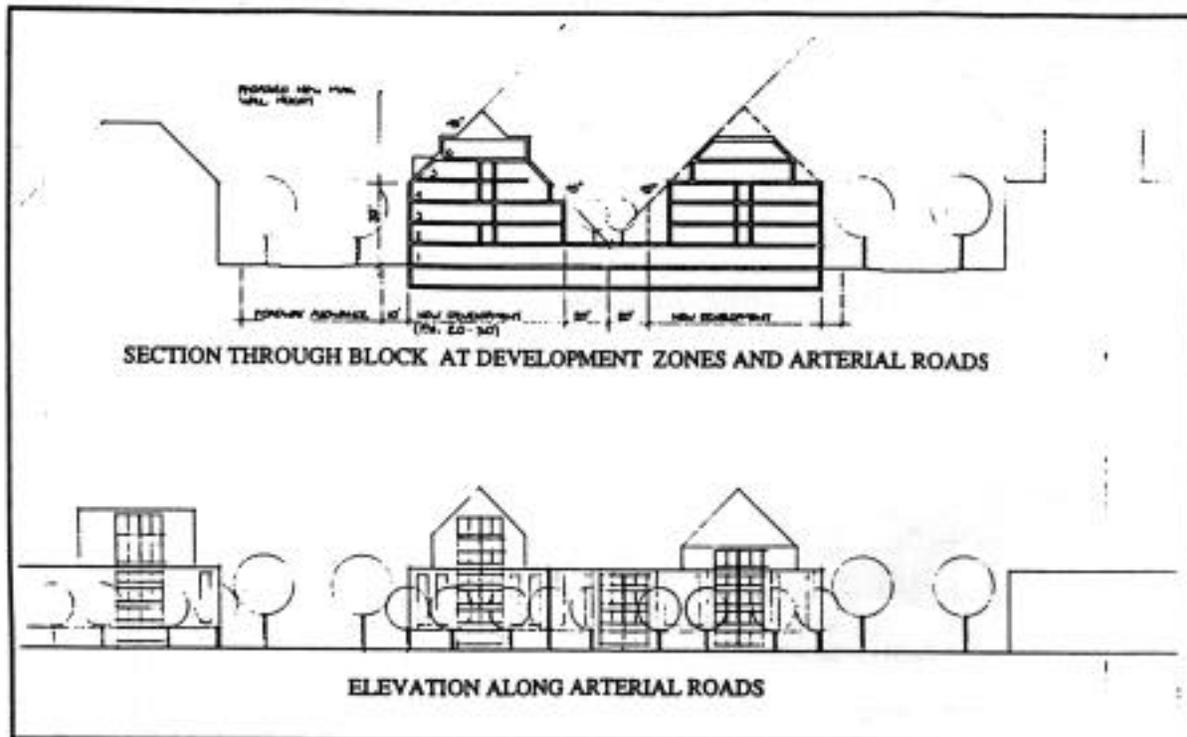
Maximum permitted building faces will be defined at front yards and along the proposed rear lane. In conservation and infill areas these will be comparable with existing buildings. In development areas and along arterial roads these will be higher but in keeping with the neighborhood character.

SETBACKS

Front and rear setbacks will ensure compatibility between new and existing and will maintain a landscaped buffer for housing along the street and inside the block. Some side yard setbacks will be retained where required to protect existing windows.

PERMITTED PROJECTIONS

Projections permitted by the existing zoning will continue. In order to encourage architectural compatibility and give economies of construction, dormers and building projections through Right to Light Planes up to a maximum width and percentage of the wall below will be added to the permitted projections.



PROPOSED BUILDING ENVELOPES - MID RISE DEVELOPMENT

Building envelopes will be modified to create an optimum character and density in development areas and along arterial roads.

The typical building face height would be kept at 10.7m along arterial roads to maintain a well scaled built form. The size of permitted projections in the right to light plane could be increased along arterial roads because of compensating factors such as the openness that occurs at intersections, and reduced overshadowing of adjacent residential in the mid-block areas.

Source: Leaning & Associates, Architects & Planners