

1 Introduction

Ottawa is a growing, evolving city. This is no more evident than west of downtown, where the City is building the first phase of the Confederation Light Rail Transit (LRT) to Tunney’s Pasture. The surrounding neighbourhoods of Mechanicsville, Hintonburg, Wellington Village and Champlain Park are changing, and Wellington Street West is bustling. The character of the neighbourhoods, their central location and their proximity to rapid transit make them very desirable places to live. The area is experiencing growth pressures, with developers planning new housing at various scales. As part of an overall plan to grow Ottawa more sustainably, the City encourages growth within the designated Mixed-Use Centre that includes Tunney’s Pasture and adjacent areas.

This Community Design Plan (CDP) has been prepared to guide future change in the area surrounding the Tunney’s Pasture Transit Station, an area that takes its name from the transportation corridor that connects the four established and evolving neighbourhoods. It is intended to guide not only private development but also important public initiatives that will improve the area and support intensification.

1.0 INTRODUCTION	2.0 CONTEXT FOR CHANGE	3.0 THE AREA TODAY	4.0 THE PLAN	5.0 IMPLEMENTATION
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1.1 The Study Area

The original study area for the Scott Street CDP stretched from Northwestern Avenue in the west to Bayview Road in the east, along Scott Street, and from the north edge of Tunney's Pasture to almost Wellington Street West in the south. The area captures Tunney's Pasture, the Mechanicsville neighbourhood and portions of the Hintonburg Champlain Park and Wellington Village neighbourhoods. Through the course of the study, it became apparent that the southern boundary of the area should be extended to the edge of the West Wellington Street CDP area, to recognize larger portions of Hintonburg and Wellington Village, where significant change is not planned. In addition, the northern boundary was modified to capture public lands, including Laroche Park and the National Capital Commission (NCC) property north of Burnside Avenue, that are effectively part of Mechanicsville.

Centred approximately on the Tunney's Pasture Transit Station, the CDP area captures a population of residents and workers who are generally within a 10-minute walk of the station (residents in the east end of the study area are also a short walk from the Bayview Station).

Within the modified CDP boundary is an area identified through the study process where physical improvements are most desirable and hence will be the focus for the CDP.



CDP STUDY AREA

- CDP Area Boundary
Limite du PCC
- CDP Focus Area
Secteur d'intérêt du PCC

1.2 What is a Community Design Plan?

Community Design Plans are intended to guide change in areas of Ottawa targeted for growth and improvement, including the Central Area, Town Centres, Mixed-Use Centres, Developing Communities and Mainstreets. Their purpose is to translate the principles and policies of the City's Official Plan to the community scale. CDPs recognize that each community is unique and has distinct opportunities and challenges for managing change.

CDPs are often initiated in response to pressures for change or growth in an area and are intended to provide the opportunity for early involvement and discussion by all parties about how future development should occur. In the spirit of collaborative community building, they are prepared through an open and public process.

CDPs focus on land use and development but also address transportation and elements of the public realm, including parks and streetscapes. They may produce related initiatives such as design guidelines, zoning amendments, a greening strategy or any number of other strategies that are required to address the physical development of the study area. CDPs are approved by City Council and may be implemented through a Secondary Plan.

1.3 How to use this CDP

The Scott Street CDP is intended to be used by organizations and individuals who will play a role in shaping future development in the area, including City departments, City Council, federal agencies, landowners, business owners, community associations and residents. Specifically, it should be used as follows:

- To inform landowners, business owners, developers and the general public about the urban design vision and objectives for the area;
- As the basis for a Secondary Plan setting out policies respecting land use, built form, the public realm and other matters;
- As the basis for amendments to the City's Zoning By-law;
- To inform the planning and development of federal lands within the area, namely Tunney's Pasture and lands managed by the NCC;
- To guide detailed planning of public capital projects identified in the plan and updates to the City's plan for capital projects;
- As a guideline document when preparing and reviewing site-specific rezoning, site plan and Committee of Adjustment applications as well as capital projects.

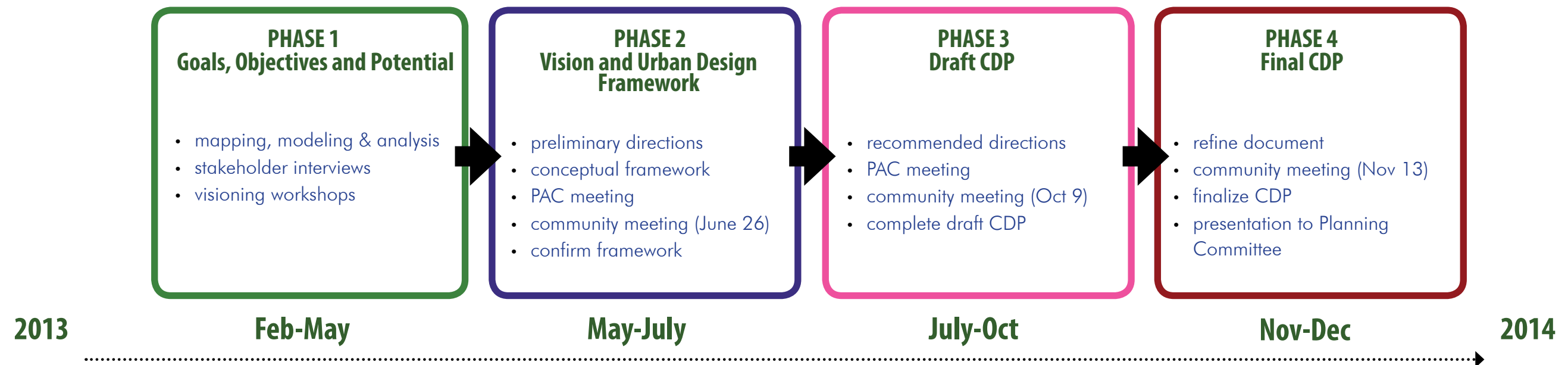
As a multi-faceted guideline document, this CDP builds upon previous plans for the area and complements other general design guidelines prepared by the City and which may be applied to the area. Where the CDP conflicts with previously adopted guidelines, the guidelines in this document shall prevail.

1.4 Study Process

The Scott Street CDP Study began in February 2013 and followed a four-phase process over a 10-month period. Community representatives, landowners, and other key stakeholders were interviewed early in the process for their perspectives on the issues and opportunities in the area. A Public Advisory Committee (PAC), comprised of representatives from each of the affected neighbourhoods and the Wellington West Business Improvement Association (BIA), was formed to provide a sounding board as directions for the CDP emerged. Public consultation events provided an opportunity in each phase of the project for residents, business owners, land owners

and other stakeholders to provide input and feedback. These included community workshops held May 1st and 2nd and June 26th and community meetings held October 9th and November 13th.

A Technical Advisory Committee (TAC) comprised of staff from various City departments, OC Transpo, the NCC, and Public Works and Government Services Canada (PWGSC) also provided critical input and feedback at project milestones. In addition, the team consulted regularly with individual agencies to ensure the CDP was informed by and coordinated with other ongoing initiatives, and vice versa.



1.5 What We Heard

Active participation by residents living in and around the Scott Street area was critical to developing a design plan that reflects both the community's vision and the City's Official Plan. Residents had the opportunity to provide input and feedback verbally and through comment sheets at a visioning workshop held in May 2013 and well-attended community meetings held in June, October and November that year. In total, more than 300 residents participated in the process. The sampling of comments captured here reflect the concerns and aspirations expressed by the community early in the study process.



MAY 2, 2013 OPEN HOUSE

We understand our community is going to change, but don't wreck the neighbourhoods we love them they way they are! Scott Street is a very unfriendly street for pedestrians and cyclists Tunney's Pasture is not an inviting place Does density have to mean a lot of tall buildings? The eclectic character and mix of uses in Mechanicsville should be maintained If intensification is going to happen, the entire community should benefit Laroche Park is heavily used and needs better facilities It's not easy or pleasant to walk to the transit stations We need more retail amenities like a small grocery store Once the LRT is built, reduce the width of Scott Street and remove all the buses We need more green space Height transitions should happen in the mixed-use centre, not in the neighbourhoods Carruthers is a key place for crossing Scott Street, especially for kids going to schools—it should feel safer Why can't the NCC lands be more accessible? Housing in the area is becoming less and less affordable There is no clarity on the rules for development today Traffic on Parkdale is terrible and cut-through traffic is getting worse—more density will mean more traffic Bike lanes on Holland was a missed opportunity Make sure the area stays family-friendly Don't repeat the 30-storey buildings on Parkdale Don't count on development happening in Tunney's Pasture for a long time The greenway on Scott Street should be on the south side of the road to provide a buffer New development should be designed for people who walk, bike and take transit The zoning in the neighbourhoods today is working We need better walking and cycling connections to the river Don't build for cars, build for people.

