

2 Context for Change

There are many factors shaping the changes occurring within the Study Area, which is emerging as the new western edge of Downtown Ottawa. This section describes the key policy documents, planning initiatives and development projects to which this Community Design Plan responds.

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2.1 Policy Framework

2.1.1 Provincial Policy Statement

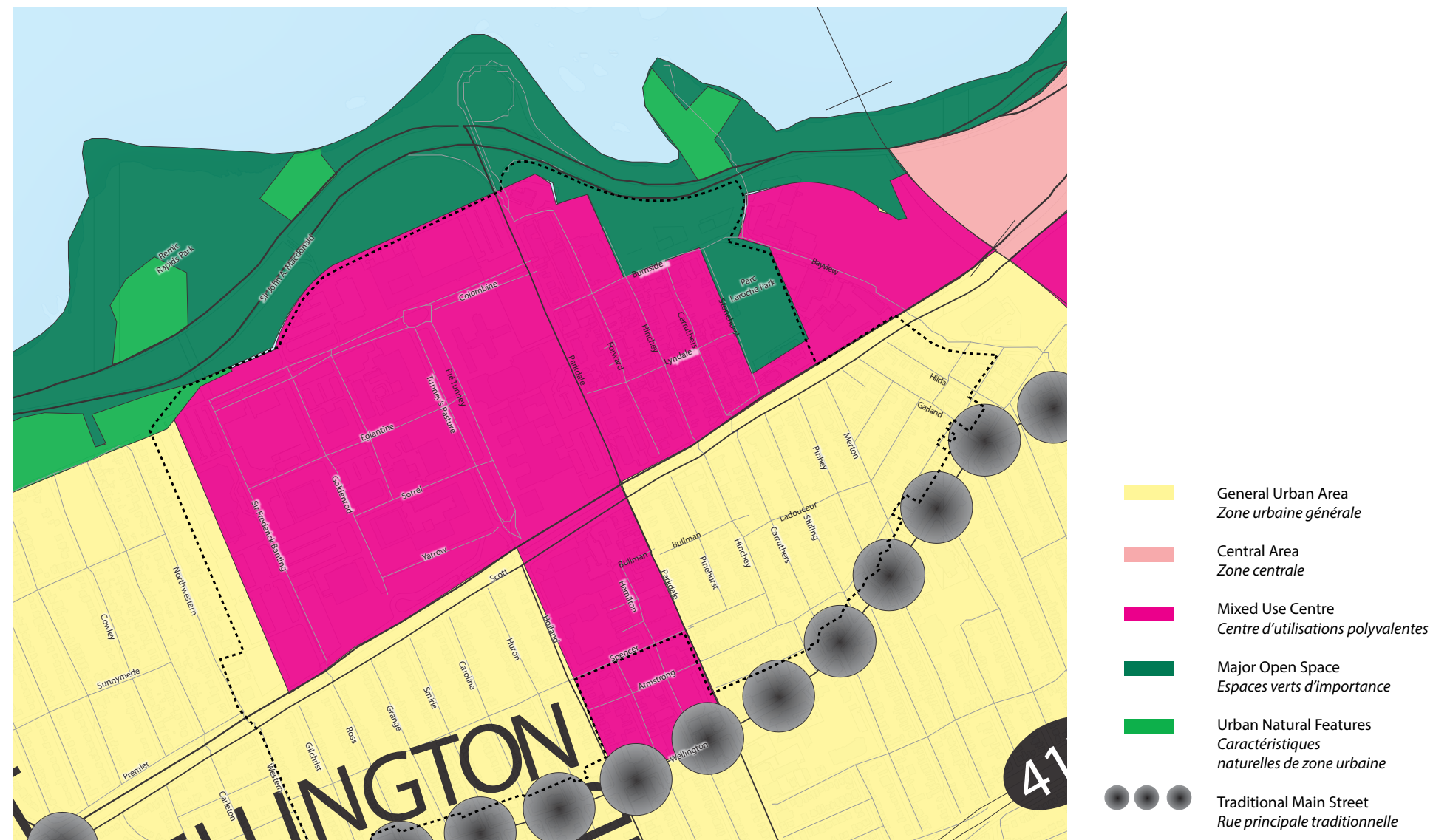
The 2005 Provincial Policy Statement (PPS) sets the policy foundation for regulating the development and use of land in Ontario. A focus of the PPS is achieving efficient development patterns, densities and land use mixes that optimize the use of land, resources and public investment in infrastructure and public service facilities. The PPS promotes intensification and redevelopment where it can be accommodated by existing and planned infrastructure and public service facilities. Municipalities are required to establish and implement minimum targets for intensification within built-up areas, and appropriate development standards that facilitate intensification are encouraged.

2.1.2 The City of Ottawa Official Plan

The Official Plan is the primary overarching tool for managing growth and development in the city. The strategic directions of the plan include:

- Managing growth by directing it to the urban area where services already exist or where they can be provided efficiently;
- Directing growth in the urban area to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

There are six specific types of designated areas within the urban area that are targeted for growth in the Official Plan: the Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas,



Developing Communities and Mainstreets. These areas are centred on the rapid-transit network, major roads and/or busy commercial streets and contain vacant or under-utilized land that can accommodate growth.

Mixed-Use Centres

The Official Plan designates the bulk of the Scott Street CDP Study Area as a Mixed-Use Centre (MUC). Centred on the Tunney's Pasture Transit Station, the MUC designation captures Tunney's Pasture, Mechanicsville and the area bounded by Holland Avenue, Parkdale Avenue, Scott Street and Wellington Street West.

Mixed-Use Centres represent a key element in the Official Plan's strategy to accommodate and direct growth in the city. As stated in Section 2.2.3 of the Official Plan, additional development and a greater mix of uses within Mixed-Use Centres will make more effective use of rapid transit and increase the range of services available to employees and nearby residents. The intent is that MUCs will grow substantially, but in a way that complements the development pattern within and adjacent to them. The City's Residential Land Strategy for Ottawa 2006-2031 establishes a minimum density target of 250 people and jobs per gross hectare for the Tunney's Pasture MUC.

As set out in Section 3.6.2, a CDP will be required for each Mixed-Use Centre. CDPs and the zoning by-law will provide for the highest density development to occur within 400 metres of the rapid transit station; require residential uses in the form of apartments and other multiples at a medium and/or high density; provide a minimum and maximum parking requirement for development within 600 metres of the station; and ensure

that an appropriate transition between the MUC and any surrounding General Urban Area occurs within the MUC. Existing developments in MUCs that do not exhibit the characteristics planned for such areas shall be encouraged to redevelop over time in a manner that is more compact, dense and transit-oriented. The policies of Section 3.6.2 also state that MUCs will enhance opportunities for walking, cycling and transit.

General Urban Area

The neighbourhoods surrounding the Tunney's Pasture MUC, including Hintonburg, Wellington Village and Champlain Park, are designated General Urban Area. A full range of housing types, together with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses, are permitted in the General Urban Area. Retail and service uses are generally restricted to small, locally-oriented establishments that are compatible with surrounding uses and will not attract large volumes of vehicular traffic from outside the immediate area.

The Official Plan supports infill and intensification within the General Urban Area provided such development enhances and builds upon desirable established patterns and built form.

2.1.3 Transportation Master Plan, Pedestrian Plan and Cycling Plan

Key elements of the vision in the City's Transportation Master Plan (TMP) include reducing automobile dependence, meeting mobility needs, and integrating transportation and land use. Principles that support these elements and the City's goal of a 30% transit modal share by 2021 include the following:

- Give priority to public transit in meeting future growth in travel demand
- Make walking and cycling more attractive than driving for short trips
- Provide a continuous, integrated system of multimodal facilities and services
- Give priority to public transit, walking and cycling over cars when conflicts arise
- Foster transit-oriented development in transit nodes and corridors
- Support intensification where transit, walking and cycling can be made most attractive

The Active Transportation chapter in the TMP states that the City will require the additional provision of pedestrian facilities, as follows:

- Direct, high-quality pedestrian connections to rapid transit stations, bus stops and other major walking destinations.
- Pedestrian crossings to link neighbourhoods that are separated by roads or other physical barriers, where safety considerations permit.

Key areas of focus for the new plan include integrating the concept of complete streets, updating modal share targets, advancing strategies to improve walking and cycling, and supporting transit-oriented development. The chapter entitled "Create a Supportive Built Environment" includes the following actions:

- Enable walking, cycling and transit through community design plans and development review;
- Motivate supportive development around rapid transit stations and transit priority corridors.

CDPs are intended to provide an opportunity for the City to identify important walking and cycling routes, including linkages to greenway systems, neighbouring communities and transit facilities. CDPs will also identify supportive strategies such as streetscape improvement and traffic management measures to limit vehicular speeds and traffic infiltration, and ensure that developments on transit routes face the street and provide frequent pedestrian linkages to the street. The TMP also states that the City will seek to ensure that developments at transit stations situate the highest densities nearest the station.

Section 7.1 of the TMP sets out a complete streets policy for City. It states that where the City wishes to emphasize sustainable travel choices, such as intensification areas, the needs of pedestrians and cyclists will be considered first, followed by the needs of transit users and motorists (however, final street configurations will be based on demand for each mode.)

Pedestrian Plan

The City's Pedestrian Plan identifies the following key considerations for network improvements in the Scott Street area while not proposing any specific improvements:

- Continue to develop and improve pedestrian connections to transit nodes, schools and community centres;
- Improve connections to the NCC pathway system along the Ottawa River;
- Develop and strengthen pedestrian connections to transit nodes (i.e., along Scott).

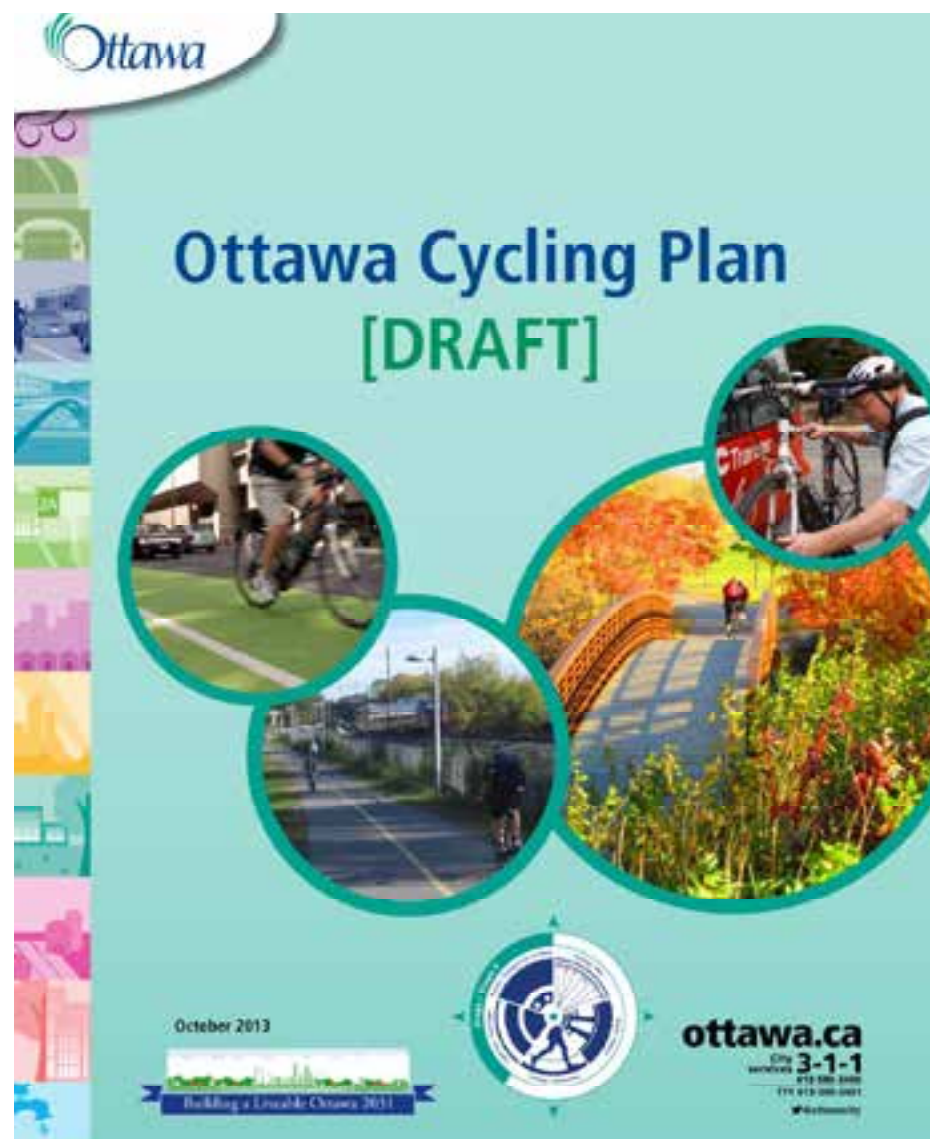
The TMP's map of multi-use pathways identifies the existing pathway along the Transitway and the Ottawa River.

Cycling Plan

The City's Cycling Plan identifies Scott Street as a Spine or City-wide Cycling Route. The Primary Urban Cycling Network identifies Scott Street, Holland Avenue, Tunney's Pasture Driveway, a portion of Colombine Driveway, Burnside Avenue and the portion of Parkdale Avenue north of Burnside Avenue as On-Road Cycling Routes. It also identifies Sir Frederick Banting Driveway, Spencer Street west of Holland Avenue, and Armstrong Street, as Community Cycling Routes. The intent of the proposed Spine system is to provide direct links between major nodes throughout the City with primarily on-road bike lanes, paved shoulder bikeways (i.e., bike tracks) and some linear

off-road multi-use pathways, although some segments will have signed-only and wide curb lane cycling facilities.

No improvements to the cycling network in the study area are proposed within the timeframe of the Cycling Plan (to 2031). However, both the Cycling and Pedestrian Plans propose improvements to the Prince of Wales Bridge, just to the east of the study area, to accommodate pedestrians and cyclists, which could increase cycling traffic in the broader area.



OTTAWA CYCLING PLAN

2.1.4 Recent City Planning Initiatives

Much of the area of downtown Ottawa has been under development pressure for the past decade, and the City has responded by preparing CDPs to guide intensification and public realm improvements.

Richmond Road/Westboro CDP

This CDP, completed in 2008, sets out guidelines for appropriate intensification around the Westboro Transit Station and along the Richmond Road corridor. Recognizing the neighbourhood context and traditional mainstreet, the plan identifies sites for higher density development in generally low-rise and mid-rise forms.

Wellington Street West CDP

The Wellington Street CDP, which proceeded in parallel with the re-design of the street, provides guidelines for a range of public realm improvements and intensification along the corridor in buildings generally up to six storeys (up to nine storeys may be permitted on identified gateway and other strategic sites, in exchange for public benefits). Future buildings are intended to have a strong two to four storey base to reinforce the traditional mainstreet character of Wellington Street West.

In the Mixed-Use Centre area around Parkdale Park, south of Spencer Street, the CDP encourages ground-floor uses that enliven the adjacent streets. Storefronts in the area should have a maximum floor area of 200 square metres. The height of future buildings south of Armstrong Street is generally limited to six storeys. Between Spencer and Armstrong Streets, the maximum height is eight storeys, except on the block occupied by the historic Capital Wire Cloth Company factory building, where greater is permitted to accommodate a transfer of permitted density from the historic site.

In parallel with the CDP, as a pilot project, the City also initiated the Hintonburg and Mechanicsville Neighbourhood Plan, which was completed in 2010. The plan went beyond the scope of an Official Plan or CDP and addressed a broad range of topics, including heritage, arts and culture, built form, views and vistas, housing, the economy, safety and security, community services and facilities, and green infrastructure. It recommends that intensification not be encouraged within the stable low-rise neighbourhoods and instead be targeted in the Mixed-Use Centre between Holland and Parkdale Avenues and along Wellington Street West.



MAP OF SURROUNDING COMMUNITY DESIGN PLANS AND NEIGHBOURHOODS

- CDP Areas
Secteurs des PCC
- Scott St. CDP Study Area
Secteur à l'étude du PCC de la rue Scott

Bayview Station District CDP

In April 2013, the City adopted the Bayview Station District CDP to guide the comprehensive redevelopment of the Mixed-Use Centre just to the east of the Tunney's Pasture MUC. The north half of the Bayview District is immediately east of Mechanicsville and includes Laroche Park. The vision for the area is described as "a new urban gateway to the city's downtown [that] will take advantage of its importance as an LRT mobility hub by establishing a high-quality, mixed-use urban environment that supports a creative and diverse range of new employment and residential opportunities."

The development concept on which the guidelines in the CDP are based includes the following elements:

- A fine-grain network of streets and pathways;
- Development of Scott-Albert corridor into a complete street through the Scott Street CDP
- A new multi-use bridge over the O-Train at Wellington Street;
- A new pathway connection to Bayview Station from the Tom Brown Arena;
- A connection through Laroche Park from Mechanicsville and improvements to the park;
- A series of connections to the Ottawa River pathway;
- New parks at the intersection of the former Wellington right-of-way and the O-Train and at the north end of the Bayview Yards;

- A new mixed-use high street on Bayview Road;
- An innovation and entrepreneurship complex at Bayview Yards;
- Buildings up to 30 storeys near the transit station transitioning down to 4 storeys at the edges of adjacent neighbourhoods and Laroche Park.

Tall, high-density buildings 20 storeys or greater will be the dominant form of development in the Bayview Station District. Tall buildings will be required to take a tower and podium form, with the maximum height of podiums set at six storeys. The maximum floorplate for residential tower elements is 750 square metres and for office towers is 2,000 square metres. The minimum separation distance between towers is 20 metres. If built out as envisioned, the concept for the Bayview Station District would have approximately 550,000 square metres of development and achieve a density of 900 people and jobs per net hectare.

The Bayview CDP also states that Laroche Park should be revitalized in response to community need, and may include amenities such as formal playing fields, children's play areas, picnic areas, community gardens and a new clubhouse. This park is also captured in the Scott Street area to recognize its relationship to Mechanicville and Hintonburg.



BAYVIEW STATION DISTRICT CDP



BAYVIEW STATION DISTRICT CDP-HEIGHT STRATEGY



BAYVIEW STATION DISTRICT CDP-PARKS AND OPEN SPACES

2.1.5 City of Ottawa Zoning By-law

Tunney's Pasture and the bulk of the designated Mixed-Use Centre south of Scott Street, between Holland and Parkdale Avenues, is zoned Mixed-Use Centre (MC) Two properties fronting Parkdale Avenue, between Scott Street and Spencer Street retain a light industrial zoning. A wide range of commercial, residential and institutional uses are permitted in an MC zoning, such as:

- apartment dwelling, low rise
- apartment dwelling, mid-high rise
- artist studio
- bank
- cinema, theatre
- community centre
- convenience store
- day care
- drive-through facility
- dwelling units
- hospital, medical facility
- hotel
- library
- nightclub
- office
- personal service business
- place of worship
- post-secondary educational institution
- recreational or athletic facility

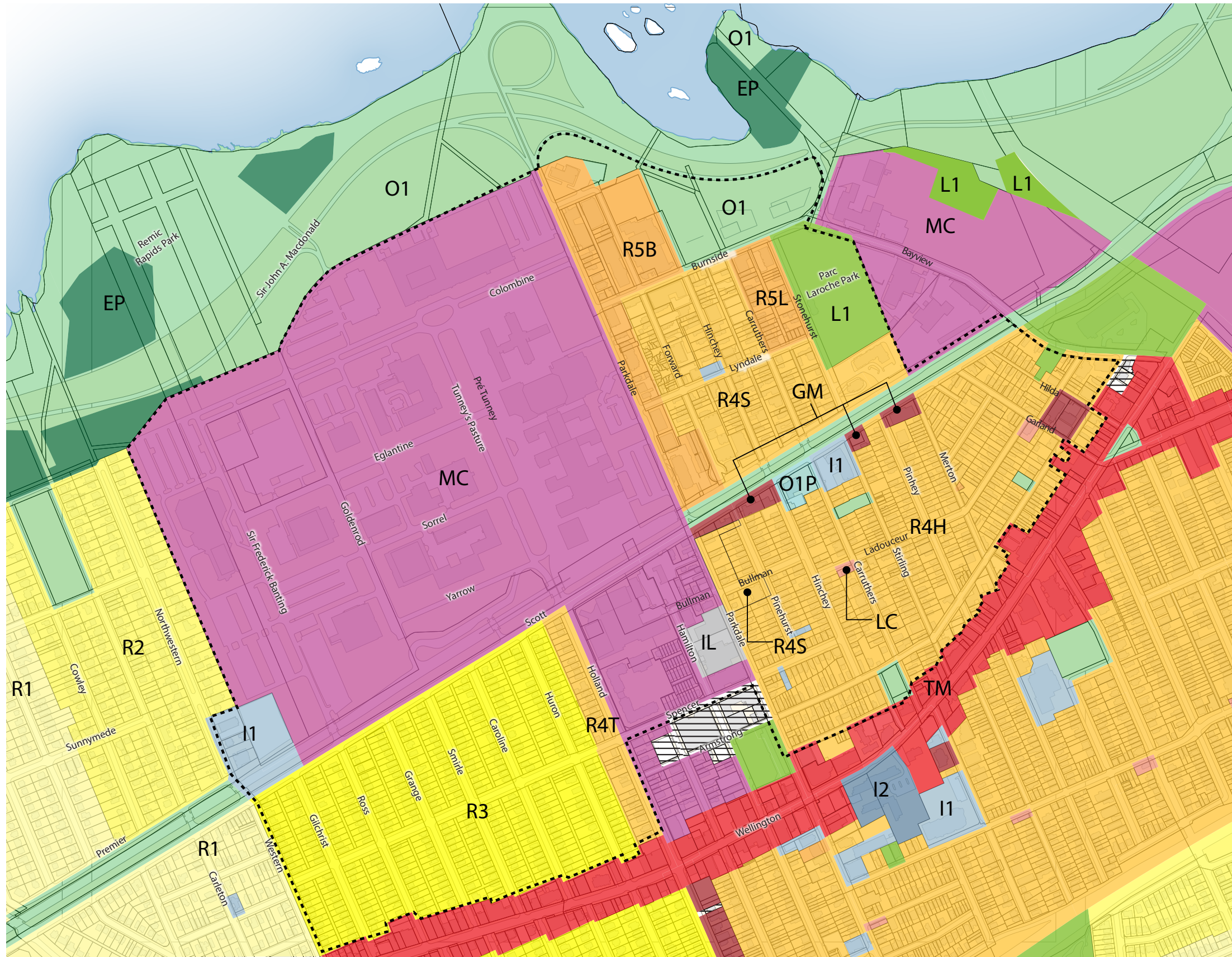
- research and development centre
- residential care facility
- restaurant
- retail food store
- retail store
- retirement home
- rooming house
- service and repair shop
- shelters
- small batch brewery
- townhouse dwelling

South of Scott Street, bars, nightclubs, parking garages/lots, shelters, arenas and townhouse dwellings are not permitted.

In Tunney's Pasture, the maximum permitted density is 1.75 FSI, or 1.75 times the area of the lot, and there is no height limit. The maximum permitted density south of Scott Street, west of Hamilton Avenue, is 3.0 FSI and the height limits are reflective of the existing development. East of Hamilton Avenue and north of Bullman Street, the maximum permitted density is 2.0 FSI and the maximum height is 19 metres (6 storeys). The maximum height in the MC zone south of Bullman Street is also 19 metres and the maximum density is 1.5 FSI, except on the site of the eight storey building at the corner of Parkdale Avenue and Spencer Street.

The neighbourhoods surrounding Tunney's Pasture have varying levels of residential zoning. The core of Mechanicsville is zoned R4S, which permits a range of grade-related housing such as detached and semi-detached homes and townhouses at heights up to 11 metres. Low-rise apartment buildings and stacked dwellings up to 14.5 metres are also permitted. The R5B zoning north of Burnside Avenue and along the east side of Parkdale Avenue permits apartment buildings up to 37 metres (12 storeys) as well as convenience stores in the ground floor or basement of apartment buildings. Site-specific exceptions permit existing and approved taller buildings along the east side of Parkdale Avenue. The R5L zoning applies to the block facing Laroche Park north of Hinchey Avenue and permits apartment buildings up to 19 metres (6 storeys) as well as ground-floor ancillary uses such as a convenience store, personal service business, pharmacy, florist shop, newsstand or restaurant.

The bulk of Hintonburg, east of Parkdale Avenue, is zoned R4H, which permits grade-related housing and low-rise apartment buildings, limiting the height of all forms to 11 metres. R4S zoning applies to a section of Parkdale Avenue, north and south of Bullman Street, which increases the height limit on apartment buildings and stacked townhouses to 14.5 meters. Except for the hydro sub-station, zoned Open Space (O1), and the Odawa school site, zoned Minor Institutional (I1), the non-residential properties along the south side of Scott Street are zoned General Mixed Use (GM), which permits a range of commercial uses as well as apartment buildings and townhouses.



EXISTING ZONING

- R1 Residential First Density Zone
Zone résidentielle densité 1
- R2 Residential Second Density Zone
Zone résidentielle de densité 2
- R3 Residential Third Density Zone
Zone résidentielle de densité 3
- R4 Residential Fourth Density Zone
Zone résidentielle de densité 4
- R5 Residential Fifth Density Zone
Zone résidentielle de densité 5
- LC Local Commercial Zone
Zone de commerces locaux
- TM Traditional Mainstreet Zone
Zone de rue principale traditionnelle
- MC Mixed Use Centre Zone
Zone de centres polyvalents
- GM General Mixed Use Zone
Zone polyvalente générale
- EP Environmental Protection Zone
Zone de protection de l'environnement
- L1 Community Leisure Facility Zone
Zone d'installation de loisirs communautaire
- O1 Parks and Open Space Zone
Zone de parc et d'espace vert
- IL Light Industrial Zone
Zone d'industrie légère
- IG General Industrial Zone
Zone d'industrie générale
- I1 Minor Institutional Zone
Zone de petites institutions
- I2 Major Institutional Zone
Zone de grandes institutions
- //// Pending Zoning Amendment

2.2 Current Initiatives

2.2.1 Ottawa Light Rail Transit

The most significant change occurring in the Scott Street area is the construction of the Confederation LRT Line in the existing Transitway, which is expected to be completed in 2018. At a cost of \$2.1 billion, the LRT line is Ottawa's largest transportation infrastructure project since the building of the Rideau Canal. With the city's population expected to grow 30 percent by 2031 and the existing transit network at capacity in the downtown core, the LRT is considered essential to Ottawa's future economic prosperity, environmental health and social well-being.

The Confederation Line will be a central spine in OC Transpo's integrated transit network. It will run 12.5 kilometers from Tunney's Pasture Station in the west to Blair Road Station in the east, connecting to the existing Bus Rapid Transitway at each end and to the O-Train at Bayview Station. With a 2.5-kilometre tunnel through the downtown core, travel time between Blair Road and Tunney's Pasture Station will be less than 24 minutes, any time of day. Above ground, much of the route runs within the existing Transitway. There will be 13 stations along the line.

The Confederation Line will launch with a planned peak capacity of 10,700 passengers per hour in each direction, with potential to grow to over 18,000 passengers per hour in each direction by 2031. Residential and employment growth within 600 metres of each of the stations, particularly those outside downtown, will be critical to realizing the full potential of the LRT. The second phase of the LRT project, targeted for completion by 2023, will

extend the Confederation Line west to Bayshore Shopping Centre and southwest to Baseline Station.

TOD Plans

In light of the Confederation Line and to support the LRT project, City Council directed that Transit-Oriented Development (TOD) Plans be prepared for the areas within approximately 800 metres of six future transit stations, where CDPs have not been initiated. TOD Plans for the Tremblay (formerly Train), St. Laurent and Cyrville station areas have been completed, and plans for Lees, Hurdman and Blair station areas are expected to be approved in January 2014.

One of the primary goals of the TOD studies is to support public transit usage by improving pedestrian and cycling access to the stations and by providing opportunities for additional types of development at transit-supportive densities. Applying three different TD zones to each area, the plans establish minimum densities for new development and permit buildings up to 30 storeys on sites close to the stations.



FUTURE CONFEDERATION LRT LINE

2.2.2 Tunney's Pasture Master Plan

Public Works and Government Services Canada (PWGSC) launched the Tunney's Pasture Master Plan (TPMP) project in 2009. The plan will recommend the best options for a more effective and efficient use of the site and will provide direction for future development. The following are the goals and objectives of the TPMP:

- Create a leading-edge employment community
- Achieve high standards in urban design, planning and sustainable design
- Be a connected, transit-oriented development
- Guide long-term investment
- Complement the NCC and City of Ottawa long-term plans
- Contribute to the federal image in the National Capital Region

In the fall of 2012, PWGSC presented two land use concept options for Tunney's Pasture, both of which envisioned additional office development primarily in the west half of the site and residential development along the west of Parkdale Avenue. Based on comments on the options, and further consultation by the City for the Scott Street CDP, PWGSC are refining the vision for the site and intend to present a Draft Master Plan in the fall of 2013. It is anticipated the plan will maintain the heart of the site centred on Tunney's Pasture Driveway for federal offices and labs while calling for mixed-use development, including residential, office and community uses, in the west half of the site and along Parkdale Avenue.



TUNNEY'S PASTURE AERIAL PHOTO



TUNNEY'S PASTURE LRT STATION AND URBAN PLAZA



TUNNEY'S PASTURE CONCEPT OPTION -2013

2.2.3 National Capital Commission’s Capital Urban Lands Master Plan

The NCC is currently preparing a comprehensive Capital Urban Lands Master Plan. The plan aims to define a vision, strategic directions, guidelines and development proposals that enhance the experience and unique living environment of Canada’s Capital. The NCC’s goal is to make the Capital Region a welcoming place that provides opportunities for contact with nature and presents a model of sustainable urban planning.

In keeping with this objective, decisions about the use and development of urban lands will emphasize environmental sensitivity, sustainability and proposed projects that stand out as exceptional examples. The master plan will specify the uses allowed on federal lands within the city. The intent is that this layer of information will be overlaid onto municipal land designations.

2.2.4 Approved and Proposed Developments

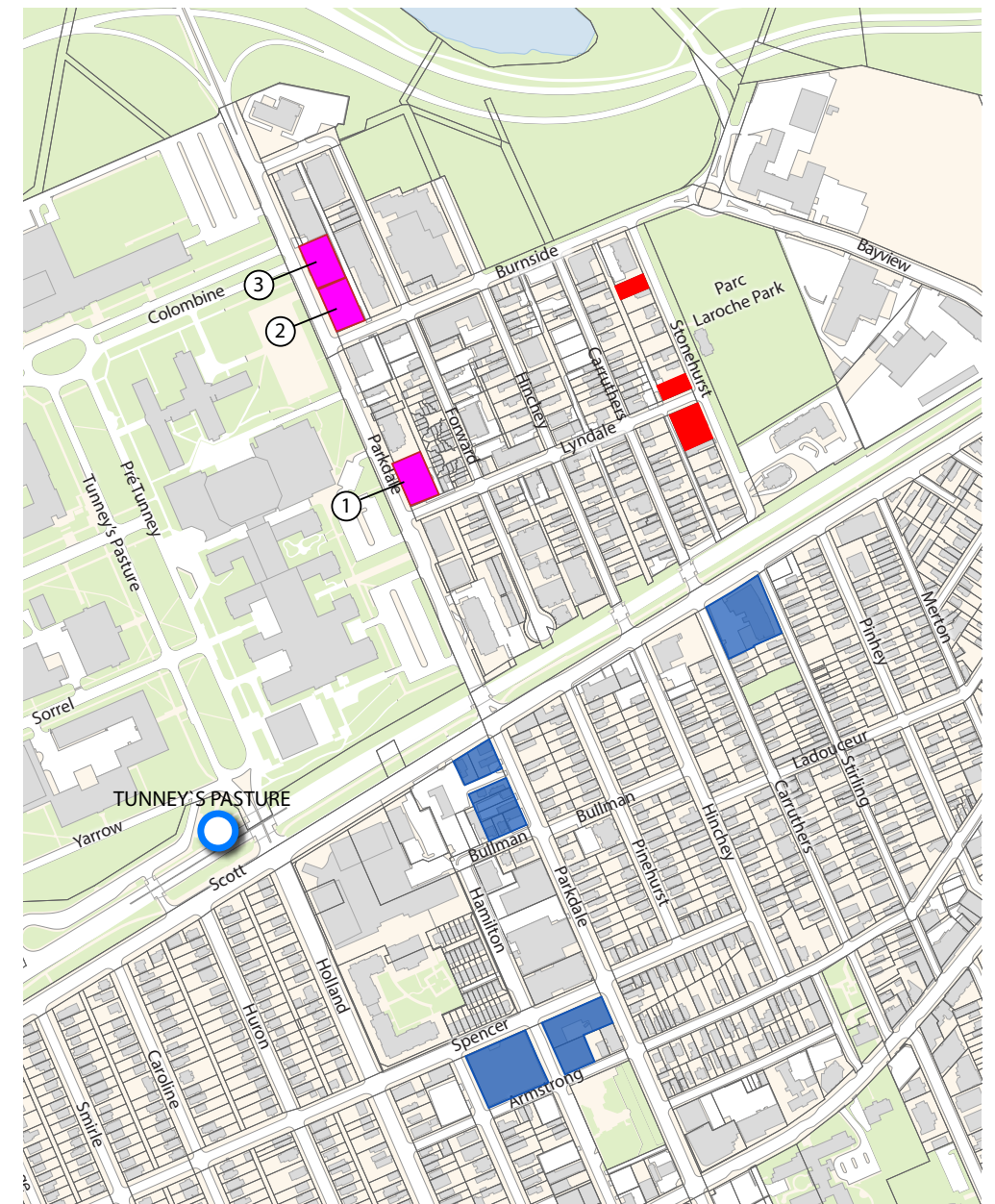
Recently, there have been a number of proposals for significant developments in the Scott Street area. Three high-rise buildings on the east side of Parkdale Avenue north of Scott Street, described below, have been approved.

Two other applications were made for tall mixed-use developments and reviewed by City staff in conjunction with development of this CDP:

- A 19-storey residential building on Scott Street, with retail space at grade, and four townhouses, together with adaptive re-use of the Odawa School for office and residential uses and a two-storey addition, at 12 Stirling Avenue.
- Two residential towers of 32 and 28 storeys, with retail uses at grade, on the properties facing Parkdale Avenue, immediately south of Scott Street.

In addition, there have been several recent low-rise infill projects built or approved in Mechanicsville and Hintonburg, including semi-detached homes and townhouses at the

	ADDRESS	DEVELOPER	GFA	UNITS	HEIGHT
①	99 Parkdale	Urbandale	14,854 sq.m.	170	28 st. (88 m)
②	111 Parkdale	Tega Homes	16,025 sq.m.	220	32 st. (100 m)
③	159 Parkdale	Richcraft	13,095 sq.m.	172	29 st. (88m)



APPLICATIONS WITHIN THE AREAS

■ Under Construction/ Recently Completed / *En construction/ Achevé récemment*
■ Under Review / *En examen*
■ Approved / *Approuvées*

In light of the City's Official Plan, the LRT project and the resurgence of Wellington Street West, it is no surprise that developers see a strong market for both high-density housing and small-scale infill developments in the Scott Street area. One of the key challenges for this CDP is to identify future locations for high-density housing close to the Tunney's Pasture Transit Station, to support the LRT, and ensure its form is compatible with the existing neighbourhoods.



SOHO DEVELOPMENT ON PARKDALE AVENUE



INFILL HOUSING AT STONEHURST AND LYNDALE AVENUES



INFILL HOUSING IN MECHANICSVILLE

