



**Official Plan Amendment  
131 to the  
Official Plan for the  
City of Ottawa**

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## INDEX

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### THE STATEMENT OF COMPONENTS

**PART A – THE PREAMBLE**, introduces the actual Amendment but does not constitute part of Amendment No. 131 to the City of Ottawa Official Plan.

**PART B – THE AMENDMENT**, consisting of the following text and maps that constitutes the actual Amendment No. 131 to the City of Ottawa Official Plan.

**PART C – APPENDIX**, does not form part of the Amendment but is provided to clarify the intent and to supply background information related to the Amendment.

## **PART A – THE PREAMBLE**

### 1. Purpose

The purpose of Amendment No. 131 is to implement the components of the Scott Street Community Design Plan (CDP) by adding the Scott Street Secondary Plan to Volume 2A of the Official Plan.

### 2. Location

The lands affected by the amendment are shown on the Location Map in Part C – The Appendix.

### 3. Basis

#### Background

The Scott Street CDP was initiated in February 2013 to develop policies and guidelines to:

- Implement the strategic directions of the Official Plan such as:
  - mixed use and opportunities for growth,
  - high density (including, provisions for higher profile buildings),
  - attention to quality design and architecture, and
  - place-making and public realm.
- Clearly delineate a fixed Neighbourhood Line separating areas that are intended for significant intensification from established neighbourhoods where only small-scale change is expected.
- Direct greater intensification and high-rise buildings to the Mixed Use Centre, closest to the transit station
- Transition Scott Street away from a physical barrier between the north and south sides towards a unifying element of the area and of the Transitway (future Light Rail Transit (LRT)).
- Ensure that development will occur in a manner that is supportive to the successful and sustained operation of the future LRT station to be located at the existing Tunney's Pasture bus rapid transit station.
- Guide the transition of Scott Street toward a stronger role in the communities it traverses in terms of its functions, design, densities and the public and recreational spaces that it can contribute.
- Establish a guide for future public work projects including mapping the infrastructure necessary to support the movement and connectivity of pedestrians, cyclists and motorists between the study area and its external context to achieve the above objectives.

## **PART B – THE AMENDMENT**

### **1. Introduction**

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedules constitutes Amendment No. 131 to the Official Plan.

### **2. Details**

The following changes are hereby made to the Official Plan for the City of Ottawa:

2.1 The Official Plan, Volume 1 Schedule B – Urban Policy Plan is hereby amended as shown on Schedule 1 of this Official Plan Amendment.

2.2 The Volume 2A, Bayview Secondary Plan is amended by adding the following sentence to Section 1.4.1 after the third sentence under the heading Park Space:

“Additional information related to Laroche Park is contained in the Scott Street Community Design Plan.”

2.3 Official Plan, Volume 2A is hereby amended as follows:

- a. Adding to the Table of Contents of the Secondary Plans, the heading “Scott Street Secondary Plan”.
- b. Adding a new section after the last approved Secondary Plan in Volume 2A of the Official Plan, the “Scott Street Secondary Plan” as follows:

# **Volume 2A – Scott Street Secondary Plan**

## **1.0 General Policies**

The following policies are applicable to the area set out in Part C – The Appendix, Scott Street Secondary Plan Boundary.

## **2.0 Structure, Objectives and Purpose of the Secondary Plan**

### **2.1 Structure**

Section 3.0 lays the foundation of the Plan with the vision and set of overarching principles. The Plan’s policies addressing land use and site development, mobility and public realm improvements are contained in Sections 4.0 to 7.0.

In considering new development applications and other physical improvements in the Plan’s area, including public realm and infrastructure projects, all Sections of this Plan will be reviewed in addition to the Scott Street Community Design Plan (CDP) and the applicable policies in Volume 1 of the Official Plan.

### **2.2 Objectives and Purpose**

The objective of this Plan is to guide the development of the Scott Street area. The policies are based on the CDP for Scott Street, translating many key aspects of the CDP into statutory policy.

The purpose of this Plan is to direct greater intensification to certain areas while maintaining the low-rise character in other areas. In doing so, this Plan illustrates the relationship between the low-rise areas of the communities and the areas that are appropriate for greater intensification with increased density and taller buildings. The introduction of the Neighbourhood Line provides the clear distinction between these low-rise areas of communities and the other areas within the Plan that are anticipated to undergo significant change. The areas that are designated Mixed Use Centre, Secondary Mainstreet and Apartment Neighbourhood are able to meet the goals of the Official Plan to accommodate the necessary intensification and growth over the planning period without encroaching beyond the Neighbourhood Line and entering into the low-rise areas.

The CDP encompasses the community of Mechanicsville and portions of three other communities – Champlain Park, Hintonburg and Wellington Village. Tunney’s Pasture is a major element to this Plan. Tunney’s Pasture is an existing employment community and emerging community.

Mechanicsville is one of the city’s most eclectic neighbourhoods, home to more than 2,200 people living in all types of housing, from detached dwellings to high-rise apartment buildings. It also contains places of worship, social service agencies and several small-scale commercial establishments, including two convenience stores, a take-out restaurant and automobile service shops. Laroche Park is a prominent and well-used feature of the neighbourhood. Although the oldest parts of Mechanicsville

have an established form and character that are generally desirable, there are strategic sites for redevelopment and a number of opportunities to improve the neighbourhood for existing and future residents. Behind the apartment buildings on the east side of Parkdale Avenue, the lower-scale residential buildings of Mechanicsville display a variety of architectural styles and their physical condition varies. The tight-knit fabric of the neighbourhood, a result of narrow lots and unusually narrow streets, are qualities that are consistent with the concept of compact, transit-oriented neighbourhoods, which is a planning objective across the city. The removal of the low-rise area of Mechanicsville from the Mixed Use designation and the introduction of the Neighbourhood Line are important elements to this Plan as they stabilize the centre core of this neighbourhood and appropriately direct varying degrees of intensification to the north and west edges of the neighbourhood (Burnside and Parkdale Avenues).

Champlain Park contains a sizeable neighbourhood park and an elementary school. It is comprised of detached and semi-detached homes and has experienced low-rise infill development in the recent past. At the southeast corner of the neighbourhood are two places of worship, including a mosque that draws worshipers from across the city. The Neighbourhood Line along the east edge of Champlain Park abutting Tunney's Pasture provides a clear delineation between the low-rise area of Champlain Park and the employment complex of Tunney's Pasture and any future changes that may occur within Tunney's Pasture. There are opportunities for the existing institutional uses in this neighbourhood that abut Tunney's Pasture to better integrate with Tunney's Pasture including providing vehicular access to parking areas via Tunney's Pasture.

The north half of Hintonburg, north of Wellington Street West, is predominantly detached homes in a variety of architectural styles but also contains many semi-detached homes, townhouses and low-rise apartment buildings. Many homes are built close to the street which provides a human-scale, pedestrian-oriented neighbourhood in a tight-knit fabric. This core area of north Hintonburg is a stable, low-rise area with predominantly residential uses. Residents enjoy many amenities within walking distance including the various retail establishments on Wellington Street West, the Hintonburg Community Centre, the Tom Brown Arena and schools south of Wellington Street West. In addition to Parkdale Park which is outside of the Scott Street study area, there are also four small parks north of Wellington Street West. The north edge of Hintonburg along Scott Street, between Parkdale Avenue and Merton Street, has a mix of low-rise automobile-oriented commercial establishments, a hydro sub-station, the Odawa School and a small office building. The presence of parking lots and the low-rise buildings provide the opportunities for redevelopment and intensification along Scott Street. East of Merton Street to Bayview Road, is the continuation of the low-rise residential character of the core of north Hintonburg. Here the houses are very close to Scott Street, with little room for a sidewalk and landscaping between the roadway and the property line which is one of the major considerations addressed in the vision for the future for Scott Street. There are low-rise uses on the east side of Parkdale that may evolve over time into other residential or a mixture of residential and small-scale commercial uses. Between Holland and Parkdale Avenues is a mixed use area that consists of a variety of residential and non-residential uses with varying heights and densities. There are low-rise residential uses on west side of Hamilton Avenue North

that will need to be considered when intensification occurs in this mixed use area. This area is the focus of greater intensification due to the proximity to the future Light Rail Transit (LRT) station and because this area is designated a Mixed Use Centre in the Official Plan which is one of the target areas for intensification. The existing lot fabric does not allow for a high-rise building to be constructed on every lot in the Mixed Use Centre, rather this Plan envisions that this area will require lot consolidation in order to achieve the objectives of this Plan. The relationship between this mixed use area and the low-rise area of north Hintonburg as well as the public realm is an important element to this Plan. The Neighbourhood Line provides a clear delineation between the low-rise core area of the north Hintonburg neighbourhood and the areas anticipated to experience greater change over time and accommodate greater density than that of the core of north Hintonburg.

Wellington Village is an attractive, stable neighbourhood consisting of mostly detached and semi-detached homes. Several older houses on Holland Avenue have been partially or fully converted to commercial uses. Generally, there are deeper lots than those found in Mechanicsville and Hintonburg which allows for deeper front and backyards. The neighbourhood enjoys close proximity to shops, restaurants and other attractions on Wellington Street West, but contains no parkland. The Neighbourhood Line provides a clear delineation between the various uses along Holland Avenue and the stable residential core of Wellington Village.

Tunney's Pasture is an emerging community as it is currently a large Federal government employment centre however it is currently undergoing a master planning process that will incorporate many potential changes including the introduction of residential uses, mixed use developments and enhancements to the public realm. These changes will result in Tunney's Pasture becoming more integrated with the surrounding neighbourhoods and allow for greater porosity through Tunney's Pasture by residents and employees.

### **3.0 Goals and Principles of the Plan**

The goal of this Plan is to provide a vision for the Scott Street area that allows for intensification in strategic locations that is transit supportive. The Plan recognizes the relationship between these areas for change and the surrounding established neighbourhoods including the introduction of a Neighbourhood Line to provide clear direction where significant intensification will occur and established neighbourhoods will evolve over time with small-scale infill and intensification.

1. Reinforce and respect the character of existing neighbourhoods
  - Establish a clear neighbourhood boundary
  - Maintain the core of each established neighbourhood by maintaining the current zoning while encouraging low-scale infill and intensification on under-utilized sites within neighbourhoods
  - Ensure the character of local streetscapes, including front yards, is maintained

2. Establish a vibrant, diverse and attractive mixed use centre and secondary mainstreets
  - Encourage intensification of Tunney's Pasture with both residential and employment uses
  - Encourage a mix of uses, including a range of commercial amenities, around the Tunney's Pasture station
  - Encourage a mix of uses, including small-scale commercial uses, along Holland and Parkdale Avenues
  - Ensure streets and open spaces in the Mixed-Use Centre are designed as people places, lined with active uses and incorporating high-quality materials and pedestrian amenities
3. Integrate higher density development strategically and sensitively
  - Focus new higher density development in Tunney's Pasture and on large sites in the Mixed Use Centre between Holland and Parkdale Avenues
  - Design high-rise development to provide a meaningful transition to surrounding neighbourhoods and mitigate shadow and wind impacts
  - Ensure the ground floors of mid- and high-rise buildings enhance adjacent streets and open spaces, and locate service, garbage and storage areas at the rear of the building or in other areas that minimize the impact to the street edge. Parking should be located underground.
4. Enhance and interconnect the open space network
  - Improve access to the riverfront open space system from Mechanicsville and Tunney's Pasture
  - Encourage the provision of public parkland in Tunney's Pasture, internally and along Parkdale Avenue
  - Add or improve facilities for passive and active recreation in Laroche Park
  - Add pedestrian and cycling amenities and landscaping to the Scott Street greenway
  - Encourage the National Capital Commission (NCC) to increase connectivity and enhance connections to open space areas
5. Improve mobility connections and create complete, inviting streets
  - Transform Scott Street into a complete street, with dedicated cycling facilities, wider sidewalks and enhanced landscaping on both sides
  - Improve intersections for pedestrians and cyclists along and across Scott Street
  - Improve conditions for cyclists and pedestrians on Holland Avenue
  - Enhance the Parkdale Avenue streetscape, incorporating cycling facilities within a parallel greenway north of Scott Street



## 6. Promote design excellence

- Encourage “green” buildings, infrastructure and landscaping that meet high standards of energy efficiency and environmental design, including green roofs where possible
- Ensure all new buildings enhance adjacent streetscapes and the pedestrian experience
- Ensure tall buildings contribute positively to the skyline
- Ensure durable and high quality materials are used for buildings and landscapes

### **4.0 Land Use Designations, Building Heights and Locations**

The following sections guide the future development of the Scott Street area with respect to permitted uses, building heights and locations as well as site designs. Any modifications to the land uses including the location of the Neighbourhood Line on Schedule A – Land Use Plan or increases to the maximum permitted building heights indicated on Schedule B - Maximum Building Heights will require an amendment to this Plan.

1. The areas identified with height limits as per existing zoning are anticipated to evolve over time. Minor modifications to the existing zoning may be required to facilitate changes to these areas however modifications to the maximum building heights currently permitted in the existing zoning that result in an increase to the number of storeys will require an amendment to this Plan.

### **4.1 Mixed Use Centre Designation**

The Mixed Use Centre designation applies to those areas indicated on Schedule A - Land Use Plan. The Mixed Use Centre is an opportunity for intensification to support the Tunney’s Pasture Transit Station and create a distinct place with more commercial amenities to serve the broader community. As this designation permits a concentration of high-rise buildings both residential and non-residential, the surrounding pedestrian environment is an important element to the success of the area. Through the development application process, the applicant shall demonstrate how the proposed development provides adequate pedestrian facilities within and through the Mixed Use Centre designation and meets the applicable guidelines contained in the Scott Street CDP in addition to the following applicable policies:

- a) Development will have a minimum density of two times the lot area. The highest development in density and height will be located closest to Tunney’s Pasture Transit Station.
- b) Development on lots with frontage on Scott Street will provide minimum building setbacks of generally 3.0 metres from the protected right-of-way as illustrated in the Scott Street CDP. Through the development application process, the

applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.

- c) Development on lots with frontage on the west side of Parkdale Avenue will provide minimum building setbacks of generally 1.0 metre from the protected right-of way as illustrated in the Scott Street CDP. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.
- d) Development on lots with frontage on Hamilton Avenue North and Bullman Street will have minimum building setbacks of generally 3.0 metres from the protected right-of-way. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.
- e) The existing mid-block connection shown on Schedule A - Land Use Schedule between Holland Avenue to Hamilton Avenue North is an important pedestrian connection and will be maintained and enhanced through future development of the site.
- f) The future mid-block connection shown on Schedule A – Land Use Schedule is to provide a publicly accessible connection between Hamilton Avenue North and Scott Street. The location, configuration and width is approximate and may take a variety of forms, including interior to buildings or exterior as part of the site, as illustrated in the demonstration plans in the Scott Street CDP. The establishment of this mid-block connection will be determined through the development application process in accordance with the guidelines of the Scott Street CDP. For a future mid-block connection located on private property an easement and maintenance and liability may be required subject to the City's discretion.

#### **4.1.1 Permitted Uses**

The uses permitted in the Mixed Use Centre designation in the Official Plan are permitted in the Mixed Use Centre designation of this Plan with the exception of drive-throughs which are prohibited in this Mixed Use Centre designation.

#### 4.1.2 Location and Heights – High-Rise Buildings

The criteria in this Section may require lot consolidation and Limiting Distance Agreements between property owners in order to achieve the objectives for high-rise buildings. The objectives of this Section are to allow for high-rise development to occur while ensuring that the built form transition occurs within the Mixed Use Centre and ensures privacy, sunlight penetration and sky views. Podium and tower forms of high-rise buildings, staggering towers from each other, minimum separation distances and setbacks of towers, transitioning to low-rise areas and ensuring windows and doors face all streets are all important elements to achieve the objectives for high-rise buildings in this Section. High-rise buildings will only be permitted in areas shown as high-rise areas on Schedule B - Maximum Building Heights provided that the following criteria are met:

1. High-rise buildings will take a podium and tower form, as generally described in the Scott Street CDP. A high-rise building that deviates from a podium and tower form with support from a specialized design review with members of the City's Urban Design Review Panel will be permitted subject to the design of the building and the site meeting the applicable policies below.
2. For high-rise buildings located within the Angular Plane Area on Schedule B - Maximum Building Heights, the maximum height of high-rise buildings will not exceed the 45-degree angular plane measurement from the Neighbourhood Line as contained within the CDP for tall buildings. In any case where the angular plane measurement results in a building height greater than the maximum building height permitted on Schedule B – Maximum Building Heights, the maximum building height on Schedule B – Maximum Building Heights shall prevail.
3. Tower portions of high-rise buildings will have minimum setbacks from rear and interior lot lines of 11.5 metres except where the high-rise building abuts a mid-block connection, the setback may be reduced to 3.5 metres. Reductions in these setbacks may be permitted provided that policy 4 below can be met.
4. Tower portions of high-rise buildings will be staggered from each other. Non-residential towers facing one another will have minimum separation distances of 12.0 metres. Residential towers will have minimum separation distances of 23.0 metres. A reduced separation distance of no less than 18.0 metres may be permitted for residential towers fully offset from one another or for proposals where a residential tower faces a non-residential tower.
5. A maximum floor plate of the tower portion of a high-rise building is:
  - a. 750 m<sup>2</sup> for a residential building;
  - b. 2000 m<sup>2</sup> for a non-residential building.Proposals for high-rise buildings with tower floor plates greater than indicated above may be considered provided that the following criteria are met:

- i. Micro-climate impacts and shadowing are not increased significantly;

- ii. The separation distance requirements between high-rise buildings in the policy above is met; and
  - iii. The proposed high-rise building reflects the planned context of the area contained in the CDP.
- 6. The design of the podiums of high-rise buildings will meet the building guidelines contained in the CDP. Generally, the podiums of high-rise buildings will have a minimum height of three storeys and a maximum height of six storeys. For those high-rise buildings on lots fronting onto Parkdale Avenue, the tower portion of the high-rise building will be set back a minimum of 3.5 metres from the face of the podium along Parkdale Avenue.
- 7. To provide transitioning and reduce impacts on existing low-rise residential uses within the Mixed Use Centre, high-rise buildings on lots fronting on the east side of Hamilton Avenue North will have a maximum podium height of four storeys fronting onto Hamilton Avenue North. Through the development review process the design of the buildings on lots immediately north and east of the existing low-rise residential uses will demonstrate that the applicable building and site guidelines contained in the Scott Street CDP are met.
- 8. The tower portions of high-rise buildings will not have blank facades. The podium portions of high-rise buildings facing the street will have window and door entrances that will occupy at least 50% of the building façade.

#### **4.1.3 Location and Heights – Mid-Rise Buildings**

The Mixed Use Centre designation also contemplates mid-rise buildings up to nine storeys. A continuous street edge of buildings, windows and doors facing the street and adequate setbacks for mid-rise buildings are all important elements to achieve the objectives for mid-rise buildings in this section. The location and height of mid-rise buildings are subject to the policies below:

- 1. Mid-rise buildings will not have blank facades facing the street. The building walls facing the street at the ground floor level will have window and door entrances that will occupy at least 50% of the building facade.
- 2. Mid-rise buildings with residential uses will have a rear yard setback of 7.5 metres. In the case of a corner lot, the yard which functions as the rear yard will satisfy this policy. Where this setback cannot be met, a reduced setback may be permitted provided the design of the site:
  - a. provides adequate amenity space on-site and landscape buffering between adjacent sites;
  - b. provides a continuous building edge to the street; and
  - c. provides adequate setbacks and built form transition to adjacent uses that reduces shadowing impacts and overlook onto adjacent uses.

## **4.2 Secondary Mainstreet Designation**

The Secondary Mainstreet designation applies to those areas indicated on Schedule A - Land Use Plan. The Secondary Mainstreet designation encourages a mix of both residential and non-residential uses at a built form scale that reflects the adjacent low-rise residential neighbourhoods. Through the development application process, the applicant shall demonstrate how the proposed development meets the applicable guidelines contained in the Secondary Mainstreet Areas Section of the Scott Street CDP in addition to the following applicable policies:

- a. Low-rise residential uses, neighbourhood-oriented uses and the following uses are permitted:
  - professional or medical office
  - restaurant
  - food store
  - retail store
  - service and repair shop
- b. The non-residential uses in the policy above will generally maintain the residential character of the Secondary Mainstreet by maintaining consistent building setbacks from Parkdale and Holland Avenues and Scott Street.
- c. Development on lots with frontage along Scott Street will have a minimum building setback of generally 2.0 metres from the protected right-of-way. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For these areas that may be located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.
- d. Development on lots with frontage along the east side of Parkdale Avenue or along Holland Avenue will have building setbacks as illustrated in the Scott Street CDP. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For these areas that may be located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.

### **4.2.1 Location and Heights**

Building heights within this designation are indicated on Schedule B - Maximum Building Heights and subject to the following policies:

1. The minimum building height for new buildings is two storeys.
2. The maximum building height will not exceed a 45-degree angular plane measurement from the Neighbourhood Line as contained in the CDP or six storeys, whichever is lesser.
3. The Neighbourhood Line delineates the stable, low-rise areas of the neighbourhoods from the Secondary Mainstreet designation. The transitioning of building heights in the policy above will occur within the Secondary Mainstreet designation only and regardless of ownership of future lots or future lot configuration, lots within the Low-Rise Residential designation will not be incorporated into the angular plane measurement.

### **4.3 Apartment Neighbourhood Designation**

The Apartment Neighbourhood designation applies to those areas indicated on Schedule A - Land Use Plan. The designation reflects an area where mostly mid-rise and high-rise buildings at the low end of the high-rise range as set out in the Official Plan exist or are permitted in the zoning. Where new development is proposed, active ground floor uses are encouraged to front onto the street.

Through the development application process, the applicant shall demonstrate how the proposed development meets the applicable guidelines in the Scott Street CDP in addition to the following applicable policies:

1. Apartment neighbourhoods will be primarily residential with small-scale commercial uses that serve the daily needs of local residents such as convenience stores, personal service businesses, food stores, retail stores, and service and repair shops.
2. Individual non-residential use in a building is generally limited to 300 m<sup>2</sup>.

#### **4.3.1 Location and Heights**

Building heights within this designation are indicated on Schedule B - Maximum Building Heights and subject to the following policies:

1. The maximum permitted building height for those lots south of Burnside Avenue is six storeys.

### **4.4 Mid-Rise Residential Designation**

Building heights within this designation are indicated on Schedule B - Maximum Building Heights and subject to the following policies:

1. The maximum building height permitted is six storeys provided that:

- a. the provisions for incremental changes in building height from the front and rear lot lines and minimum interior side yard setback provisions as contained in the zone are maintained; and
  - b. address shadowing impacts and overlook onto residential areas.
2. Mid-rise buildings will generally have a minimum 7.5 metre rear yard setback. Where this setback cannot be met, a reduced setback may be permitted provided the design of the site:
    - a. provides adequate amenity space on-site and landscape buffering between adjacent sites;
    - b. provides adequate setbacks and built form transition to adjacent uses that reduces shadowing impacts and overlook onto adjacent uses and
    - c. continues to meet any applicable design guidelines contained in the Scott Street CDP.

## **4.5 Low-Rise Residential Designation**

As shown on Schedule A - Land Use Plan and Schedule B - Maximum Building Heights, the Neighbourhood Lines delineate the stable, low-rise areas of the neighbourhoods from the Mixed Use Centre, Apartment Neighbourhood and Secondary Mainstreet designations. These neighbourhoods contain low-rise residential and other low-rise non-residential uses. The purpose of the Neighbourhood Line is to establish a clear distinction between areas that are anticipated to change over time and ones that are anticipated to undergo very little change outside of small-scale infill and intensification. Where development is proposed that encompasses lots within the Low-Rise Residential and either Apartment Neighbourhood or Secondary Mainstreet designations, the Neighbourhood Line shall not be modified to align with the rear lot line of the assembled lots without an amendment to this Plan.

### **4.5.1 Permitted Uses**

1. The range of uses permitted in the General Urban Area designation in the Official Plan is permitted in the Low-Rise Residential designation of this Plan.
2. Over time, existing non-residential uses are encouraged to evolve into other non-residential uses that are compatible with low-rise residential uses or into low-rise residential uses.

### **4.5.2 Location and Heights**

Maximum building heights within this designation are indicated on Schedule B - Maximum Building Heights and subject to the following policies:

1. The maximum permitted building height in Mechanicsville is four storeys, in north Hintonburg is three storeys and in Wellington Village is three storeys.

2. The Neighbourhood Lines follow the existing lot fabric. Any future lot consolidation or subdivision of land will not change the location of the Neighbourhood Lines.

#### **4.6 Open Space Designation**

As shown on Schedule A - Land Use Plan, the Open Space – Existing identifies areas that are designated Major Open Space in the Official Plan. The Open Space – Future north of Scott Street is to recognize the existing open space area and multi-use pathway and the potential for future linear park connections on the north side of the Transitway.

##### Policies

1. The range of uses permitted in the Major Open Space designation of the City's Official Plan is permitted in the Open Space – Existing and Open Space – Future designation of this Plan.
2. The areas parallel to Scott Street may be used as elements of a complete street.

#### **5.0 Mobility**

With the City's growth strategy being to intensify around rapid transit stations, combined with the plans of Public Works and Government Services Canada to intensify their adjacent Tunney's Pasture employment node, there is potential for significant population and employment growth within the bounds of the Scott Street CDP.

The combined growth potential for both Tunney's Pasture and the balance of the Scott Street CDP will take decades to achieve. The primary rationale for the City supporting growth at this location is the combination of:

- being centred at a major station on the City's Confederation LRT line which will ensure maximum transit ridership;
- the area will be significantly mixed use comprised of residential, office, retail and services which will shorten trip making and reduce auto use for these types of trips;
- the potential for reduced parking supply rate for future growth/development at Tunney's Pasture to promote other travel modes and discourage auto use; and
- connectivity to the area's city-wide sidewalk and multi-use pathway system which will greatly improve cycling and walking facilities.

##### Policies:

1. Expanding and improving the cycling and pedestrian networks shall be guided by the City's Pedestrian and Cycling Plans and the Scott Street CDP.
2. Through the development application process, applicants shall address Transportation Demand Measures (TDM) on a site specific basis including TDM measures such as:



- a. Reduced/free transit passes per new residential unit to be constructed;
- b. Reduced parking rates;
- c. Employee incentives to reduce parking demands; and
- d. Employees and/or residents with bicycle parking and other facilities.

## **6.0 Public Realm**

The Public Realm Plan and associated guidelines contained in the CDP identifies opportunities to enhance the open space network in strategic locations, focusing on Laroche Park and the potential for new neighbourhood parks in Tunney's Pasture as essential elements to support residential intensification in the area. The plan also highlights the need for smaller open space areas and plazas that will complement the larger open spaces and provide relief within increasingly dense areas. Critical to achieving better connectivity within the public realm are a number of initiatives to create tree-lined multi-use pathways to and from the transit station and between Scott Street and the riverfront. Scott Street is the central element in the Public Realm Plan, with guidelines for its redesign as a greener, more complete street that comfortably accommodates all modes of travel and enhances the overall character of the area.

Policies:

1. The City shall pursue the implementation of the vision of Scott Street, in support of the City's Cycling and Pedestrian Plans, to ensure pedestrian and cycling facilities are given priority.
2. The City shall continue to work with Public Works and Government Services Canada to improve pedestrian and cycling infrastructure and greenway connections to Tunney's Pasture and pedestrian connections to the Tunney's Pasture Transit Station.
3. The City shall continue to work with Public Works and Government Services Canada and the National Capital Commission to enhance the north/south greenway network between the Ottawa River and the CDP area.

## **7.0 Tunney's Pasture**

The ongoing Tunney's Pasture Master Plan informed the development of the CDP with respect to the public realm improvements and the future direction of Tunney's Pasture to evolve into a more mixed-use area that is compatible with the surrounding neighbourhoods and is supportive of the Tunney's Pasture Transit Station. In the future, if any areas of Tunney's Pasture become publicly accessible and/or privately owned, the TPMP and the Scott Street CDP will be used as guiding documents to implement future development within the TPMP boundaries in addition to the following policies:

1. Public realm features including the location and extent of linear parks, greenways, cycling and pedestrian pathways and publicly accessible open

spaces will develop generally in accordance with the TPMP and the Scott Street CDP.

2. The location and size of any future neighbourhood parks will develop generally in accordance with the TPMP and the Scott Street CDP.
3. Building heights, uses, street layouts and any new intersections will develop generally in accordance with the TPMP and the Scott Street CDP.
4. The City will encourage and support a variety of housing, including affordable housing, and mixed use development that is transit supportive.
5. Development will have regard for the historic significance of any existing streets, buildings and open space areas identified in the TPMP.
6. If required, the City will update the Scott Street CDP and this Plan to reflect any future changes to the TPMP.

## **SCHEDULE 1 – URBAN POLICY PLAN**



Produced by Planning and Growth Management Department,  
Mapping & Graphics Unit



Prépare par: Service de l'urbanisme et de la gestion de la croissance,  
Unité de la cartographie et des graphiques

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2013 / 11 / 28

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**SCHEDULE 1 to  
AMENDMENT NO.**  
to the OFFICIAL PLAN  
for the CITY OF OTTAWA

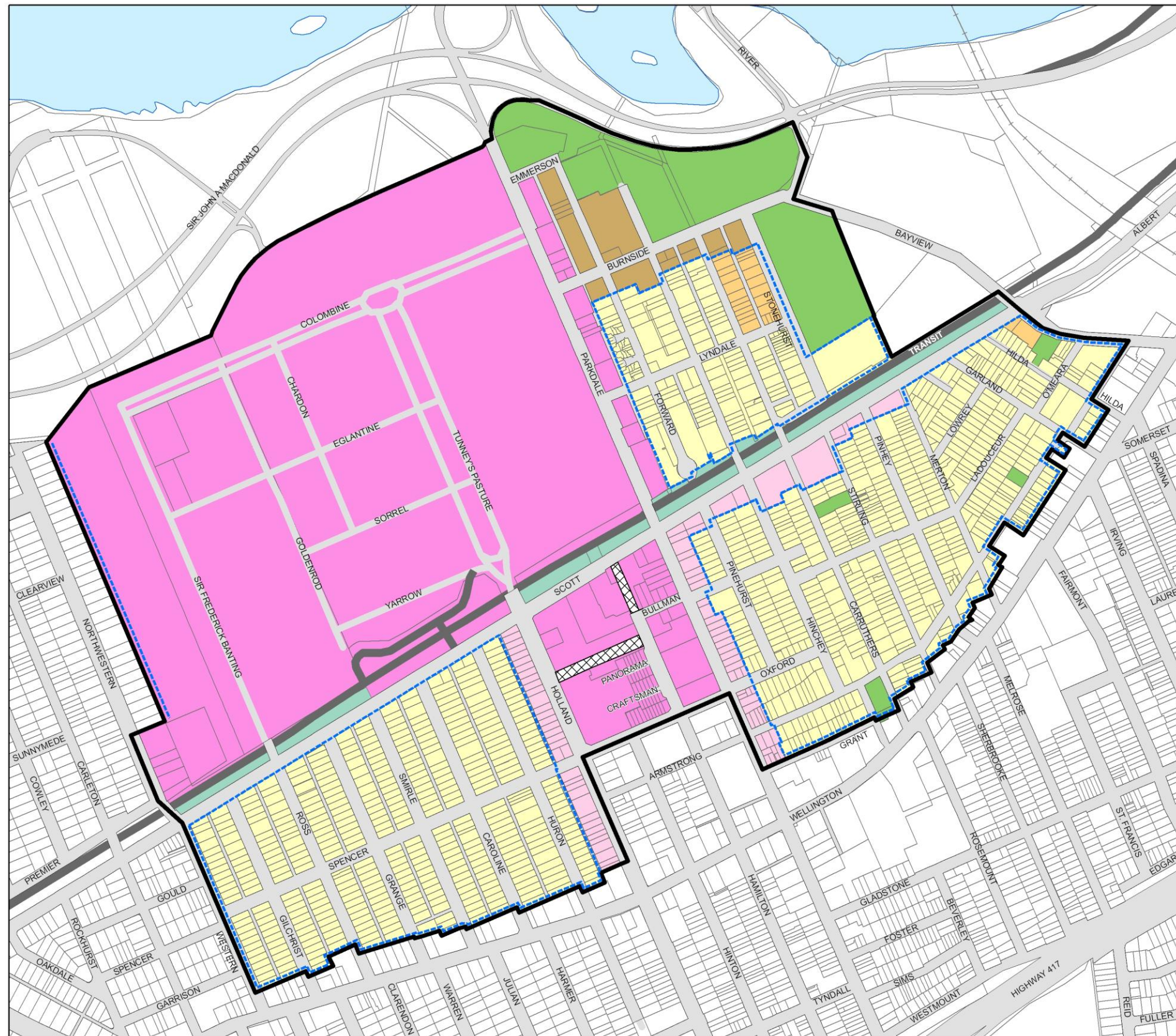
**Amending Schedule B  
Urban Policy Plan**



LANDS REDESIGNATED FROM "MIXED USE CENTRE" TO "GENERAL URBAN AREA"  
TERRAINS DONT LA DÉSIGNATION PASSERA DE « CENTRE POLYVALENT » À « ZONE  
URBAIN GÉNÉRALE »

**ANNEXE 1 de  
L' AMENDEMENT NO.**  
au PLAN OFFICIEL  
de la VILLE D'OTTAWA

**Modifiant l'Annexe B  
Plan des politiques en milieu urbain**



## Scott Street / Rue Scott

SECONDARY PLAN - Volume 2A

Schedule A - Land Use

PLAN SECONDAIRE - Volume 2A

Annexe A - Utilisation du sol

Scott Street CDP Boundary/  
zone de la rue Scott PCC

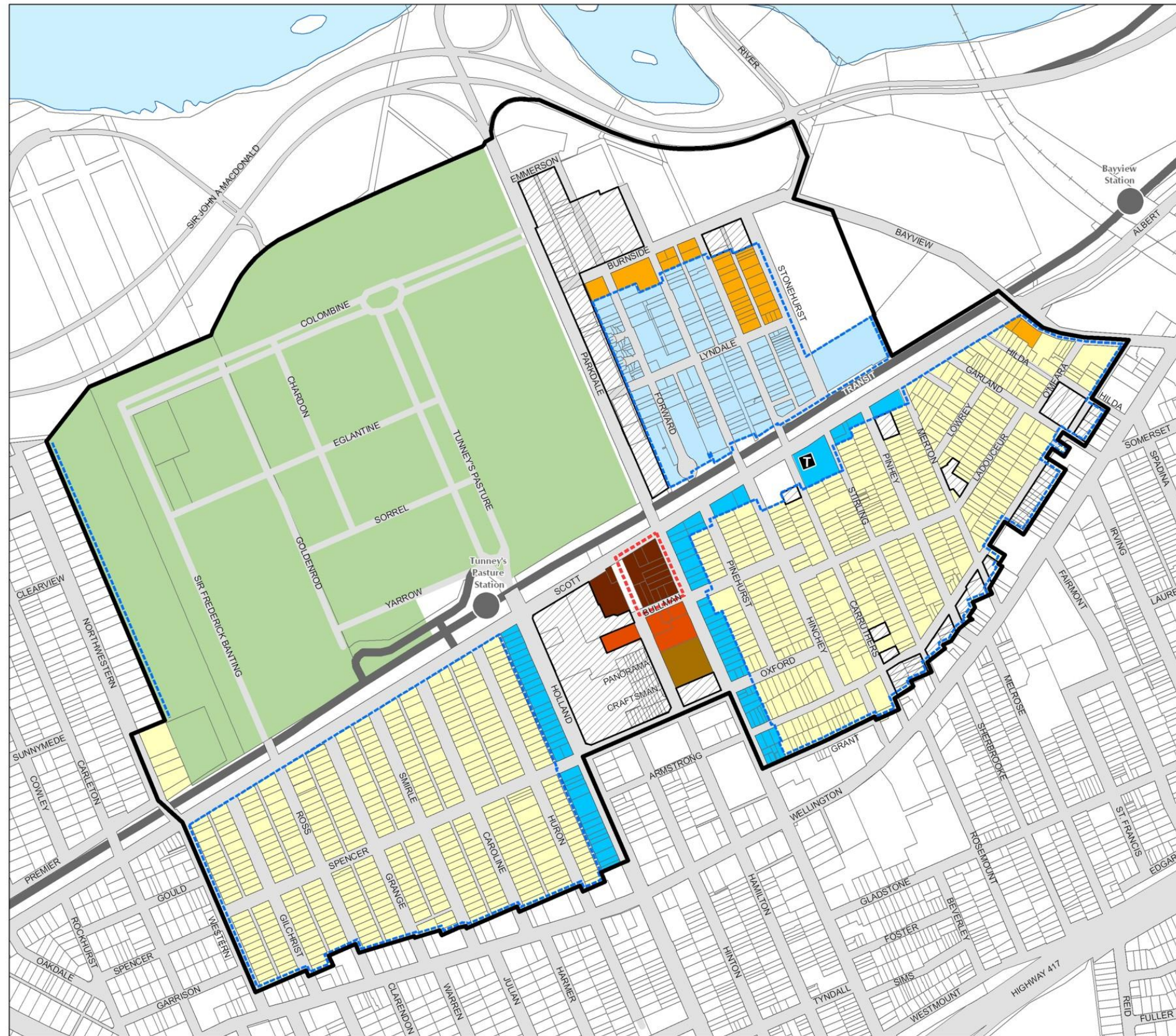
### LAND USE / UTILISATION DU SOL

- Mixed-Use Centre / Centre d'utilisations polyvalentes
- Secondary Mainstreet / Rue principale résidentielle
- Open Space - Existing / Espace vert - existante
- Open Space - Future / Espace vert - futur
- Low-Rise Residential / Secteur résidentiel de faible hauteur
- Mid-Rise Residential / Secteur résidentiel de faible moyenne hauteur
- Apartment Neighbourhood / Quartier d'immeubles de logements
- Mid-Block Connection / Passage piétonnier en section courante
- Neighbourhood Line / Ligne de quartier



0 50 100 200 300 400 Meters

Prepared by: Planning and Growth Management Department,  
Mapping & Graphics Unit  
Préparé par: Service de l'urbanisme et de la gestion de la croissance,  
Unité de la cartographie et des graphiques



## Scott Street / Rue Scott

SECONDARY PLAN - Volume 2A

Schedule B - Maximum Building Heights

PLAN SECONDAIRE - Volume 2A

Annexe B - Hauteurs maximales des immeubles

Scott Street CDP Boundary / zone de la rue Scott PCC

Neighbourhood Line / Ligne de quartier

Heights Limits Subject to Tunney's Pasture Master Plan  
Les limites de hauteur sont assujetties au plan directeur du pré Tunney

### LOW-RISE / FAIBLE HAUTEUR

Up to 3 storeys / Jusqu'à 3 étages

Up to 4 storeys / Jusqu'à 4 étages

Up to 4 storeys \* Except Where Angular Plane Permits Greater Height - Subject to Secondary Plan and CDP  
Jusqu'à 4 étages \* Sauf lorsque l'angle le permet pour des hauteurs plus élevées, Assujetties au plan secondaire et PCC

### MID-RISE / MOYENNE HAUTEUR

Up to 6 storeys / Jusqu'à 6 étages

### HIGH-RISE / GRANDE HAUTEUR

(Location for High-Rise Buildings \*Subject to Secondary Plan and CDP  
Emplacement général pour les immeubles de grande hauteur  
\* Assujetties au plan secondaire et PCC)

Up to 12 storeys / Jusqu'à 12 étages

Up to 18 storeys / Jusqu'à 18 étages

Up to 25 storeys / Jusqu'à 25 étages

Angular Plane Area - Maximum Height Subject to Secondary Plan and CDP  
Vue d'angle - Hauteur maximale assujetties au plan secondaire et PCC

Height Limit Varies as per Existing Zoning  
Les limites de hauteur varient en fonction du zonage actuel

General Location for a High-Rise Building \*Subject to Secondary Plan and CDP  
Emplacement général pour les immeubles de grande hauteur  
\* Assujetties au plan secondaire et PCC



0 50 100 200 300 400 Meters

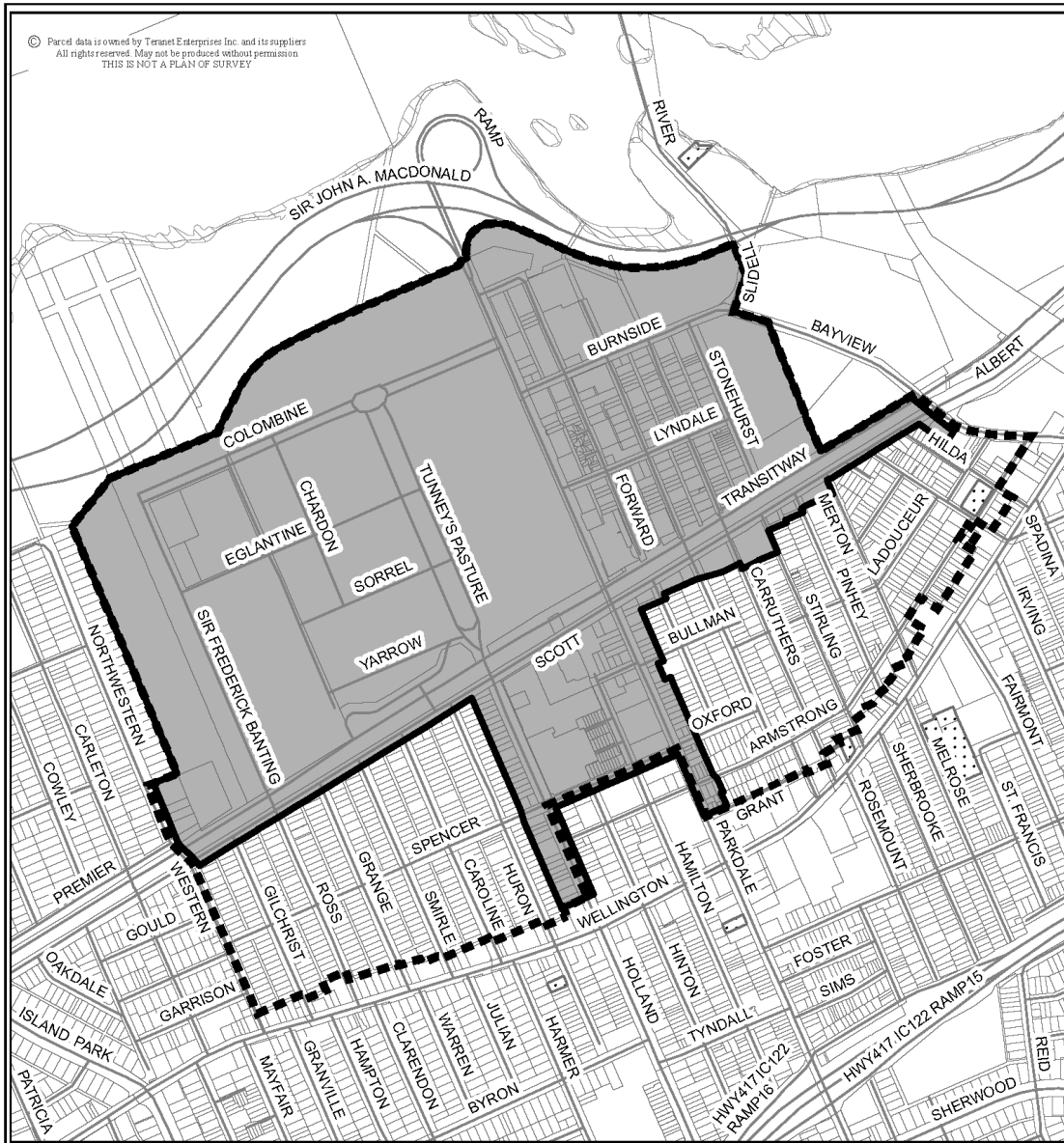
Prepared by: Planning and Growth Management Department,  
Mapping & Graphics Unit  
Préparé par: Service de l'urbanisme et de la gestion de la croissance,  
Unité de la cartographie et des graphiques

### 3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

# PART C – THE APPENDIX

## SCOTT STREET SECONDARY PLAN BOUNDARY



**Ottawa**  
Produced by Planning and Infrastructure Portfolio  
Produit par le Portefeuille urbanisme et infrastructure

D01-01-13-0014	14-0095-D
D01-01-13-0103	

I:\COL2013\ZONING\SCOTT\_STREET\_CDP\_V2

2014 / 01 / 15

REVISION DATE DE RÉVISION

**Location Map / Plan de révision**  
**Zoning Key Plan / Schéma de zonage**  
**Scott Street CDP**

CDP Area Boundary      CDP Focus Area

Flood Plain (Section 58)  
Plaine inondable (Article 58)      Heritage (Section 60)  
Patrimoine (Article 60)

040320235 Denotes Teranet-Polaris Parcel Identification Number

Échelle  
N.T.S.  
Mètres

Scale  
N.T.S.  
Mètres