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# Scott Street Secondary Plan

## Section 1: General Policies

The following policies are applicable to the area shown on Schedule A - Designation Plan, as the Scott Street Secondary Plan.

## Section 2: Structure, Objectives and Purpose of the Secondary Plan

### 2.1 Structure

Section 3.0 lays the foundation of this secondary plan with the vision and set of overarching principles. The secondary plan's policies addressing land use and site development and public realm improvements are contained in Sections 4.0 to 6.0.

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

### 2.2 Objectives and Purpose

The objective of this secondary plan is to guide the development of the Scott Street area. The plan translates many key aspects of the CDP into statutory policy.

The purpose of this secondary plan is to direct greater intensification to certain areas while maintaining the low-rise character in other areas. In doing so, this secondary 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 indicated on the schedules of this secondary plan provides the clear distinction between these low-rise areas of communities and the other areas within the secondary plan that are anticipated to undergo significant change. The areas that are designated Hub, Minor Corridor and Burnside Corridor are able to meet the goals of the Official Plan to accommodate the necessary intensification and growth over the planning period.

This secondary plan 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 secondary plan. Tunney's Pasture is an existing employment campus and is an emerging mixed-use community and provides an opportunity for additional parkland.

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 with a well-used community building. 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, public transit-supportive, walkable 15-minute neighbourhoods, which is a planning objective across the City. The exclusion of the low-rise area of Mechanicsville from the Hub designation and the introduction of the Neighbourhood Line are important elements to this secondary plan as they stabilize the core of this neighbourhood and appropriately direct varying degrees of intensification to the north and west edges of the neighbourhood (Burnside and Parkdale Avenues).

The Champlain Park neighbourhood contains a sizeable neighbourhood park and an elementary school. It is comprised of detached and semi-detached houses and has experienced low-rise infill development. At the southeast corner of the neighbourhood are two places of worship, including a mosque that draws worshippers from across the City. The Neighbourhood Line indicated on the schedules of this secondary plan, along the east edge of Champlain Park neighbourhood abutting Tunney's Pasture, provides a clear delineation between the low-rise area of the Champlain Park neighbourhood 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 portion of Hintonburg, north of Wellington Street West is predominantly detached houses in a variety of architectural styles but also contains many semi-detached houses, townhouses and low-rise apartment buildings. Many houses are built close to the street which provides a human-scale, pedestrian-oriented neighbourhood in a tight-knit fabric. This core area of Hintonburg is a stable, low-rise area with predominantly residential uses. Residents enjoy many amenities within walking distance including 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; McCormick Park, Stirling-Carruthers Park,



Armstrong Park and Bayview Friendship Park. 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 converted 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 neighbourhood character of this core area of 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 Avenue 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 neighbourhood uses on the 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 Bayview and Tunney's Pasture O-Train Stations and because this area is designated a Hub 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 Hub designation of this secondary plan; this area will require lot consolidation in order to achieve the objectives of this secondary plan. The relationship between this mixed-use area and the low-rise area of this portion of Hintonburg as well as the public realm is an important element to this secondary plan. The Neighbourhood Line provides a clear delineation between this low-rise core area of Hintonburg and the areas anticipated to experience greater change over time and accommodate greater density than that of this core of Hintonburg.

Wellington Village is an attractive, stable neighbourhood consisting of mostly detached and semi-detached houses. Several older houses on Holland Avenue have been partially or fully converted to commercial uses. Holland Avenue is designated as a Minor Corridor in the Official Plan. Generally, there are deeper lots than those found in Mechanicsville and Hintonburg which allows for deeper front and backyards. The neighbourhood enjoys proximity to shops, restaurants and other attractions on Wellington Street West, but contains no public parks. 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 campus. The Tunney's Pasture Master Plan, prepared by Public Works and Government Services Canada in September 2014, will facilitate many



potential changes including the introduction of residential uses, mixed-use developments, enhancements to the public realm and new parks. 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.

### Section 3: Goals and Principles of the Plan

The goal of this secondary plan is to provide a vision for the Scott Street area that allows for intensification in strategic locations that is public transit supportive and contributes to a 15-minute walkable community. This secondary plan recognizes the relationship between these areas where change is anticipated and the surrounding established neighbourhoods. The Neighbourhood Line provides clear direction as to where significant intensification will occur and where established neighbourhoods will evolve over time with small-scale infill and intensification.

#### **Principles**

1. Reinforce and respect the character of existing neighbourhoods, by:
  - a. Establish a clear neighbourhood boundary; and
  - b. 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; and
  - c. Ensure the character of local streetscapes, including front yards, is maintained.
2. Hub and minor corridors shall meet all of the following:
  - a. Support intensification of Tunney's Pasture with both residential and employment uses; and
  - b. Support a mix of uses, including a range of commercial amenities, around the Tunney's Pasture O-Train Station; and
  - c. Support a mix of uses, including small-scale commercial uses, along Holland and Parkdale Avenues; and
  - d. Ensure streets and greenspaces 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, by:



- a. Focus new higher density development in Tunney's Pasture and on large sites in the Mixed-Use Centre designation of this secondary plan between Holland and Parkdale Avenues; and
  - b. Design mid- and high-rise buildings in accordance with the urban design policies of the Official Plan and the CDP; and
  - c. Parking should be located underground.
4. Enhance, protect and interconnect the greenspace network, by:
- a. Improve access to the Ottawa River and the associated Capital Greenspace, Parks and Green Transportation and Utility Corridor, from Mechanicsville and to Tunney's Pasture; and
  - b. Support the provision of parks through the provision of land for parks or by the creation of privately-owned public spaces in Tunney's Pasture, internally and along Parkdale Avenue; and
  - c. Add or improve facilities for passive and active recreation in Laroche Park, which will be revitalized as the area redevelops to meet the needs of current and future residents, including with seating, shade trees and greenery that is coordinated with lighting, public art and required utilities; and
  - d. Add pedestrian and cycling amenities and landscaping to Scott Street, which includes the Green Transportation and Utility Corridor; and
  - e. Support the National Capital Commission (NCC) to increase connectivity and enhance connections.
5. Improve mobility connections and create complete, inviting streets, by:
- a. Transform Scott Street into a complete street, with dedicated cycling facilities, wider sidewalks and enhanced landscaping on both sides; and
  - b. Improve intersections for pedestrians and cyclists along and across Scott Street; and
  - c. Improve conditions for cyclists and pedestrians on Holland Avenue; and
  - d. Enhance the Parkdale Avenue streetscape, incorporating cycling facilities within a parallel greenway north of Scott Street.
6. Promote design excellence, by:
- a. Support resiliency in buildings and site design, infrastructure and landscaping that meet or exceed the High Performance Development Standards, including implementing green roofs where possible; and

- b. Ensure all new buildings enhance adjacent streetscapes and the pedestrian experience; and
- c. Ensure durable and high-quality materials are used for buildings and landscapes.

## Section 4: Land 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 designation including the location of the Neighbourhood Line on Schedule A – Designation Plan or increases to the maximum permitted building heights indicated on Schedule B - Maximum Building Heights, will require an amendment to this secondary 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 secondary plan.

### 4.1 Hub Designation

The Hub designation applies to those areas indicated on Schedule A - Designation Plan. The Hub is an opportunity for intensification to support the Tunney's Pasture O-Train 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 and cycling facilities within and through the Hub designation and meets the applicable guidelines contained in the Scott Street CDP, in addition to the following applicable policies:

- 2) Development shall 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 O-Train Station.
- 3) Development on lots with frontage on Scott Street will provide 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.

- 4) 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. 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.
- 5) 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.
- 6) The existing Mid-Block Connection shown on Schedule A - Designation Plan between Holland Avenue to Hamilton Avenue North is an important pedestrian connection and will be maintained and enhanced through future development of the site.
- 7) The future Mid-Block Connection shown on Schedule A –Designation Plan is to provide a publicly accessible connection between Hamilton Avenue North and Scott Street. The location, configuration and width are 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 and applicable urban design policies of the Official Plan. For future mid-block connections, on private properties, an easement and maintenance and liability agreement may be required subject to the City's discretion.

#### Permitted Uses

The uses permitted in the Hub designation in the Official Plan are permitted in the Hub designation of this secondary plan with the exception of drive-throughs which are prohibited in this Hub designation.





### Building Transition

The angular plane illustration in Section 4.2.1 of the Scott Street Community Design Plan shall be used to guide maximum tower height in accordance with the policies below.

### 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 while ensuring that the built form transition occurs within the Hub and ensures privacy, sunlight penetration and sky views. Podium and tower forms of high-rise buildings, staggered towers, 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 all of the following criteria are met:

- 8) 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 must be supported by a focused design review with members of the City's Urban Design Review Panel and will only be permitted subject to building and site design that meets the applicable policies below.
- 9) 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 referenced in this secondary plan. In any case where the angular plane measurement results in a building height greater than the maximum building height permitted on Schedule B, the maximum building height on Schedule B shall prevail.
- 10) Tower portions of high-rise buildings will generally have minimum setbacks from rear and interior lot lines of 11.5 metres except where the high-rise building abuts a mid-block connection, in which case the setback may be reduced to 3.5 metres. Reductions in these setbacks may be permitted if Section 4.1 - Hub Designation, Policy 11) can be met.
- 11) 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.

- 12) The proposed high-rise building reflects the planned context of these secondary plan's planning area.
- 13) The design of the podiums of high-rise buildings will meet the building guidelines contained in the Official Plan and 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.
- 14) To provide transitioning and reduce impacts on existing low-rise neighbourhood 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 neighbourhood uses will demonstrate that the applicable building and site guidelines contained in the Scott Street CDP are met.
- 15) 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.
- 16) For those sites identified on Schedule B as Height Limit Varies as per Existing Zoning and which permit a high-rise building, the overall maximum building height as per existing zoning shall prevail; however, modifications to floor to ceiling height for certain elements of the building to accommodate uses, such as a podium, will be permitted in accordance with the policies above.

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

The Hub 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:

- 17) 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.



- 18) 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 meets all of the following criteria:
- a) provides adequate amenity space on-site and landscape buffering between adjacent sites; and
  - 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 Minor Corridor Designation

The Minor Corridor designation applies to those areas indicated on Schedule A - Designation Plan. The Minor Corridor designation supports a mix of both residential and non-residential uses at a built form scale that reflects the adjacent low-rise 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 CDP in addition to the following applicable policies:

- 19) Low-rise buildings and the following neighbourhood-oriented uses are permitted:
- a) Professional or medical office; and
  - b) Restaurant; and
  - c) Food store; and
  - d) Retail store; and
  - e) Service and repair shop.
- 20) The non-residential uses in the Section 4.2 - Minor Corridor Designation, Policy 19) will generally maintain the residential character of the Minor Corridor designation by maintaining consistent building setbacks from Parkdale and Holland Avenues and Scott Street.
- 21) 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.

- 22) Development on lots with frontage along the east side of Parkdale Avenue or along Holland Avenue will have building setbacks as illustrated in the 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.

### Location and Heights

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

- 23) The minimum building height for new buildings is two storeys.
- 24) The maximum building height, will:
- a) Not exceed a 45-degree angular plane measurement from the Neighbourhood Line, or six storeys, whichever is lesser; and
  - b) Notwithstanding Policy 24) a), the maximum building height permitted on the properties municipally known as 255-263 Parkdale Avenue, will not exceed a 45-degree angular plane measurement from the Neighbourhood Line or nine storeys, whichever is lesser.
- 25) The Neighbourhood Line identified on the schedules of this secondary plan delineates the stable, low-rise areas of the neighbourhoods from the Minor Corridor designation. The transitioning of building heights in the Policy 24) above will occur within the Minor Corridor designation only and regardless of ownership of future lots or future lot configuration, lots within the Low-Rise Neighbourhood designation, on Schedule A - Designation Plan, will not be incorporated into the angular plane measurement.

### 4.3 Burnside Corridor Designation

The Burnside Corridor designation applies to those areas indicated on Schedule A - Designation 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 should front onto the street.



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

- 26) Burnside Corridor 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, as well as service and repair shops.
- 27) Individual non-residential use in a building is generally limited to 300 square metres.

#### Location and Heights

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

- 28) The maximum permitted building height for those lots south of Burnside Avenue is six storeys.
- 29) Notwithstanding Section 4.3 - Burnside Corridor Designation, Policy 28), the maximum building height permitted on the properties known municipally as 28 Burnside Avenue and 50-52 Carruthers Avenue, is nine storeys. No portion of the building(s) above six storeys shall exceed a 45-degree angular plane. The angular plane will be measured from the sixth storey and set 3m north of the abutting Neighbourhood Line. The property at 50 Carruthers is listed on the Heritage Register and the retention of the property as part of a larger development should be considered when the site is redeveloped.

#### 4.4 Mid-Rise Neighbourhood Designation

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

- 30) 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) Shadowing impacts and overlook onto residential areas are addressed.
- 31) 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 meets all of the following criteria:
  - a) Provides adequate amenity space on-site and landscape buffering between adjacent sites; and



- 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 Neighbourhood Designation

As shown on Schedule A - Designation Plan and Schedule B - Maximum Building Heights, the Neighbourhood Lines delineate the stable, low-rise areas of the neighbourhoods from the Mixed-Use Centre, Burnside Corridor and Minor Corridor 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 Neighbourhood designation on Schedule A - Designation Plan and either Burnside Corridor or Minor Corridor designations, the Neighbourhood Line shall not be modified to align with the rear lot line of the assembled lots without an amendment to this secondary plan.

##### Permitted Uses

- 32) The range of uses permitted in the Hubs, Corridors and Neighbourhood designations in the Official Plan are permitted in the Low-Rise Neighbourhood designation, on Schedule A - Designation Plan.
- 33) Over time, existing non-residential uses are encouraged to evolve into other non-residential uses that are compatible with low-rise residential uses.

##### Location and Heights

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

- 34) The maximum permitted building height in Mechanicsville is four storeys, in north Hintonburg three storeys and in Wellington Village three storeys.
- 35) 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 Greenspace Designation

As shown on Schedule A - Designation Plan, the Greenspace designations identify areas that are designated Greenspace in the Official Plan. The Green Transportation and Utility Corridor north of Scott Street is identified to recognize the multi-use pathway



and the potential for future linear park connections on the north side of the O-Train corridor.

36) The range of permitted uses are those identified in the Greenspace designation of the Official Plan.

37) The areas parallel to Scott Street may be used as elements of a complete street.

### Section 5: Public Realm

The Public Realm Plan and associated guidelines contained in the CDP identifies opportunities to enhance the greenspace 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 CDP also highlights the need for smaller greenspaces including plazas that will complement the larger greenspaces 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 pathways to and from the O-Train station and between Scott Street and the Ottawa River. Scott Street is the central element in the Public Realm Plan, with guidelines for its redesign as a greener complete street that comfortably accommodates sustainable modes of travel and enhances the overall character of the area.

- 1) The City shall pursue the implementation of the vision of Scott Street, in support of the Ottawa Cycling Plan, prepared by the City in 2020, to ensure pedestrian and cycling facilities are prioritized.
- 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 O-Train 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 secondary plan area.

### Section 6: Tunney's Pasture

The Tunney's Pasture Master Plan (TPMP) 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 mixed-use area that is compatible with the surrounding neighbourhoods and is supportive of the Tunney's Pasture O-Train Station. In the future, if any areas of Tunney's Pasture become municipal parks, publicly accessible and/or privately owned, the TPMP and the 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 parks, cycling and pedestrian pathways and publicly accessible greenspaces will develop generally in accordance with the TPMP and the CDP. New public parks will be acquired through the development process as specified in the TPMP.
- 2) The location and size of any future neighbourhood parks will develop generally in accordance with the TPMP and the CDP.
- 3) Building heights, uses, street layouts and any new intersections will develop generally in accordance with the TPMP and the CDP.
- 4) The City will support a variety of housing, including affordable housing and mixed-use development that is public transit supportive.
- 5) Development will have regard for the historic significance of any existing streets, buildings and greenspaces identified in the TPMP.
- 6) If required, the City will update the CDP and this secondary plan to reflect any future changes to the TPMP.

## Schedules

Schedule A - Designation Plan

Schedule B - Maximum Building Heights







# Scott Street / Rue Scott

SECONDARY PLAN - Volume 2  
Schedule A - Designation Plan

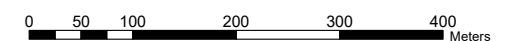
PLAN SECONDAIRE - Volume 2  
Annexe A - Plan de désignation

Scott Street SP Boundary / Zone de la rue Scott PS

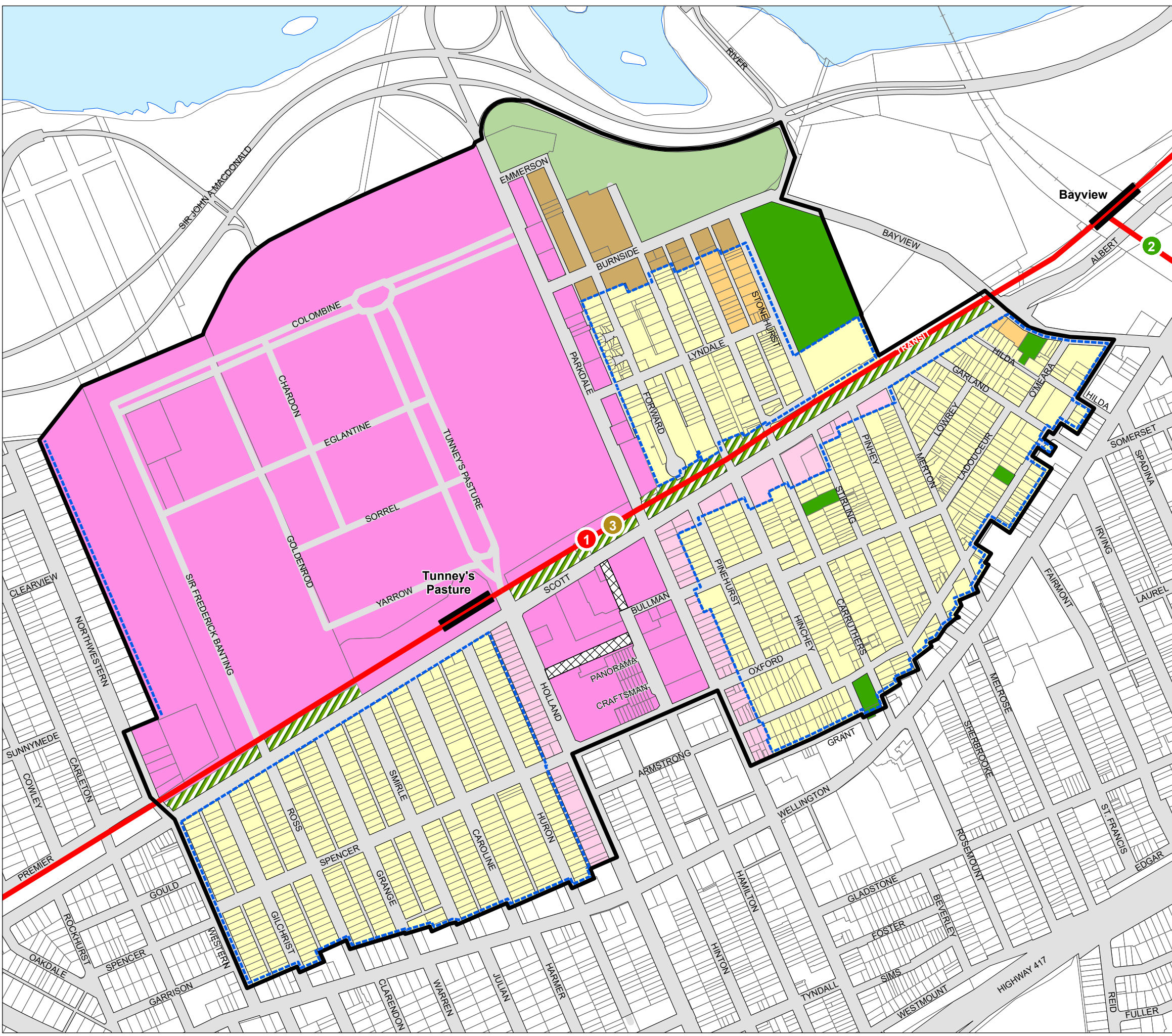
## DESIGNATION / DÉSIGNATION

- Hub / Carrefour
- Minor Corridor / Corridor mineur
- Capital Greenspace / Espace vert de la capitale
- Park / Parc
- Green Transportation and Utility Corridor / Couloir de transport vert et de services publics
- Low-Rise Neighbourhood / Secteur Quartier de faible hauteur
- Mid-Rise Neighbourhood / Secteur Quartier de moyenne hauteur
- Burnside Corridor / Couloir de l'avenue Burnside
- Mid-Block Connection / Passage piétonnier en section courante
- Neighbourhood Line / Ligne de quartier
- O-Train and/et Stations
- O-Train Lines / Lignes O-Train

Consolidation and Amendments /  
Consolidation et amendements



Planning, Infrastructure and Economic Development Department,  
Geospatial Analytics, Technology and Solutions  
Services de la planification, de l'infrastructure et du développement économique,  
Analyse géospatiale, technologie et solutions





# Scott Street / Rue Scott

SECONDARY PLAN - Volume 2  
Schedule B - Maximum Building Heights

PLAN SECONDAIRE - Volume 2  
Annexe B - Hauteurs maximales des immeubles

Scott Street SP Boundary/ Zone de la rue Scott PS

O-Train and/et Stations

O-Train Lines / Lignes O-Train

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 \* Except Where Secondary Plan Permits Greater Height  
Jusqu'à 6 étages \* Sauf plan secondaire permet des hauteurs plus élevées,

### 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

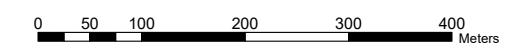
Up to 25 storeys / Jusqu'à 25 étages

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

'Central location for a High-Rise Building \*Subject to Official Plan, Secondary Plan and CDP /  
Emplacement général pour les immeubles de grande hauteur \* Assujetties au plan officiel,  
plan secondaire, et PCC'

Consolidation and Amendments /  
Consolidation et amendements



Planning, Infrastructure and Economic Development Department,  
Geospatial Analytics, Technology and Solutions  
Services de la planification, de l'infrastructure et du développement économique,  
Analyse géospatiale, technologie et solutions

