

Scott Street Community Design Plan

Plan de conception communautaire pour le secteur de la rue Scott

**Community Meeting #3**

**Réunion communautaire #3**

October 9, 2013

9 octobre 2013

**Delcan**

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# Where we are in the process

## Phases and Timeline

### Phase 1: Goals, Objectives and Potential

- mapping, modeling & analysis
- stakeholder interviews
- **visioning workshops**

March – May

### Phase 2: Vision and Urban Design Framework

- preliminary directions
- conceptual framework
- PAC meeting
- **community meeting (June 26)**
- confirm framework

May – July

### Phase 3: Draft CDP

- recommended directions
- PAC meeting
- **community meeting (Oct 9)**
- complete draft CDP

July – Oct

### Phase 4: Final CDP

- refine document
- **community meeting (Nov 13)**
- finalize CDP
- presentation to P&E Committee

Nov – Dec

Technical Advisory Committee and Public Advisory Committee

# What we want to talk about

- the CDP boundary
- the overall design framework
- directions and recommendations for focus areas
- next steps

# Defining the CDP Area



## Land Use

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# Defining the CDP Area



## Land Use

- Residential-High Profile
- Residential-Medium Profile
- Residential-Low Profile
- Commercial
- Office
- Institutional
- Industrial
- Utility
- Active Recreation
- Passive Recreation
- Open Space

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# Defining the CDP Area – Areas for Change



## Land Use

- Residential-High Profile
- Residential-Medium Profile
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# Defining the CDP Area – Stable Areas

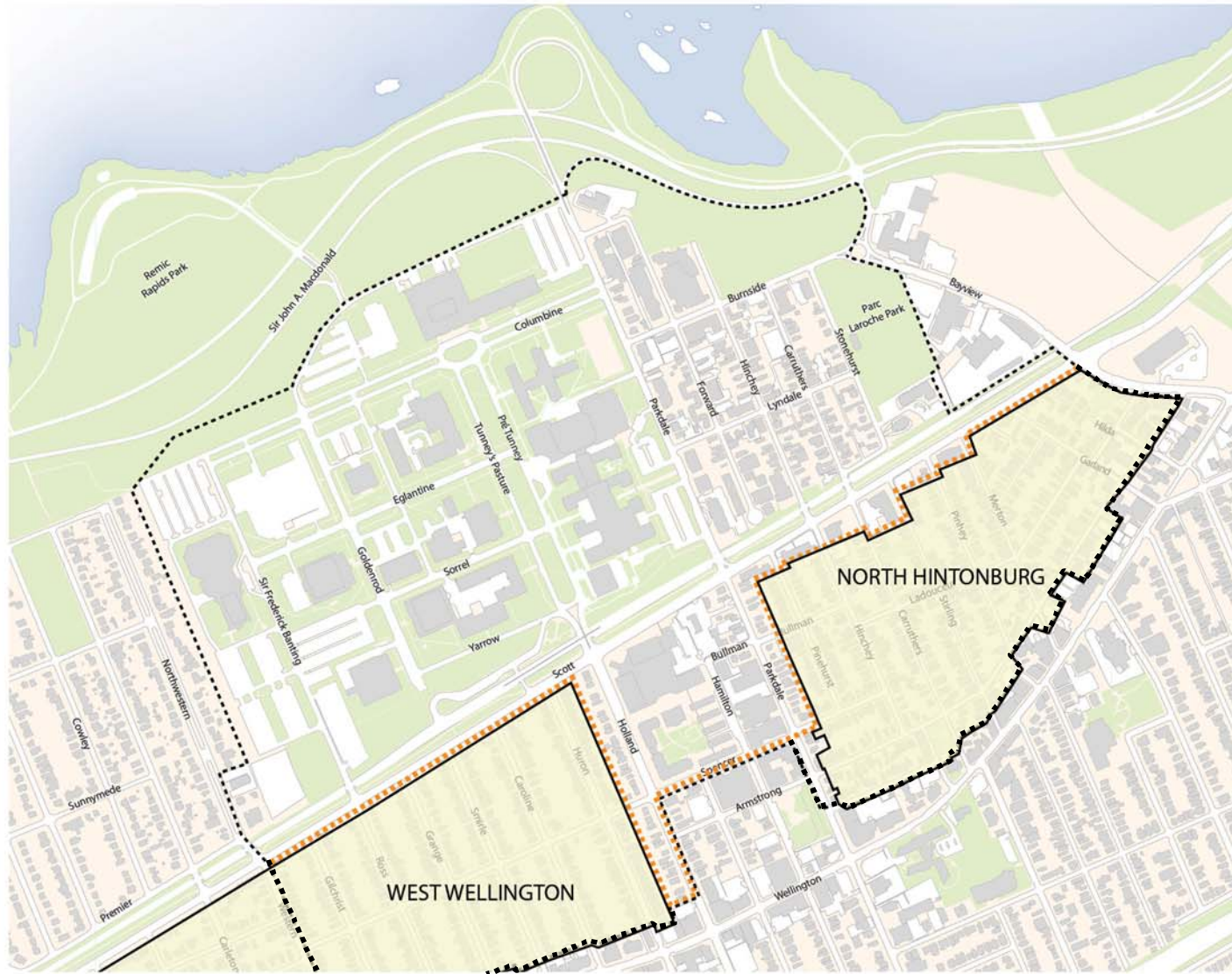


CDP Focus Area

- CDP Areas Boundary
- CDP Focus Areas

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# Proposed CDP Area



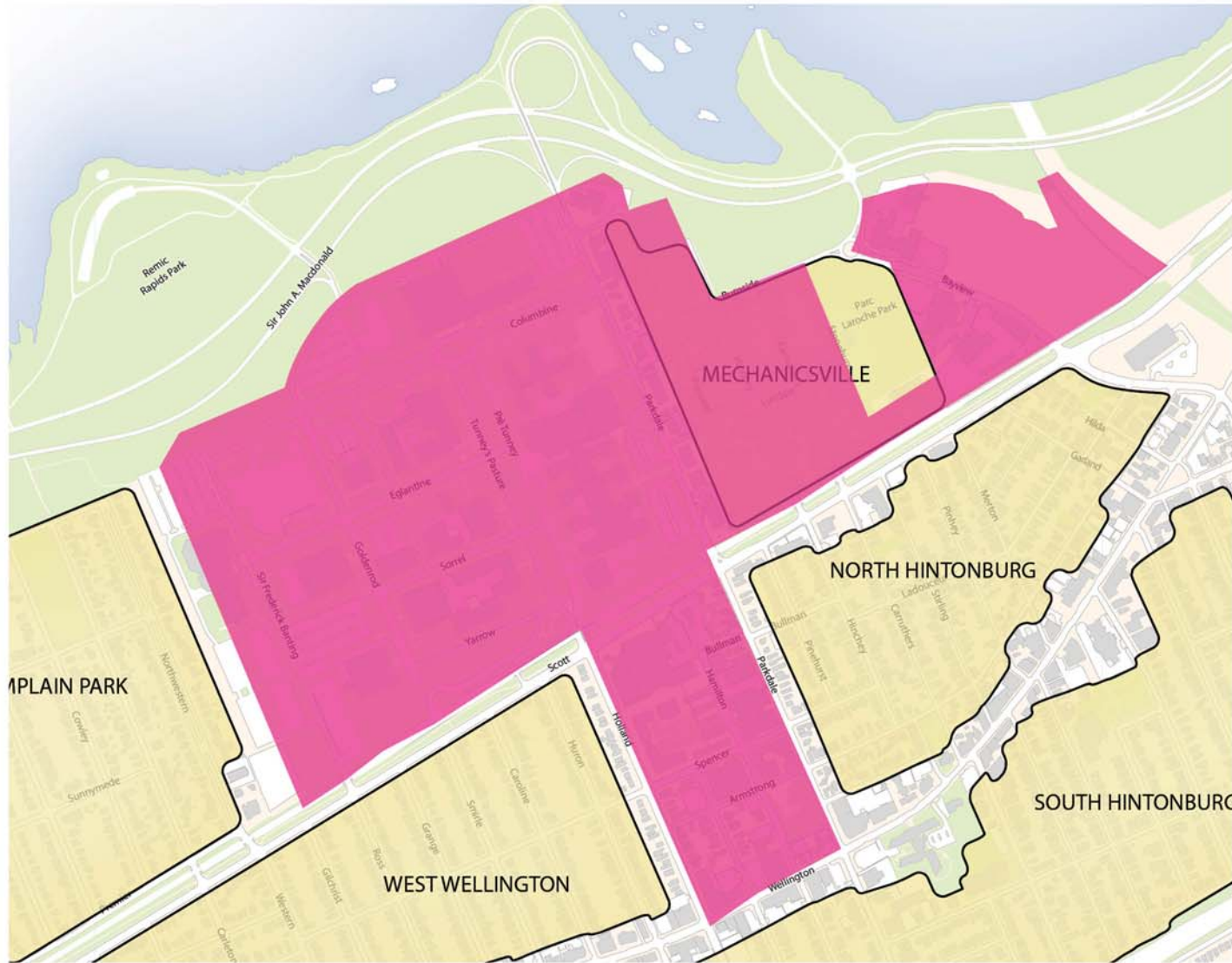
CDP Focus Area

- CDP Areas Boundary
- CDP Focus Areas

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**Recommendation:** Revise the boundaries of the MUC designation to exclude the core of Mechanicsville, where significant intensification is not appropriate



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...and generally maintain the zoning in the established neighbourhoods.



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A smaller Mixed-Use Centre will not restrict the growth potential for the area.

Selected MUCs	Jobs (2006)	Pop. (2006)	Density (P&J/ha)
Tunney's	15,873	2,057	207
Lees	54	2,545	167
Bayview-Preston	8,916	2,738	142
Billings Bridge	5,519	0	130
Blair-Hwy. 174	6,411	0	106

Density target for Tunney's MUC

**250 P&J/ha**

Density in 2006

207 P&J/ha

Plus recently built or approved projects

220 P&J/ha

Plus potential growth in Tunney's Pasture

**350+ P&J/ha**

# PROPOSED LAND USE PLAN



Proposed Land Use Plan

- Mixed Use
- Residential-Mixed Use
- Residential
- Apartment Neighbourhood
- Other Commercial
- Office-Bureau
- Public/Institutional Area
- Open Space
- Transit Station Conceptual
- Tunney's Pasture
- Tunney's Pasture Open Space (Conceptual)
- ✱ Community Centre
- Utility
- LRT Station

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# PROPOSED PUBLIC REALM: STICHING THE COMMUNITY TOGETHER

Public Realm



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# EXISTING PEDESTRIAN NETWORK



Existing Pedestrian Network

- Existing Multi-use Pathway
- Existing Off-Street Multi-use Pathway
- Existing Signalized Intersection
- BRT Station

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# PROPOSED PEDESTRIAN NETWORK



Future Pedestrian Network

-  Existing Multi-use Pathway
-  Proposed Multi-use Pathway
-  Enhanced Pedestrian Pathway
-  Future Pedestrian Pathway
-  Enhanced Community Pathway
-  Enhanced Cross Walk
-  Signalized Intersection
-  Future LRT Station

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# EXISTING BICYCLE NETWORK



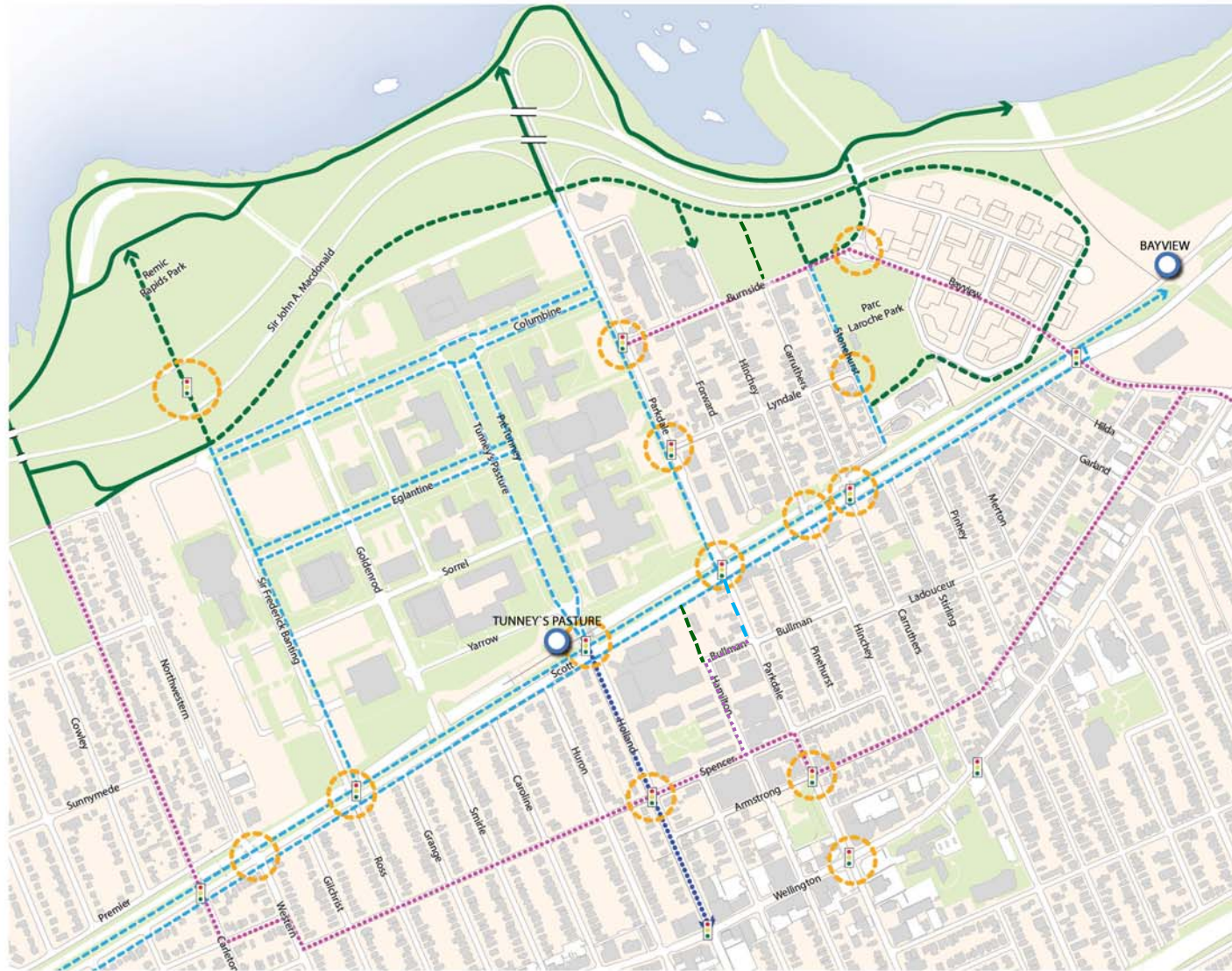
Existing Bicycle Network

- Existing Multi-use Pathway
- Existing Off-Street Multi-use Pathway
- Existing Bike Lane (On-Road)
- Existing Shared Use Lane
- Existing Signaled Intersection
- Transitway Station

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# PROPOSED BICYCLE NETWORK



Future Bicycle Network

-  Existing Multi-use Pathway
-  Proposed Multi-use Pathway
-  Future Cycle Track (Off-Road)
-  Future Bike Lane (On-Road)
-  Future Shared Use Lane (Signed Route)
-  Enhanced Cross Walk
-  Signalized Intersection
-  Future LRT Station

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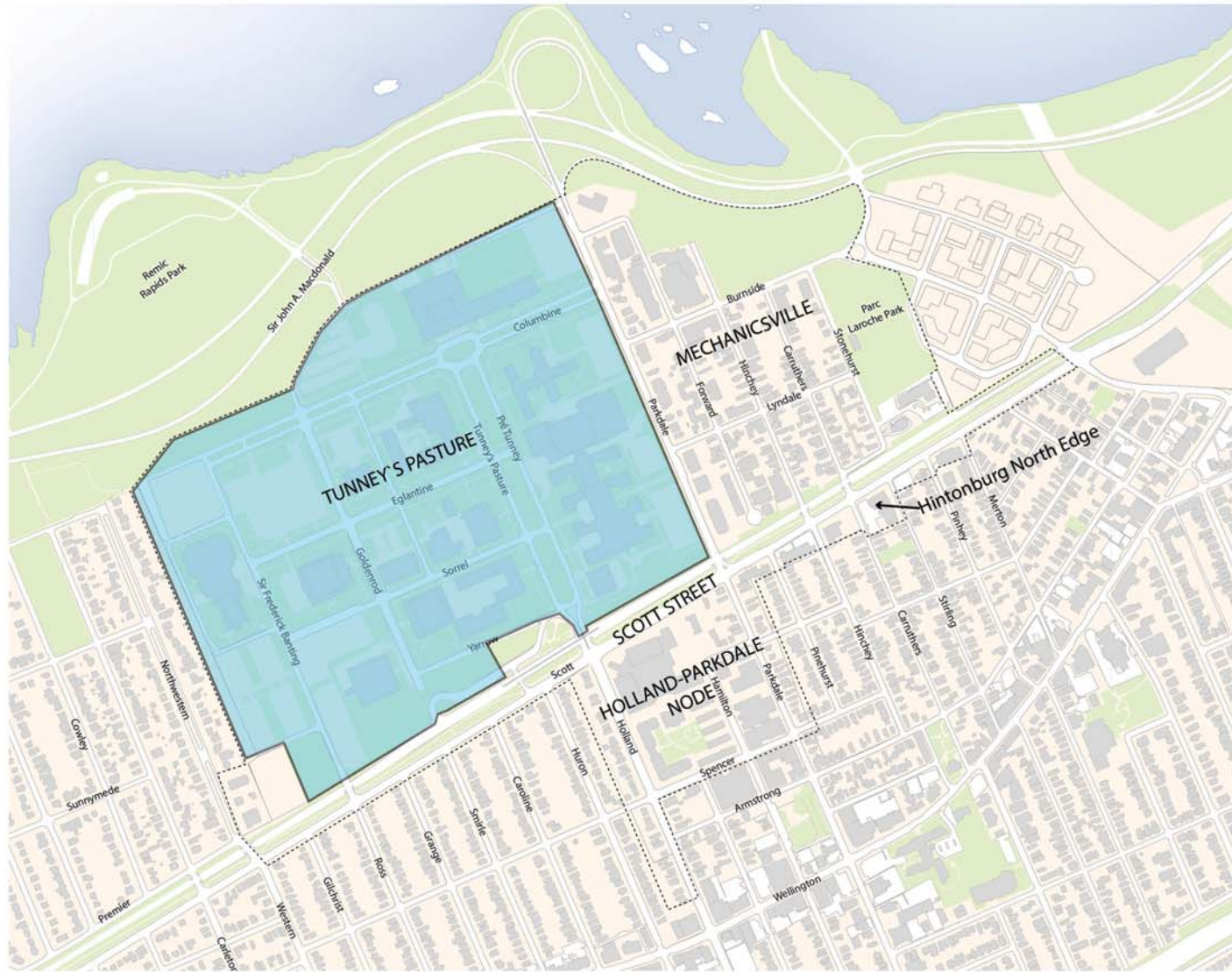
# 5 Focus Areas for the CDP



1. Tunney's Pasture
2. Mechanicsville
3. Holland-Parkdale Node
4. Hintonburg North Edge
5. Scott Corridor

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# Tunney's Pasture

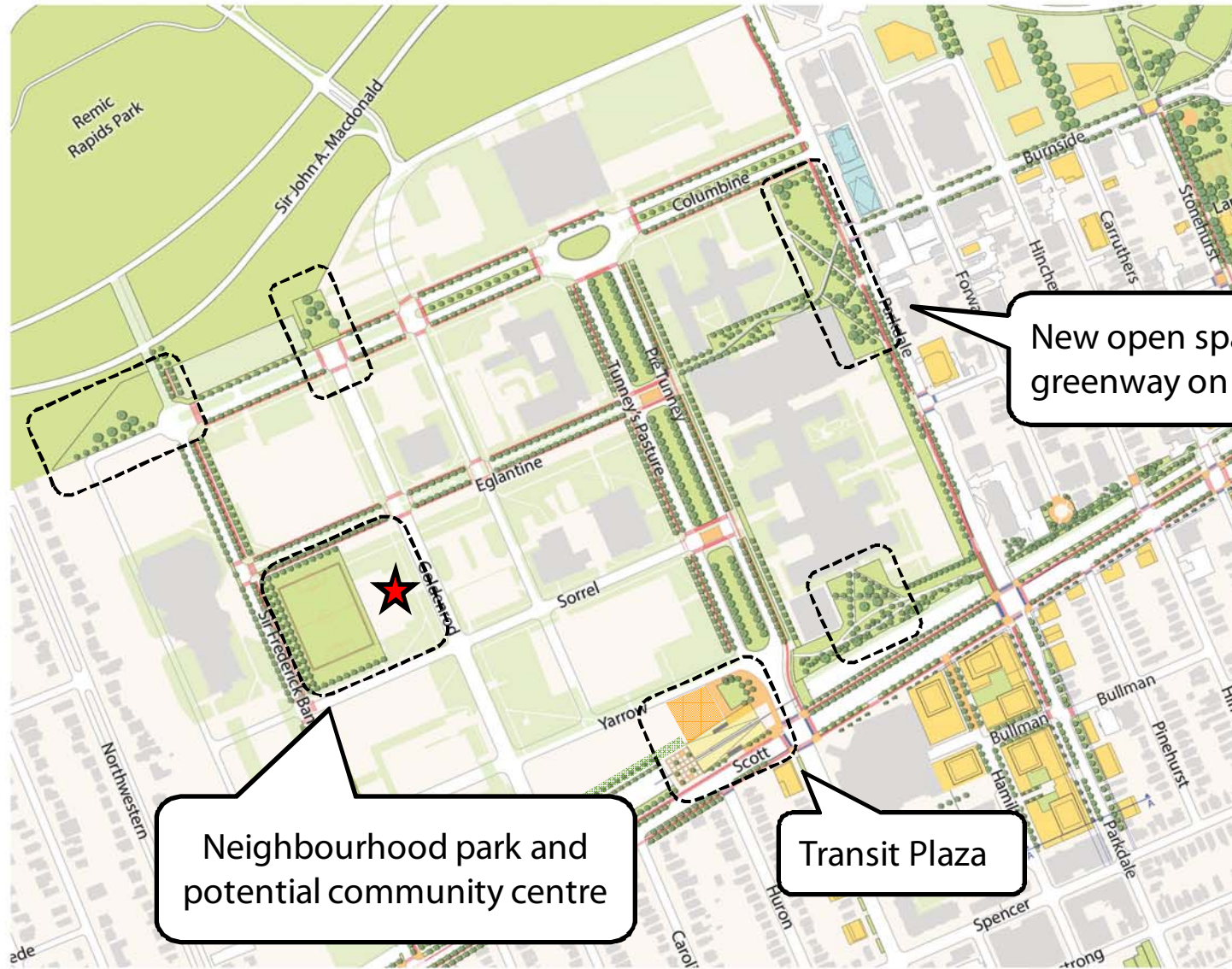


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Informed by the CDP process, PWGSC are revising their initial master plan concepts. As municipal infrastructure, open spaces and facilities are planned in Tunney's Pasture, and residential and other non-federal uses added to the site, the CDP will help guide decisions.



# Public Realm Directions



New open spaces and greenway on Parkdale

Neighbourhood park and potential community centre

Transit Plaza

A new transit plaza and new parks would provide a more urban gathering and recreation spaces for Tunney's Pasture and the surrounding neighbourhoods

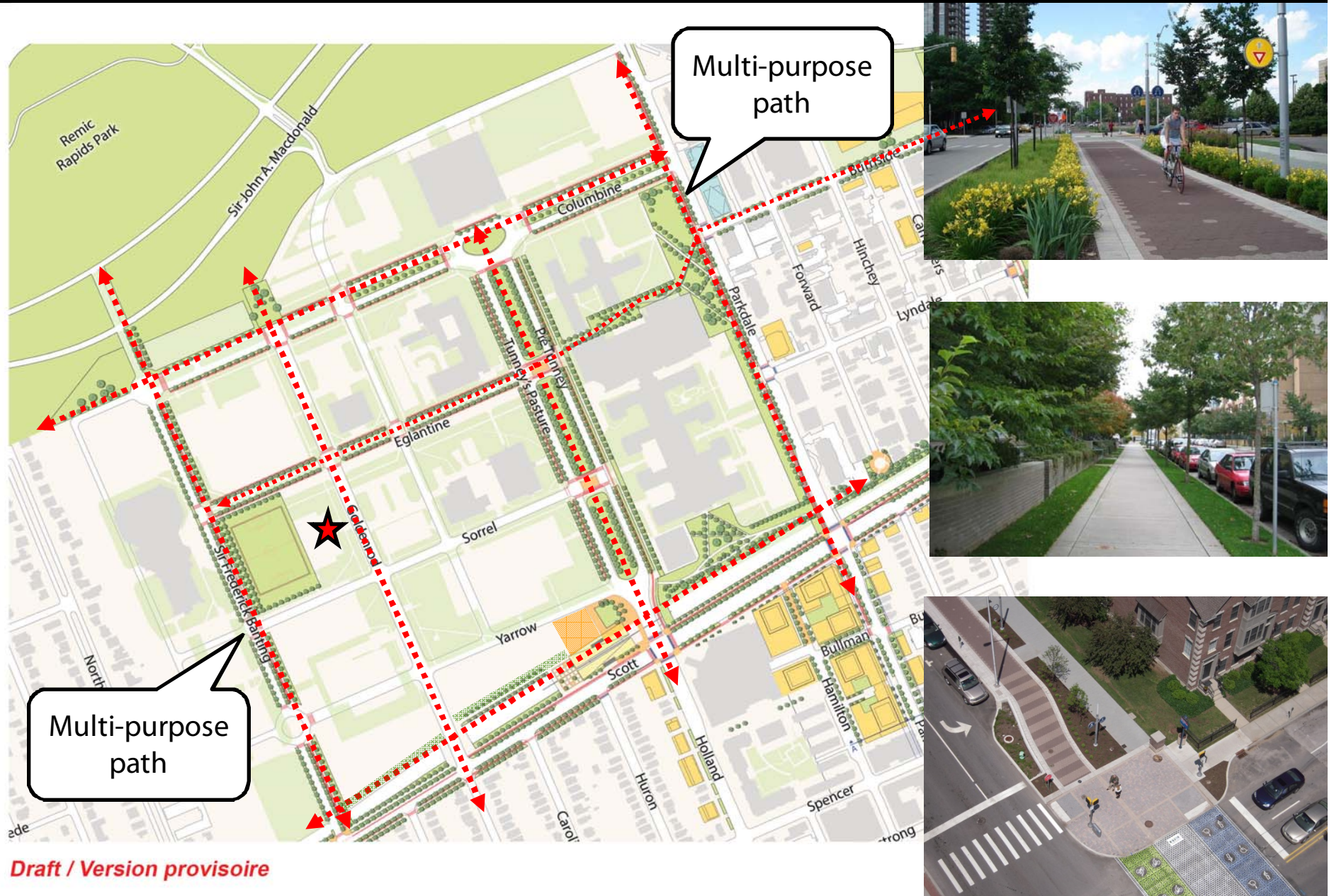


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# Connectivity improvements

Improved the overall network connectivity (East/West & North/South)





# Mechanicsville



Focus Area

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# Open space improvements



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# Open space improvements



## Green links and pocket parks along the Transitway



Green links and pocket parks along the Transitway  
Well-designed path and new landscaping



Green links and pocket parks along the Transitway  
Small open spaces for playing, gathering and gardening



# Improve the Burnside streetscape



A greener Burnside would connect new and existing open spaces within the community and beyond.

### Directions for the NCC Lands:

- Provide generous landscape setbacks
- No tall walls along the street edge
- Maintain pathway connections to the river from key north-south streets



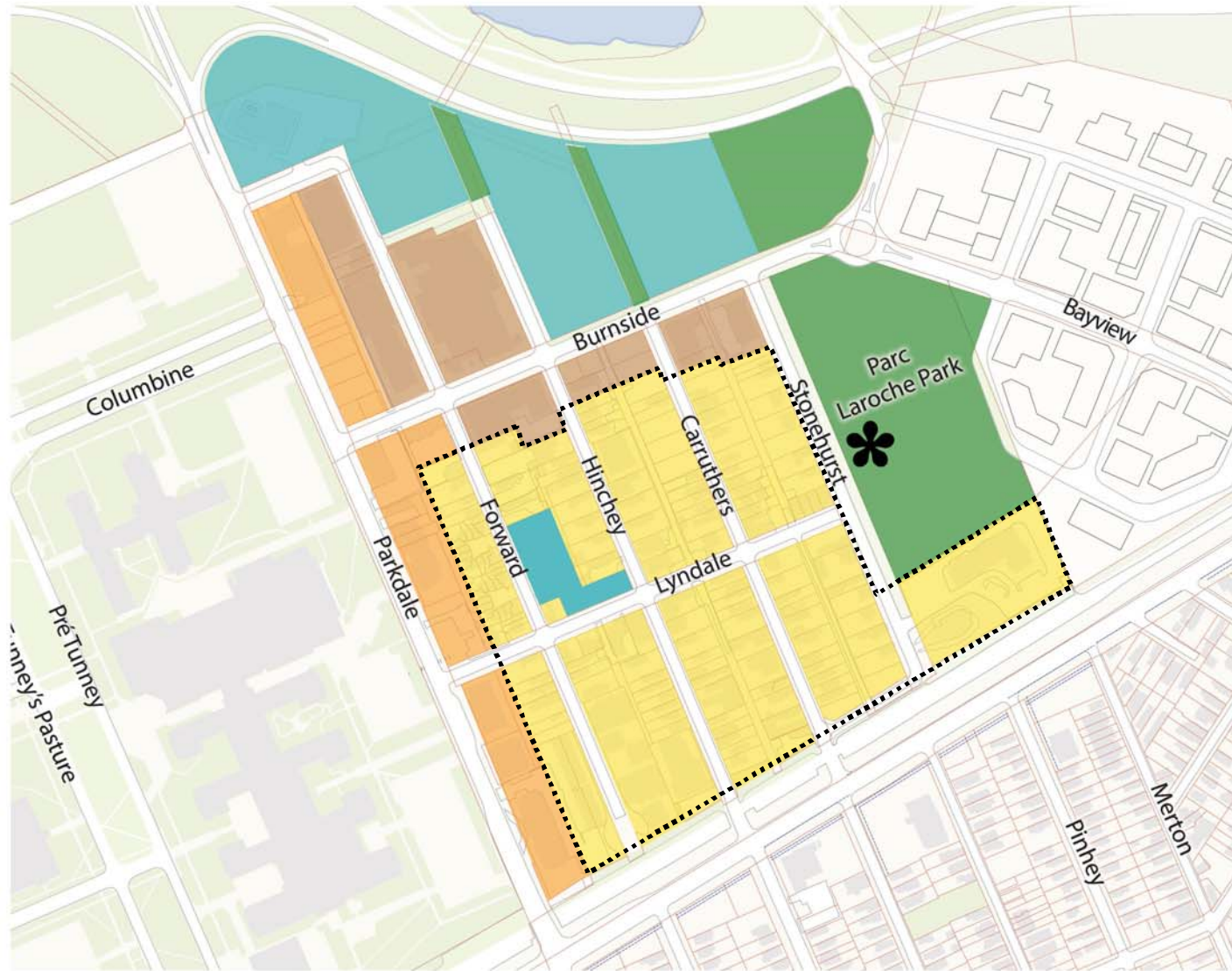


# How important are the laneways in Mechanicsville's future?



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Neighbourhood infill should respect the current height limit.



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Infill on Burnside could be taller, from the 4 storeys allowed now up to 6 or 7 storeys.



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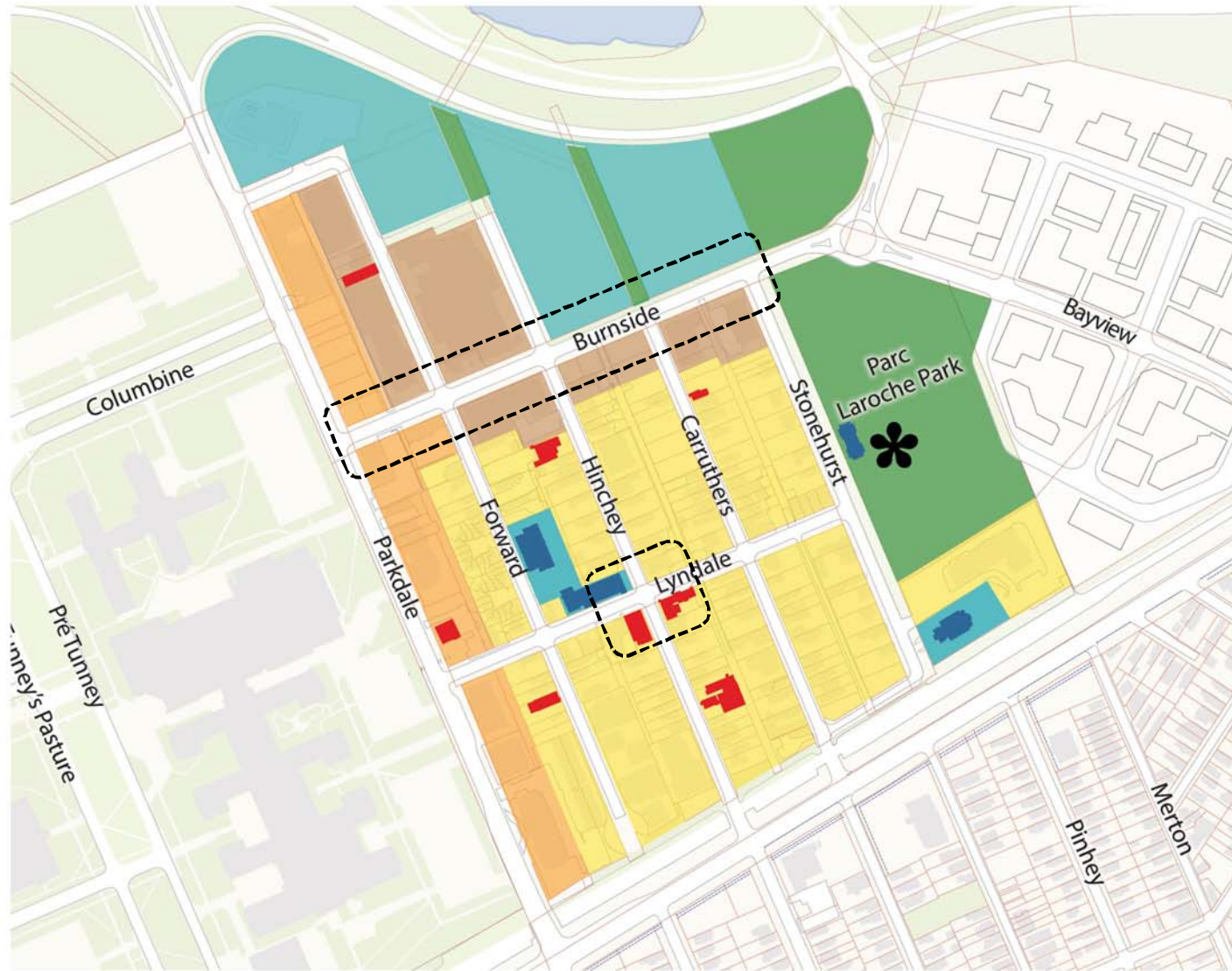
Infill on Burnside could be taller, from the 4 storeys allowed now up to 6 or 7 storeys.



Should small-scale, neighbourhood-supportive uses, such as convenience stores and cafes, be permitted anywhere in Mechanicsville?



...or only in strategic locations, for example, on Burnside, on Lyndale and/or at the intersection of Lyndale and Hinchey?



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# What types of neighbourhood-oriented businesses should be allowed?



Permitted today:

- Home-based business
- Home-based daycare
- B&B





# Holland-Parkdale Node



Focus Area

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# Holland-Parkdale Node

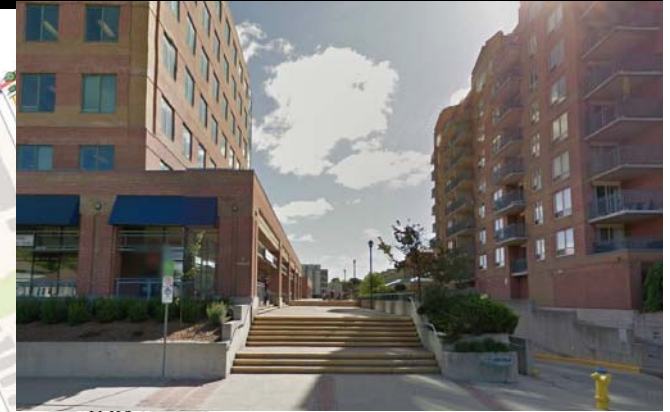
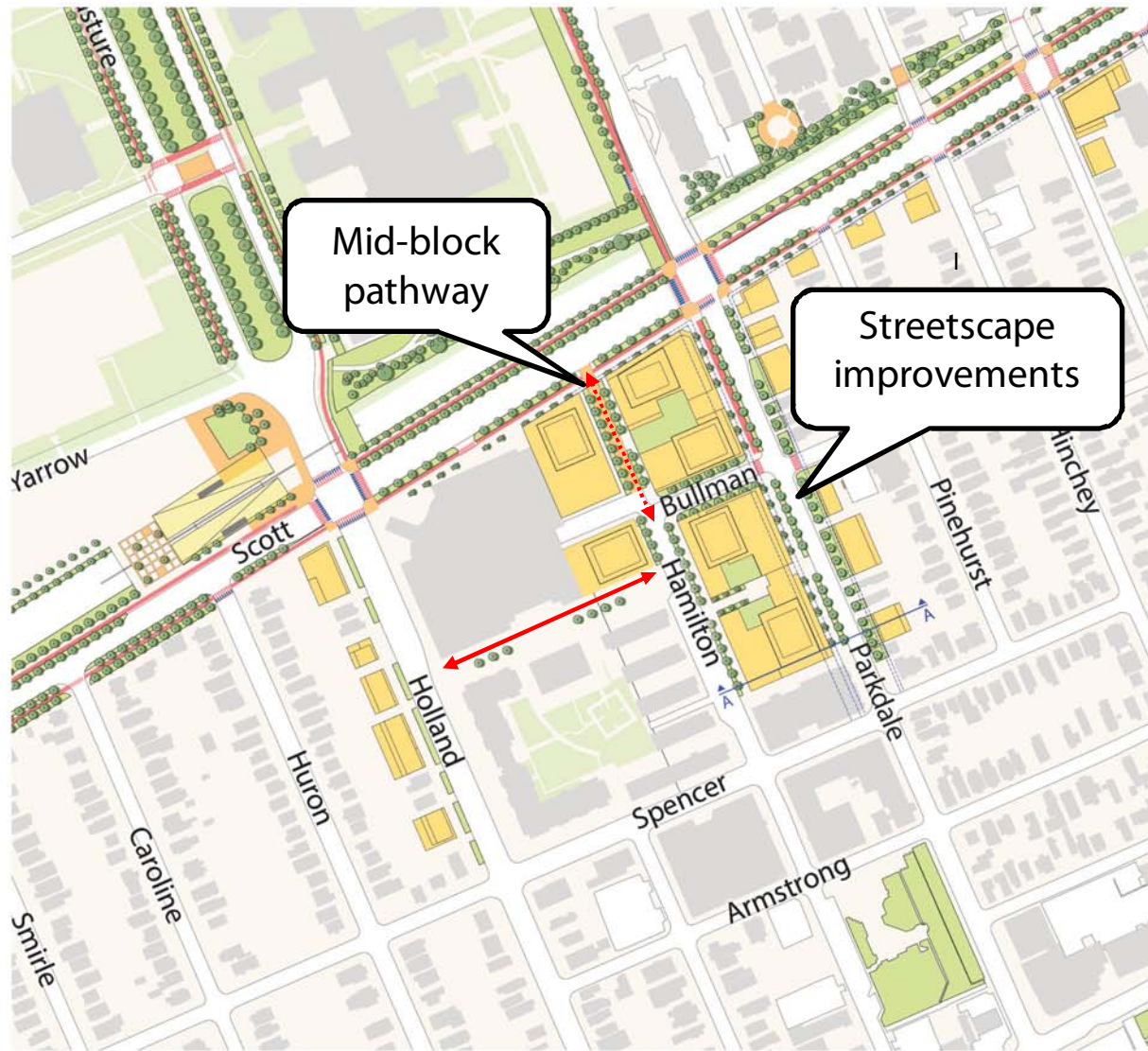
Overall Plan



*Draft / Version provisoire*

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New development should be sensitive to the scale of the neighbourhood and enhance the adjacent public realm.



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Bike lanes or cycle tracks should be pursued on Holland.



Up to 6 storeys are proposed on the east side of Parkdale and west side of Holland and for the podiums in the node

Parkdale

6 storeys









Would you like to see more at-grade commercial uses along Holland and Parkdale?

Towers should be set well back from the street, staggered and spaced at least 25 m from one another.

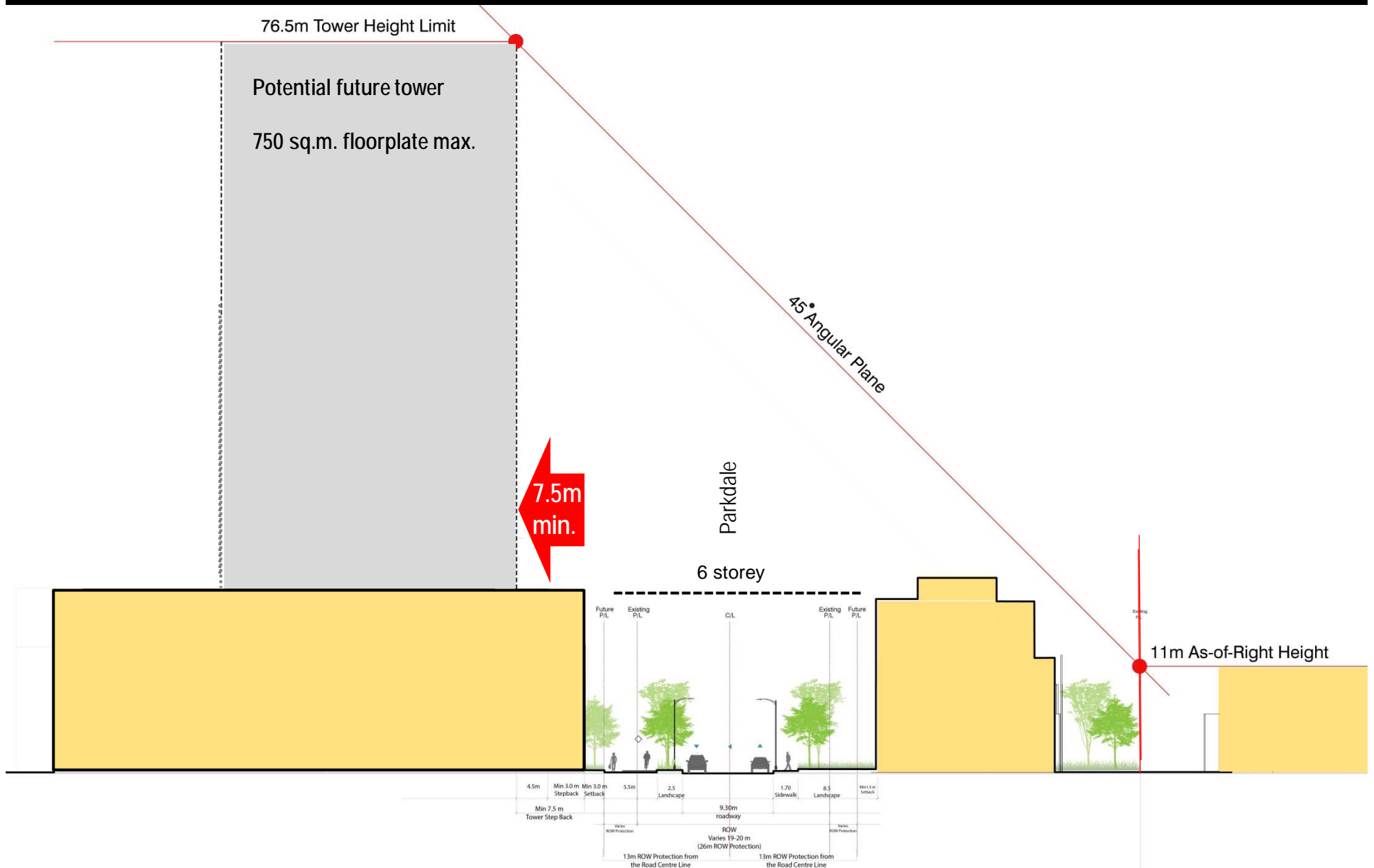
Overall Plan



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A setback and 45-degree angular plane is used in many municipalities to ensure an appropriate transition is achieved for tall buildings.



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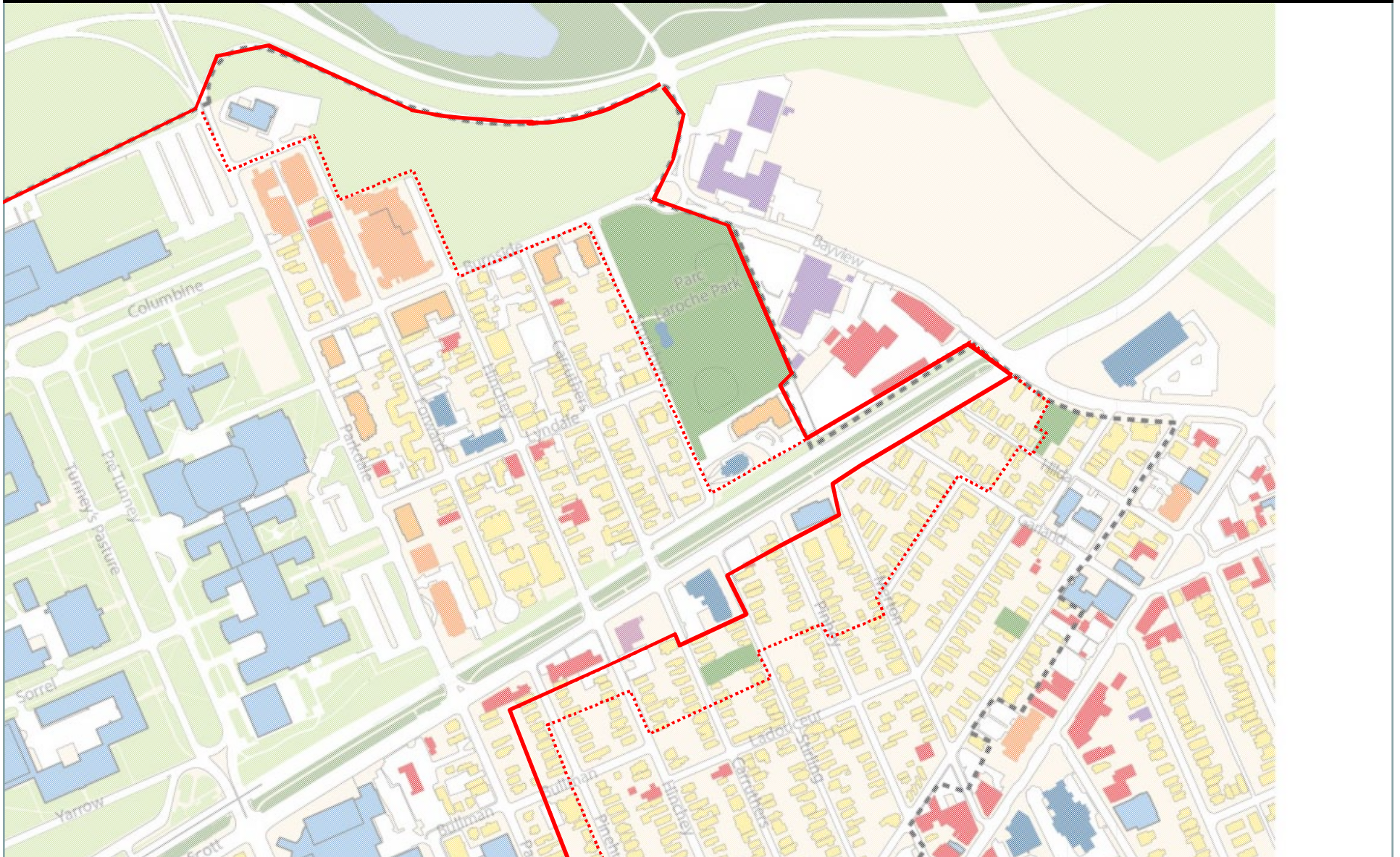
# Hintonburg North Edge



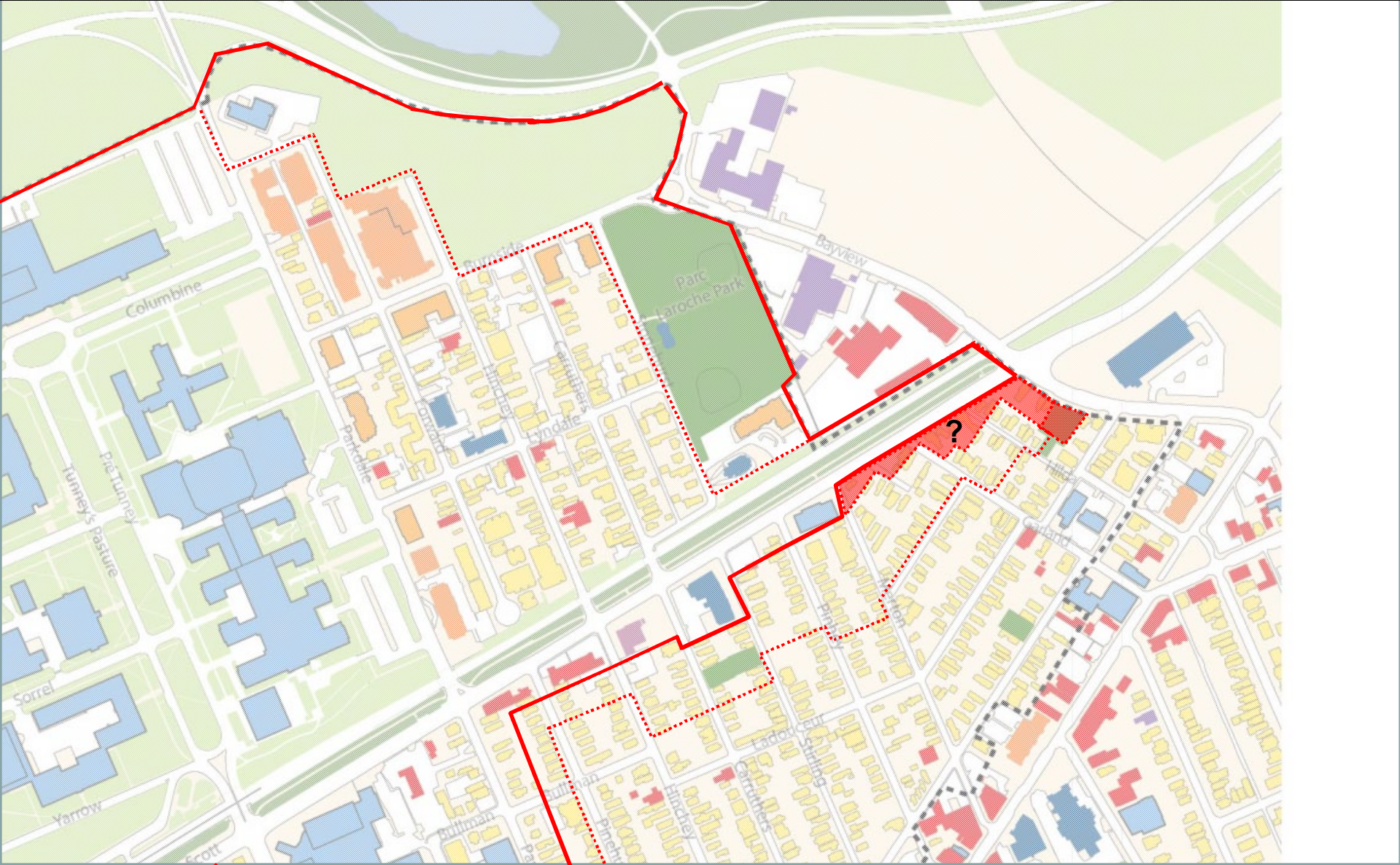
Focus Area

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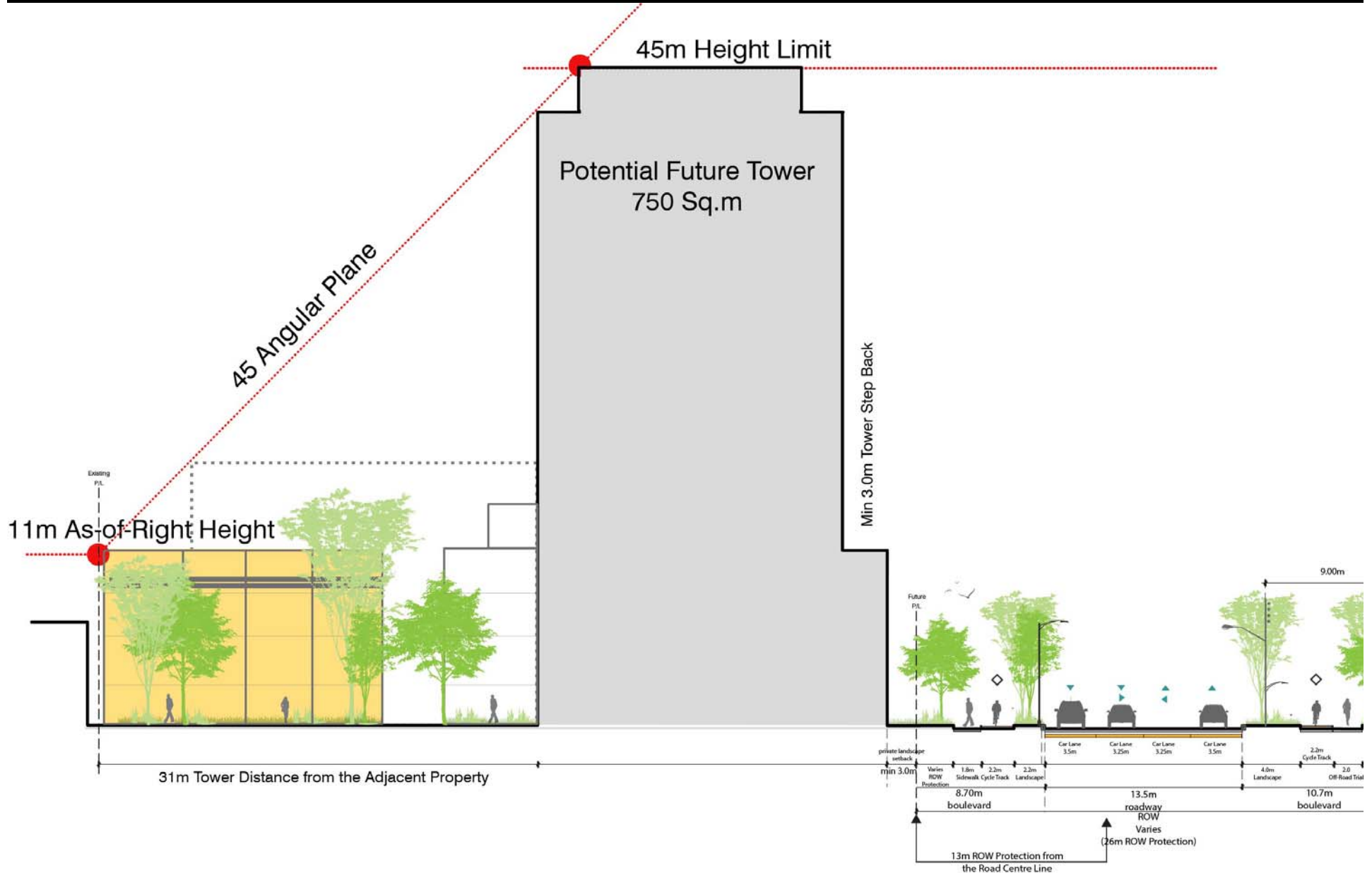
Development along the Hintonburg North Edge Focus Area will be considered on a site-by-site basis applying consistent transition guidelines.



Should the Hintonburg North Edge Focus Area be extended to consider other redevelopment opportunities on Scott Street and potentially Bayview?



# Applying a 45-degree plane to the Odawa site suggests a +/-14-storey building









# Scott Street



Focus Area

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## Scott Street today

Scott Street is an important transportation corridor well used in the peak hours. It has the potential to be transformed with construction of the LRT.

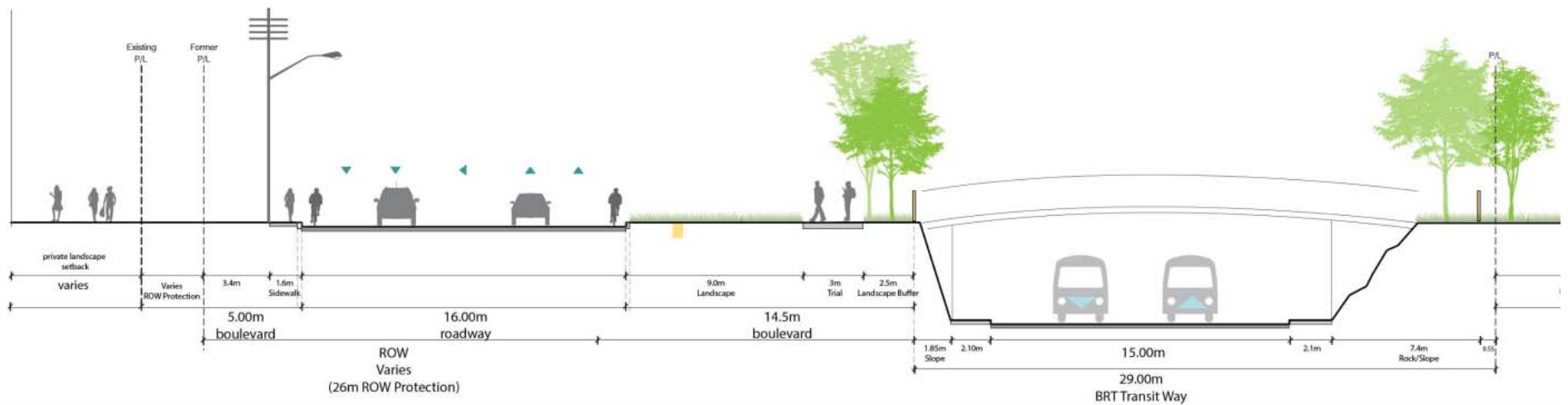
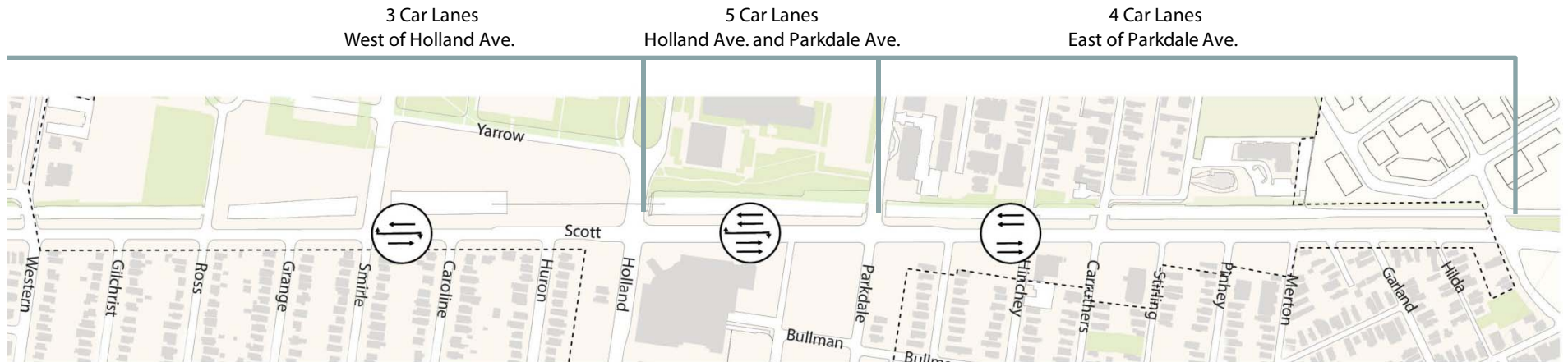


West of Holland



East of Holland

# Scott Street today



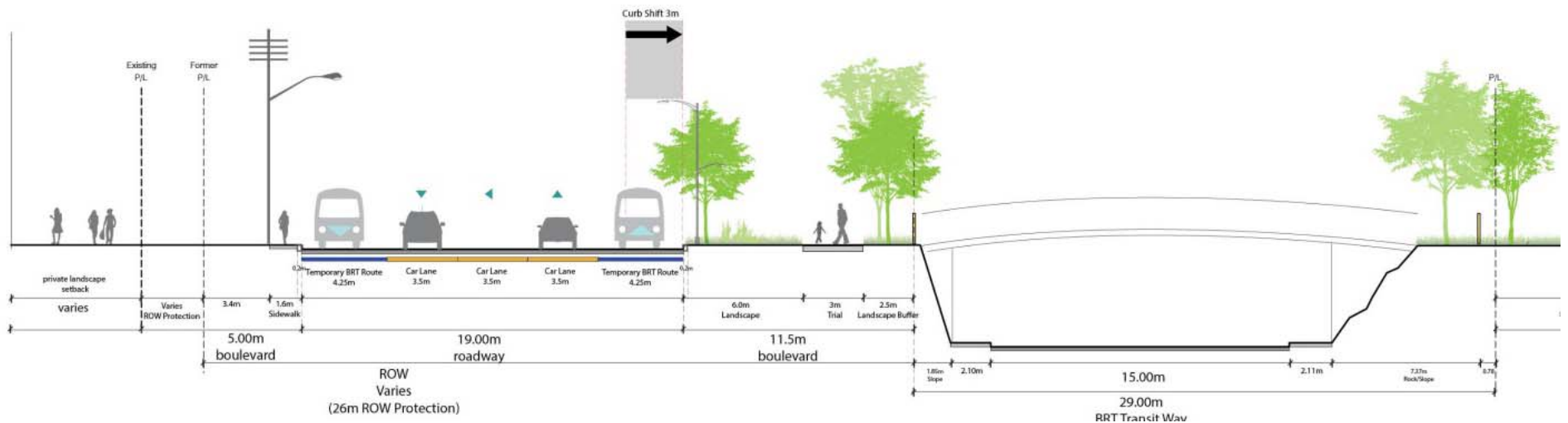
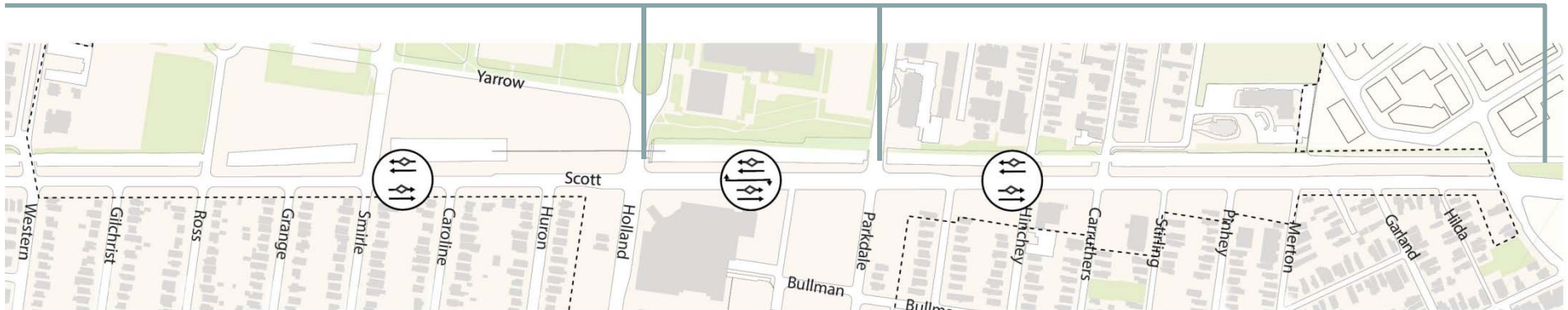
Scott Street between Holland and Parkdale

# Scott Street interim condition

4 Car Lanes (2 Temporary BRT Line)  
West of Holland Ave.

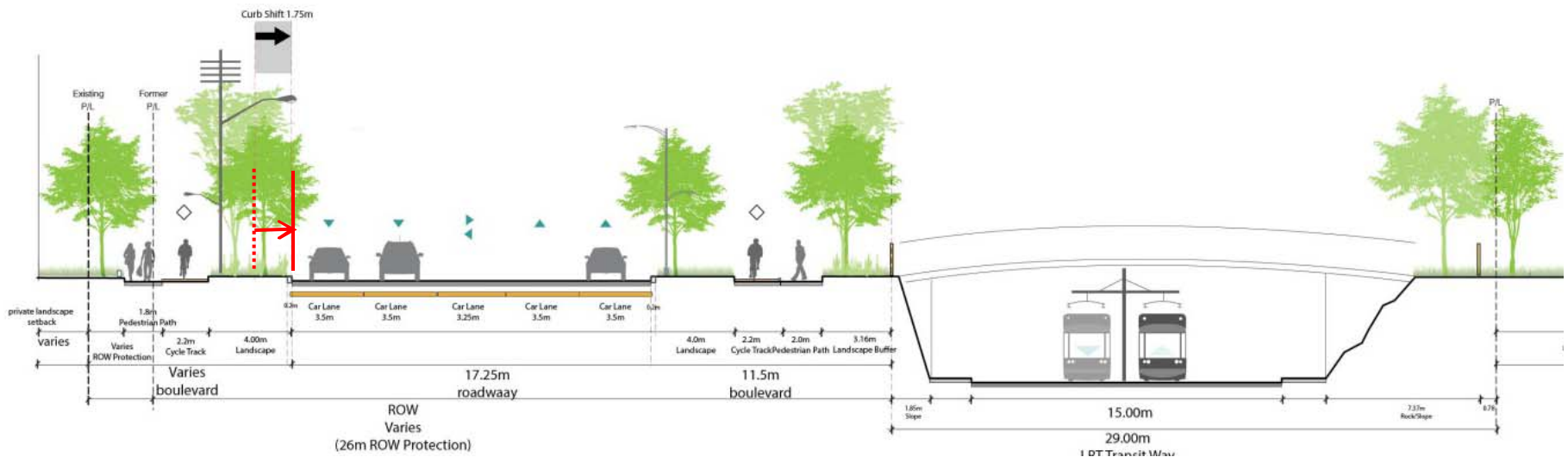
5 Car Lanes (2 Temporary BRT Line)  
Holland Ave. and Parkdale Ave.

4 Car Lanes (2 Temporary BRT Line)  
East of Parkdale Ave.



Scott Street between Holland and Parkdale

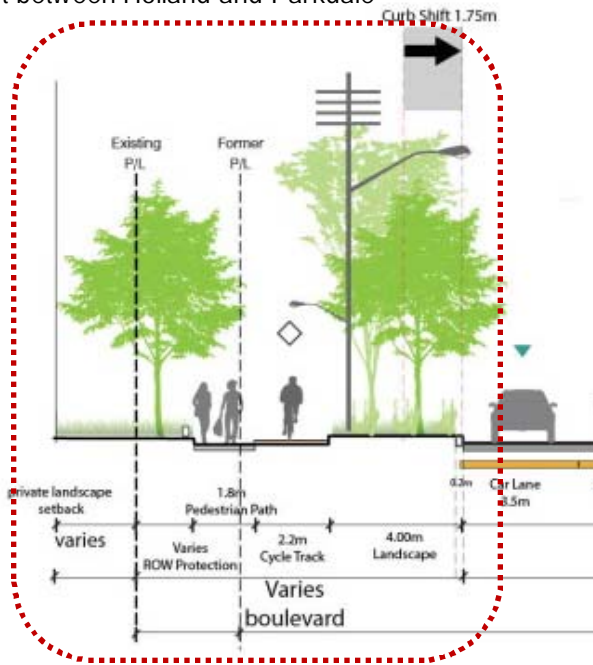
# Scott Street ultimate condition



Scott Street between Holland and Parkdale

# Scott Street streetscape improvements on the south side

Scott Street between Holland and Parkdale

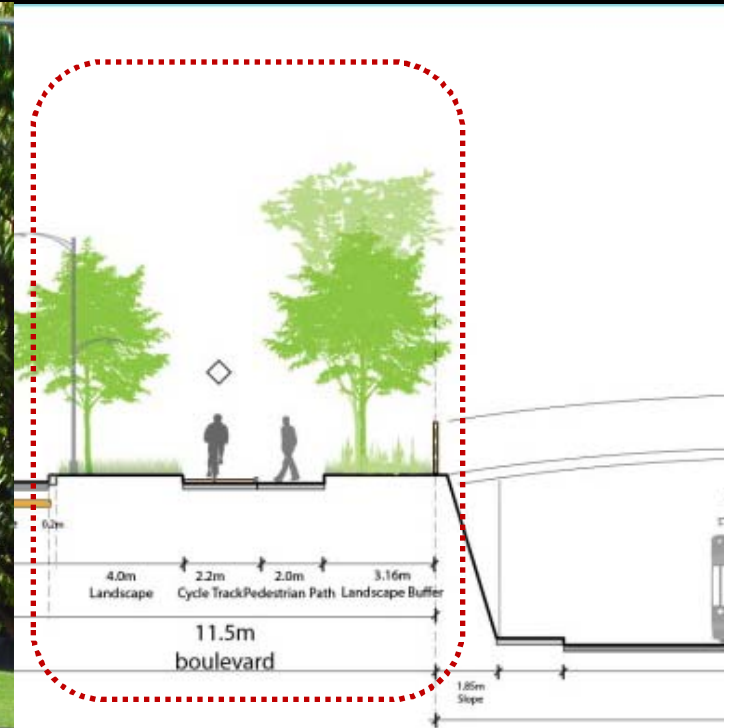


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# Scott Street streetscape improvements on the north side



# Scott Street East of Holland Ave.



# Scott Street East of Holland Ave.



# Scott Street West of Holland Ave.



# Scott Street West of Holland Ave.





# Next Steps

- Community Meeting – Tonight
- Complete Draft CDP
- Community Meeting – November 13<sup>th</sup>
- Finalize CDP, Secondary Plan and Zoning Amendment
- Planning Committee – December

# Questions:

## **Mechanicsville:**

- Should small-scale, neighbourhood-supportive uses, such as convenience stores and cafes, be permitted anywhere in Mechanicsville or only in strategic locations, for example, on Burnside, on Lyndale and/or at the intersection of Lyndale and Hinchey?
- What types of neighbourhood-oriented businesses should be allowed?
- What are your ideas for the rear laneways?

## **Holland/Parkdale Node**

- Do you agree with a 6 storey height limit on the west side of Holland and the east side of Parkdale?
- Would you like to see more at grade commercial uses permitted along Holland and Parkdale?

## **Hintonburg North Edge**

- Should the Hintonburg North Edge Focus Area be extended to the east?

## **Scott Street/Rue Scott:**

- Should other elements or directions be considered for Scott Street?