

Tunney's Pasture Master Plan Presentation of Options 1 & 2	Plan d'urbanisme du pré Tunney Présentation des options 1 et 2
Come Listen & Share your thoughts Tuesday, October 23, 2012 7:00 - 9:00 p.m. Hintonburg Community Centre (at 1064 Wellington Street, between Fairmont and Melrose Avenues)	Venez en prendre connaissance et donner votre avis Mardi 23 octobre 2012 19 h - 21 h Centre communautaire Hintonburg (1064, rue Wellington, entre les avenues Fairmont et Melrose)
Hosted by Paul Dewar, Member of Parliament, Ottawa Centre	Réunion organisée par Paul Dewar, député d'Ottawa Centre

The following report was prepared by Heather Pearl, Katelyn Edwards and Mari Wellman, from notes taken by Graeme Hussey, Katelyn Edwards, Mari Wellman and Heather Pearl.

On October 23, 2012, Mr. Paul Dewar, MP for Ottawa Centre, hosted a meeting with representatives from Kitchissippi Ward Community Associations, many residents, and representatives from the Wellington West Business Improvement Association (BIA). The purpose of the meeting was to discuss the Tunney's Pasture Master Plan.

Scheduled Speakers

Paul Dewar	MP Ottawa Centre, Host
Katherine Hobbs	Councillor, Kitchissippi Ward 15, Guest
Linda Hoad	Co-chair, Hintonburg Community Association Zoning Committee
Jay Baltz	Co-chair, Hintonburg Community Association Zoning Committee
David Jeans	President, Transport Action Canada

Moderator

Jeff Leiper	Chair, Hintonburg Community Association
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Background

Three properties, Tunney's Pasture, Confederation Heights and 530 Tremblay Road, are part of the Federal Government's National Capital Area office portfolio. These three properties are located in prime locations, close to transit stations. They are to be redeveloped over the next twenty-five years as Federal Government office campuses.

Public Works and Government Services Canada's (PWGSC) legislated mandate is to provide office accommodation for about 105 federal government departments and agencies. Tunney's Pasture is considered a strategic property which will provide for the future accommodation needs of various departments over the long term. The eventual population is expected to more than double from the current 10,655 employees.

There is general concern that the Plan has been developed in isolation. It is missing a vision with respect to developing and integrating the site with the larger community, though the Guiding Principles, posted on the web site at: <http://www.tpsgc-pwgsc.gc.ca/biens-property/pdpt-tpmp/phase3/elaopt-optdev-3-eng.html>, seem to indicate that these should be key considerations.

Guiding Principles

1. Be a landmark environmentally sustainable employment site.
2. Be an integrated and valued part of a larger community.
3. Be an attractive, safe, and complete employment site.
4. Be a connected and public transit-oriented development.
5. Provide a diverse mix of uses and arrangement of buildings.
6. The Master Plan should be flexible in its application to the site.
7. Maximize federal government values and new opportunities.

Both proposed Options focus on creating an attractive employment campus. A strip of land along Parkdale and some property on the western side of the Pasture are proposed for sale to private developers.

Community Concerns with this Proposal

Both Options:

- Lack the “play” and “live” components necessary for a successful inner city development;
- Will recreate the same problem that exists in downtown Ottawa, where people vanish once the offices close for the day;
- Do not respond well to the Guiding Principles;
- Do not respond well to the issue of traffic management;
- Were prepared without consultation with the communities which will be affected by redevelopment.

Summary of October 23rd Discussion – Themes

- **Changes to or enhancements of PWGSC's mandate are critical now.**
- **Residents strongly support redevelopment of Tunney's Pasture, provided that the redevelopment is vibrant, mixed-use and accessible to the public.**

- **Residents would welcome an opportunity to work with PWGSC and propose to create a working group to partner with PWGSC.**
- **The City and PWGSC, with the communities, need to discuss right away:**
 - **Development around the Transit Station, which must be carefully planned to integrate well with the surrounding communities;**
 - **The PWGSC proposal for the City to take over Sir Frederick Banting Drive, Columbine Avenue and Holland Avenue within the Pasture. This will open up some properties for private development. The City is not yet involved in these plans;**
 - **The proposal for private development along Parkdale and on the west side of the Pasture;**
 - **The Community Design Plan (CDP) process currently underway in this part of Kitchissippi. Rapid CDP's are being undertaken in response to the overwhelming level of intensification that already is taking place just outside the Pasture;**
 - **Controlling traffic volumes on Parkdale Avenue and Island Park Drive.**
- **Post the proceedings of the October 23rd meeting on the web site. The document will be considered a living document that can be added to and grow, as needed.**
- **The community proposes to develop design guidelines. The expertise exists locally to do this. Links to free design software will be posted on the web site.**
- **An integrated redevelopment proposal could lead to a showcase development for the 150th anniversary.**

Meeting: Scheduled Speakers

Paul Dewar noted that:

- PWGSC should have come to the community in the first place. Trying simply to improve the Plans will not work; the Plan needs restructuring with community input;
- This meeting should be considered as the beginning of a conversation on what the community wants to see;
- The plan represents a 25-year vision so we have time to consult on it; however, the community needs to begin the discussion now. We have no indication of the schedule of developments with respect to what comes first or last;
- While acknowledging that PWGSC and their consultants were given a specific mandate, we need to show that there is another viable vision;
- The vision to date encompasses stand-alone campuses. We need to send the message that things should be done differently, especially in this case, due to the Pasture's location;
- We want an inspirational design that also complements PWGSC's goals;
- PWGSC will have one of the best, most knowledgeable groups of communities to work with;
- We are starting with the assumption that the Federal Government will listen to us.

Katherine Hobbs noted that:

- the City of Ottawa was not aware of PWGSC plans to transfer Banting, Columbine and Holland (within the Pasture) to City ownership;
- The Mosque would like to have direct access from Banting to their parking lot, but this is not considered under the current proposals;
- Ideally, Tunney's Pasture would be a mixed use centre and blend into the surrounding communities;
- Development surrounding a Transit Station must meet public needs;
- A rapid Community Design Plan (CDP) process (5 CDP's) is underway for the area around Tunney's Pasture. The current boundaries are: all of Mechanicsville, both sides of Scott Street between Western and Bayview Road, all of Tunney's Pasture (though it will be largely informed by the PWGSC plan), Holland and Parkdale between Scott and Wellington West, and the rest of the area south of Scott, north of Spencer;
- The City of Ottawa is about to begin the Scott Street Area Community Design Plan;
- The CDP's are intended to respond to the major increase in development proposals for this area, the Tunney's Pasture Master Plan and the Light Rail Transit project, which is set to begin construction next year (2013);
- The CDP's are intended to help residents, the City and the development industry work together to define how the area will intensify. With proposals to sell lands for private development and turn over certain streets to the City, Tunney's Pasture needs to participate in the CDP process;
- Her concerns include neighbourhood integration, amount of parking and impact on surrounding neighbourhoods, and that the TPMP is not truly mixed use.

Linda Hoad provided an overview and comparison of the two Plans:

The information in the two columns, below, is copied from PWGSC's on line publication, *Options Development – Phase Three Introduction to the Master Plan* at: <http://www.tpsgc-pwgsc.gc.ca/biens-property/pdpt-tpmp/phase3/elaopt-optdev-3-eng.html>.

Option 1 - Development Statistics: Full Build-Out (25 years out)	Option 2 - Development Statistics: Full Build-Out (25 years out)
Land Use	Land Use
Office: 726,000 m ² GFA (Gross Floor Area)	Office: 641,000 m ² GFA
<ul style="list-style-type: none"> • Existing Office (To Remain): 273,000 m² GFA • New Office: 453,000 m² GFA 	<ul style="list-style-type: none"> • Existing Office (To Remain): 273,000 m² GFA • New Office: 368,000 m² GFA

Labs: 42,000	Labs: 42,000 m ² GFA
<ul style="list-style-type: none"> Existing Labs (To Remain): 26,000 m² GFA New Labs: 16,000 m² GFA 	<ul style="list-style-type: none"> Existing Labs (To Remain): 26,000 m² GFA New Labs: 16,000 m² GFA
Commercial: 52,000 m ² GFA	Commercial: 49,000 m ² GFA
<ul style="list-style-type: none"> Hub Service Commercial: 49,000 m² GFA Service Commercial (Other): 3,000 m² GFA 	<ul style="list-style-type: none"> Hub Service Commercial: 38,000 m² GFA Service Commercial (Other): 11,000 m² GFA
Residential	Residential
<ul style="list-style-type: none"> 800 units 	<ul style="list-style-type: none"> 1,000 units
Future Development Parcels: 110,000 m ² GFA	Future Development Parcels: 100,000 m ² GFA
<ul style="list-style-type: none"> Office or Residential 	<ul style="list-style-type: none"> Office or Residential
Total: 930,000 m ² GFA and 800 units	Total: 832,000 m ² GFA and 1,000 units

- Neither Option responds well to the Guiding Principles.
- There is little to choose from between the two Options, however, Option 1 is slightly preferred for the following reasons:
 - It preserves more heritage buildings;
 - It responds better to the existing elements of the Greber Plan, which is part of Ottawa's planning history;
 - It is laid out on a grid and has smaller blocks. This makes it easier to traverse;
 - There is potential to put residential development along the north end of the Pasture;
 - Regardless, we need to think beyond any preference for Plan A or B.

Jay Baltz listed the significant number of large-scale developments on Parkdale and Holland that are underway or waiting for approval. There will be a total of 1150 new units in this area when 550 units (already approved or likely to be approved) are added to what is going to be proposed:

- The Soho building at 201 Parkdale with 15 stories and 94 units, access off Parkdale, is now building an additional 3 storey apartment building at the rear;
- 99-107 Parkdale approved for redevelopment as a 28 storey building with 158 units. Access is via a rear lane;
- Tega, 111-121 Burnside, 33 stories, 220 units, access via rear lane, application made;
- Richcraft, pre-consulting on plans to build 28 stories at the corner of Scott and Parkdale, 170 units and ground-level retail. Access to be via a rear lane;

- Tega, Parkdale and Armstrong, 18 storey plus 8 storey tower, application made, but negotiations with the City are underway;
- 131 Holland, 8 stories, 71 units, almost complete;
- 159 Parkdale, 27 stories by Richcraft, rezoning amendment review.

David Jeans addressed the issues of traffic:

- The Plans do not adequately address traffic;
- The STO threads its way through Tunney's Pasture;
- Holland Avenue is a major bus route;
- The 600 metre distance from the Transit Station was measured improperly from the middle of the Pasture rather than being centred on the Transit Station. Most parts of the Pasture, both office and residential, are quite far from the station;
- The Pasture will need internal transit;
- The transit system must operate 24 hours a day to be sustainable;
- Tunney's Pasture is a great place to put in transit-oriented development. Everyone will be getting off every train at this station, regardless of their final destination, so it should be developed as a good place to shop, eat, etc.;
- Residential should have access to a commercial centre; otherwise, we are just building another Sparks Street;
- The placement of walking routes should be a priority;
- If the Government is serious about people using transit, the number of proposed parking spots must be reduced;
- We would welcome the redevelopment of this campus site into a more inspirational site;
- To make it successful (not another Sparks St.), it needs to be more mixed use;
- It needs to integrate residential, commercial, office space and recreational uses;
- Movement between communities of Mechanicsville and Champlain Park through Tunney's is problematic. The layout does not allow for cutting through the campus to the transit station. Those who work and live in the area will likely walk; however, the design is not pedestrian friendly or safe after 5:00 p.m.;
- Important to consider how people enter and exit the buses/trains

Mode of Transit	Current	Proposed
Public Transit	36%	60%
Personal Automobile	54%	30%
Bike/Walk	10%	10%

- The above transit goals likely will be very difficult to reach.

Meeting: Community Comments

Members of the community posed questions and offered suggestions on various issues:

Discussion and Suggestions on a Way Forward:
<p>PWGSC’s mandate is insufficient for this site. The consultants were very restricted in what they could look at. If the limited mandate is addressed, everything else will open up.</p>
<p>We need an integrated planning process that engages communities, the City and the Federal Government.</p>
<p>TPMP needs to acknowledge and complement the rest of the large amount of development in the neighbourhood. It cannot work in isolation and disregard the “good neighbour” policy that exists between the city and government.</p>
<p>There is concern about what our mandate will be and how we will be viewed. PWGSC doesn’t care about communities. It’s not part of their mandate. The Press will use the NIMBY-word. How do we prevent the wrong message going out, as happened with Lansdowne?</p>
<p>A working group is needed. Ask Councillor Hobbs to invite PWGSC and their consultants to the CDP meetings. Question: How do communities interface with the Federal and City consultants? They will be talking intensification and towers. Caution: The CDP process is being run by consultants who also have a mandate imposed on them. It’s possible that the CDP for Scott St. could embrace 30-40 storey towers. Question: Should we speak to John Baird? The Mayor? Open a dialogue with the bureaucrats? Response to questions: <i>We need to be very clear about what we want to accomplish. We need to figure out the politics before we enter into dialogue.</i> What Community Can Do: invite PWGSC to the Scott Street Area CDP meetings, get political (ask to meet with Rona Ambrose and John Baird), develop design guidelines of community preferences, and establish a working group on the TPMP.</p>
<p>Comment: There should be a better consultation process, not top down but arising from the grass roots, much like the CDP consultation.</p>
<p>Suggestion: Prepare community design guidelines, post them on a web site and make them available to the community, developers and design consultants to provide input. Great software is available to make this happen.</p>
<p>Comment: What is broken is the mandate, rules are in place. The mandate must be addressed and changed.</p>

Transportation and Parking:
Everyone in the room agrees that traffic and parking is now and will be a major problem.
Question: The positive sounding objectives regarding traffic. Are these reasonably achievable?
Comment: Traffic coming from Quebec. There is no way for them to take the Transitway. The Ottawa and Gatineau transit systems need to be integrated. The Prince of Wales rail bridge was first proposed in 1994, light rail across the Prince of Wales Bridge is now a necessity.
Question: Location of proposed residential. Access is completely from Parkdale. This is far from the Transit Station.
Comment: The number of required parking spaces is supposed to be lower if you are within 600 metres of a transit station. Too much parking is being allowed by these two Plans. The volume of cars is an issue now. It will be much worse in the years to come.
Question: It already takes 10 minutes to drive the short distance from Scott St. to the Queensway. What are the traffic implications as they relate to the proposed new office towers? What about the implications as they relate to new employment and residential uses? Parkdale is already congested 24/7.
Comment: A few years ago I was involved in the Parkdale traffic study. The Plan was comprehensive. It covered from the Civic Hospital to the River. It went nowhere. Parkdale is a major on/off ramp to the Queensway. We need to make it a more liveable street and improve accessibility to the river.
Question: Is it possible to make Parkdale and Holland one-way streets, one northbound, the other southbound?
Comment: Parkdale and Scott already are dangerous. Parkdale intersections are already failing, especially at Parkdale and Scott. A safer pedestrian crossing, such as an overpass, must be considered for Parkdale and Scott.
Comment: City's policy is not to add more roads. The idea is that if the streets become parking lots, people will use the transit system. The City owns more right of way than is needed for roads and sidewalks. The City should use the Parkdale right of way for wider sidewalks and bike lanes.
Comment: There is an increase in parking to 5,500 spots. There should be no increase, as it is located by a major transportation hub.

Tunney's Pasture is the best opportunity for transit orientated development in Ottawa because it is designed to be a main depot where train and buses converge.
Integration in General:
Comment: Airports have been very successful in developing their sites to bring in people. Maybe we need a type of "Tunney's Pasture Authority" to handle redevelopment of this site. Could there be a TPMP Public Advisory Committee?
Comment: Need to make a sound economic argument for different land-use development, show how doing it differently will create higher value properties within the Pasture. Mixed use will increase the property value for the federal government.
Comment: Like the idea of more people coming into the area but there is a need to expand pedestrian access. Currently there is a problem with finding a route between the government buildings through the Pasture from Parkdale. Need more ready access to restaurants, commercial areas. At the micro level, the two plans fail, because they focus on developing a large number of buildings which will create wind tunnels and be deserted outside of office hours.
Design needs to be integrated better with the surrounding communities. There is limited entrance to site from outside. Need improved pedestrian and cycling access and connections through the site to surrounding areas. Concern over height on Parkdale on west side. This will create a canyon on Parkdale. The design needs to be more sensitive to the Champlain Park low-rise neighbourhood to the west.
Comment: Need "Happening Stuff" throughout the Pasture to bring in people. Need for the Federal Government to move away from creating separate island campuses. Current idea seems to be that people will get off at the station and use underground links, lined with retail, to go to their offices.
Question: The design lacks inspiration. How long are the TPMP design consultants on contract? Can another good designer take over?
Comment: People are underwhelmed by both Option 1 & 2 and want to be inspired by the TPMP design.
Question: We need to go back to the drawing board. Would it be possible to set up a Government/Community Working Group to participate in developing a new design? Would the Government agree to this?
Question: Vision. How do we build one that involves the community? How does the average person have input? It is critical that information be accessible to the community.

<p>Comment: Parkdale will be a canyon with high rises on both sides, if a strip is sold for private development.</p>
<p>Comment: Very tall buildings will change the skyline. There will be blocks of towers where there now is a view of the Gatineau Hills. We will lose the look of the neighbourhood. An example is Dows Lake where the push for high buildings has changed the skyline and residents can no longer see the lake. It should not happen at this end of the Parkdale area that people will no longer see the greenery and the river.</p>
<p>Comment: Need to re-imagine site, keep towers toward the middle.</p>
<p>Comment: Scatter residential, commercial and recreational uses throughout to avoid creating another after-five downtown dead zone. There should be more mixed use, so as not to be a ghetto after 5:00 p.m. Develop mixed use more intensely; could start with integrating, intermixing the residential with the offices with the stores.</p>
<p>Comment: There should be a mix of residential types – townhouses, detached, condos, rentals, affordable housing, and a mix of residential sizes, allowing a range of people from students to families.</p>
<p>Comment: Allow public access to the commercial areas and restaurants and services to make it into a more lively area throughout the day, evening and weekend; this is also a safety component.</p>
<p>Could some of the office space be for private businesses? Want a mix of employment opportunities on site (public versus private).</p>
<p>Integration of Commercial:</p>
<p>500,000 square feet allocated to commercial use at the transit hub. For comparison, Carlingwood Mall is 540,000 square feet (the total retail floor area is 525,934 sq. ft). This means that there is the potential for there to be a local mall, which is not a good idea. We don't want a big-box type of commercial area. The commercial aspect is key. It's not enough to just put some commercial uses around the edges.</p>
<p>Need a grocery store, for employees to buy groceries on the way home, and open also to the public evenings and weekends.</p>
<p>Integration of Services:</p>
<p>Trying to animate the community. Need for vital public spaces, recreational spaces. What about adding a community health centre? Lots of interest in a mix of commercial ventures and services: grocery store, restaurants, medical services and recreation.</p>

<p>Use some portion of the office space for non-government offices. Create a mix of employment opportunities.</p>
<p>Recreational Element:</p>
<p>Comment: There is great need in this area for recreational elements, such as a hockey arena, a swimming pool and a soccer field. If these were provided within the site, then traffic (foot, bicycle, vehicle) would add life to the Pasture.</p>
<p>Comment: Currently there is a soccer field behind the Brooke Claxton Building (Judy Lamarsh Park). Neither Option 1 nor Option 2 show it. Will it be retained?</p>
<p>Comment: A Fieldhouse that is open to everyone would be an asset to the community. A community field house in the central boulevard with community access would be a great benefit.</p>
<p>Concern: Locating an active recreation area behind Northwestern Avenue. This will result in noise and loss of privacy to the residents. It would be better to put any recreation area in the middle of the Pasture or by the LRT transit stop. (As well the buildings can be designed to allow noise to bounce off or be absorbed.) Champlain Park residents on Northwestern would like noise generating activities, such as sports and recreation, moved to the central part of the site.</p>

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