

TUNNEY'S PASTURE REDEVELOPMENT



Illustrative Tunney's Pasture Aerial View



Contents

- 01** Project Description
- 02** Design Directives
- 03** Site, Context & Analysis
- 04** Design Development
- 05** Summary
- 06** Additional Materials



An architectural rendering of a proposed urban development. The scene features a large, modern, light-colored rectangular building in the background. In the foreground, there is a lush green park area with several trees, some with autumn-colored foliage. People are depicted enjoying the park: children playing on a grassy field, a person walking a dog, and others sitting on a bench. A paved path with a crosswalk is visible in the lower foreground. The overall atmosphere is bright and sunny, suggesting a pleasant urban environment.

1.0 Project Description

1.0 Project Description



1.1 Introduction

The Tunney's Pasture Redevelopment builds on the previously completed plan in 2014, providing a refined vision for the area that captures the immense development potential of the site.

Leveraging its opportune location along the O-Train Confederation Line and abutting the Ottawa River, Tunney's Pasture is poised for transformation into a complete, mixed-use and transit-supportive community. The vision for Tunney's Pasture aims to shift from the single-use, car-oriented employment site that exists today, to a mixed-use community that hinges on pedestrian-oriented circulation, open space and community integration as core values.

Tunney's Pasture is a 49-hectare federal employment site located in the City of Ottawa adjacent to West Wellington, Hintonburg, Mechanicsville, and Champlain Park neighbourhoods, and is situated approximately 4 km west of downtown Ottawa and Parliament Hill. The site originally was part and parcel to the Ottawa River as an Indigenous gathering place. In the early 20th century, it was owned by a group of businessmen and farmed by Joseph Tunney. The site as it is shown today, was conceived in the 1950's under the Gréber Plan as a government office campus in a pastoral setting, with

large surface parking areas, that has been preserved and provides a prime opportunity for redevelopment.

The site is significantly underutilized by today's standards, and specifically as it relates to the Tunney's Pasture LRT station, which justifies increased density and a mix of uses to create a transit-oriented environment. Rather, the site is defined by its car-oriented nature, with vast surface parking, disconnected built form and minimal amenities or alternate uses to office/employment to encourage use of the site beyond traditional working hours. The site represents a prime opportunity to be re-imagined into a vibrant, resilient and transit-oriented community in support of a modern, contemporary capital city. This DPS (DPS) submission represents the first step in the transformation of Tunney's Pasture, from a single-use, federal office campus into a transit-oriented mixed-use community that prioritizes the pedestrian and integrates into the surrounding fabric.



Illustrative View of the Brooke Claxton building along Tunney's Pasture Driveway

1.2 Project Description

The proposed DPS represents a shift in design approach for the Tunney's Pasture site, from car-oriented to people-oriented. The design of Tunney's Pasture's streets and blocks has emerged as a result of this shift, with spaces formerly dominated by cars, whether vast surface parking areas or green spaces inaccessible to the public, altered to better accommodate the future users of the site. Residents, employees and visitors to Tunney's Pasture will instead experience an environment that is catered to pedestrian activity and active transportation, supported by a system of green spaces to foster community gathering and movement through green linkages.

The design approach focuses on the creation of a block structure that balances the retention of existing buildings, particularly those with heritage value, with the future development of blocks. The DPS supports the accommodation of a higher density and mix of uses, justified by the presence of the LRT Station at the southern boundary of the site. With direct rapid transit access to the site, as well as the site's location adjacent to a vast network of green spaces along the Ottawa River, Tunney's Pasture is opportunistically situated to develop as a vibrant, mixed-use and transit-supportive environment. This will require the shift from a single-use, federal campus to instead support residential, commercial, community/institutional (e.g. school and park spaces), and office uses.

The site's design also focuses on community integration as a core design objective, working to overcome the current isolation of Tunney's Pasture from surrounding neighbourhoods and destinations. Ensuring the streets and block network integrates with the surrounding grid, while providing a series of complementary uses is critical to the future sustainability of the community. This includes ensuring that future density to the area does not negatively impact established communities surrounding Tunney's Pasture, and offering a number of active transportation connections to invite visitors to the site and its series of offerings.

The vision for Tunney's Pasture is for an environment in which work and life find balance, creating a place where living, working and playing can all exist together. The design approach to the site has worked to achieve this vision, building the streets and block network with the intention of creating a future community that has a strong sense of place and is human-centric. Designing Tunney's Pasture as a complete community, with all needs within walking distance reach, will allow the future community to reach this objective, benefiting not just future residents, but the surrounding community and the broader City of Ottawa.

1.3 How to Read this Brief

This Urban Design Brief (“the Brief”) has been prepared as requested through the Pre-Consultation process for the DPS proposed for Tunney’s Pasture. It should be noted, that while the DPS represents proposed interventions to the streets and parcel structure within the site, this Urban Design Brief is representative of the bigger picture - a demonstration of the future condition within Tunney’s Pasture that can be achieved through the proposed site structure within the DPS.

As urban design must be looked at holistically to create complete and sustainable communities, site circulation, built form, open space, community integration and creating a sense of place within the site are all essential factors. This document provides an illustrative glimpse at the potential future of the site and the opportunity to create a unique and vibrant destination within the under-utilized federal campus. The Brief aims to respond to the design commentary provided through the pre-consultation process, while also highlighting the design approach to the site to ensure it represents best practices and aligns with City of Ottawa design objectives and guidance. This Urban Design Brief should be read in conjunction with the Planning Justification Report (PJR), which provides a comprehensive analysis of the planning policies and guidance relevant to the site.

The following summarizes the content provided within each section of the Brief:

1.0 Project Description



1.1 Introduction

The Tunney's Pasture Redevelopment builds on the previously completed plan in 2014, providing a refined vision for the area that captures the immense development potential of the site.

Large surface parking areas, that have been unused and provide a barrier to the redevelopment, are being replaced with a mix of uses that will create a vibrant, walkable, and transit-oriented community. The site is a significant opportunity to create a new urban form and character, and to provide a model for future development in the City of Ottawa.

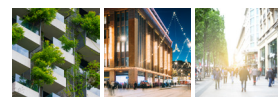
1.2 Project Description

The proposed DPS represents a shift in design approach for the Tunney's Pasture site. It is a vision for a new urban form and character, and to provide a model for future development in the City of Ottawa. The site is a significant opportunity to create a new urban form and character, and to provide a model for future development in the City of Ottawa.

Section 1.0 Introduction describes the site, the vision for Tunney’s Pasture, and the intent of this Urban Design Brief.

4.0 Design Development

4.1 The Vision



The Tunney's Pasture Master Plan (2014) sought to create an environment that is vibrant, walkable, and transit-oriented. The site is a significant opportunity to create a new urban form and character, and to provide a model for future development in the City of Ottawa.

CREATING A WORK-LIFE BALANCE

Building on the past and the vision of the Master Plan, Tunney's Pasture will be a vibrant, walkable, and transit-oriented community. The site is a significant opportunity to create a new urban form and character, and to provide a model for future development in the City of Ottawa.



4.2 Guiding Principles



1. Be a landmark and sustainable mixed-use site. 2. Be an integrated and vibrant part of a larger community. 3. Be an attractive, safe and accessible site.

4. Be a vibrant, walkable and transit-oriented development. 5. Create a diverse mix of uses and well-arranged buildings. 6. Create a community place that is flexible in its application to the site.



Section 4.0 Design Development describes the design aspirations and DPS for the site, using supportive diagrams and an illustrative demonstration plan, massing, and cross sections to highlight the future urban design and development opportunities.

2.0 Design Directives

As anticipated through the Pre-Consultation process for the DPS (DPS), the Urban Design Brief has been prepared to respond to existing urban design comments and to further support the application's compliance with the City of Ottawa's urban design policies. The commentary from the pre-consultation process (highlighted within the orange speech bubbles throughout this section) has been organized by key themes, which this section serves to respond to:

[illegible]

Community Integration

Future relationship of built form to Parkside and anticipated setbacks and engagement.

The large blocks adjacent to Parkside, and along

Currently, Turney's Pasture is isolated from its surroundings and has a starkly different character than the adjacent neighborhoods. The DPS is the first step in working towards a future community within Turney's Pasture that becomes a cohesive part of the broader context. Engagement with surrounding communities has informed the creation of the DPS, ensuring that future density, new road connections and the eventual built form introduced to the site do not regretfully impact the surroundings and that a mix of complementary uses and built form typologies are introduced to Turney's Pasture. The communities of Mechanicsville, Huntersville, Washington

Village and Champlain Park about the site (east to west). Their involvement in the community and stakeholder engagement process, as well as comments received from their Community Associations through the Pre-Consultation process have been an important part of the formulation of the proposed DFS.

[illegible]

Pedestrian and Vehicular Connections

Pedestrian and vehicular connectors to the broader community

The site design also has a strong edge condition that defines the site within the greater community. Porous connections that allow onto the site are established from the Confederation Line along Scott Street. Furthermore, taking advantage of the geographic proximity to the Ottawa River, strong physical connections and visual amenity opportunities, specifically with the South Towns Bluebird Park to the north. A hierarchy of gateways into the site are proposed to further support community integration. With primary gateways announcing entrance into the site and serving as the core access points, secondary gateways supporting active forms of transportation and with less emphasis on a sense of arrival; and tertiary gateways serving as the pedestrian-oriented entrances to the site, located based on key decision lines within the site.

Category	Description	Application	Assets
Commuter	Primary Gateways are located along a primary arterial and production routes. These are the locations by which a majority of vehicles originate, including a mass of the transport modes, iconic signage and art, and distinct and identifiable landmarks.	Turnpike Parkway (D) at Scott St Goldensrod (D) at Kitch Elbow Goldensrod (D) at Parkdale Ave	Landscaped Entry Road, Cat, Bicycle, Pedestrian
Secondary	Secondary Gateways are more active transportation oriented. Less emphasis is placed on the iconic imagery and more on fluid transitions.	Goldensrod (D) at Scott St St Francis Bunting (D) at Scott St	Cat, Bicycle, Pedestrian Cat, Bicycle, Pedestrian
Tertiary	Tertiary Gateways have specific focus on lower-volume access. These gateways are closely tied to the park and open space systems and include vehicular access.	Goldensrod (D) at Parkdale Ave Kitch Site Trail Connection	Cat, Bicycle, Pedestrian Bicycle, Pedestrian, Other (30-50)

The gateway proposed for the site introduce a heightened emphasis on pedestrian and active transportation circulation within Yanning's Parkade. Strong multi-use connections are proposed along the eastern and western boundaries of the site, with the proposed K&N Silver Drive Trail formalization and greenway introduction of a multi-use trail along the site along Parkside Avenue Drive. Additionally, a series of linear paths and an enclosed cross section for Yanning's Parkade will also introduce the central north-south pedestrian and cyclist connections through the site. The combination of these three north-south connections aims to integrate seamlessly into the open space amenities to be provided to the surrounding neighborhoods to the south. Each, with the introduction of

Parks & Open Space

The location of the parks and POPs spaces. Please ensure that sun, shadow, and wind conditions are considered as part of this process.

As part of the re-organization of Sunway's Pasture Driveway, explore the potential for a linear POPs (see Front Street East in the Wood Dow Lands in Toronto as an example).

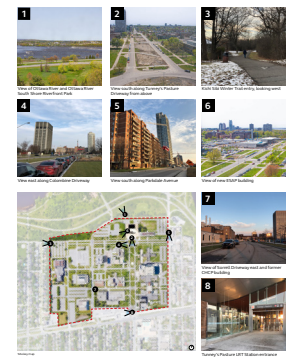
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3.0 Site, Context & Analysis



3.1 The Site Today

The following sections have been prepared to analyze the site as it exists today and its relation to the proposed DPE.

[illegible]

Section 2.0 Design Directives provides responses to the urban design comments provided during the pre-consultation process.



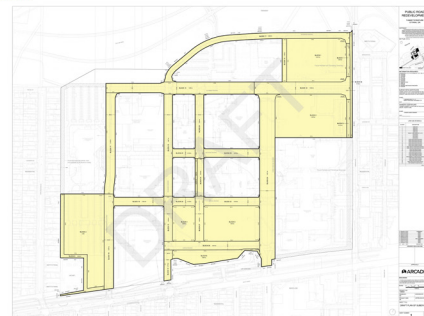
5.0 Summary

The Draft Plan of Subdivision for Turney's Pasture will establish a street and block pattern that serves as the foundation for a vibrant, transit-oriented community at Turney's Pasture with residence at its forefront. It will be the first step in facilitating intensification and a mix of uses at a highly connected location that is currently underutilized and oriented to solely employment uses and auto travel.

The illustrative Demonstration Plan, provided within this Urban Design Brief, serves as a vision for future redesigns and will be refined and advanced during future stages of the planning approval process. The Demonstration Plan reflects a shift away from the existing vehicle-focused environment, using a people-first, corridor-oriented approach to transform Surrey's Future into an integrated community that drives progress for a variety of uses throughout the course of the day. With the intent of transforming Surrey's Future and maximizing opportunities to activate the site as a highly connected, sustainable, and dynamic community, the Draft Plan of Subdivision seeks to achieve its vision of establishing a transportation network and built structure that is essential in enabling future development.

6.0 Additional Materials

6.1 Draft Plan of Subdivision



Section 5.0 Summary concludes the Urban Design Brief by reiterating the key themes, contextual details and site design that support the proposed DPS for Tunney's Pasture.

Section 6.0 Additional Materials provides drawings and studies for reference by the City of Ottawa's Urban Design Review Panel.

Please note that the Wind Studies requested will be prepared during future phases of the planning approvals process.



Illustrative View of Tunney's Pasture from
Parkdale Avenue (looking north)

A perspective view of a modern urban street. On the left, a multi-story building with a mix of grey and tan panels and large windows. On the right, a taller brick building with many balconies. The street is lined with young trees and has colorful banners hanging from the poles. Pedestrians are walking on the sidewalks, and cars are driving on the road. Traffic lights are visible at the intersection. The sky is clear and blue.

2.0 Design Directives

2.0 Design Directives

**Speech bubbles highlight the Pre-Consultation comment being responded to*

As requested through the Pre-Consultation process for the DPS (DPS), this Urban Design Brief has been prepared to respond to the preliminary urban design comments and to further support the application's compliance with the City of Ottawa's design policies. The commentary from the pre-consultation process (highlighted within the orange speech bubbles throughout this section) has been organized by key themes, which this section serves to respond to.

It should be noted that responses provided to the Pre-Consultation urban design commentary have been developed with the overarching vision for Tunney's Pasture in mind. While the built form and character of the site will emerge through its eventual development and site plan application processes, a Demonstration Plan (provided within this report) has been developed to illustrate the development potential of Tunney's Pasture and an example of the built form and open spaces that are envisioned within the bounds of the proposed DPS. In addition to this Demonstration Plan, the previously developed Urban Design Manual (UDM, 2018) for Tunney's Pasture has been updated as a part of the design process to protect for design best practices and ensure future development aligns with the overarching vision for Tunney's Pasture. As a part of the Urban Design Manual update, guidance aligning with the City of Ottawa's design policies has been provided related to Streets and Streetscape; Site Design and Built Form; Parks and Open Spaces; and Parking and Servicing. The responses provided within this Section highlight the envisioned future of the site, aligning with the Demonstration Plan and Urban Design Manual, and will be further informed as the development process progresses.

Community Integration

Future relationship of built form to Parkdale and anticipated setbacks and engagement.

The large blocks adjacent to Parkdale, and along the west property line.

Currently, Tunney's Pasture is isolated from its surroundings and has a starkly different character than the adjacent neighbourhoods. The DPS is the first step in working towards a future community within Tunney's Pasture that becomes a cohesive part of the broader context. Engagement with surrounding communities has informed the creation of the DPS, ensuring that future density, new road connections and the eventual built form introduced to the site do not negatively impact the surroundings and that a mix of complementary uses and built form typologies are introduced to Tunney's Pasture. The communities of Mechanicsville, Hintonburg, Wellington

Village and Champlain Park abut the site (east to west). Their involvement in the community and stakeholder engagement process, as well as comments received from their Community Associations through the Pre-Consultation process have been an important part of the formulation of the proposed DPS.

Built Form Transition

The DPS allocates a range of parcel sizes to support a higher density built form in Tunney's Pasture. Density will be highest surrounding the LRT station and along Tunney's Pasture Driveway, with densities transitioning towards low and mid-rise typologies along the site's eastern and western boundaries. Along Parkdale, the envisioned built form will be of a mid-rise typology, providing a gentle transition to the adjacent Mechanicsville community and mitigating negative microclimate impacts along Parkdale. The larger parcel sizing along Parkdale protects for a variety of future uses once the Stats Canada building is decommissioned, including potential community uses. These parcels allow for future flexibility and refinement with a finer grain network through the introduction of private roads and pedestrian connections to formalize natural desire lines to Parkdale Avenue. Generous building setbacks along Parkdale are proposed to allow for the potential future integration of a multi-use path which provides a protected north-south active transportation route along the corridor. Setbacks will allow for the integration of public art and active frontages within the built form will activate the western edge of Parkdale Avenue. On the eastern boundary of the site, the lowest densities support a transition to the existing low-density residential neighbourhood within Champlain Park.

Pedestrian and Vehicular Connections

Pedestrian and vehicular connections to the broader community.

The site design also has a strong edge condition that defines the site within the greater community. Porous connections that spillover onto the site are established from the Confederation LRT line along Scott Street. Furthermore, taking advantage of the geographic proximity to the Ottawa River will provide strong physical connections and visual amenity opportunities, specifically with the South Shore Riverfront Park to the north. A hierarchy of gateways into the site are proposed to further support community integration. With primary gateways announcing entrance into the site and serving as the core access points; secondary gateways supporting active forms of transportation and with less emphasis on a sense of arrival; and tertiary gateways serving as the pedestrian-oriented entrances to the site, located based on key desire lines within the site.

Category	Description	Application	Access
Primary	Primary Gateways are located along primary vehicular and pedestrian routes. These are characterized by a composite of various elements including a nexus of transportation modes, iconic signage and art, and distinct and enhanced landscapes.	Tunney's Pasture Dr @ Scott St	Transit (LRT, Bus), Car, Bicycle, Pedestrian
		Goldenrod Dr @ Kichi Zibi Mikan	Car, Bicycle, Pedestrian
		Colombine Dr @ Parkdale Ave	Car, Bicycle, Pedestrian
Secondary	Secondary Gateways are more active transportation oriented. Less emphasis is placed on the iconography and more on fluid transitions.	Goldenrod Dr @ Scott St	Car, Bicycle, Pedestrian
		Sir Fredrick Banting Dr @ Scott St	Car, Bicycle, Pedestrian
Tertiary	Tertiary Gateways have specific focus towards pedestrian access. These gateways are closely tied into the park and open space system, and do not include vehicular access.	Goldenrod Dr @ Parkdale Ave	Car, Bicycle, Pedestrian
		Kichi Sibi Trail Connection	Bicycle, Pedestrian, Other (X-Ski)

The gateways proposed for the site introduce a heightened emphasis on pedestrian and active transportation circulation within Tunney's Pasture. Strong multi-use connections are proposed along the eastern and western boundaries of the site, with the proposed Kichi Sibi Winter Trail formalization (west) and the potential introduction of a multi-use greenway along Parkdale Avenue (east). Additionally, a series of linear parks and a re-envisioned cross section for Tunney's Pasture Driveway will introduce the central north-south pedestrian and cyclist connections through the site. The combination of these three north-south connections aim to integrate seamlessly with the open space amenities to the north, and the existing neighbourhoods to the south. East-west, the introduction of cycling lanes into the ROWs and vast pedestrian clearways will allow for east-west integration. A central east-west connection is proposed through green space within the site, connecting to the neighbourhood park from Tunney's Pasture Driveway. This is supported by a re-envisioned cross-section along Colombine Driveway which serves as the primary east-west access point and corridor within the site and offers separated cycling lanes and an expanded pedestrian realm to invite residents from the Mechanicsville community into the site.

While the emphasis has been shifted to pedestrian and active transportation connections, efficient and optimal vehicular movement has also been considered in the creation of the road network which forms the basis of the DPS. The optimization of the street right-of-ways to represent a complete streets approach, with a balanced modal split and separated facilities for all modes, has been applied to the streets with accesses along Parkdale Avenue and Scott Street. While the network remains similar to the current road network in Tunney's Pasture, key changes and optimizations within the ROWs will aim to mitigate traffic impacts and provide an enhanced experience for auto users entering the site from the broader community.

Parks & Open Space

The location of the parks and POPS spaces. Please ensure that sun, shadow, and wind conditions are considered as part of this process.

As part of the re-organization of Tunney's Pasture Driveway, explore the potential for a linear POPS (see Front Street East in the West Don Lands in Toronto as an example).

The DPS carves out spaces to ensure open space is a central feature of the future Tunney's Pasture community. Unlike the traditionally auto-centric nature of Tunney's Pasture, the current visions for the site are characterized by a strong pedestrian experience and linkages north-south and east-west through open spaces within the community. Several open spaces are proposed for the site, including an urban LRT Plaza, linear open space lining both sides of Tunney's Pasture Driveway, a neighbourhood park at Sir Frederick Banting Driveway and Eglantine Driveway and a linear east-west open space corridor along Eglantine Driveway connecting the neighbourhood park with the Tunney's Pasture Driveway linear open spaces.

The location of these open spaces strategically considers the surrounding proposed uses. For example, the neighbourhood park is placed adjacent to the lower density residential proposed use at the western boundary of the site. The character of open spaces has also been defined by their locations, with an urban and activated character extending from the LRT station to the LRT Plaza and Tunney's Pasture Driveway linear parks, and natural, neighbourhood-scale character for the open spaces

2.0 Design Directives (cont.)

along Eglantine Driveway. The Urban Design Manual provides guidance to ensure the future of these spaces are protected and align with the City of Ottawa's parks standards, sizing and programmatic requirements. Consideration for sun, shadow and wind conditions within open spaces will be further studied as the planning approvals process progresses. The landscape approach to the site, with ample street tree planting will support microclimate control within Tunney's Pasture's open spaces.

Tunney's Pasture Driveway

Tunney's Pasture Driveway, as the gateway to the site and first experience of the site from the LRT station, has been designed as a series of linear parks to encourage safe pedestrian and cycling movement through the corridor. The DPS proposes its re-alignment, with the large central green space instead re-allocated to either side of the roadway to make it an accessible and activated linear open space for pedestrians. It is envisioned to be lined by active ground floor uses within the built form to take advantage of the significant ROW width of the corridor and animate and bring vibrancy to the primary route within the site. An urbanized character will define the linear open space, with iconic paving, public art and informal gathering spaces being encouraged to enhance the pedestrian experience.

Neighbourhood Park

The largest open space proposed within the site, the neighbourhood park, was located to accommodate the sizing requirements from the City of Ottawa's park standards and to complement the adjacent low-density residential uses proposed west of Sir Frederick Banting Driveway. The Neighbourhood Park is sized to provide flexibility to accommodate a variety of uses, both active and recreational, as well as passive and natural, to serve the future Tunney's Pasture community and surrounding communities.

Hard & Soft Infrastructure

An understanding of hard and soft infrastructure to support the large-scale community.

Tunney's Pasture will be supported by a mix of uses and amenities that will serve both future residents and the existing community members. As per the City of Ottawa's 15-minute Neighbourhoods concept, the site is envisioned as a pedestrian-oriented environment in which all daily needs can be reached by a comfortable walking distance. With this in mind, the DPS has been designed to allow for flexibility and may accommodate a variety of soft infrastructure features in the future. The inclusion of a school(s), community centre, daycare facilities, grocery store and parks and recreational facilities

was considered during the design process. The Demonstration Plan included within this report depicts potential locations for schools and may be carried forward or refined, dependent on future studies to determine the viability of locations within the site. The future planning approvals process will further confirm and refine the location and viability of community amenities and soft infrastructure within Tunney's Pasture.

The approach to hard infrastructure includes the location of trenches within the ROWs, connecting to a newly constructed Energy Services Acquisition Program (ESAP) building at the northern boundary of the site. For additional information regarding the hard infrastructure and servicing approach to Tunney's Pasture, please refer to the Functional Servicing Report.

Streets & Streetscape

The right of way widths and associated street cross sections and built form relationships. Please ensure that roads support multi-modal transport and that there is a robust street tree planting strategy.

Opportunities to deviate from City standards and to provide green streets and/or woonerfs in strategic locations.

The road network for Tunney's Pasture includes numerous street typologies to introduce a variety of different streetscape characters as one moves through the site. With an emphasis on the pedestrian experience, these street typologies have been developed in complementary portions of the site to offer unique streetscape design and right-of-way widths to enhance the sense of place, active transportation circulation and to support the adjacent built form opportunities. Additional efforts to create balanced, multi-modal complete streets will be undertaken throughout the entirety of the site with the addition of cycling lanes, vast street tree planting and an expanded pedestrian network. All Rights of Ways (ROW) are proposed to include street trees, the potential inclusion of LIDs, cycling lanes and an expanded pedestrian clearway.

Along key corridors within the site, notably Tunney's Pasture Driveway extending from Yarrow Driveway, the relationship between the future built form and the ROW has been closely considered. A human-scale experience will be created for the pedestrian by activating the ground floor of abutting buildings with potential commercial uses, allowing for a spill-out of activity into the public realm. Yarrow Driveway is proposed as a woonerf, with access by vehicles limited to emergency access for transit vehicles from the adjacent bus terminal. The inclusion of a woonerf not only creates a unique destination within the site, but also serves as a safe and welcoming transition

between the LRT station and plaza and the Tunney's Pasture community. Along Yarrow Driveway and the western side of Tunney's Pasture Driveway, the proposed DPS will allow for a built form that include a mix of active uses at the ground floor to animate the ROW and allow for a spill-out of activity into the ROW. The vast ROW widths are unique to Tunney's Pasture and will allow for customized roadway configurations that will be distinct and part of the overall identity of the site. This includes the woonerf proposed for Yarrow Driveway, the vast width of Tunney's Pasture Driveway and the green street configuration along Colombine Driveway to the north. While all ROWs will comply with the overall objectives and requirements of the City's standards, the site presents the opportunity to include these unique and custom rights-of-way to contribute to the site's sense of place and identity.

Future Private Roads & Multi-Use Paths

The intended vision(s) for private streets

Difficult to manage the informal cycle tracks and winter trails over private land to ensure future development protects for safety and visibility.

While the extent and character of future development is currently unknown at this stage in the planning approvals process, the Urban Design Manual was developed and updated as a tool to guide future development and to protect the vision for Tunney's Pasture. The UDM provides overarching design principles for four core themes (parks and open space; streets and streetscape; site design and built form; and parking and servicing) to ensure that future development upholds the design intent and vision for the full build-out of Tunney's Pasture. Future private streets and multi-use paths through the site should be informed by design specifications and guidance provided in the UDM, protecting for considerations such as pedestrian and cyclist safety and the integration of street trees. The UDM will also apply to achieving design excellence in the built form and POPS within the site.



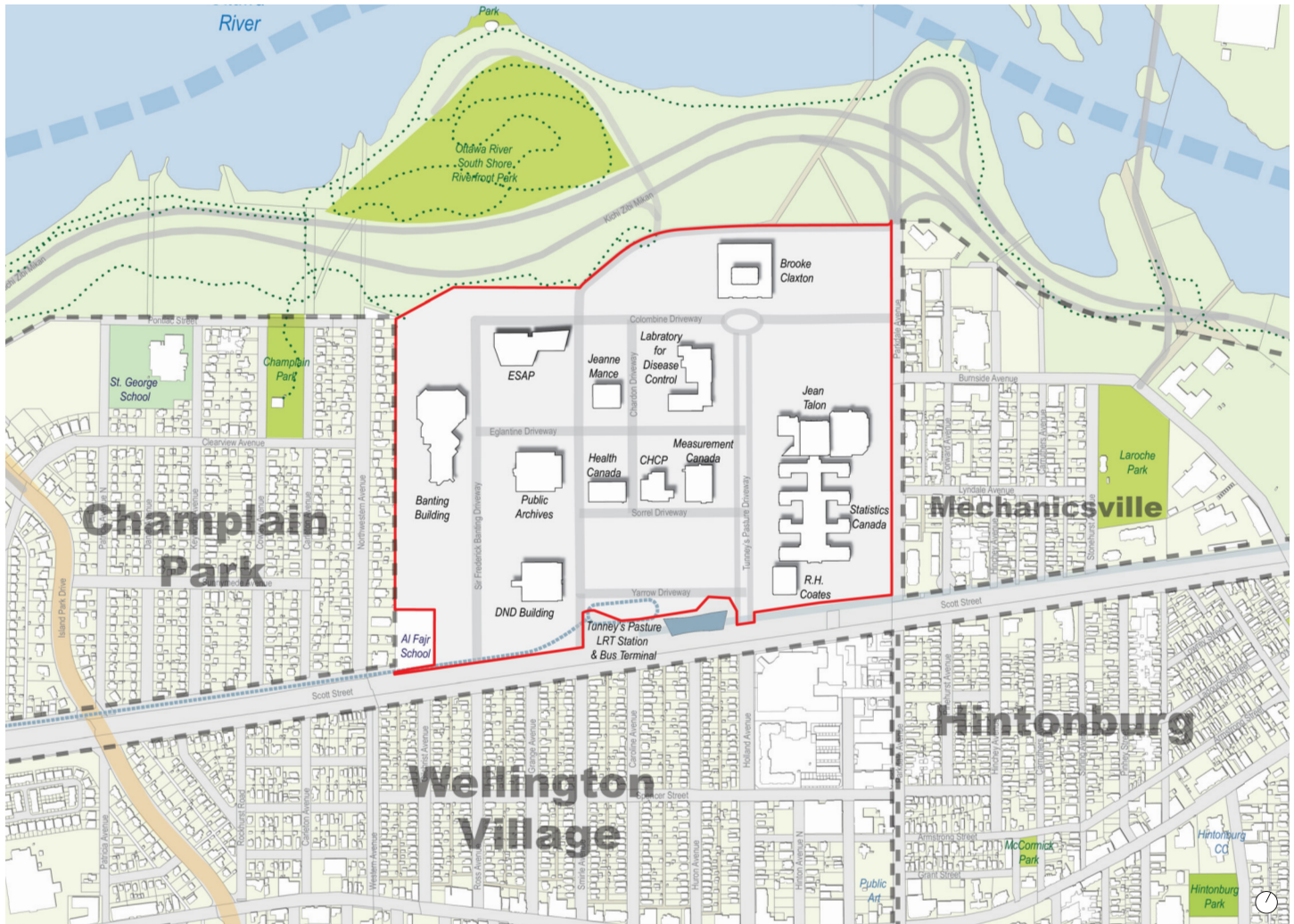


Illustrative View of Tunney's Pasture Driveway (looking north)

An architectural rendering of a modern urban scene. On the left, a tall, multi-story building with a grid-like facade stands against a blue sky with white clouds. In the foreground, a wide street with a green median and a sidewalk is shown. The median is planted with tall grasses and small yellow flowers. The sidewalk is lined with trees showing autumn foliage in shades of orange, red, and yellow. A blue car is driving on the street. To the right, a modern, curved building with large glass windows and a flat roof is visible. The building has a prominent overhang. In front of the building, there is a paved plaza with people walking, sitting on a bench, and a person riding a bicycle. The overall atmosphere is bright and sunny.

3.0 Site, Context & Analysis

3.0 Site, Context & Analysis



Tunney's Pasture Site Location

3.1 The Site Today

A strong understanding of existing conditions is fundamental to ensuring a contextually appropriate design approach for the proposed DPS for Tunney's Pasture. The following sections have been prepared to analyze the site as it exists today and its relation the proposed DPS.

Site Surroundings

Tunney's Pasture is a 49-hectare federal employment campus located in the City of Ottawa located approximately 4 km west of downtown Ottawa and Parliament Hill. To the west of Tunney's Pasture are the neighbourhoods of Champlain Park and Westboro. Moving east of the site, towards Downtown Ottawa, are the neighbourhoods of Mechanicsville, Hintonburg, Little Italy, and Lebreton Flats. The Wellington Village neighbourhood is situated to the south of the site and to the north is the Ottawa River South Shore Riverfront Park and Gatineau. Tunney's Pasture and these adjacent neighbourhoods are connected by various east-west oriented streets, including the Kichi Zibi Mikan, Scott Street and the LRT, Wellington Street West, and the 417 Queensway further south.

Key Features

The Tunney's Pasture site today is characterized by the current federal presence, with a number employment and office buildings with significant tenants, notably Health Canada. The employment uses are dispersed between 12 buildings on-site, with vast surface parking to service the site. A number of these buildings, including the Brooke Claxton building as the key view within the site, will be retained and/or repurposed within the future master plan due to their heritage value, while others will remain as federal office or laboratory space.

In addition to the presence of federal office buildings within the site, key features include the Tunney's Pasture LRT station of Ottawa's Confederation Line. Located at the intersection of Tunney's Pasture Driveway and Scott Street, the LRT station represents the key gateway feature to the site and will be supported by a planned LRT Plaza. Additional features include trail connections from the site to the Ottawa River South Shore Riverfront Park to the north. Images of a these key features, as well as the surrounding corridors have been provided.



View of Ottawa River and Ottawa River South Shore Riverfront Park



View south along Tunney's Pasture Driveway from Brooke Claxton



Kichi Sibi Winter Trail entry, looking west



View east along Colombine Driveway



View south along Parkdale Avenue



View of new ESAP building



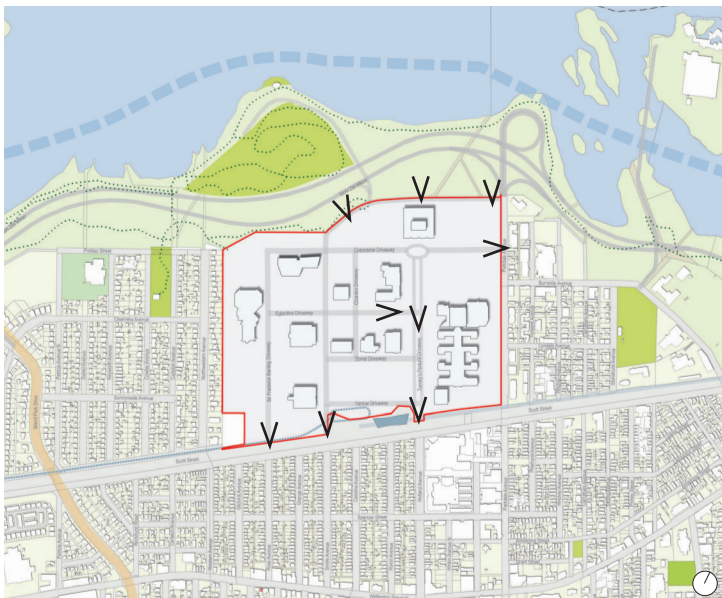
Site photographs key map



View of Sorrel Driveway east and former CHCP building



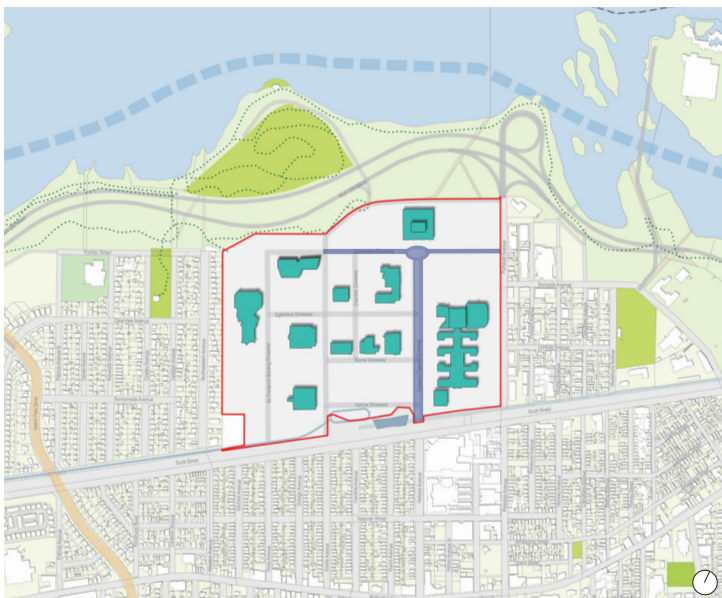
Tunney's Pasture LRT Station entrance



Views

Views to the Ottawa River have been established on the site, particularly within and around the Brooke Claxton Building. The DPS presents an opportunity to strengthen existing visual connections to the Ottawa River and adjacent natural environments, and establish additional riverfront views, specifically to Remic Rapids Park and South Shore Riverfront Park.

Historic views of federal buildings, notably the Brooke Claxton Building, have been identified by the site's heritage assessment as a primary character-defining landmark of the site. Retained existing buildings on the site hold important heritage value. The enhancement of views and vistas will play a significant part in honouring and building upon the cultural and natural heritage of Tunney's Pasture and further defining the character of key corridors.



Built Form

As a historically significant federal office campus, important heritage features are situated within Tunney's Pasture, including boulevards and federal heritage properties (FHP). A number of buildings within Tunney's Pasture today will be retained within the future built form to protect the heritage of the site, with surplus buildings providing opportunities for adaptive reuse. The architecture and built form in Tunney's Pasture is largely defined by the Beaux Arts movement.

The site surroundings are largely occupied by a low-density residential built form, with some introductions of higher density along Parkdale Avenue. The built form within future development will require consideration for the retained buildings and ensuring a complementary and cohesive built form approach.



Natural Heritage

Tunney's Pasture is positioned along the Ottawa River and several natural riverfront features, including Remic Rapids Park and the South Shore Riverfront Park, the Kichi Sibi Winter Trail, and a large natural heritage area.

These natural heritage areas and trails, such as the Ottawa River Pathway and the Trans Canada Trail, have the potential to supplement a framework of open green spaces within Tunney's Pasture.



Key Uses & Destinations

Tunney's Pasture is a traditional employment hub where a portfolio of important federal government buildings are located, with some possessing significant historical value. Historically, the site has had a large presence from tenants such as Statistics Canada and Health Canada. The site can be characterized by these office uses and a series of associated surface parking lots. The site is currently single-use in nature, and few amenities exist on-site for employees, with exception of small cafeterias within select office buildings.

The site is supported by retail uses south of Scott Street at Holland Cross and Wellington Village, further south. Other notable destinations in proximity to the site are the parks and natural features along the Ottawa River, including the South Shore Riverfront Park and Rémic Rapids Park.



Urban Pattern

At 49-hectares, the site is significant in size and has the ability to accommodate future development. Tunney's Pasture can currently be characterized by dispersed employment uses located across large areas of underutilized lawns and a series of surface parking lots.

The site is surrounded by the Mechanicsville, Hintonburg, Wellington Village and Champlain Park communities (from east to west), which are largely characterized by a low-density residential built form, with nodes of commercial and community uses. Intensification is starting to be introduced along Parkdale Avenue, with the construction of high-rise apartment buildings. The urban pattern within Tunney's Pasture is starkly different from its surroundings, leading to its current isolation and lack of integration with adjacent neighbourhoods.



Streets & Public Realm

The site is defined by Kichi Zībī Mikan (formerly known as the Sir John A Macdonald Parkway) to the north, Parkdale Avenue to the east, Ottawa's Confederation Line light rail transit route and Scott Street to the south, and the community of Champlain Park to the west. The site is disconnected from its surroundings, with few physical connections that are not easily accessible to pedestrians or cyclists. The site is largely auto-oriented in nature to date, marked by the presence of significant surface parking areas, a lack of cycling lanes, and lengthy, discontinuous pedestrian routes and crossing distances.

To date, the site's street network is impacted by cut through traffic to and from the Kichi Zībī Mikan to the north and its large roundabouts act as a physical barrier to its integration with the adjacent street network.



Illustrative View of the Tunney's Pasture LRT Station Plaza

An aerial architectural rendering of a city development project. The scene features a large, modern building with a distinctive, curved, wooden lattice roof structure on the left. A wide, paved pedestrian plaza with various landscaping elements, including trees, benches, and a large, colorful, abstract sculpture, occupies the center. A multi-lane road with crosswalks and traffic lights runs along the bottom. The background shows more urban buildings and greenery. The overall style is a high-quality, detailed architectural visualization.

4.0 Design Development

4.0 Design Development

4.1 The Vision



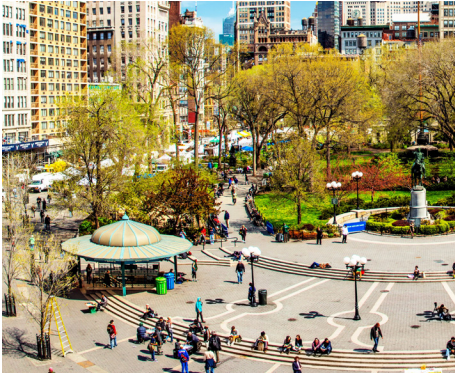
The Tunney's Pasture Master Plan (2014) seeks to create an environment that effectively responds to an existing urban fabric, adapts to long-term changing market conditions, provides development flexibility, and creates an intensified, active and mixed-use, transit-oriented community.

CREATING A WORK LIFE BALANCE

Building on the past and the vision of the Master Plan, Tunney's Pasture will be transformed into a resilient, sustainable, and accessible meeting place that is integrated with neighbouring communities, the Ottawa River, and the larger capital region where green space, services and work opportunities are within a 15-minute walk. A true modern contemporary mixed-use community for today, tomorrow and the future, Tunney's Pasture offers animated streetscapes and is designed to be sufficiently flexible to adjust to an ever-changing environment.



4.2 Guiding Principles



1 Be a landmark and sustainable mixed-use site.



2 Be an integrated and valued part of a larger community.



3 Be an attractive, safe and complete site.



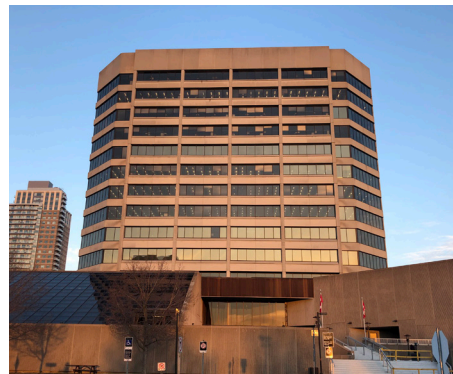
4 Be a connected, and public-transit oriented development.



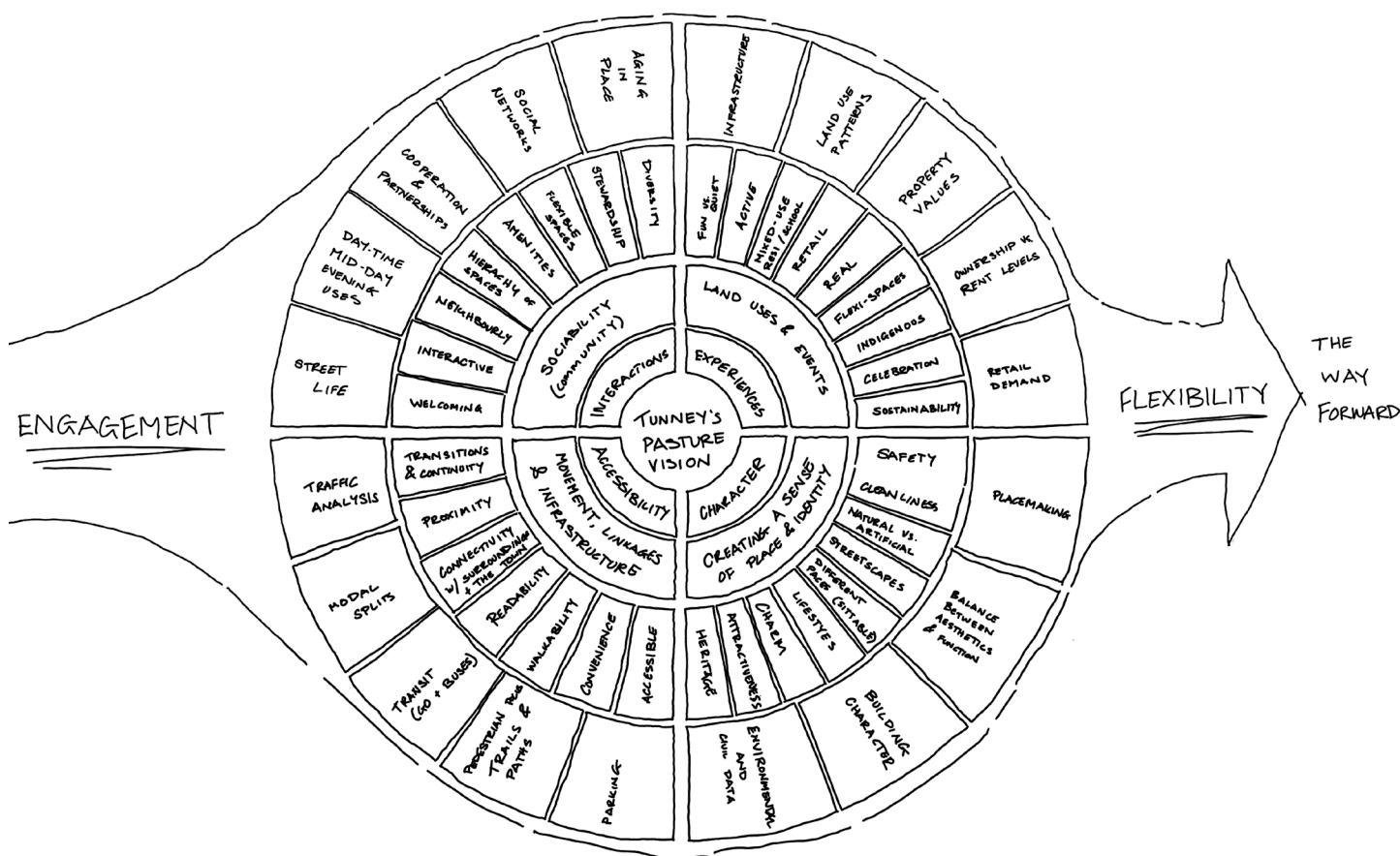
5 Provide a diverse mix of uses and arrangement of buildings.



6 Create a community plan that is flexible in its application to the site.



7 Maximize federal government values and new opportunities.



4.3 Design Evolution

The demonstration plan provided within this report has been updated iteratively to reflect functional changes to the site and DPS, consultation feedback, changing market conditions and new influences on the site.

Functional Changes

Changes to the built form and road network defined by the Tunney's Pasture Master Plan (2014) were implemented to reflect the eventual disposal of existing buildings and the shift of Tunney's Pasture from an employment hub to a complete, mixed-use community. As a result of the common hybrid work model directive being enacted, the Office Portfolio Reduction Plan (OPRP) sought a reduction in the PSPC administered office footprint by 50% over the next 10 years at the National level to deliver a portfolio that is green, accessible, inclusive, and secure. In consideration of the short to medium term retention of federal lands, the road network has been refined by the DPS and phased to enable the movement of various modes of transport, including walking, cycling, public transit, and cars.

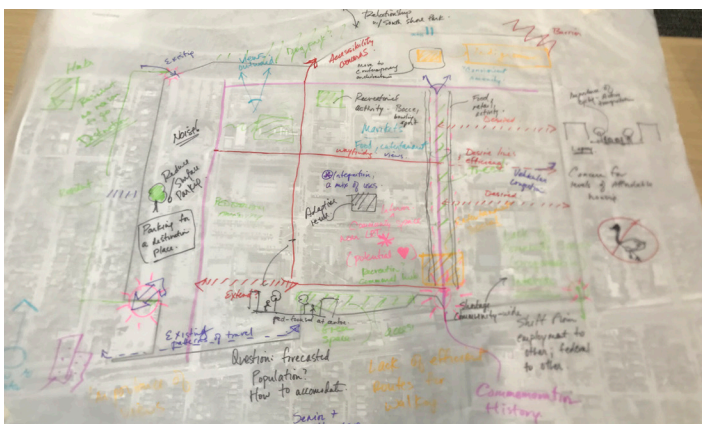
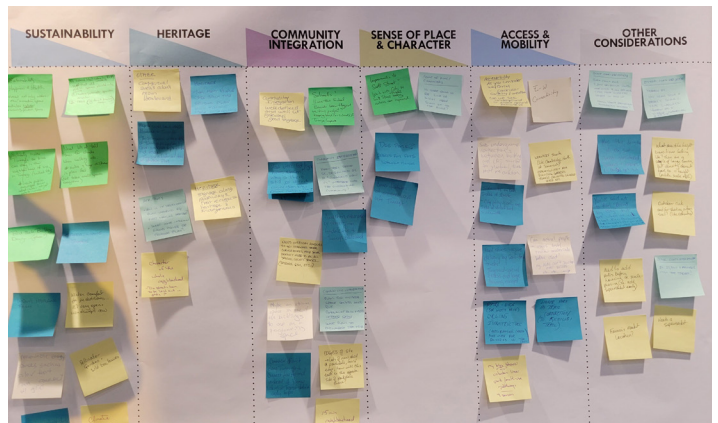
The landscape and built form detailed in the demonstration plan has also been updated to incorporate a series of sustainability goals and community values in the areas of water, resilience, waste, embodied carbon etc. in accordance with the Tunney's Pasture Sustainability Charter.

Community and Stakeholder Engagement

The DPS and provided demonstration plan have been further refined based on community and stakeholder input, including consultation with a group of community representatives (the Community Perspectives Group, CPG) and engagement with existing tenants.

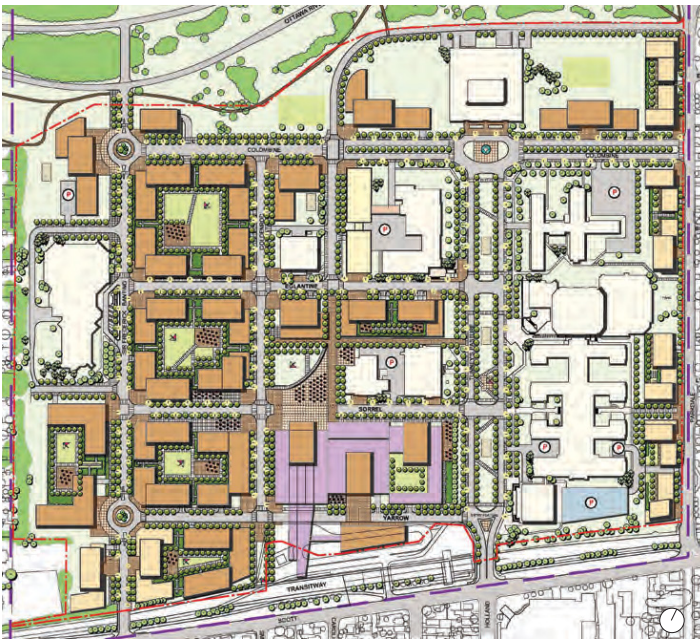
Consultation on the DPS and illustrative demonstration plan resulted in the following key feedback that informed the urban design approach to the site:

- Desire for enhanced pedestrian/cycling safety and comfort;
- Greater access to the site from surrounding neighbourhoods;
- Enhanced convenience, with amenities and facilities to serve daily needs;
- To create a destination beyond a working environment;
- Desire for a human-scale, walkable environment that is accessible to all;
- Creation and retention of key views and heritage features;
- An appropriate built form transition to surrounding communities to minimize adverse impacts;
- Introduce green space to the site for passive and active recreation; and
- Capitalize on transit connections with a mix of uses and housing options.



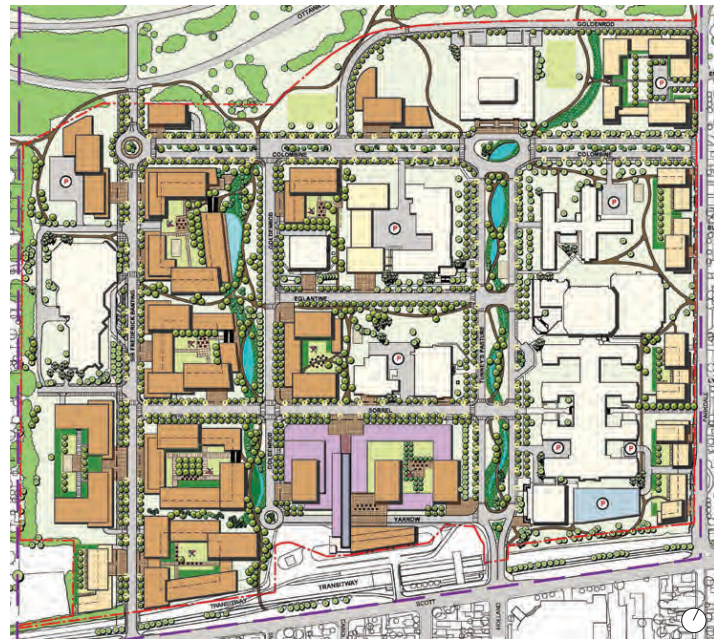
Stakeholder Engagement Workshop

Evolution of the Master Plan



2014 Preliminary 'Urban Grid' Concept

Initial Tunney's Pasture 'Urban Grid' concept, as an employment community with courtyards and urban plazas focused on the west of the site. Includes a green promenade along Tunney's Pasture Driveway.



2014 Preliminary 'Green Corridor' Concept

Initial Tunney's Pasture 'Green Corridor' concept, as an employment community with green corridors along Goldenrod Driveway and Tunney's Pasture Driveway and trails throughout. Includes a green promenade with water feature along Tunney's Pasture Driveway.



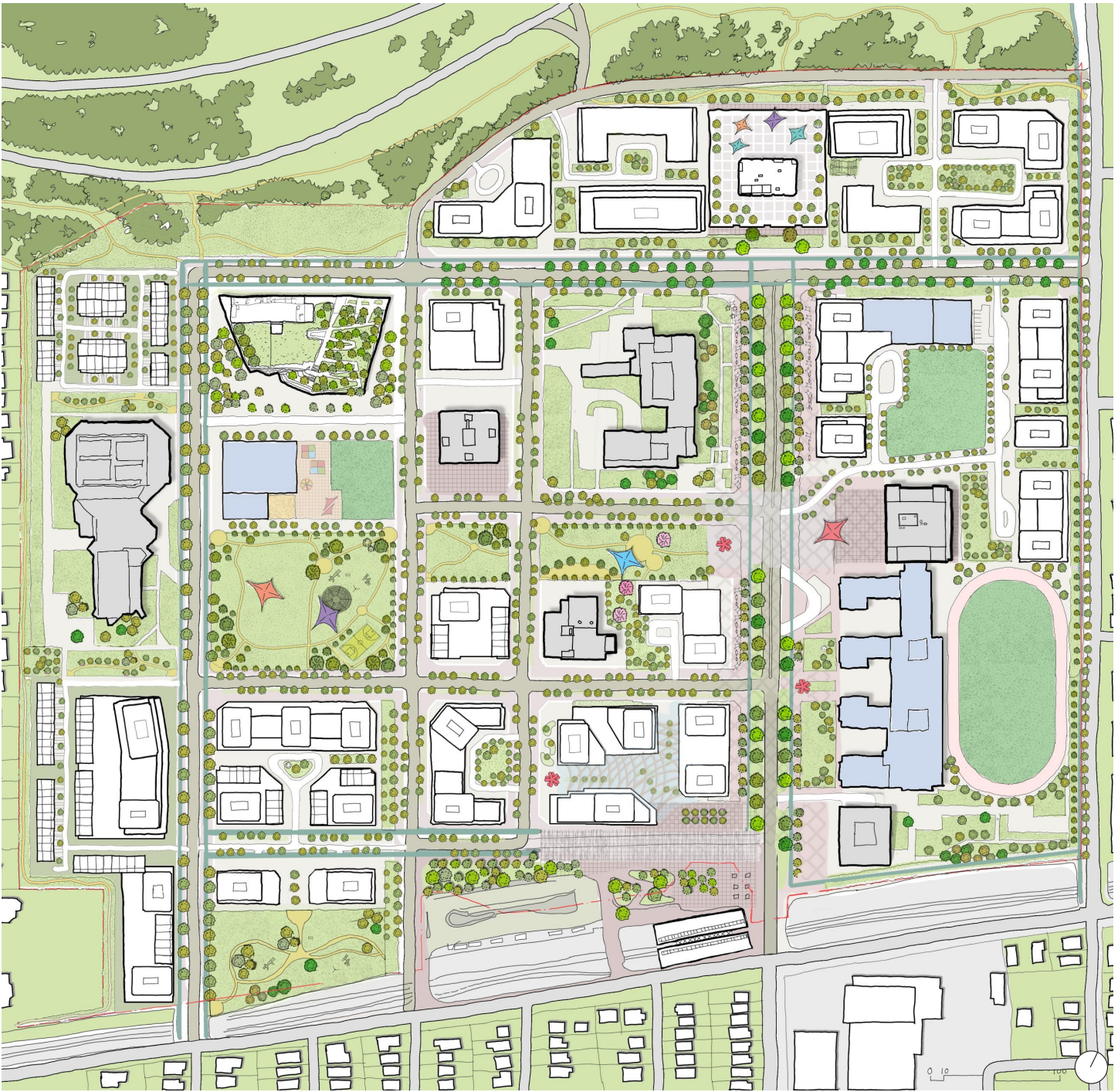
2014 Final Master Plan Concept

Final master plan concept in 2014, defining the site as a mixed-use employment hub with a primary gateway at Tunney's Pasture Station. A finer grain road network supports connectivity for pedestrians and cyclists to the Ottawa River and the surrounding community. Includes a major open space block on the west of the site and green central promenade along Tunney's Pasture Driveway.



2018 Tunney's Pasture Implementation Plan

Land use plan developed in 2018 to support a dense, mixed-use residential community with a primary gateway at Tunney's Pasture Station. A finer grain road network and distribution of open spaces and plazas throughout the site support connectivity and permeability for all modes of transport. A central green promenade along Tunney's Pasture Driveway applies a complete streets approach.



2024 Illustrative Demonstration Plan

Demonstration plan, created to illustrate the potential development within the bounds of the DPS, and how it will integrate with the full build-out of Tunney’s Pasture. Mixed-use residential community with a primary gateway at Tunney’s Pasture Station. A finer grain road network and block pattern takes into account the retention of existing federal buildings with heritage value. Potential community uses such as schools, open spaces and plazas have been illustrated throughout the site to support community wellbeing and connectivity. A re-envisioned Tunney’s Pasture Driveway with green promenade along both sides of the street highlights the primary gateway

into the site, focusing on pedestrian-oriented spaces and an activated public realm. A variety of green spaces are allocated throughout the site to support connection through green space.



DPS Boundary

Tunney's Pasture Site Boundary

Tunney's Pasture Illustrative Demonstration Plan





4.4 Illustrative Demonstration Plan

The proposed design for Tunney's Pasture leverages its location along the O-Train Confederation Line and the Ottawa River and re-envision this employment campus as a complete, mixed-use, and transit-supportive community. The proposal sees Tunney's Pasture transformed into a sustainable, vibrant, and highly-connected community hub where homes, services, and work opportunities are all within a 15-minute walking distance.

The Illustrative Demonstration Plan highlights what is envisioned for Tunney's Pasture within the DPS boundary, and beyond, to understand the opportunities within the broader site and envision the site as a cohesive whole. Blocks within the Tunney's Pasture site boundary, but outside of the DPS boundary have been included to demonstrate the possibilities within the full build-out of Tunney's Pasture.

The Demonstration Plan is intended to remain flexible for future refinement as the planning approvals process progresses, whilst still upholding the overall vision and design principles for the site related to parks and open spaces, streets and streetscapes, site design and built form, and parking and servicing.

Urban Structure

To shift Tunney's Pasture away from its existing car-oriented configuration and towards a pedestrian-friendly environment, it was important to balance the existing context, anticipated development, and circulation of all travel modes within the site. The DPS also considers structuring the site to respond to the surrounding context, including Tunney's Pasture LRT Station, the Ottawa River and providing a complementary transition to adjacent neighbourhoods to the east, south and west.

Street Network

The refined street network provided by the DPS considers a shift towards ROW cross sections that represent a complete streets approach, with a heightened priority on pedestrians. A revitalized Tunney's Pasture Driveway acts as the central spine of the community and is rebalanced to prioritize the pedestrian environment rather than vehicular movement by recapturing underutilized space within the right-of-way for a vast public realm. This legacy corridor utilizes a complete streets approach, reinforcing its role as the primary north-south connection through the site while retaining key views of the Brooke Claxton Building. Additional efforts to create balanced, multi-modal streets will be undertaken throughout Tunney's Pasture with the addition of cycling lanes, street tree planting and an expanded pedestrian network.

Block Pattern

The proposed block pattern incorporates consideration for retained existing buildings in addition to creating streets and blocks that are more conducive to comfortable pedestrian movement. The blocks allocated through the DPS have been configured to allow for future flexibility with regards to built form typology, uses and open space opportunities. Private streets and paths proposed during future stages of the planning approvals process will provide for a finer grain block pattern.

Note: School locations have not been confirmed. School buildings and ancillary uses, such as the track and school yards depicted adjacent and in the following sections, are for illustrative purposes only.

4.5 Landscape & Open Spaces

An integrated network of open spaces, including parks, plazas, and streetscapes, define Tunney's Pasture and contribute towards an animated and healthy community. The proposed open space network within the Illustrative Demonstration Plan includes a range of spaces of both hard and soft landscapes to facilitate active and passive activities for people of all ages and abilities. In addition to introducing new open spaces, the proposal presents an opportunity to connect Tunney's Pasture to adjacent neighbourhoods and natural heritage features with an integrated network of open spaces, including the Ottawa River South Shore Riverfront Park and Remic Rapids Park.

An urban legacy corridor is proposed along Tunney's Pasture Driveway, connecting the feature urban plaza at Tunney's Pasture Station to the retained Brooke Claxton Building along Colombine Driveway. Green space, passive programming, and active frontages will contribute towards an expansive linear open space along this corridor and emphasize the prominence of Tunney's Pasture Driveway as the primary north-south connection within the site.

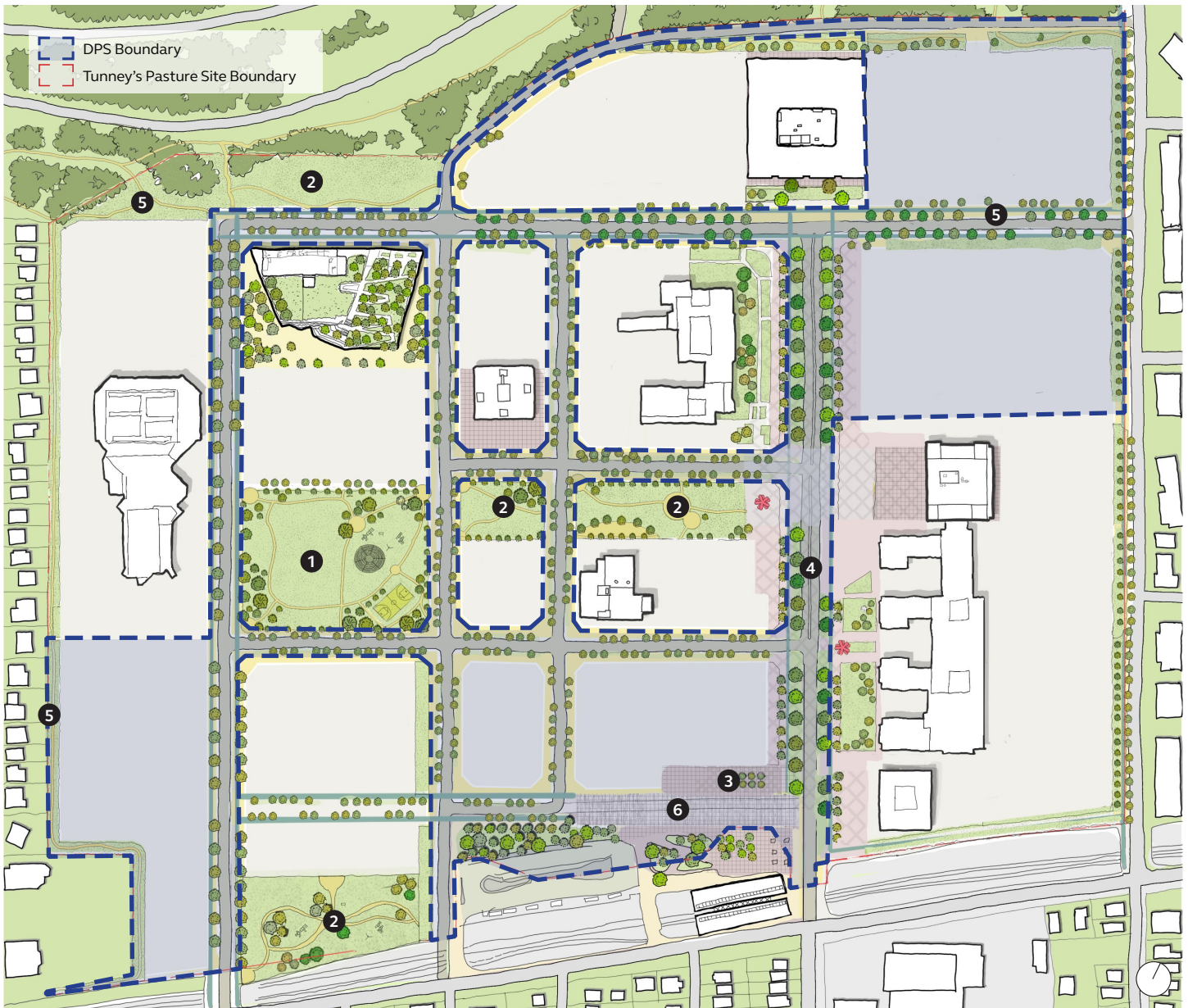
The block pattern set forth by the DPS allows open spaces to be developed within the centre of the site, where underutilized uses and surface parking lots occupy the

blocks. A central neighbourhood park has been identified as a community meeting place that fosters connections between the residents, workers, and visitors of Tunney's Pasture.

An integrated set of internal pathways connect Tunney's Pasture across the site, through green spaces and along roadways, in addition to the trail network and open spaces that border the site. A series of open spaces form a lateral connection across the site. The western link to the Kichi Sibi Winter Trail is maintained, providing connections to the green spaces north of the site, including Remic Rapids Park and Ottawa River South Shore Riverfront Park.

The introduction of new park space throughout Tunney's Pasture aligns with the Community Values "Green Space" and "Climate Resilience", and supports the City of Ottawa's parkland dedication requirements. In consultation with the public and City of Ottawa, the configuration and programming of these open spaces and parks will be determined during future phases of the planning approvals process.





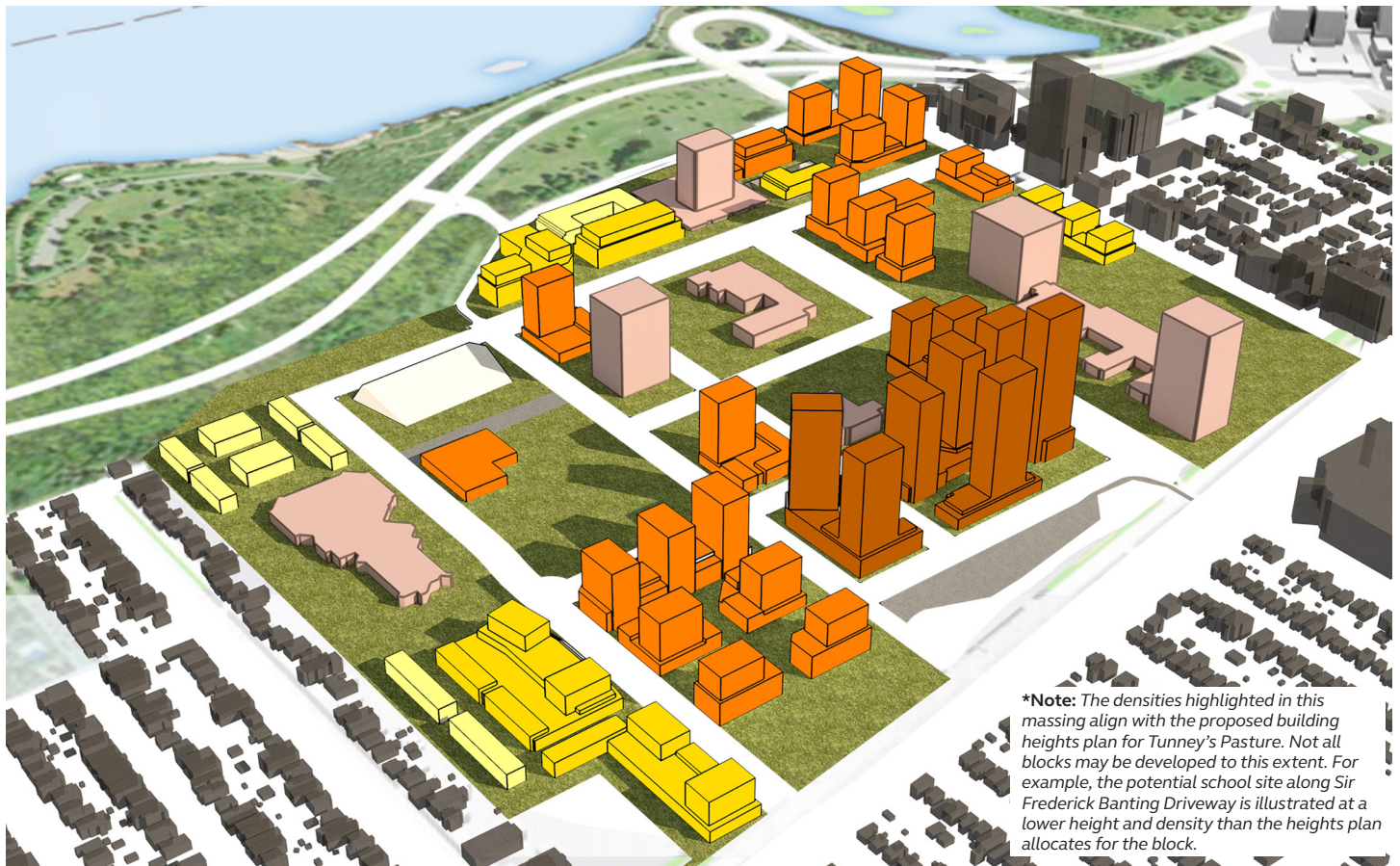
Tunney's Pasture Illustrative Open Space Plan

Open Space Typologies & Character








4.6 Built Form Transition

Massing & Community Integration



Tunney's Pasture Illustrative Massing

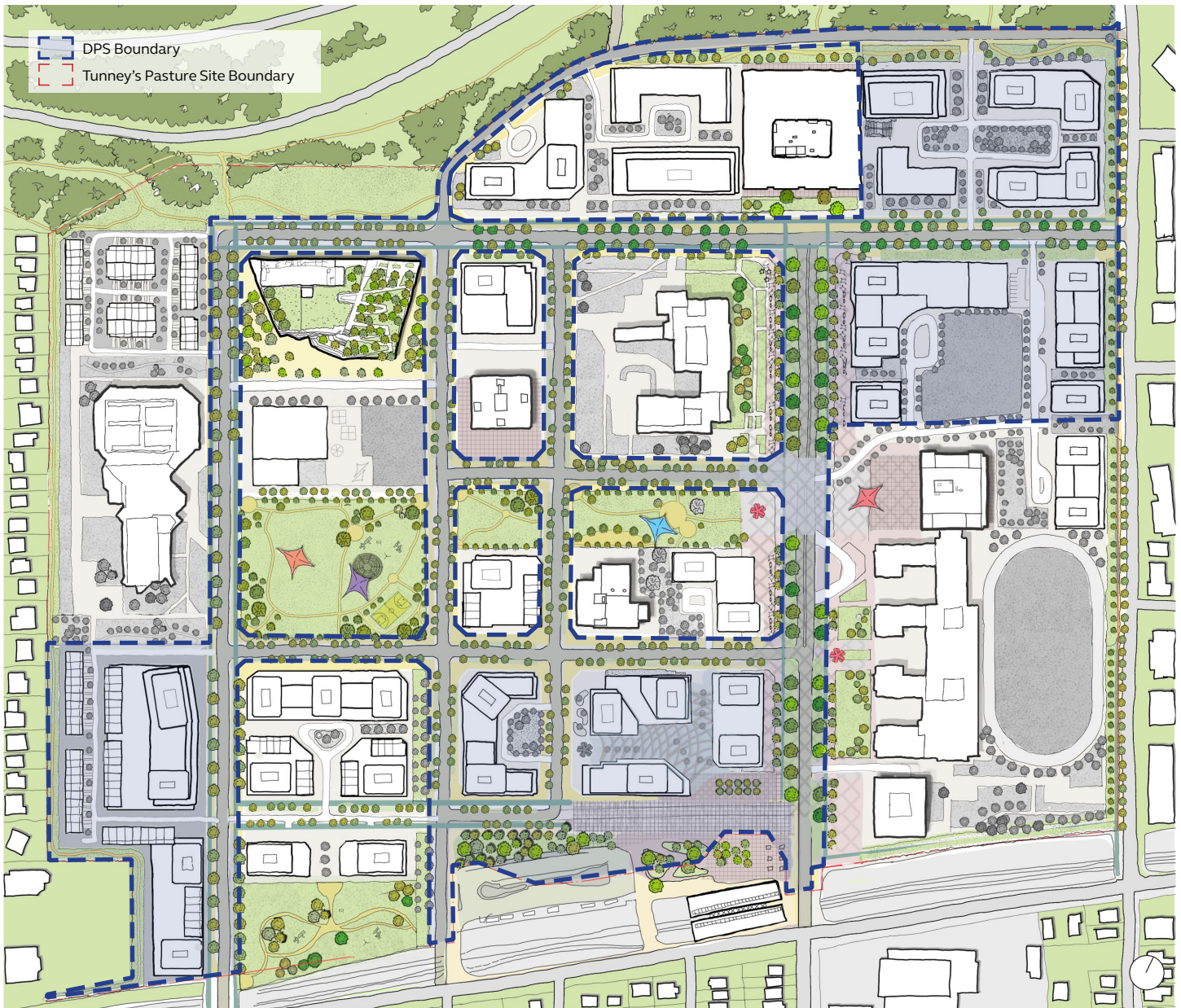
	Highest Density		High Density		Medium Density		Low Density		Existing, Retained Building
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The street and block pattern proposed by the DPS enables a built form for Tunney's Pasture that supports increased densities and a pedestrian-focused environment. As depicted in the preliminary massing model above, delineated block sizes allow towers to be concentrated around Tunney's Pasture Station with appropriate transitions in height towards surrounding neighbourhoods. Heights are focused in the centre and south of the site, with low to moderate heights located along the north, east, and west site boundaries, providing gradual transitions in scale to Ottawa River South Shore Riverfront Park, Mechanicsville, and Champlain Park, respectively. The Brooke Claxton Building located at the north of the site continues to be a focal point with protected views of the river.

The proposed built form also represents a shift away from a car-oriented environment, supporting, instead, an animated public realm and a complete streets approach.

Focused densities located in a fine grain layout of blocks and streets incentivize non-motorized travel within Tunney's Pasture and is a key factor in the achievement of the City of Ottawa's 15-Minute Neighbourhood principles. The proposed introduction of a mix of uses and active ground floor uses encourages a pedestrian life throughout the day in Tunney's Pasture and support the access of various uses and services within a short walking distance. Additionally, a shift from surface parking to structured forms of parking (above or underground) within the built form will allow for the optimized use of currently undeveloped surface parking areas within the site.

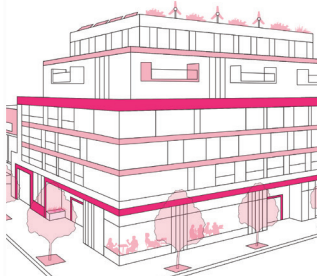
The built form also aims to cohesively integrate the buildings proposed for retention within Tunney's Pasture, with the potential to introduce adaptive reuse of these buildings and/or the preservation of key character-defining elements with heritage value.



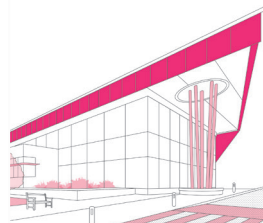
Potential Built Form Typologies



Low-Rise Buildings



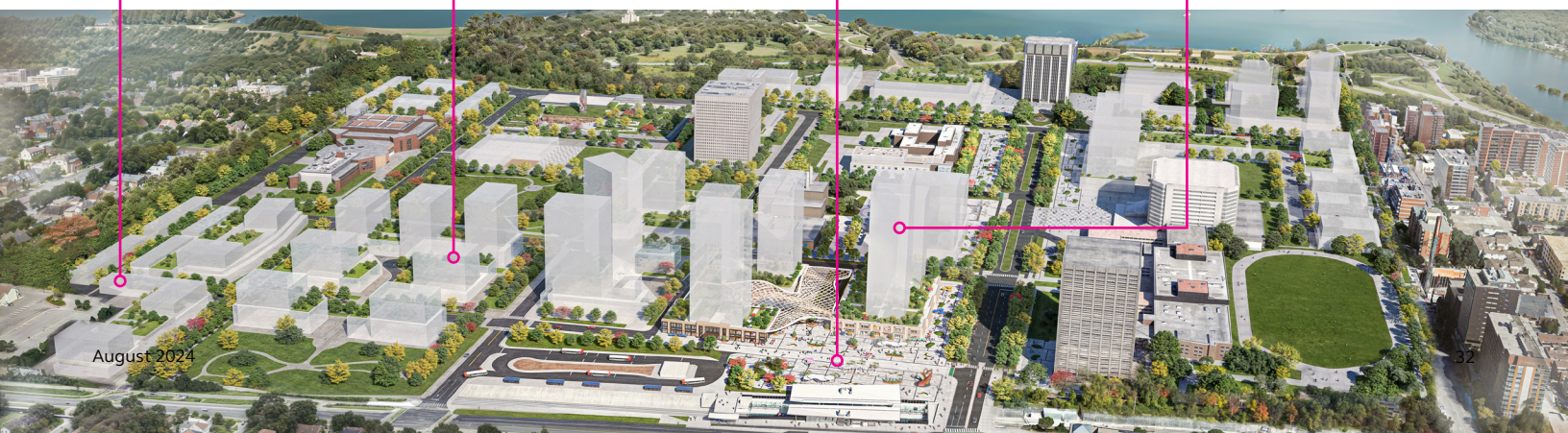
Mid-Rise Buildings



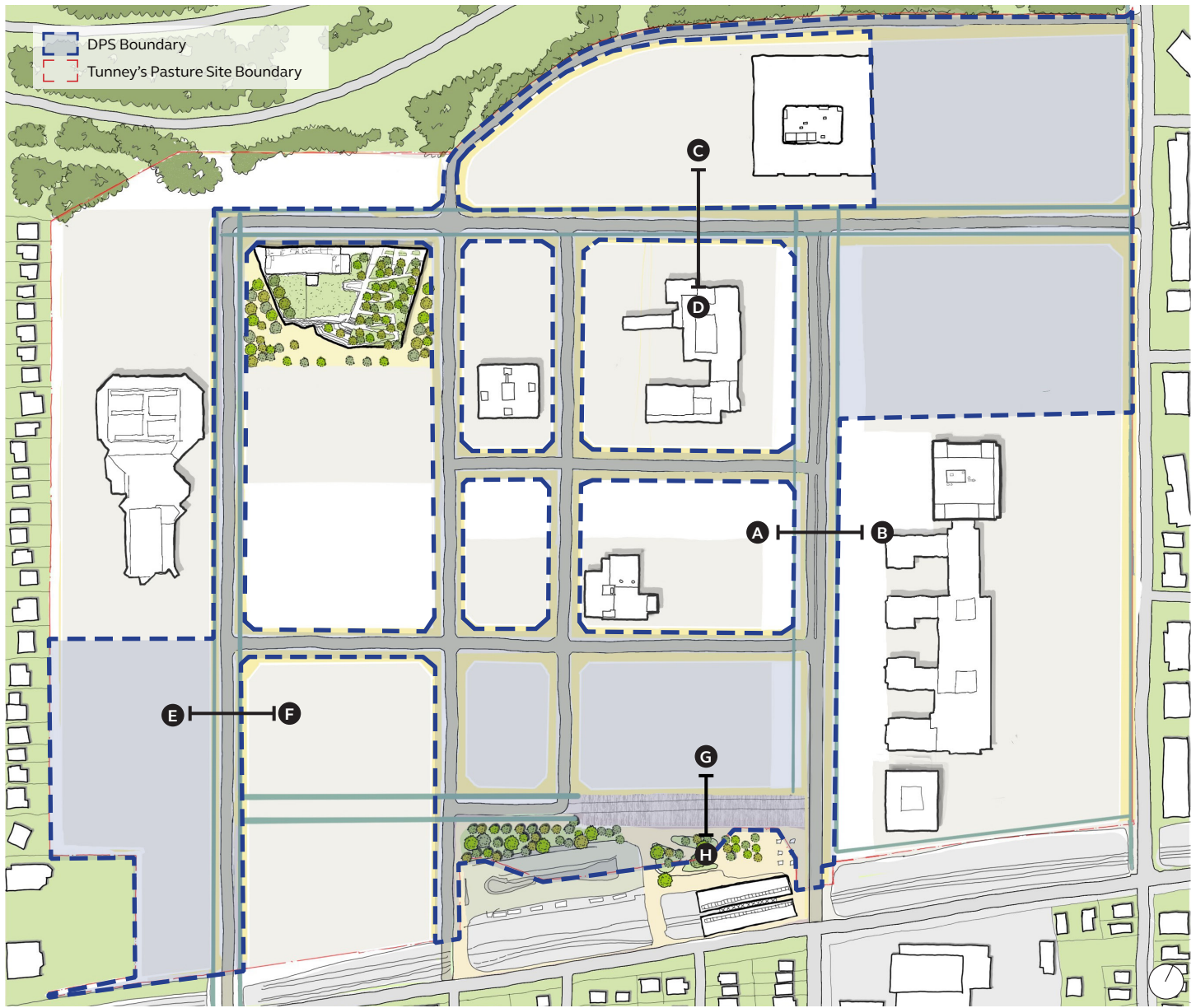
Special Sites



High-Rise



4.7 Streetscape & Site Circulation



Tunney's Pasture Illustrative Streets Plan

A prominent pedestrian environment and series of green connections are key components to implementing a complete streets-centred vision for Tunney's Pasture. In addition to achieving best practices in vehicular movement, site circulation has been refocused to prioritize the needs of pedestrians, cyclists, and transit riders. The design and development of complete streets simultaneously promotes mobility for all users while enhancing community wellbeing and vibrancy. The ROWs in Tunney's Pasture are therefore balanced to accommodate space for all user movements as well as parking, green infrastructure, and utilities.

A realignment of Tunney's Pasture Driveway is intended to maintain its role of primary north-south roadway on site while redistributing the central green median along the edges of the

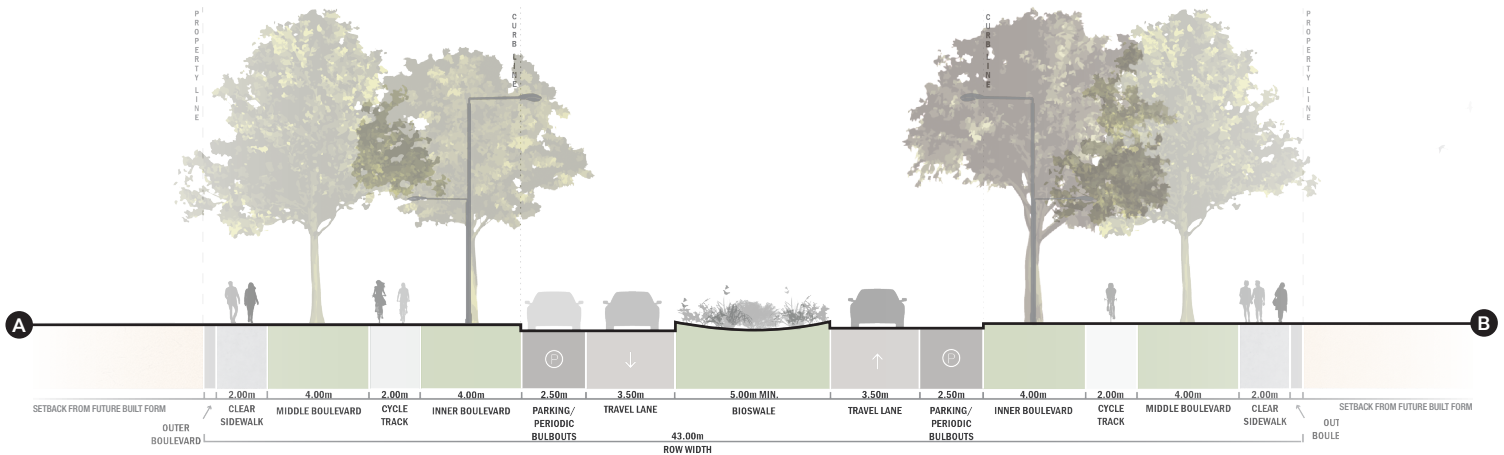
corridor to create an enhanced public realm. As a result, historic views to the Brooke Claxton Building are framed by street trees from Tunney's Pasture Station, along the entirety of Tunney's Pasture Driveway. In addition to a set of proposed multi-use pathways, an east-west green spine is proposed through the centre of the site, connecting to a large neighbourhood park to enhance health and wellness, social interaction, connectivity, and site permeability. A woonerf is proposed along Yarrow Driveway to support Tunney's Pasture Station and reinforce the idea of non-motorized transportation options as safe and comfortable. The creation of these spaces and linkages enable natural movement throughout the site while introducing green, open spaces that promote pedestrian enjoyment and comfort.

Illustrative Cross Sections

The following cross sections provide an illustrative look at the potential ROW configurations within Tunney's Pasture, based on the ROW widths allocated within the DPS:

Tunney's Pasture Driveway- 43.0m ROW

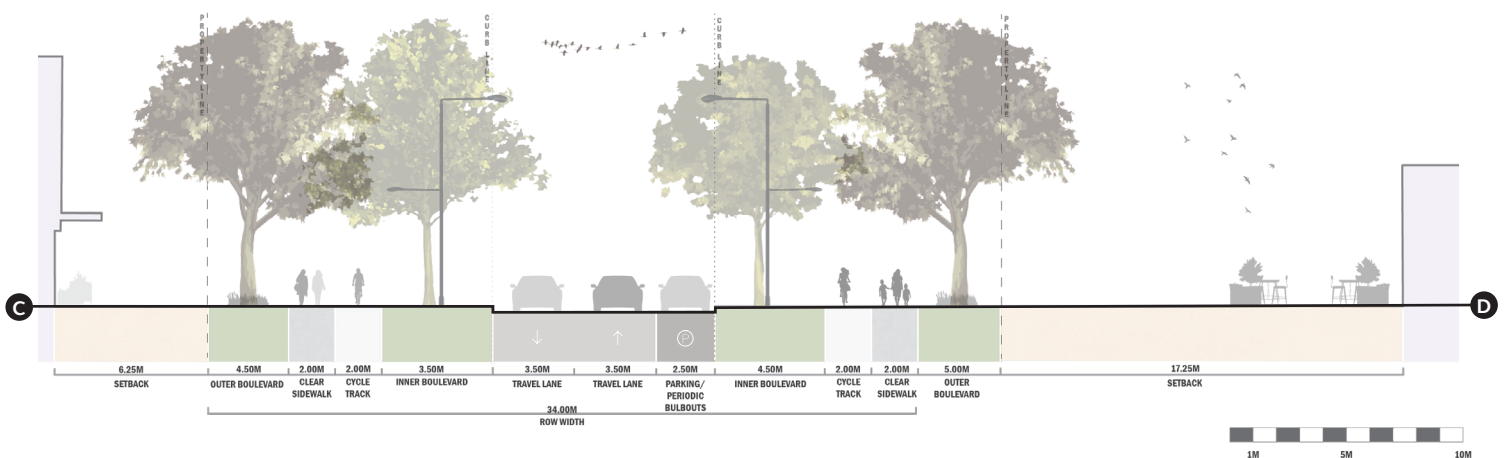
Colombine to Sorrel



The Tunney's Pasture re-alignment supports a complete streets approach, with separated facilities for cyclists and pedestrians and ample buffering from vehicular movement with a double row of street trees. A narrow median is retained to honour the traditional intent of the Gréber Plan and the existing Tunney's Pasture cross section, maintaining the street as a Legacy Corridor.

Colombine Driveway- 34.0m ROW

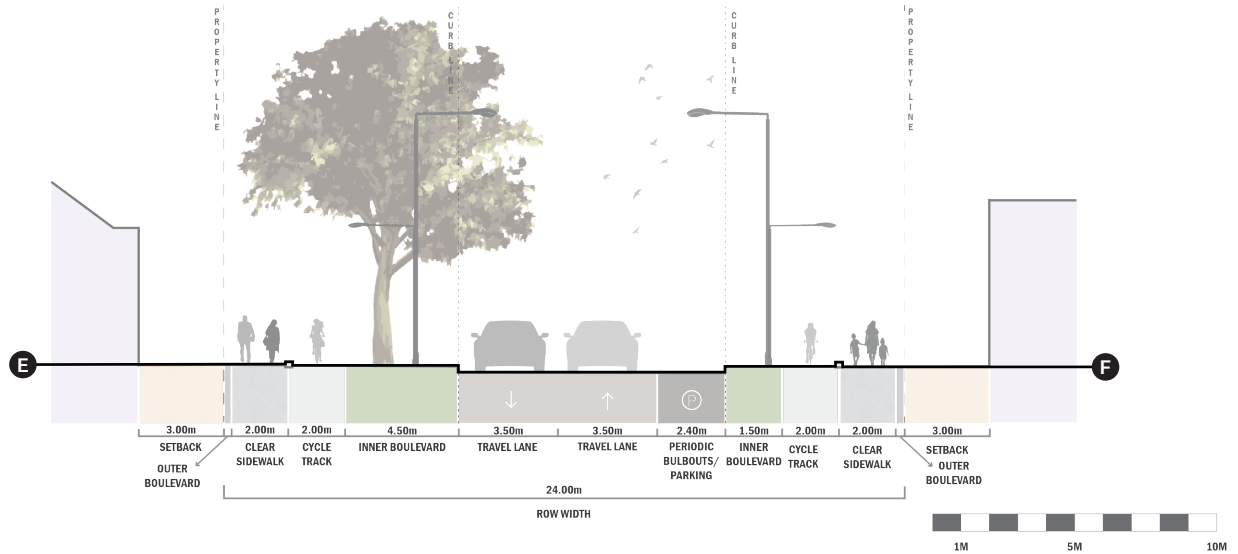
Goldenrod to Tunney's Pasture



The vision for Colombine Driveway is derived from the importance placed on the corridor in the historic Gréber Plan. As the major east-west gateway to the site, the cross section has been re-designed to recoup a portion of the existing roadway for use by pedestrians and cyclists. Double row street tree planting highlights the prominence of the Legacy Corridor, while buffering separated cycling and pedestrian movement.

Collector Streets- 24.0m ROW

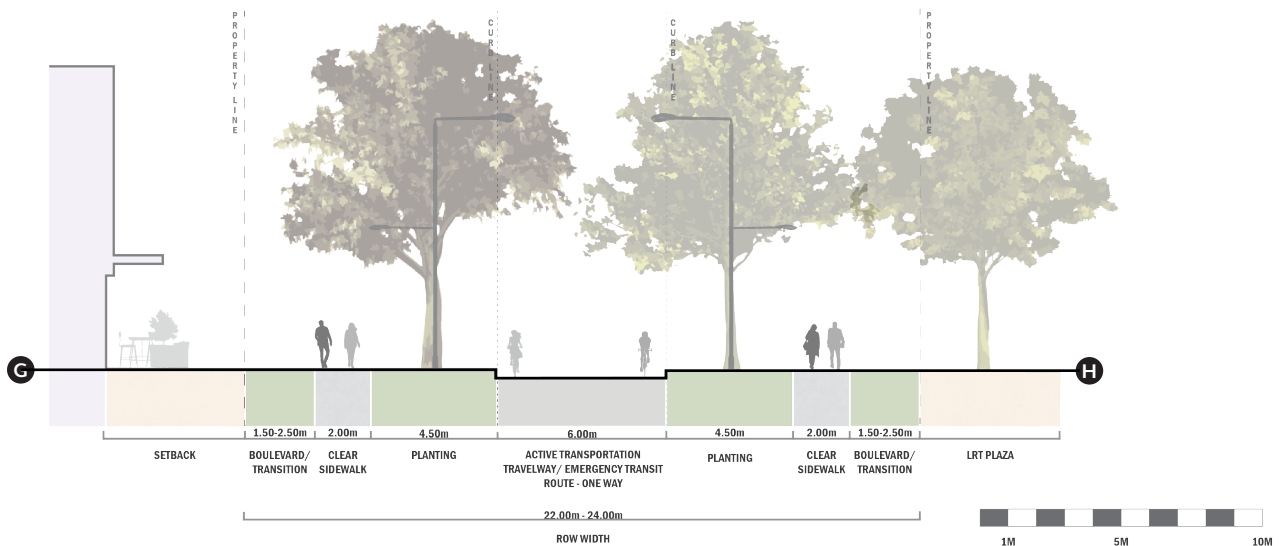
Mixed Frontages



Collector Streets at Tunney's Pasture will be designed as Green Streets, with a mix of aesthetic and functional elements, including street trees, extensive landscaping, bioswales, and structured paving (where appropriate). These elements will enhance the visual quality of the street, reduce stormwater run-off, and enhance public enjoyment of the street by providing shade from the sun, protection from the elements, and a buffer from vehicular traffic. Separated cycle tracks are provided to encourage active transportation along Collector Roads.

Yarrow Driveway- 22.0 - 24.0m ROW

Proposed Chardon Extension to Tunney's Woonerf

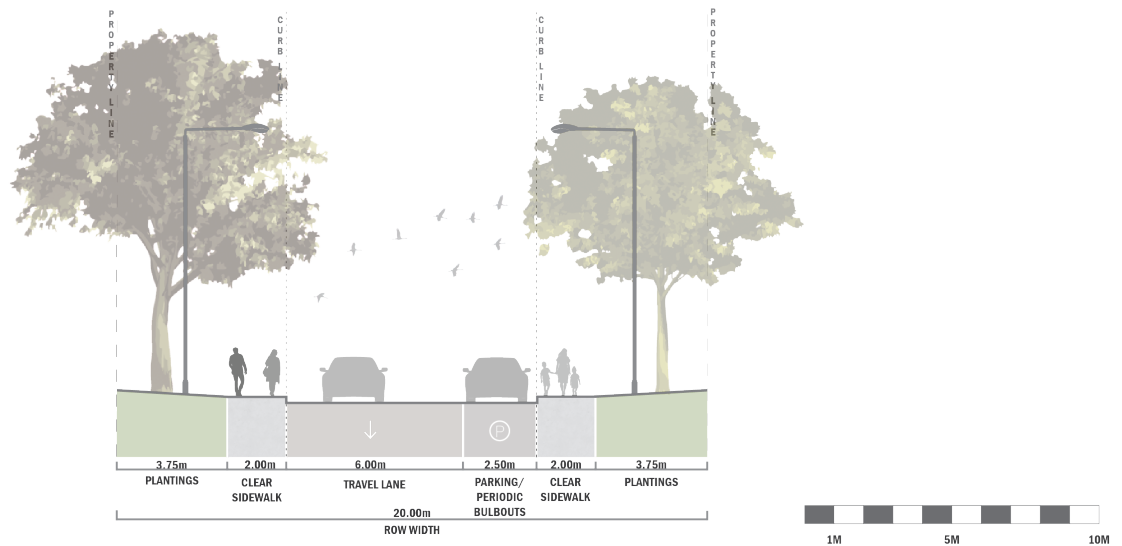


Yarrow Driveway is envisioned as a key active transportation corridor to act as a transition from the LRT and an extension of the public realm, providing safe opportunities for a range of activities while reinforcing pedestrian priority. The Yarrow Driveway woonerf will provide flexible use for pedestrians and cyclists, whilst also maintaining emergency access for buses using the adjacent terminal. The woonerf will provide seamless access to the future LRT Station plaza and a comfortable thoroughway for those exiting and entering the LRT.

Local Roads- 24.0m ROW with LID



Local Roads- 20.0m ROW without LID



Local Roads in Tunney's Pasture should be designed to accommodate a mix of slow-moving vehicular traffic and cyclists, and pedestrian boulevards with street tree planting and furniture located between the Clear Sidewalk Zone and the roadway. The above examples depict potential configurations of future private streets to provide a finer grain circulation network within new development blocks.

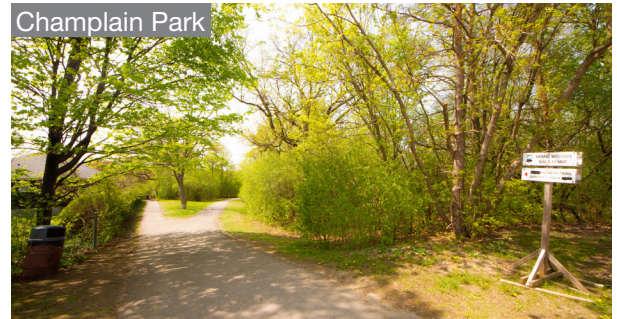
4.8 Community Integration

Tunney's Pasture is located approximately 4 km west of downtown Ottawa, between four neighbourhoods: Wellington Village, Hintonburg, Mechanicsville, and Champlain Park. These neighbourhoods are characterized by single detached dwellings, with some retail uses in Wellington Village and apartment buildings in Mechanicsville. The community engagement process for the site has encouraged members of surrounding communities to provide feedback regarding the integration of their neighbourhoods and interventions within Tunney's Pasture that would improve their quality of life.

The street network proposed by the DPS supports the highly connected nature of the site, allowing a range of links to the surrounding communities to be established. Three vehicular entrances exist along Scott Street, at Sir Fredrick Banting Driveway, Goldenrod Driveway, and Tunney's Pasture Drive, while two exist along Parkdale Avenue, at Colombine Driveway and a proposed local road. Tunney's Pasture is also connected to the regional road network with ramps onto and off of Kichi Zibi Mikan leading directly into the north and northwest area of site. These entrances to the site will be viewed as gateways, with distinct cross sections and streetscape treatments to invite users into the site and provide a sense of arrival.

Pedestrian connectivity is also a key priority within the site and to surrounding neighbourhoods. A connection to the Kichi Sibi Winter Trail is maintained in the northeastern corner of Tunney's Pasture, providing additional pedestrian access to the site and connecting the site to a larger trail network and nearby natural heritage features, including parks and Ottawa River. Formalization of the Winter Trail along the western boundary of the site extending to Scott Street is envisioned. A proposed greenway pedestrian and cycling route is also proposed along Parkdale Avenue to provide further cohesion with the surroundings to the east of the site. In addition to supporting pedestrian movement, Tunney's Pasture Station represents a key transit hub and connects the site to the rest of the City via the O-Train Line 1.

Additional measures to foster community integration within Tunney's Pasture include a gentle transition of the built form to adjacent neighbourhoods, with lower densities at the site's boundaries. The DPS also provides flexibility for the introduction of a mix of uses and potential community amenities (e.g. schools and parks) that will act as attractors to surrounding community members. Overall, the urban design approach has aimed to shift Tunney's Pasture from its current isolated form, to a comprehensive and convenient part of the broader community.





4.9 Sustainability

Sustainability is a foundational element in the vision for Tunney’s Pasture that ensures the ongoing environmental, social and economic vibrancy of all aspects of the public and private realm. To foster a resilient and healthy community, the Tunney’s Pasture Redevelopment Sustainability Conformance Charter ensures the redevelopment meet a series of sustainability commitments across the lifespan of the project.

The principles of One Planet Living, a sustainability framework that composes the Charter, have been used to inform the development of the demonstration plan and will be integrated into all aspects of the built form, streetscapes, and open spaces. The key principles highlighted below provide the framework for the sustainability approach to Tunney’s Pasture.

In pursuit of becoming a landmark sustainable community, the redevelopment of Tunney’s Pasture will apply sustainability principles and best practices in a manner that exceeds the minimum requirements of codes and standards, setting a new development standard within the City of Ottawa.

All built form elements, including streetscapes and open spaces, are examined through the lens of sustainability, utilizing innovative approaches to exemplify climate positive design. Facilities and infrastructure within Tunney’s Pasture also promote sustainable travel patterns to reduce CO² emissions from the community. The detailed sustainability provisions such as LIDs, built form interventions and key performance indicators imposed on the site will be further refined and outlined at later stages in the planning approvals and development process.



HEALTH AND HAPPINESS

Encouraging active, sociable, meaningful lives to promote good health and well-being.



LOCAL AND SUSTAINABLE FOOD

Promoting sustainable humane farming and healthy diets in local, seasonal organic food and vegetable protein.



EQUITY AND LOCAL ECONOMY

Creating safe, equitable places to live and work which support local prosperity and international fair trade.



MATERIALS AND PRODUCTS

Using materials from sustainable sources and promoting products which help people reduce consumption.



CULTURE AND COMMUNITY

Nurturing local identity and heritage, empowering communities and promoting a culture of sustainable living.



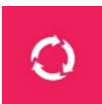
TRAVEL AND TRANSPORT

Reducing the need to travel, and encouraging walking, cycling and low carbon transport.



LAND AND NATURE

Protecting and restoring land for the benefit of people and wildlife.



ZERO WASTE

Reducing consumption, reusing and recycling to achieve zero waste and zero pollution.



SUSTAINABLE WATER

Using water efficiently, protecting local water sources and reducing flooding and drought.



ZERO CARBON

Making buildings and manufacturing energy efficient and supplying all energy with renewable.

4.10 Servicing

Tunney’s Pasture is an institutional campus that is fully serviced by private infrastructure including water distribution, sanitary and storm collection, and utilities. A new Energy Services Acquisition Program (ESAP) building will replace the existing Central Heating Plant (CHP) and introduce a new service network that provides the opportunity for redevelopment blocks to be connected. Servicing required for the redevelopment of Tunney’s Pasture generally follows the existing alignment and

service access points, largely avoiding primary travel routes, although adjustments may be made in accordance with proposed development. Further analysis and detailed design are planned as part of the planning approvals process where a Master Servicing Study, Stormwater Management Report, Composite Utility Plan, Roadway Modification and Functional Design plans will be developed.

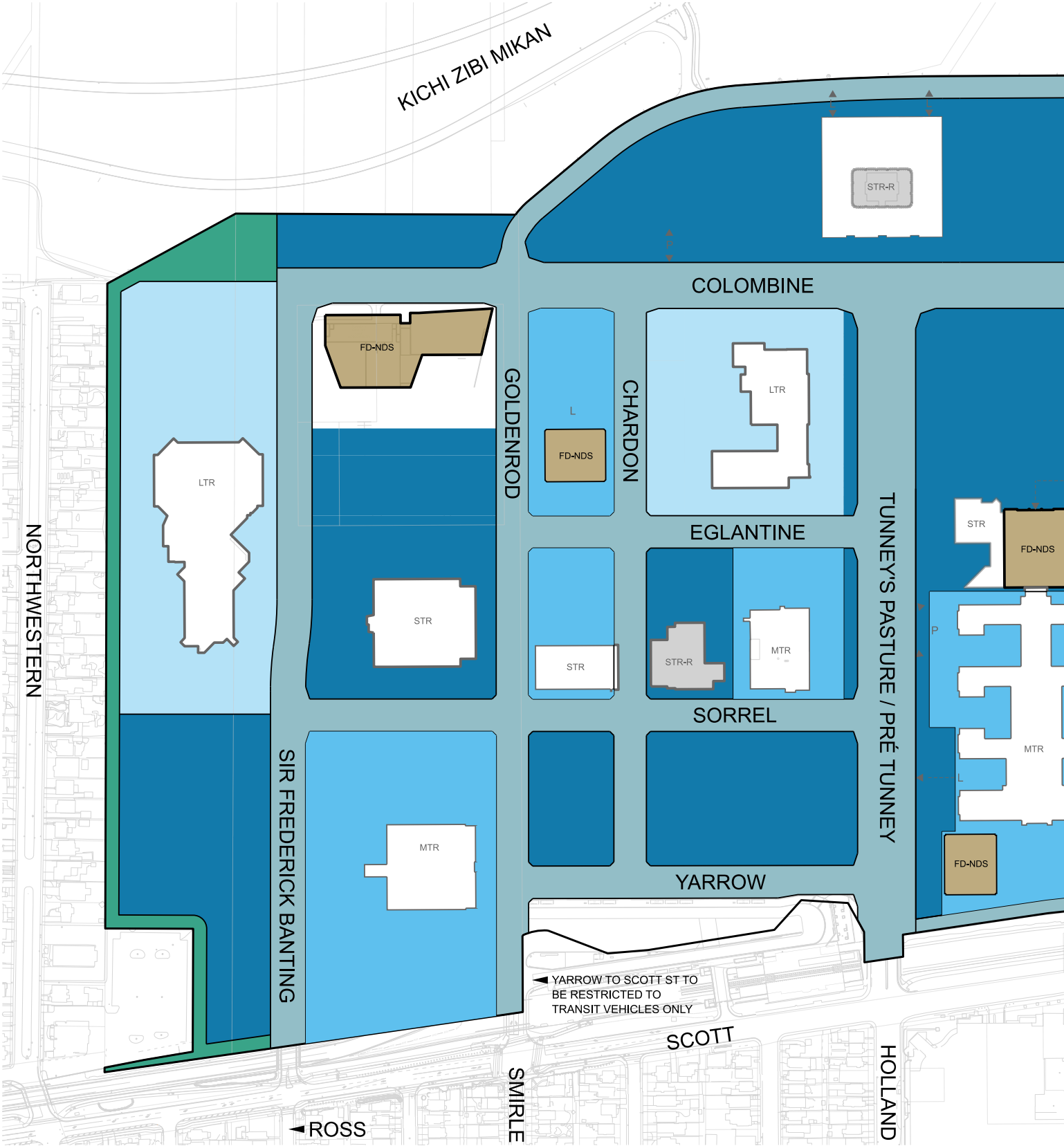
In support of the DPS, the Illustrative Demonstration Plan provides preliminary consideration for the servicing access to proposed blocks. Guidance within the updated Urban Design Manual's Parking & Servicing section highlights the desire to consolidate servicing accesses within blocks to minimize curb cuts and to locate servicing accesses away from primary and secondary streets, thereby minimizing the visual impacts on the public realm.

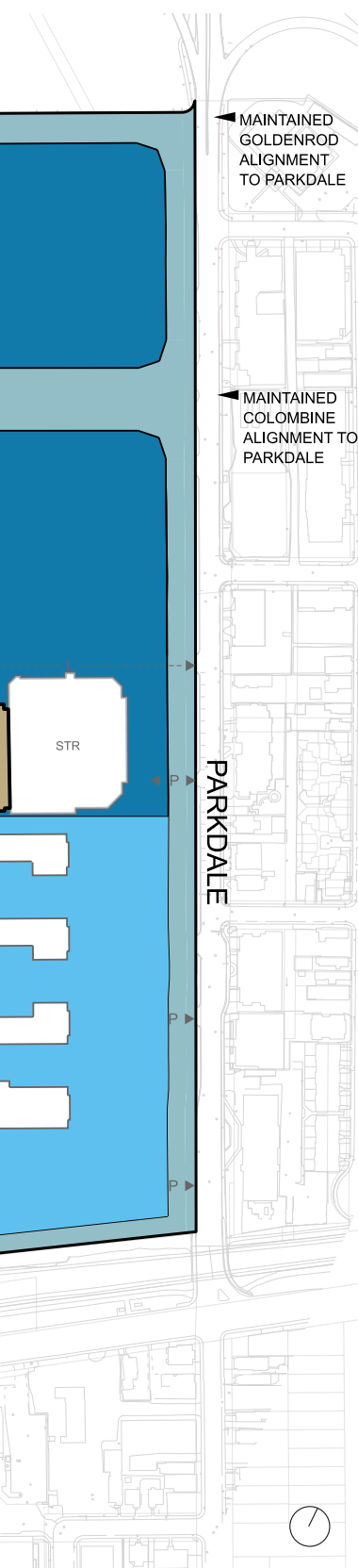
The below map provides a high-level view of the potential servicing accesses, based on the proposed DPS, which will serve as the waste management access points for each block, and accommodate the other loading/servicing requirements of the individual parcels. Waste management within Tunney's Pasture will be further analyzed and detailed during future phases of the planning approvals process, aligning with the overall intent to minimize the impacts of servicing requirements on the pedestrian experience, site circulation and the built form.



Tunney's Pasture Illustrative Servicing & Waste Management Access Plan

4.11 Phasing





Phase 1 - Road and Infrastructure Construction Timing

- Phase 1A - 2028 Completion
- Phase 1B - Post PSPC-CLC Transaction

Phase 2-5 - Development Construction Timing (2029+)

- Phase 2 - 2029-2033
- Phase 3 - 2034-2043
- Phase 4 - 2044+

Building Retention

- STR Short Term Retention
- MTR Mid Term Retention
- LTR Long Term Retention (20+ years)
- FD-NDS Future Disposal - Not Declared Surplus

With input from CLC and PSPC, the phasing plan incorporates consideration for the continued use and functionality of buildings remaining as federal office space to ensure best use of the site during construction and build out.

The phasing seeks to establish the ROW network set forth by the DPS by 2028, followed by sequential redevelopment of the individual blocks. Private and public open space is expected to follow the establishment of the ROW network, aligned with the development of some of the private development blocks in Phase 2. Lands shown for development in Phase 3 and 4 are due to the use of those lands remaining as a federal office for a longer-period, extending the redevelopment period of those blocks. As noted in the phasing diagram, adjacent, a number of buildings are intended to remain, with four remaining as a federal use (including ESAP, Jean Talon, Jean Mance, and the Main Stats Building), and two to potentially be re-purposed for another use (Brooke Claxton, and Existing CHCP Building). Challenges associated with phasing include the long-term maintenance of servicing, loading, and telecommunication services to each of the buildings being used as a federal office, until such time that suitable replacements are available to connect to those buildings and existing connections can be decommissioned.

Consideration for the introduction of 'meanwhile uses' and staged placemaking will be required in future phases of the planning approvals and site development process. This will ensure that as the full build out is realized, a sense of place can still be developed through interim uses, activities and spaces that encourage community gathering and activation of the site.





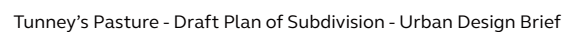
Illustrative view of Kichi Sibi Winter Trail connection to Tunney's Pasture

5.0 Summary

The DPS for Tunney's Pasture will establish a street and block pattern that serves as the foundation for a vibrant, transit-oriented community at Tunney's Pasture with resilience at its forefront. It will be the first step in facilitating intensification and a mix of uses at a highly connected location that is currently underutilized and oriented solely to employment uses and auto travel.

The Illustrative Demonstration Plan, provided within this Urban Design Brief, serves as a vision for future redevelopment and will be refined and advanced during future stages of the planning approvals process. The Demonstration Plan reflects a shift away from the existing vehicular-focused environment, using a pedestrian-oriented approach instead to transform Tunney's Pasture into an animated community that draws people in for a variety of uses throughout the course of the day. With the intent of transforming Tunney's Pasture and maximizing opportunities to activate the site as a highly connected, sustainable, and dynamic community, the DPS works to achieve its vision of establishing a transportation network and block structure that is essential in enabling future development.

6.1 Draft Plan of Subdivision



6.2 Preliminary Shadow Study

The height, massing and orientation of the illustrative demonstration plan for Tunney's Pasture is designed to maximize sunlight in public spaces, while mitigating shadowing on sensitive areas within the site surroundings. The following set of images illustrate the shadows casted by the future redevelopment of Tunney's Pasture on June 21, September 21 and December 21.

The height and massing proposed by the illustrative demonstration plan incorporated consideration for minimizing shadows cast on sensitive areas. The City of Ottawa's Shadow Analysis Terms of Reference were used in the development of this preliminary shadow analysis to ensure compliance with City standards. As indicated by the Terms of Reference, shadows are illustrated in one hour increments on September 21 (spring equinox) between 8am and 6pm, June 21 (summer solstice) between 8am and 8pm, and December 21 (winter equinox) between 9am and 3pm. The latitude and longitude used for the analysis are 45.40796N and 75.736592W, respectively.

June 21

Between 8am and 8pm of the Summer Solstice, there are minimal shadow impacts to adjacent low-rise residential areas to the east, south or west of the site. Between 8am and 5pm, there is no shadow impact anticipated by the proposed built form. With only a few exceptions, the as-of-right shadow exceeds the proposed shadow for the majority of the envisioned built form site. Additionally, the proposed new net shadow does not impact parks and open spaces within the site, with minimal shadows cast on the parks during the day (8am to 5pm). As such, the shadow impacts of the proposed built will have little to no impact on surrounding and internal sensitive uses within the site.

- Proposed Shadow
- As-of-Right Shadow
- Existing Buildings
- Proposed Buildings
- Open Spaces





June 21 - 1 PM



June 21 - 5 PM



June 21 - 2 PM



June 21 - 6 PM



June 21 - 3 PM



June 21 - 7 PM



June 21 - 4 PM



June 21 - 8 PM

September 21

Between 8am and 6pm of the Fall Equinox, there are minimal shadow impacts to adjacent low-rise residential areas to the east, south or west of the site. The Mechanicsville neighbourhood to the northeast of the site will experience some shadows cast along Parkdale Avenue after 3pm, but no shadowing during the day. Shadows cast to the north terminate before reaching the Ottawa River South Shore Riverfront Park.

The as-of-right shadow exceeds the proposed shadow for the site in the case of the majority of the buildings envisioned in the site's redevelopment. Parks and open spaces proposed within the site will experience shadow impacts during only the early hours of the morning, with the central park spaces only impacted by shadows during 3 hours of the day. As such, the shadow impacts of the proposed built form will have little to no impact on surrounding and internal sensitive uses within the site and the net new shadow does not exceed the impact of the as-of-right.



September 21 - 8 AM



September 21 - 9 AM



September 21 - 10AM

- Proposed Shadow
- As-of-Right Shadow
- Existing Buildings
- Proposed Buildings
- Open Spaces



September 21 - 11AM



September 21 - 3 PM



September 21 - 12 PM



September 21 - 4PM



September 21 - 1 PM



September 21 - 5 PM



September 21 - 2 PM



September 21 - 6 PM

December 21

Between 8am and 6pm of the Winter Solstice, there are minimal shadow impacts to adjacent low-rise residential areas to the east, south or west of the site. The Mechanicsville neighbourhood to the northeast of the site will experience some shadows cast along Parkdale Avenue after 3pm, but no shadowing during the day. Shadows cast to the north reach the Ottawa River South Shore Riverfront Park only during the 9am hour, with minimal overall impact to the use of the riverfront green spaces.

The as-of-right shadow exceeds the proposed shadow for the site in the case of the majority of the buildings envisioned for the site's redevelopment. Parks and open spaces proposed within the site will experience a higher shadow impact during the winter months. However, the impact of the buildings proposed within the conceptual plan for the site is no more significant than the as-of-right condition. Shadow impacts to the central parks within the site are largely the result of the as-of-right condition. Portions of all green spaces, particularly the open space proposed along Scott Street, are not impacted by the shadows cast. As the design and programming of parks advances, these spaces will be optimized to ensure uses with high activity are situated in areas with the least shadow impact.

While the shadow impacts of the proposed built form are higher during the winter, the impacts do not exceed those of the as-of-right condition and surrounding residential neighbourhoods have minimal disruption.



December 21 - 9 AM



December 21 - 10 AM



December 21 - 11 AM



December 21 - 12 PM



December 21 - 3 PM



December 21 - 1 PM



December 21 - 2 PM

- Proposed Shadow
- As-of-Right Shadow
- Existing Buildings
- Proposed Buildings
- Open Spaces



Canada Lands Company
Société immobilière du Canada



PRÉ TUNNEY
Du village au centre
TUNNEY'S PASTURE
Vision to Reality