

TUNNEY'S PASTURE REDEVELOPMENT

120 Parkdale Avenue
Draft Plan of Subdivision Application
D07-16-24-0022

Presentation to the Urban Design Review Panel
October 3, 2025



AGENDA

- 01 | Project Description
- 02 | Site, Context & Analysis
- 03 | Design Research
- 04 | Additional Materials



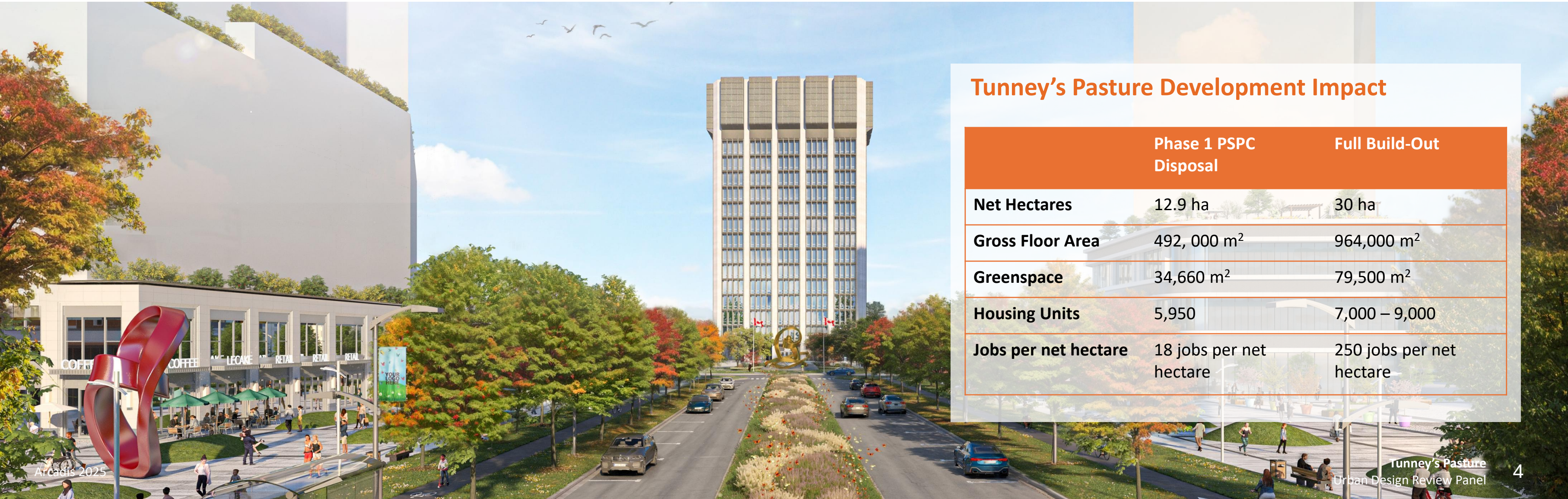
01 | Project Description

1.0 Project Description

The Tunney’s Pasture Redevelopment responds to the Tunney’s Pasture Master Plan, which was initially prepared in 2014 but updated in 2025 to support the disposal process and provide a refined vision for the area that captures the immense development potential of the site.

- Tunney’s Pasture is a 49-hectare federal employment site 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.
- In 2021, Public Service and Procurement Canada (PSPC) partnered with CLC under a collaboration project to deliver the long-term vision of Tunney’s Pasture that includes the site’s transition from a federal employment centre into a mixed-use, sustainable, transit-oriented community.

- 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.
- Tunney’s Pasture is opportunistically situated to develop as a vibrant, mixed-use and transit-supportive environment, with full integration into the surrounding neighbourhoods.
- The design approach for 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, will allow the future community to reach this objective, benefiting not just future residents, but the surrounding community and the broader City of Ottawa.



Tunney’s Pasture Development Impact

	Phase 1 PSPC Disposal	Full Build-Out
Net Hectares	12.9 ha	30 ha
Gross Floor Area	492, 000 m ²	964,000 m ²
Greenspace	34,660 m ²	79,500 m ²
Housing Units	5,950	7,000 – 9,000
Jobs per net hectare	18 jobs per net hectare	250 jobs per net hectare

Pre-Consultation Responses

*Pre-Consultation
Comment/Considerations

Community Integration

Future relationship of built form to Parkdale and anticipated setbacks and engagement.
The large blocks and adjacent to Parkdale and long the west property line.

Pedestrian and Vehicular Connections

Pedestrian and vehicular connections to the broader community.

Parks and 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).

Response:

- 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, informed through extensive engagement.
- The DPS allocates a range of parcel sizes to support a higher density built form. Highest densities surround the LRT station and along Tunney’s Pasture Driveway, with densities transitioning towards low and mid-rise typologies along the site’s eastern (Parkdale) and western (Champlain Park) boundaries.

Response:

- The site design has a strong edge condition that defines the and provides porous connections into the site from the Confederation LRT line along Scott Street and the Ottawa to the north.
- A hierarchy of gateways into the site are proposed to further support community integration.

Response:

- 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 the site
- 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

Gateway categories			
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 Zībī Mīkan	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)



Pre-Consultation Responses

*Pre-Consultation
Comment/Considerations

Hard and Soft Infrastructure

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

- Response:**
- The DPS allows for flexibility and may accommodate a variety of soft infrastructure features in the future such as a school(s), community centre, daycare facilities, grocery store and parks facilities
 - The approach to hard infrastructure includes the location of trenches within the ROWs.

Streets and Streetscape

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

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


- Response:**
- The proposed road network includes numerous street typologies to introduce a variety of different streetscape characters as one moves through the site.
 - Unique streetscape design and right-of-way widths enhance the sense of place, active transportation circulation, and support adjacent built form opportunities. Additional efforts to create balanced, multi-modal complete streets will be undertaken throughout the entirety of the site with streets trees and LIDs incorporated into ROWs.

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.

- Response:**
- The Urban Design Manual (UDM) was developed and updated as a tool to guide future development and to protect the vision for 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.



An architectural rendering of a city street scene. In the center, a tall, modern building with a grid-like facade stands prominently. The street is lined with trees showing autumn foliage. On the left, there's a lower building with retail spaces, including a coffee shop and a cafe. A bus stop is visible on the sidewalk. On the right, a modern, curved building is partially visible. The sky is blue with a few birds flying. The overall scene depicts a vibrant, walkable urban environment.

02 | Site, Context & Analysis

Site Context

Neighbourhood Context

Tunney’s Pasture is a 49-hectare federal employment site situated between the communities of Wellington West, Hintonburg, Mechanicsville, and Champlain Park, approximately 4 km west of downtown Ottawa and Parliament Hill.

Key Site Features & Adjacencies

- Tunney’s Pasture and 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.
- Today, Tunney’s Pasture is characterized by the current federal presence, with a number employment and office buildings with significant tenants, such as Health Canada.
- The employment uses are dispersed between 12 primary 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 due to their heritage value, while others will remain as federal office or laboratory space.
- Tunney’s Pasture 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



Site Features & Surroundings



View of Ottawa River and Ottawa River South Shore Riverfront Park



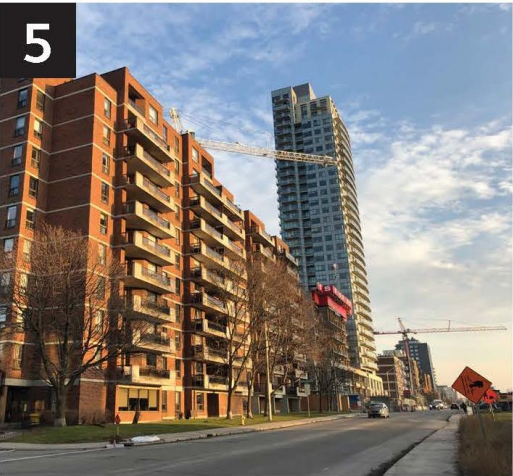
View south along Tunney's Pasture Driveway from Brooke Claxton



Kichi Sibi Winter Trail entry, looking west



View east along Colombine Driveway



View south along Parkdale Avenue



View of new ESAP building



View of Sorrel Driveway east and former CHCP building



Tunney's Pasture LRT Station entrance

Natural Heritage



- The site is positioned along the Ottawa River and several natural riverfront features, including Rémic Rapids Park and the South Shore Riverfront Park, and the Kichi Sibi Winter Trail.
- These natural heritage areas and trails have the potential to supplement a framework of open green spaces within Tunney's Pasture.

Built Form



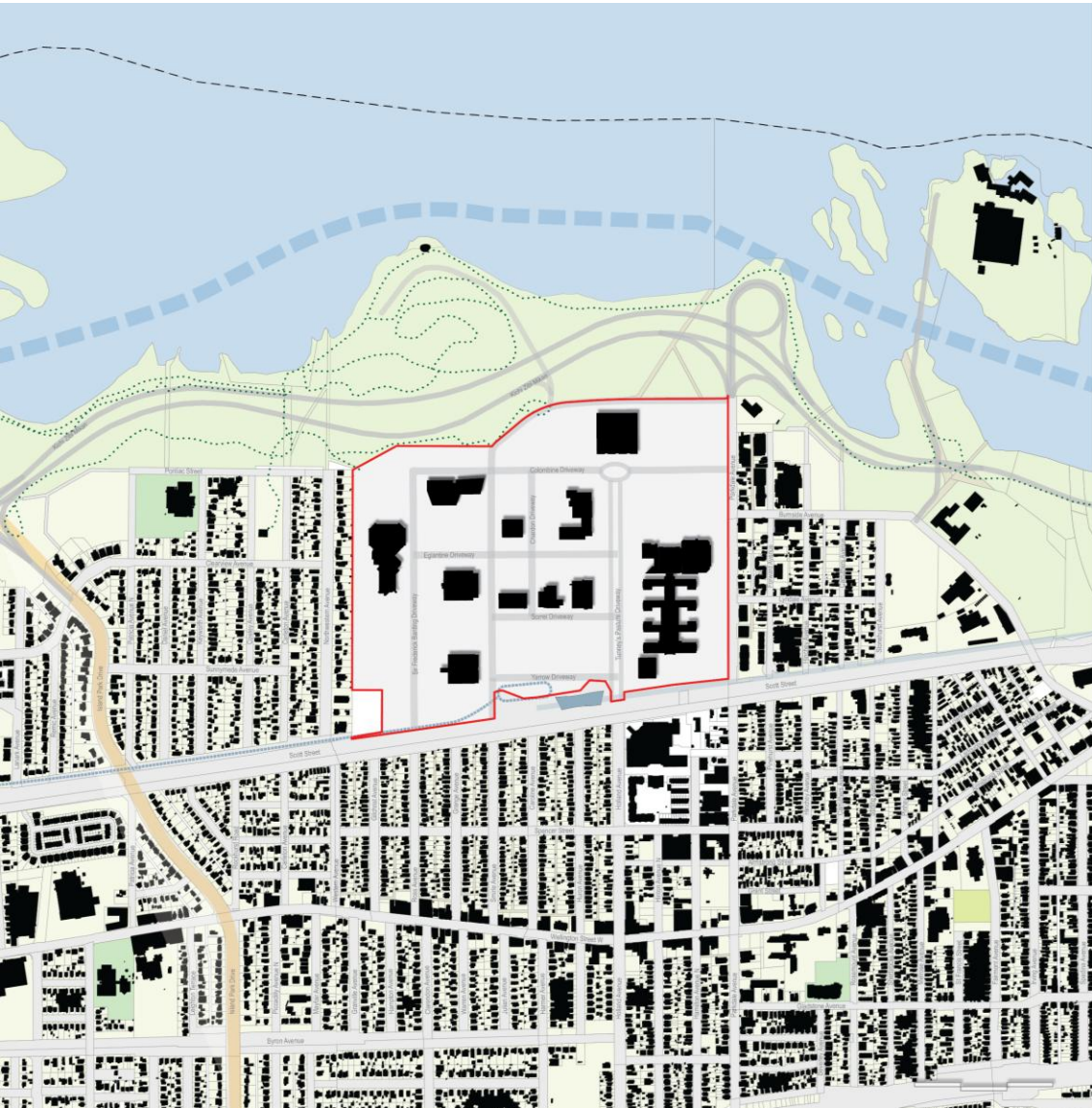
- The architecture and built form in Tunney's Pasture was informed by the Greber Plan.
- Heritage features are situated within Tunney's Pasture, including boulevards and federal heritage buildings, presenting opportunities for adaptive reuse.
- Largely surrounded by low-density residential built form, 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.

Streets & Circulation



- All roads within the site are currently private.
- 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.

Urban Pattern



- The 49-hectare site is significantly underutilized given location adjacent to higher order transit, with the ability to accommodate future development.
- Currently characterized by dispersed employment uses located across large areas of underutilized lawns and a series of surface parking lots.
- 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.

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.
- 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 and will be maintained.

Key Destinations

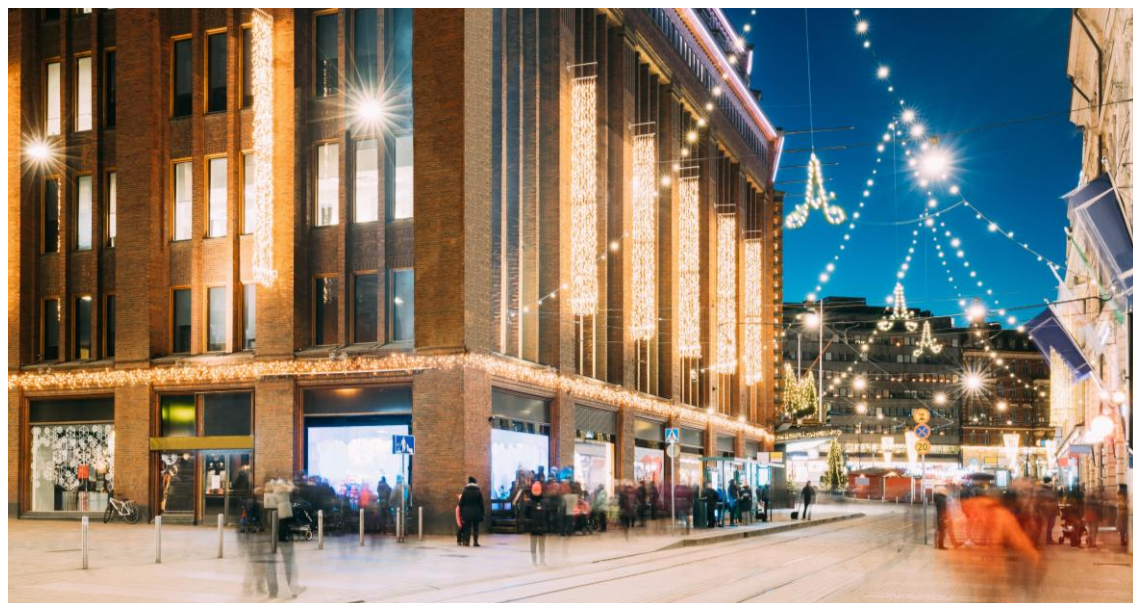


- The site can be characterized by office uses and a series of associated surface parking lots, being single use in nature with few on-site amenities.
- The site is supported by retail uses south of Scott Street at Holland Cross and Wellington Village, further south.
- Other notable destinations in proximity to the site are the parks and natural features along the Ottawa River, including the South Shore Riverfront Park and Remic Rapids Park.



03 | Design Research

The Tunney's Pasture Vision

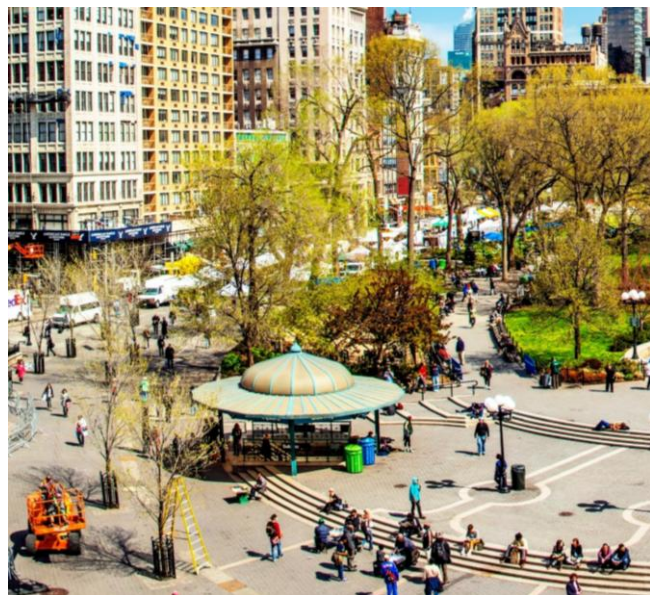


Creating a Work Life Balance

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 will offer animated streetscapes and be sufficiently flexible to adjust to an ever-changing environment.

Guiding Design Principles

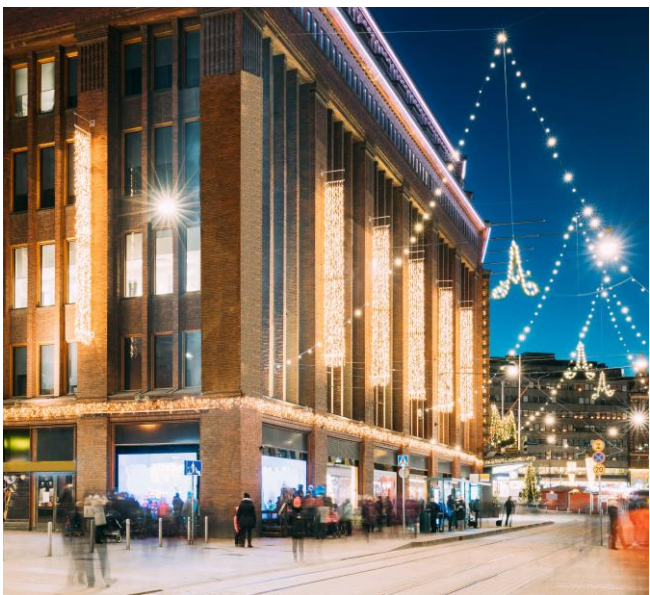
Tunney's Pasture is envisioned to:



Be a landmark and sustainable mixed-use site



Be an integrated and valued part of a larger community



Be an attractive , safe, and complete site



Be a connected, and public-transit oriented development.



Provide a diverse mix of land uses and arrangements of buildings



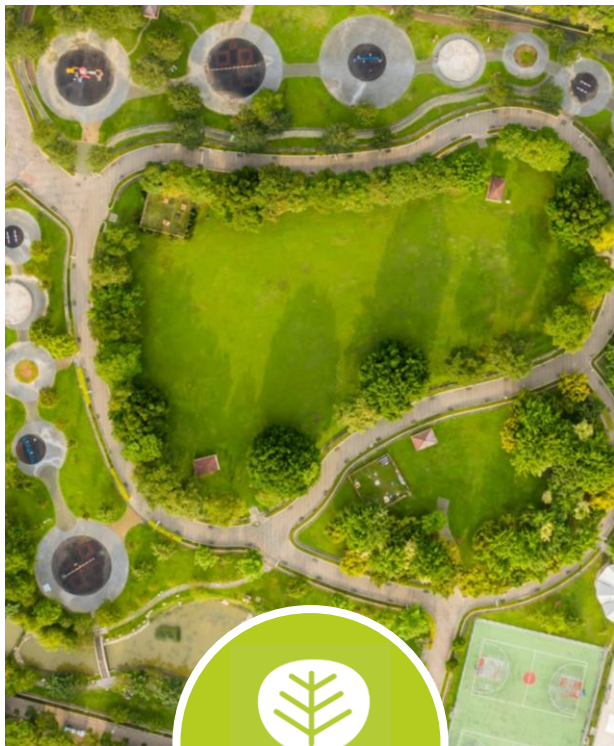
Create a community plan that is flexible in its application to the site



Maintain federal government values and new opportunities

Community Values

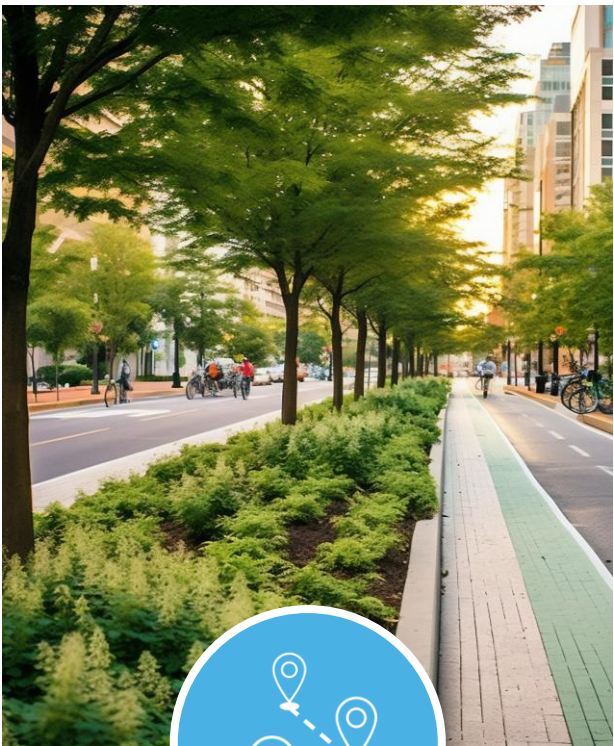
Integrating Tunney’s Pasture with the surrounding neighbourhoods means making decisions guided by the following five fundamental values, which will help ensure that community needs and expectations for the redevelopment are met. These values were developed in partnership with the local community.



Greenspace

Tunney’s Pasture will include diverse vegetation and opportunities to create natural habitats, encourage social gatherings, improve urban tree canopy, and allow for recreational and restful activities and protection from climate change.

Greenspaces create social connections between people, where residents of all ages and abilities congregate to exercise, relax, meet, play, learn, share, and support one another.



Connectivity

Tunney’s Pasture will create a unified, integrated, and complete community by connecting Tunney’s Pasture to its surroundings while promoting the increased use of sustainable and active transportation.

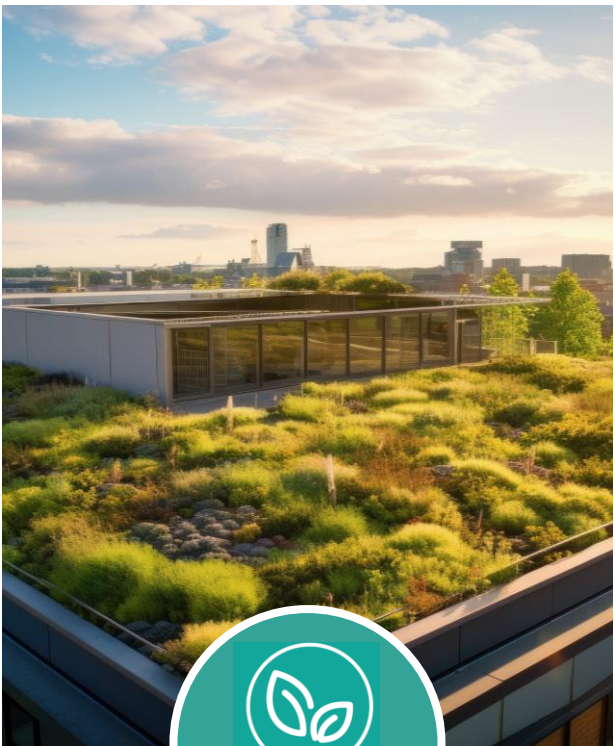
New forms of connectivity will create a welcoming neighbourhood, enhance mobility, and have a positive impact on surrounding neighbourhoods by creating interdependence between them.



Affordability

Tunney’s Pasture will enable affordable housing that is inclusive of, and accessible to people with varying incomes, abilities, ages, and household size.

The redevelopment will respond to the city’s housing needs and help build welcoming and affordable housing, which, in turn, will contribute to the community’s well-being and foster prosperity and social inclusion.



Climate Resilience

Tunney’s Pasture will contribute to building climate resilience by making choices that recognize and adapt to the local impacts of climate change.

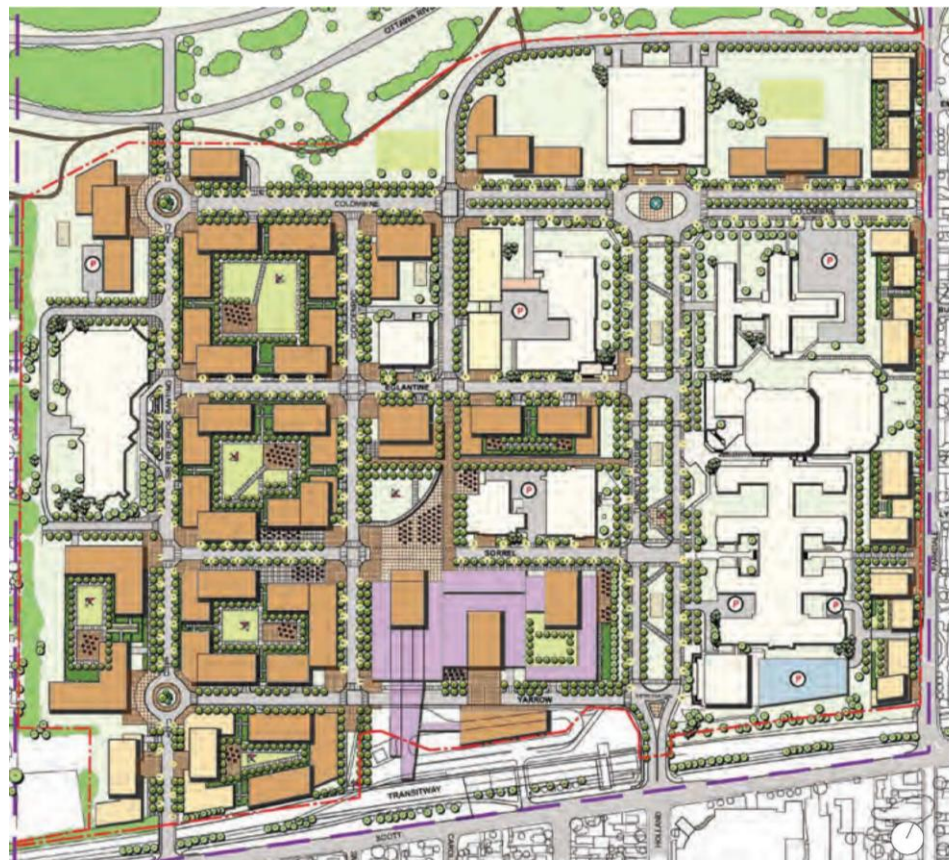
The redevelopment will strengthen climate resilience by aligning with Government of Canada policy on sustainability and drawing on other best practices that leverage local opportunities, resulting in a more sustainable, greener community.



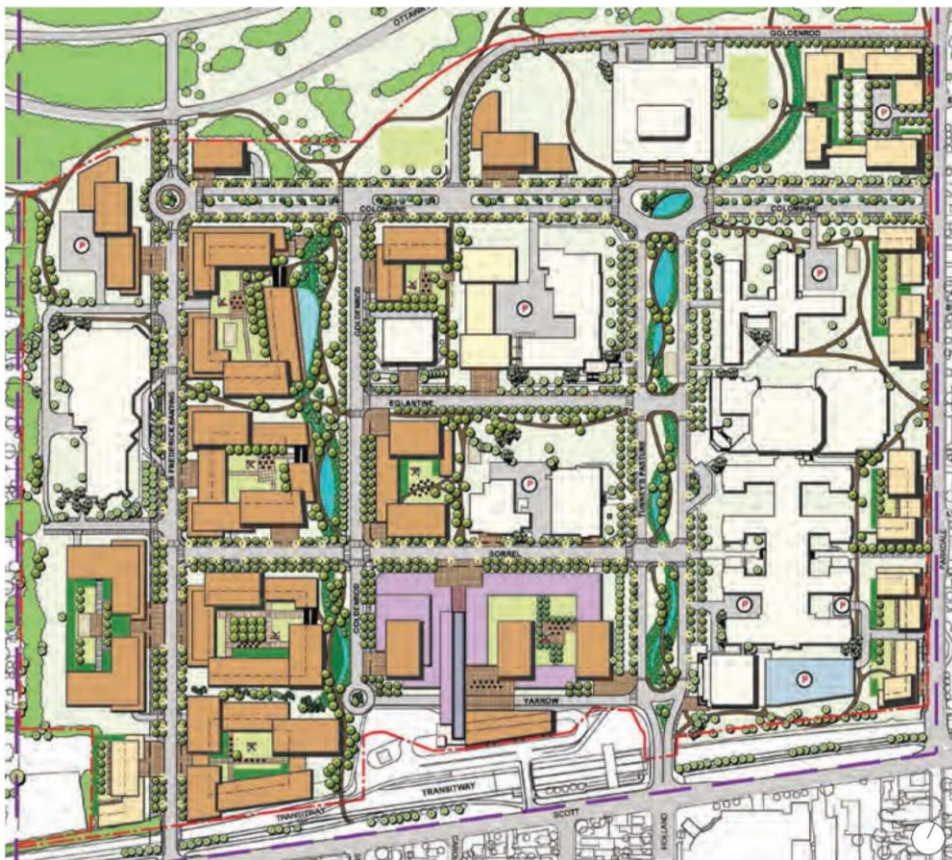
Community

Tunney’s Pasture will become a complete community through an overarching commitment to support inclusivity, social cohesiveness, creating economic opportunity, and wellness.

A sound redevelopment plan is a tool for building a community that is open and inclusive. Community building requires choices that promote neighbourhood harmony, and that nurture local health, businesses, and community services that support one another.



2014 Preliminary 'Urban Grid' Concept



2014 Preliminary 'Green Corridor' Concept



2014 Final Master Plan Concept



2018 Tunney's Pasture Implementation Plan

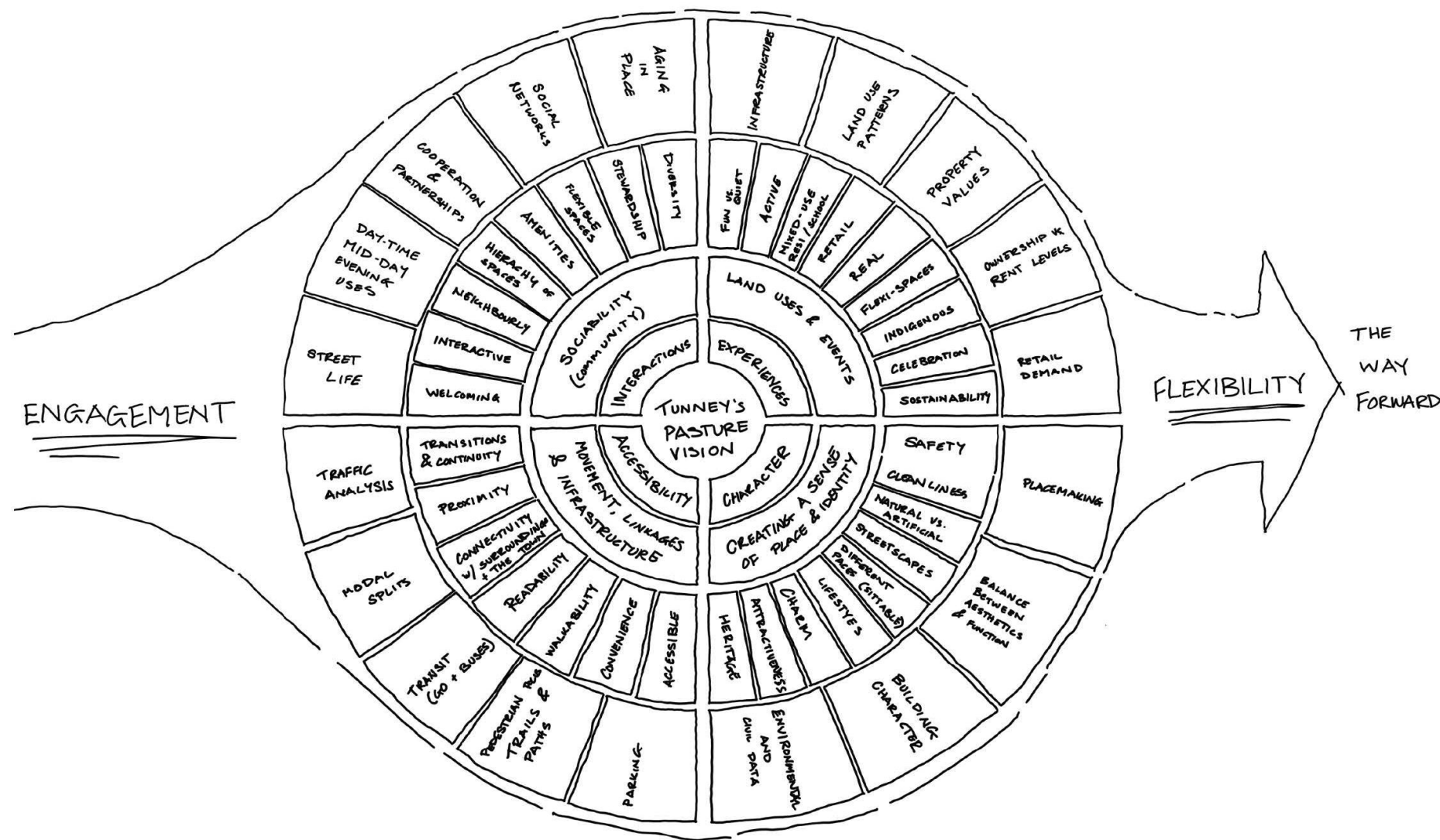


2025 Illustrative Master Plan

Design Evolution

Design Evolution

Key Changes



Functional Changes

Changes to the built form and road network to reflect the eventual disposal of existing buildings and the shift from an employment hub to a complete, mixed-use community.

The Office Portfolio Reduction Plan (OPRP) seeks a reduction in the PSPC administered office footprint by 50% over the next 10 years

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.

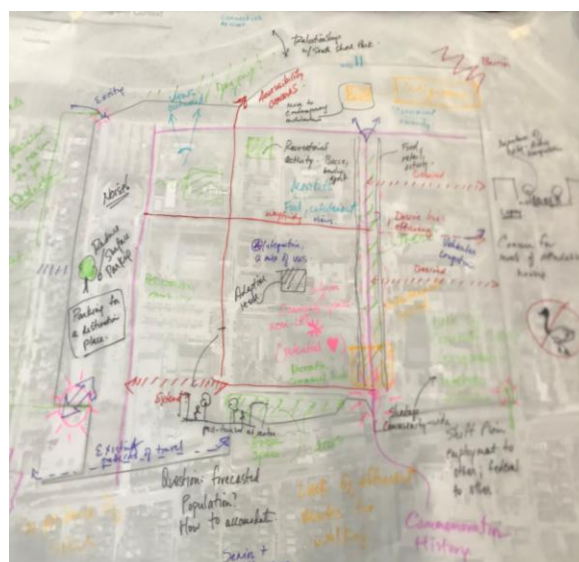
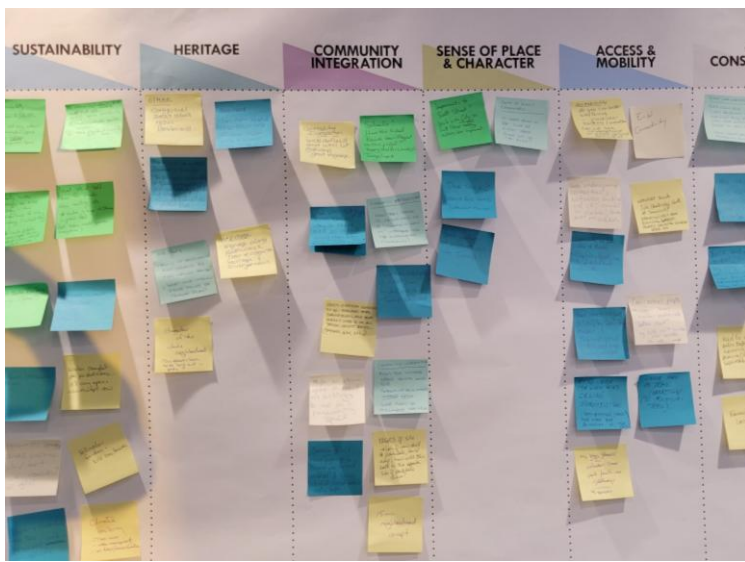
The landscape and built form have been updated to incorporate a series of sustainability goals and community values.

Capitalize on transit connections with a mix of uses and housing options.

Stakeholder Feedback

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.





Illustrative Demonstration Plan

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. Key features include:

Urban Structure

- Shift from existing car-oriented configuration to a pedestrian-friendly environment, accommodating all travel modes
- Improved reflection and integration of surrounding context

Street Network

- Complete streets approach, with heightened priority on pedestrians
- Revitalized Tunney's Pasture Driveway as the central community spine
- Efforts to create balance, multi-modal streets

Block Pattern

- Consideration for retained existing buildings
- Blocks that are more porous and conducive to comfortable pedestrian movement
- Blocks configured to allow for future flexibility with regards to built form typologies and open space opportunities
- Opportunity to create further porosity through private streets and paths integrated in future stages of the planning approvals process

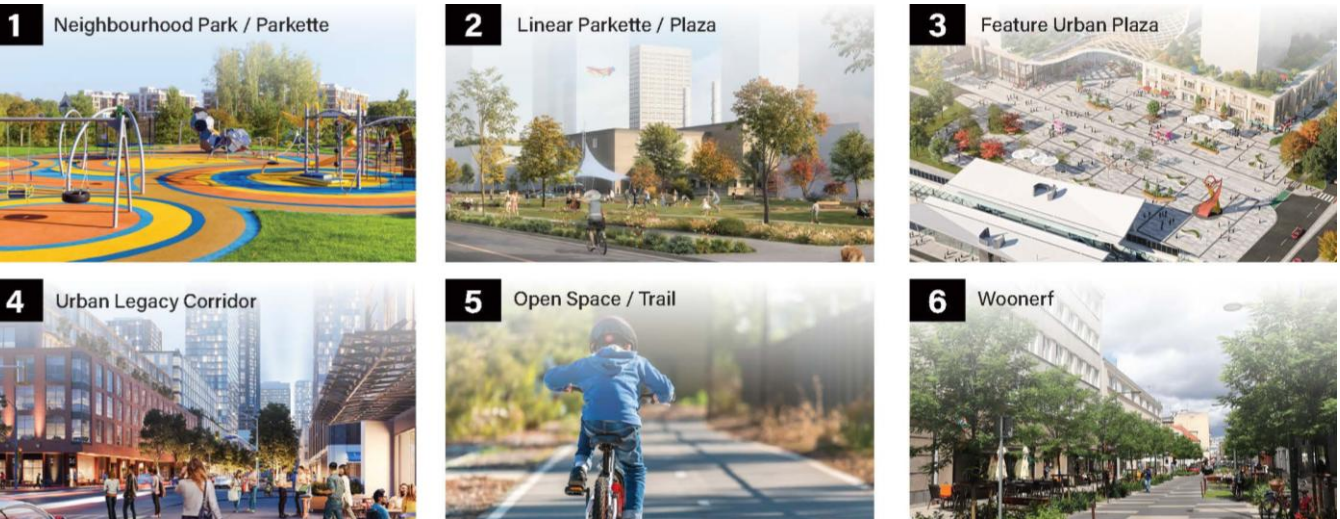


Landscape & Open Space

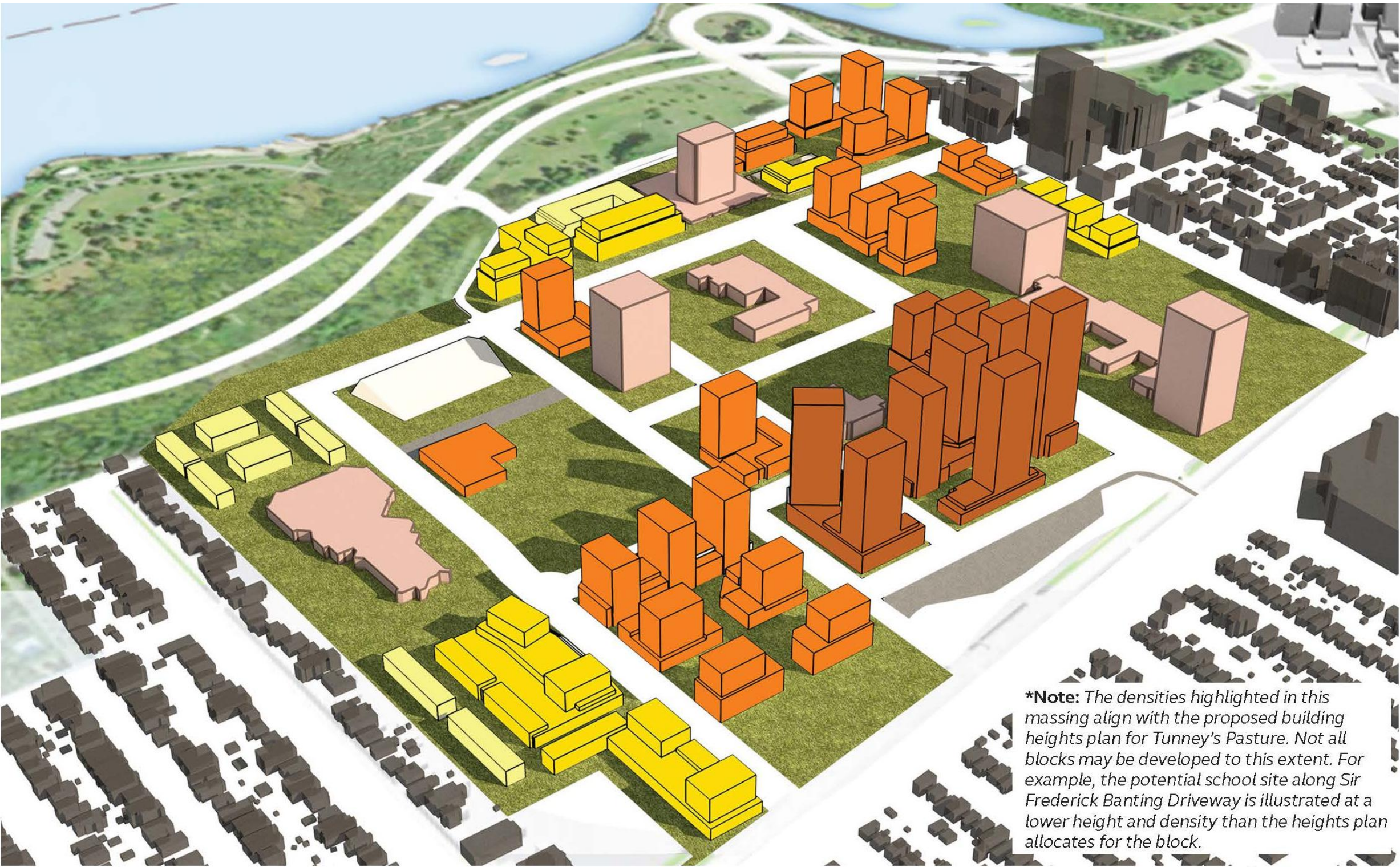
An integrated network of open spaces, including parks, plazas, and streetscapes, will define Tunney's Pasture and contribute towards an animated and healthy community. Key landscape features include:

- A range of spaces of both hard and soft landscapes to facilitate active and passive activities for people of all ages and abilities.
- Connection with 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, emphasizing the primary north-south connection.
- A central park has been identified as a community meeting place that fosters connections between the residents, workers, and visitors of Tunney's Pasture.
- A series of open spaces form a lateral connection across the site. The western link to the Kichi Sibi Winter Trail is maintained.

Open Space Typology & Character



Built Form Transition



**Note: The densities highlighted in this massing align with the proposed building heights plan for Tunney's Pasture. Not all blocks may be developed to this extent. For example, the potential school site along Sir Frederick Banting Driveway is illustrated at a lower height and density than the heights plan allocates for the block.*

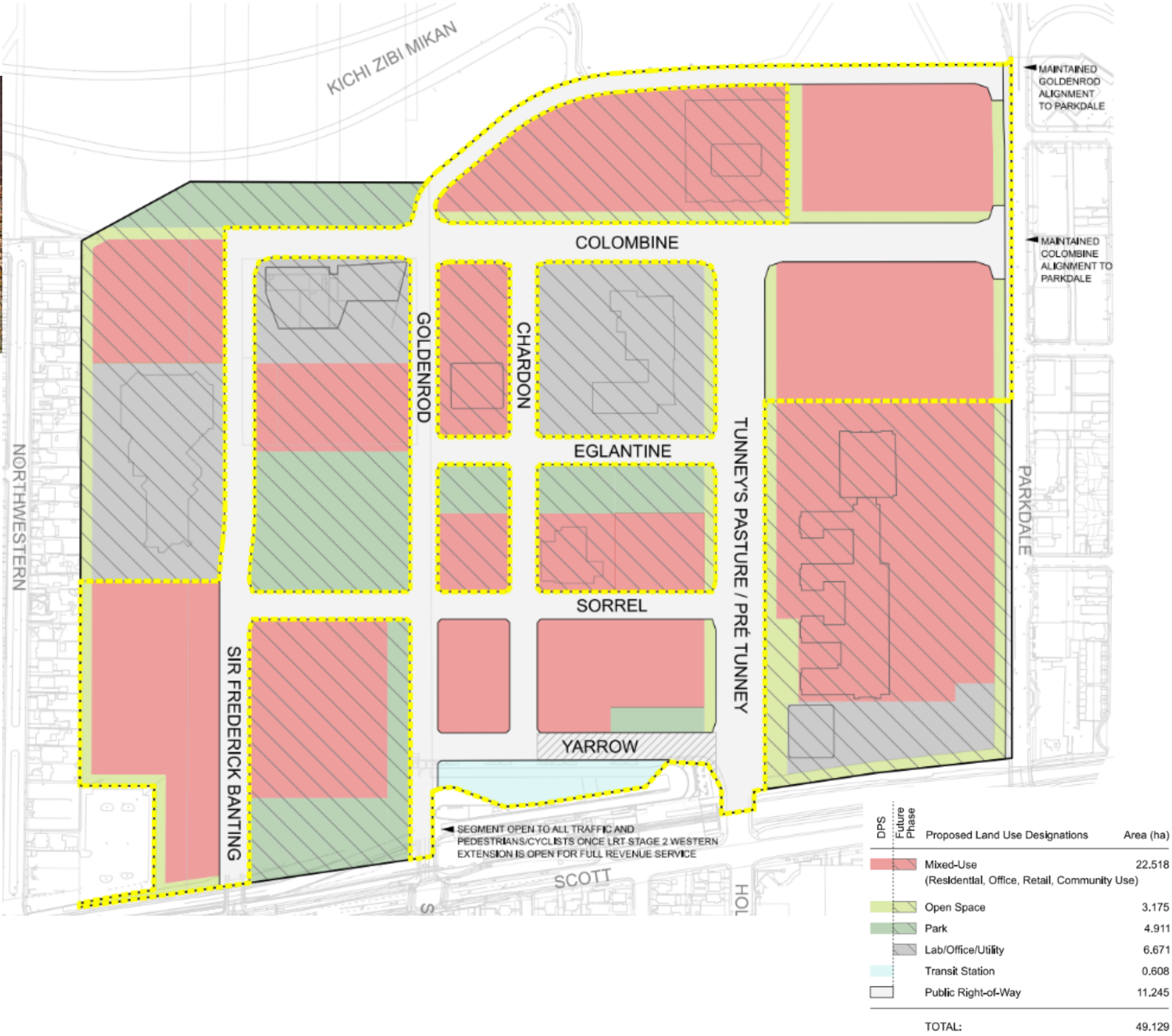
Tunney's Pasture Illustrative Massing



The street and block pattern will enable a built form that supports increased densities and a pedestrian-focused environment. Key built form considerations include:

- Highest densities to be concentrated around Tunney's Pasture Station with appropriate transitions in height towards surrounding neighbourhoods.
- 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.
- 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.
- A shift from surface parking to structured forms of parking (above or underground) within the built form, allowing for the optimized use of currently undeveloped surface parking areas within the site.
- Cohesive integration of the buildings proposed for retention within Tunney's Pasture, with the potential to introduce adaptive reuse

Land Use Transition



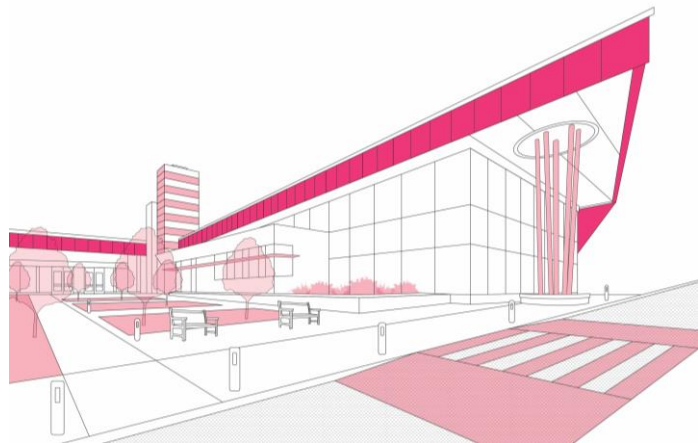
Built Form Typologies



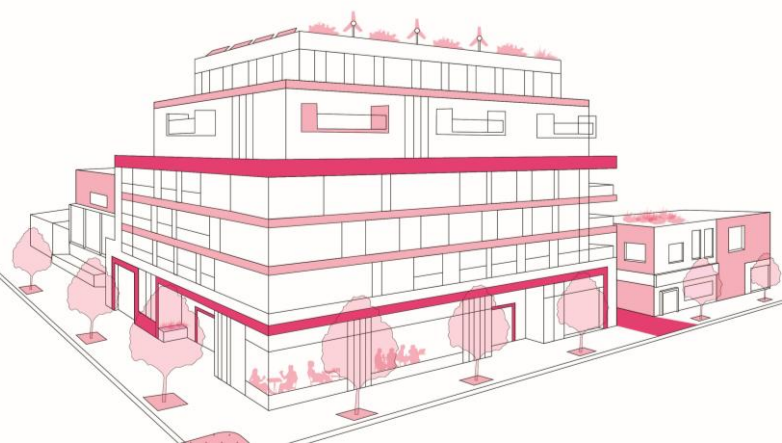
Low-Rise Buildings



High-Rise Buildings



Special Sites & Retained Buildings

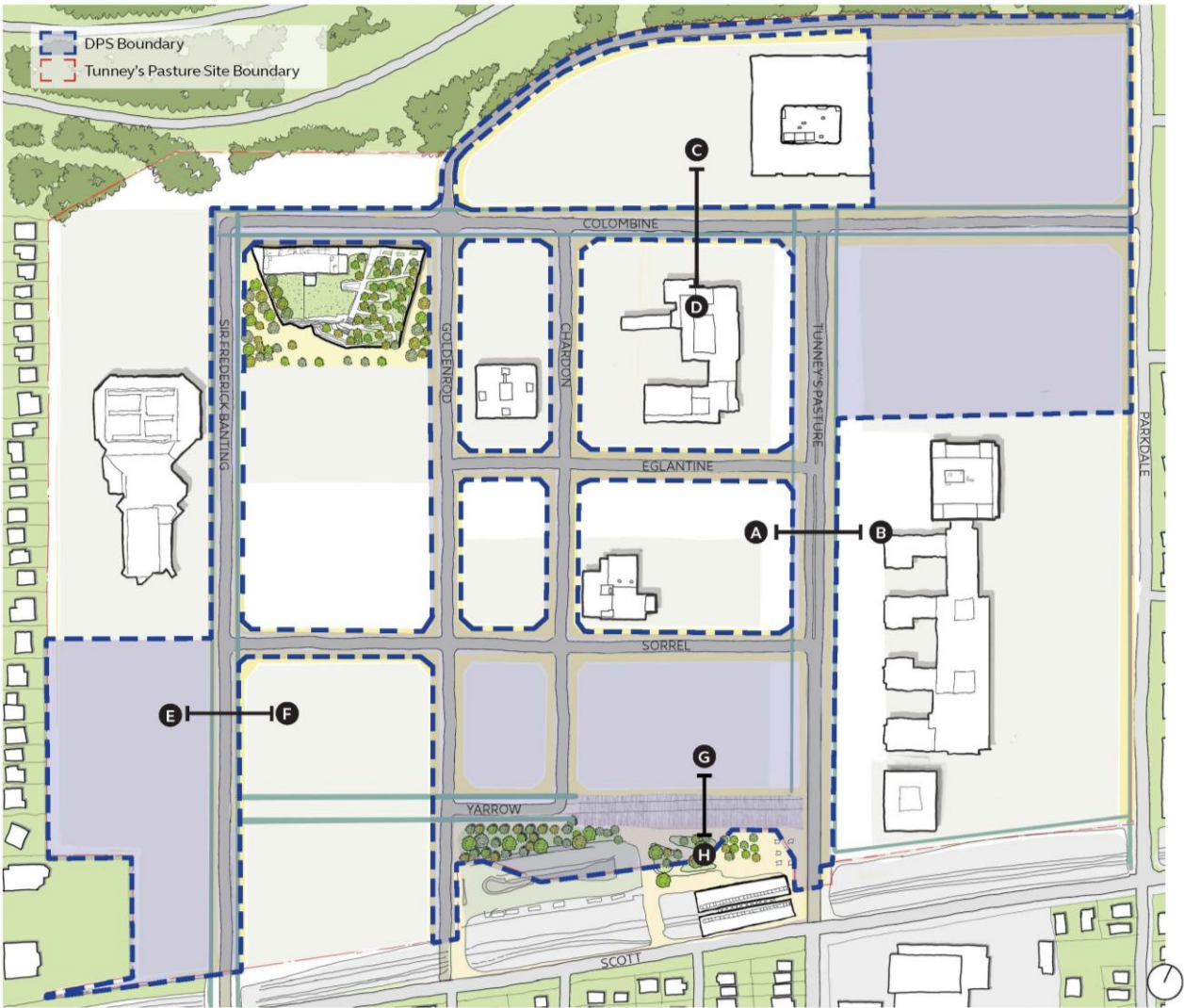
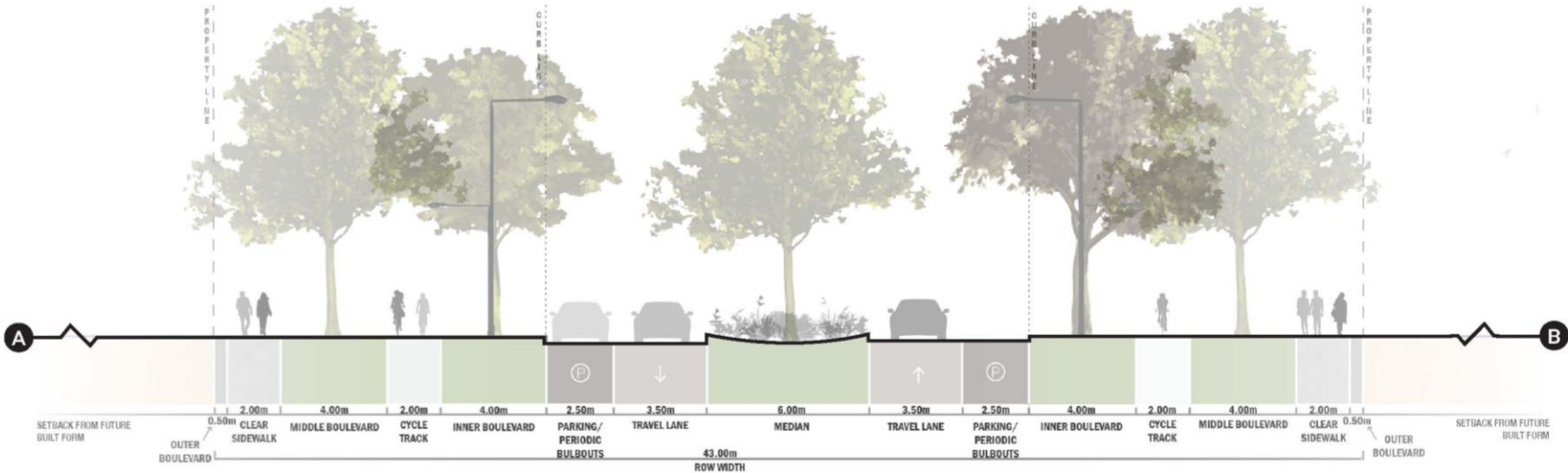


Mid-Rise Buildings

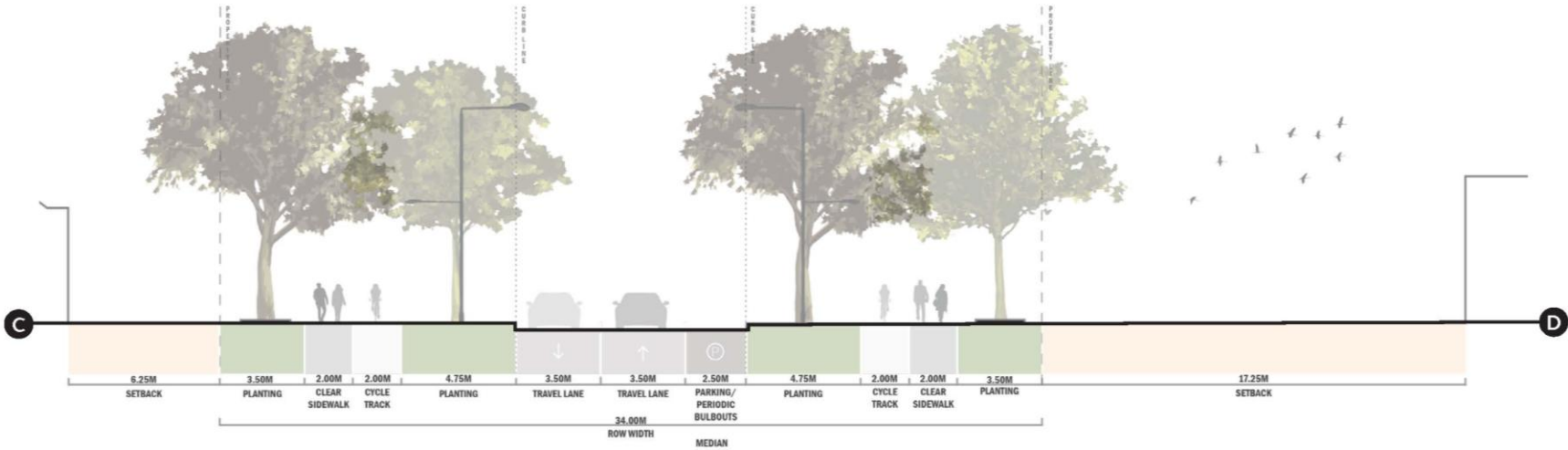


Streetscape & Site Circulation

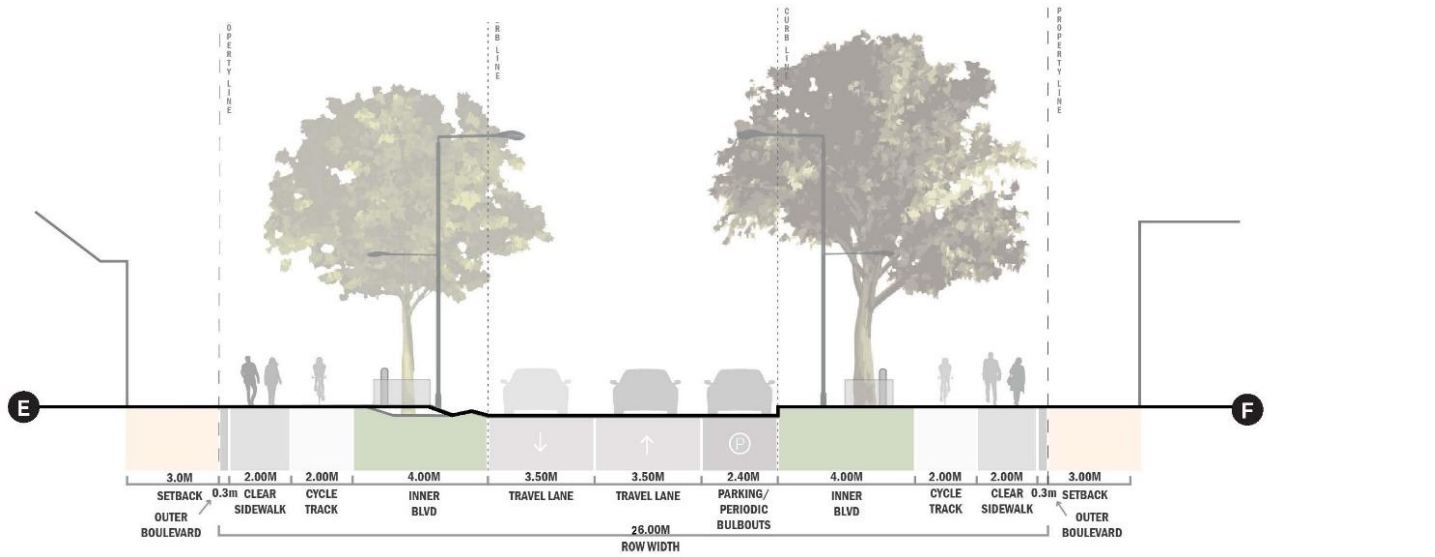
Tunney's Pasture Driveway – 43.0m ROW
Colombine to Yarrow



Colombine Driveway – 34.0m ROW
Goldenrod to Parkdale

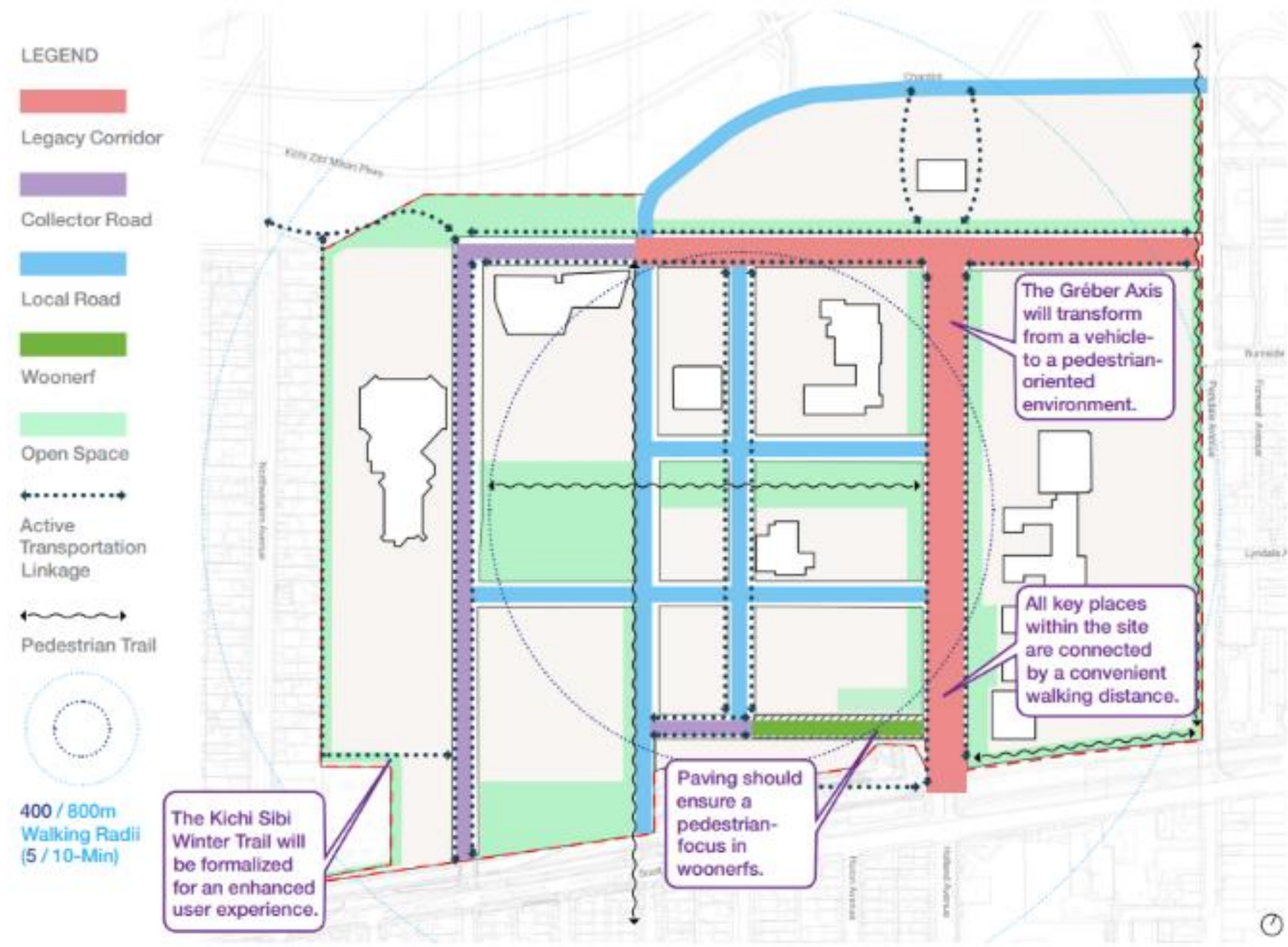


Collector Streets– 26.0m ROW
Treed Boulevards

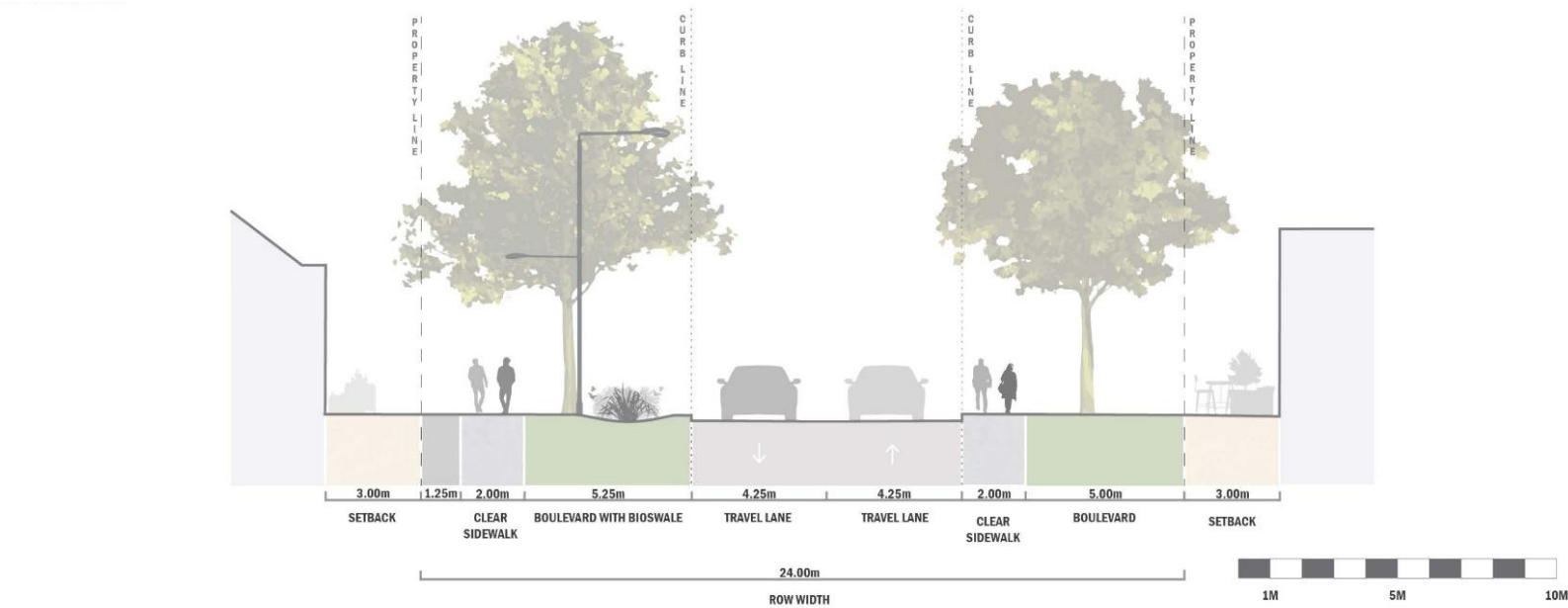


Streetscape & Site Circulation

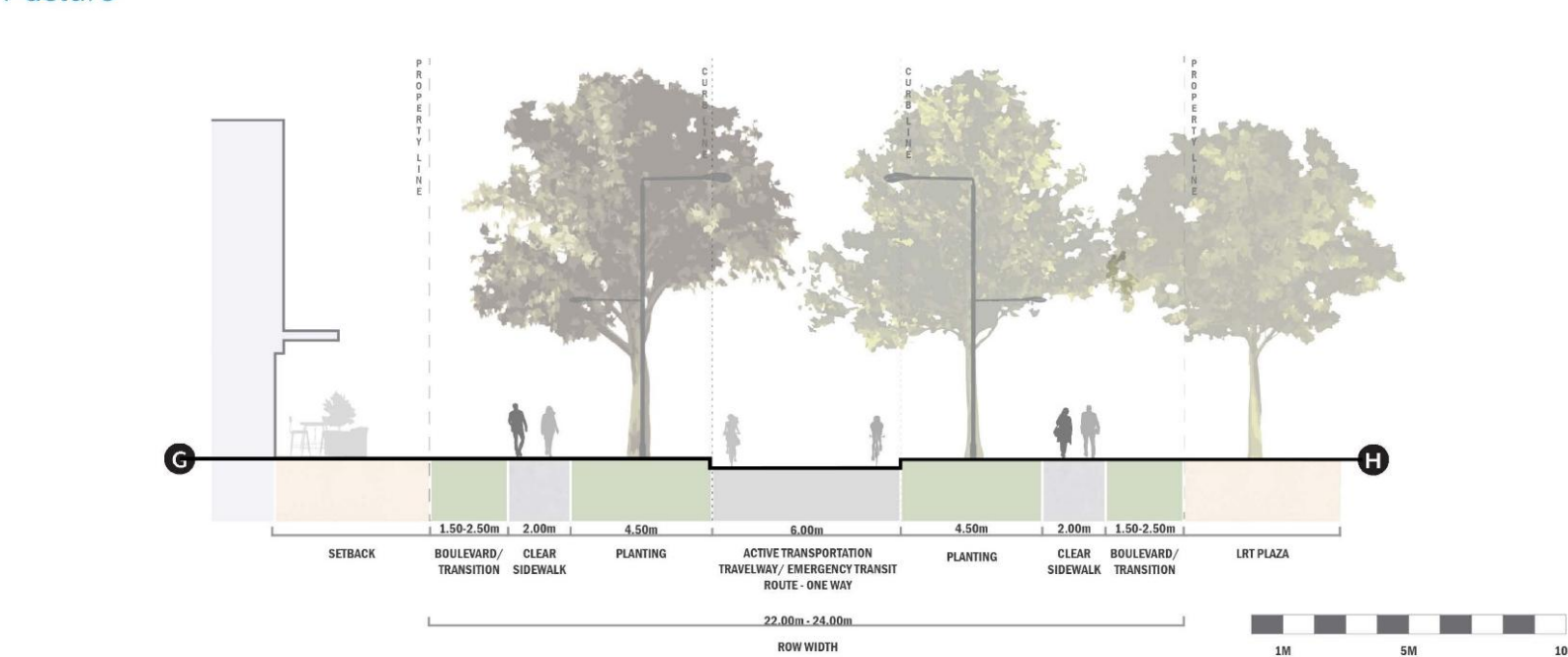
Street Hierarchy



Local Roads– 24.0m ROW With LID



Yarrow Driveway– 22.0 - 24.0m ROW Bus Loop Emergency Access to Tunney's Pasture Driveway



Community Integration



Champlain Park



Wellington West

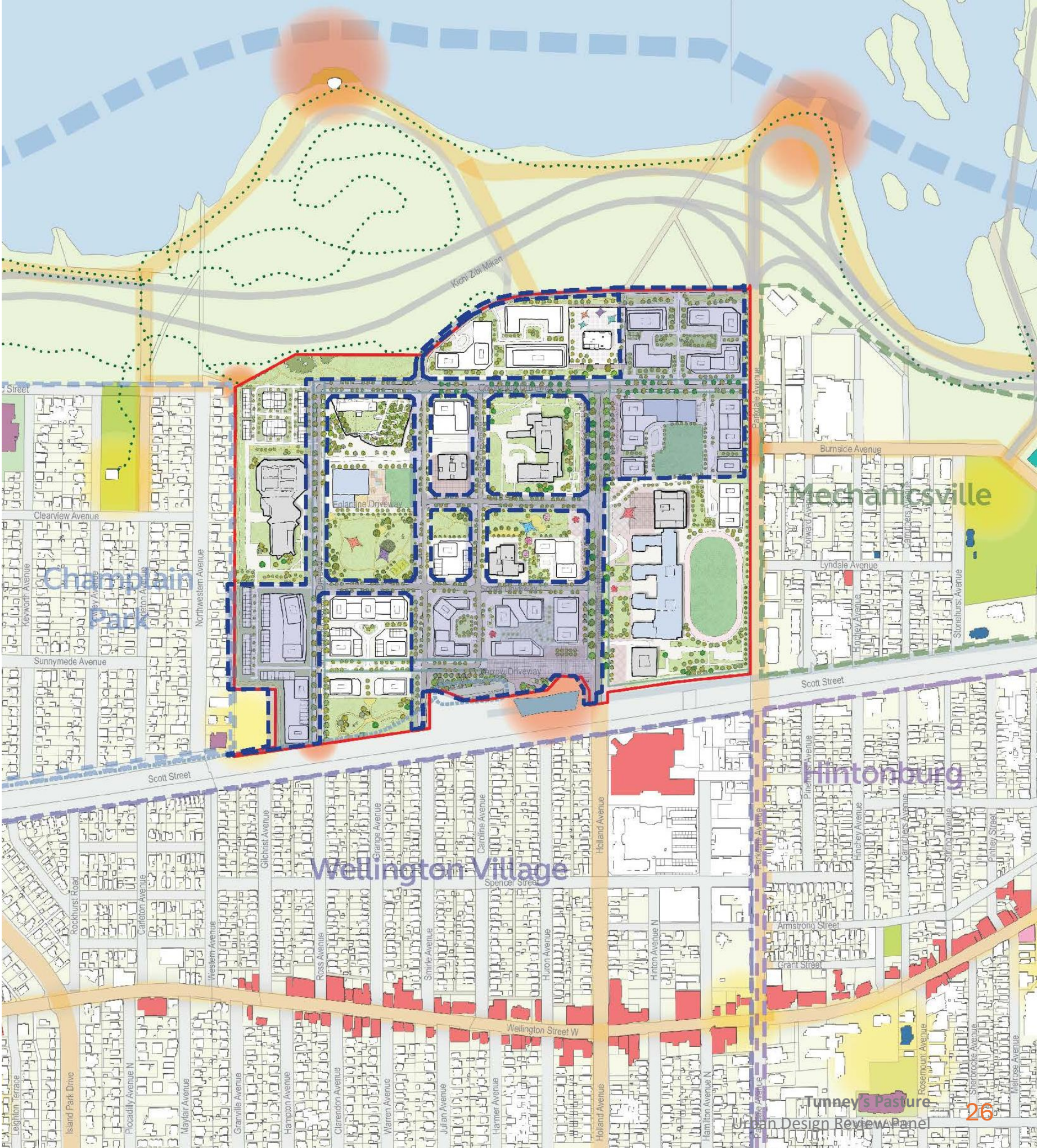


Mechanicsville

- Place of Interest or Experience
- Community Hub- combines a community facility with green space
- Mechanicsville
- Hintonburg
- Wellington Village
- Champlain Park
- Employment / Institutional
- Community / Cultural Facility
- Parks and Green Space
- Retail
- School
- Desire Lines to Places of Interest
- Active Transportation Corridor
- Waterfront Experience
- DPS Boundary
- Tunney's Pasture Site Boundary



Hintonburg



Sustainability



Arcadis 2025

Sustainability is a foundational element in the vision for Tunney’s Pasture that will ensure 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, including the principles of One Planet Living.
- 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.
- 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.

OnePlanet Living Principles



HEALTH AND HAPPINESS

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



EQUITY AND LOCAL ECONOMY

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



CULTURE AND COMMUNITY

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



LAND AND NATURE

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



SUSTAINABLE WATER

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



LOCAL AND SUSTAINABLE FOOD

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



MATERIALS AND PRODUCTS

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



TRAVEL AND TRANSPORT

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



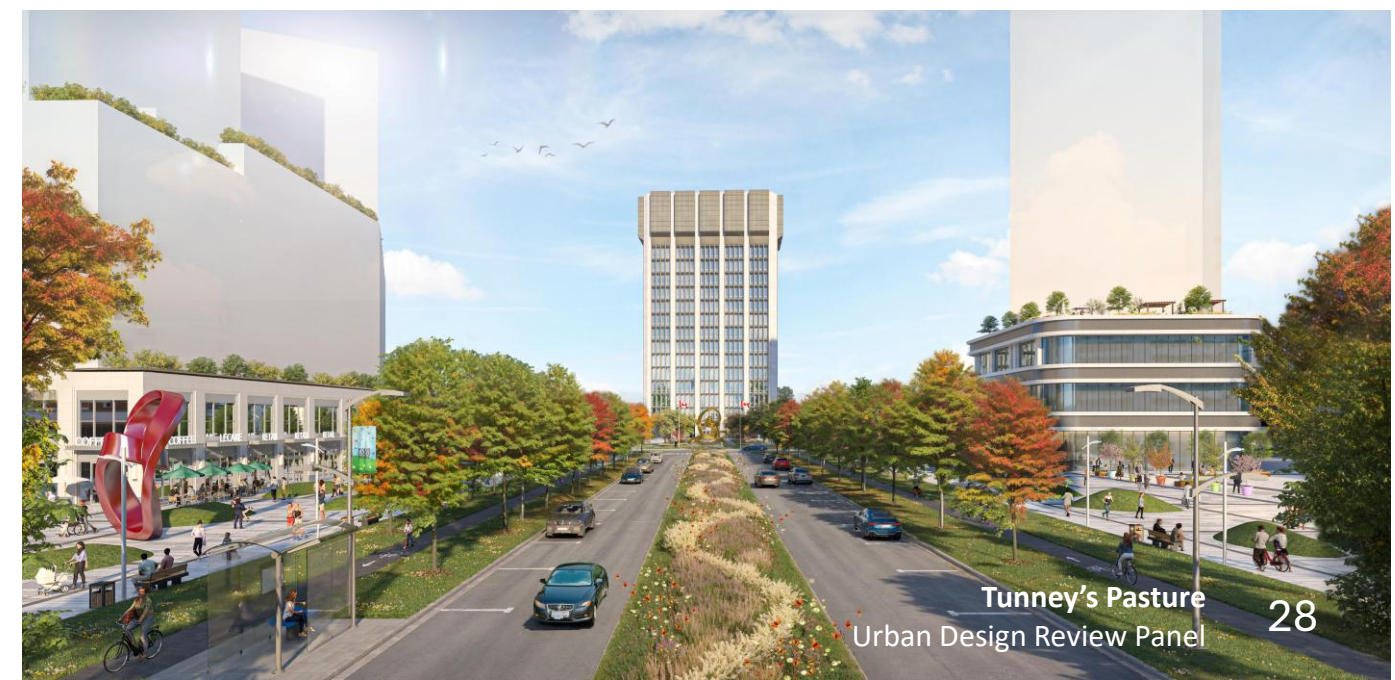
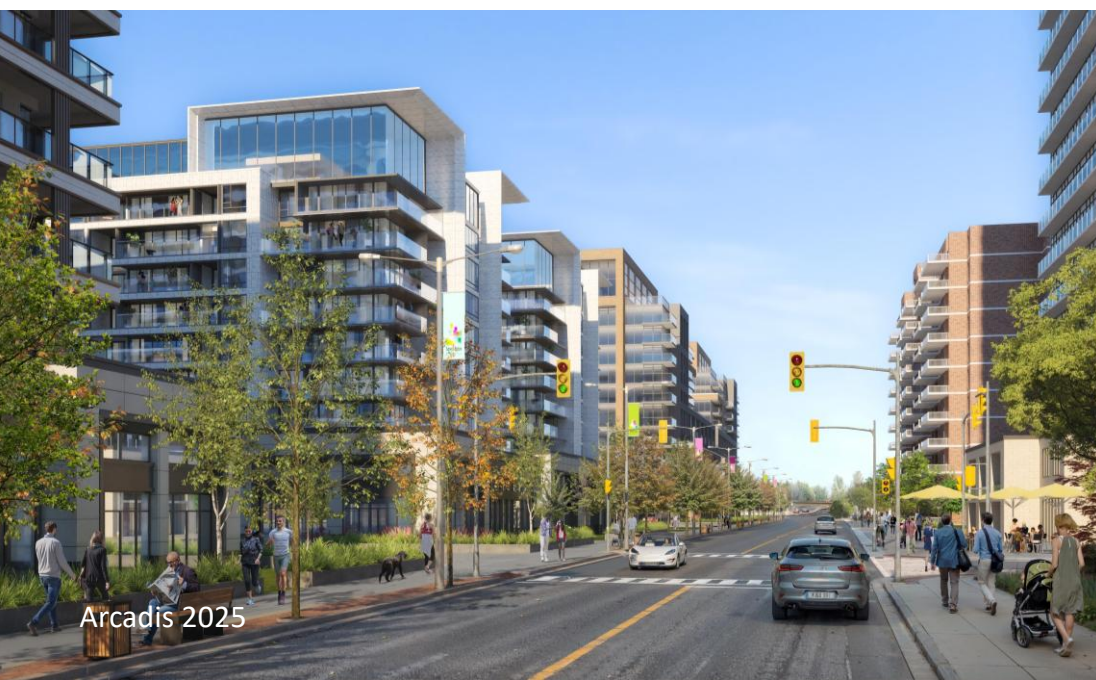
ZERO WASTE

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



ZERO CARBON

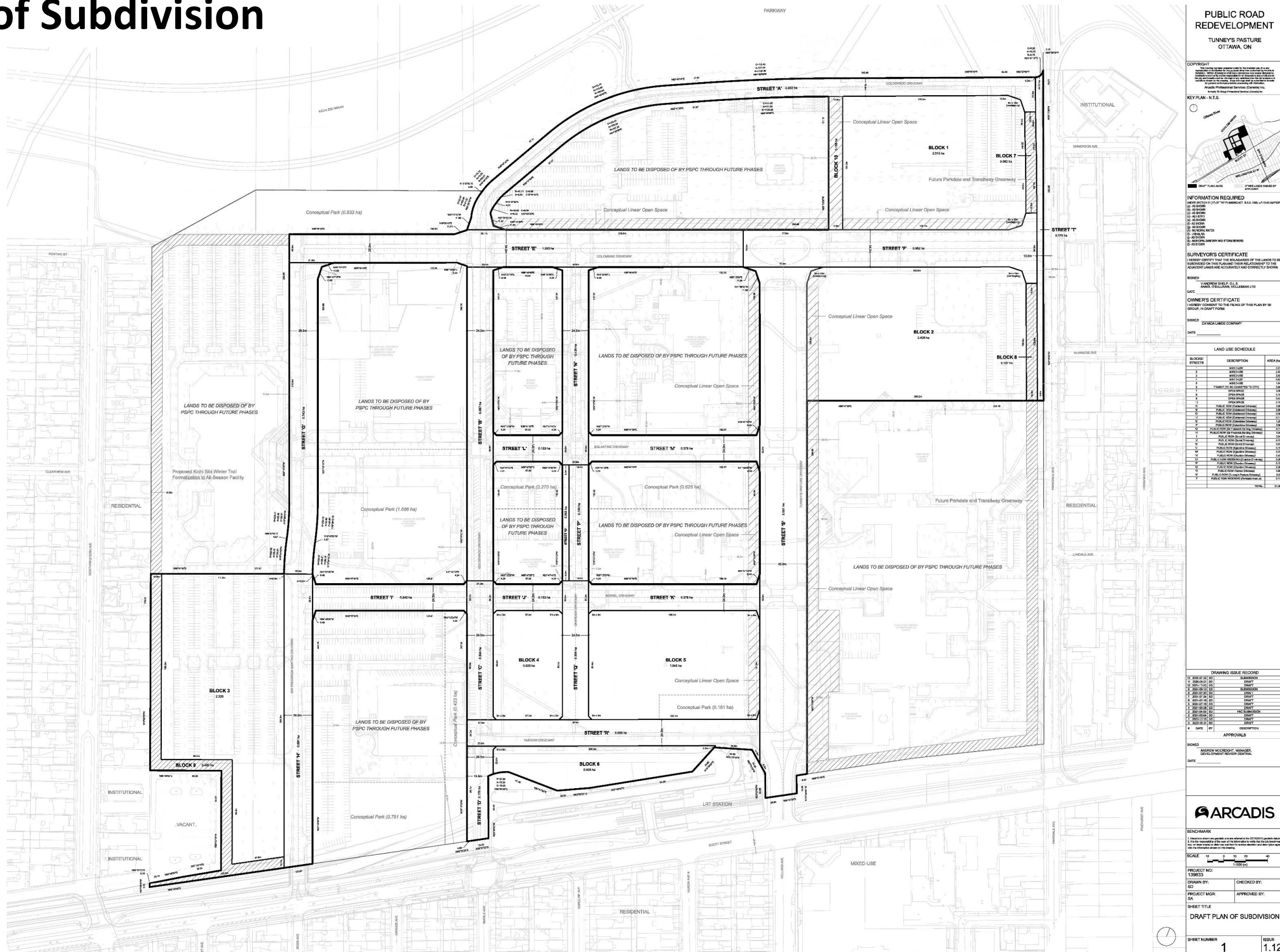
Making buildings and manufacturing energy efficient and supplying all energy with renewable.



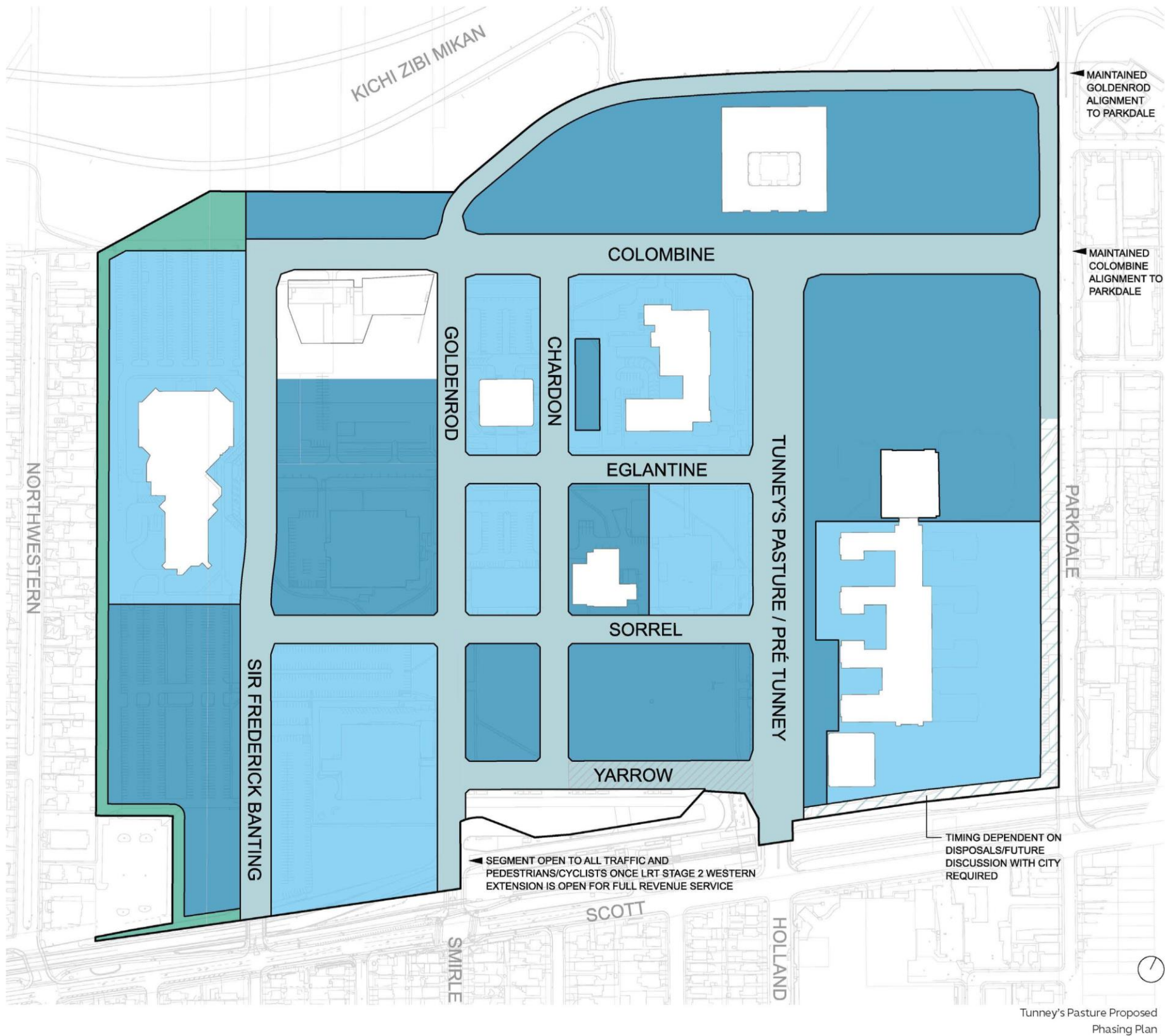


04 | Additional Materials

Draft Plan of Subdivision



Phasing Plan



Timing dependent on disposals/future discussion with City required

Yarrow Woonerf

Phase 1 - Road and Infrastructure Construction Timing

Phase 1A - 2029 Completion

Phase 1B - Post PSPC-CLC Transaction

Phase 2- Disposal

Phase 2 - 2029-2033

Phase 3- Retained - Future Phasing of Disposal TBD

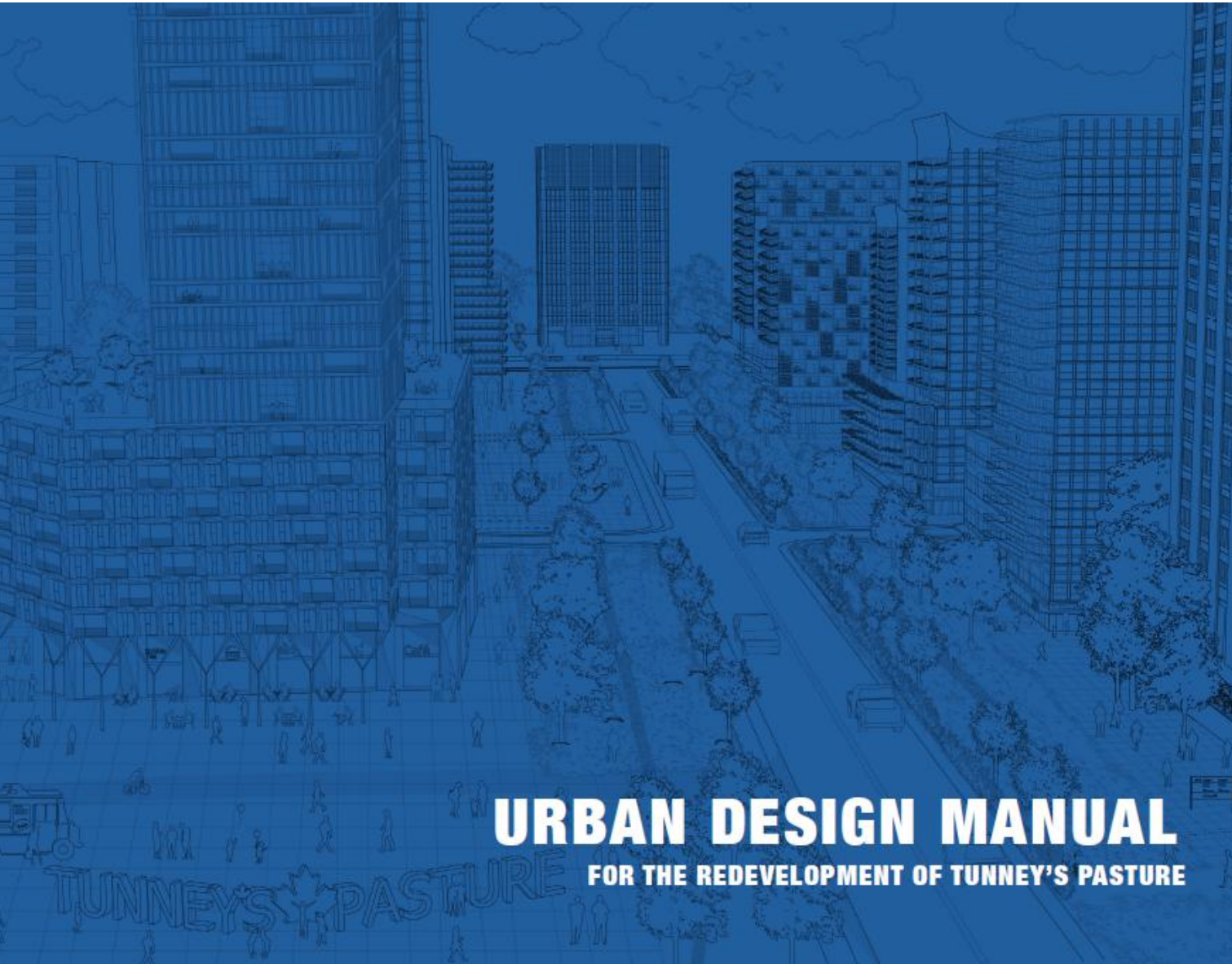
Phase 3 - 2034-2044+

Phased Implementation

- Considers the continued use and functionality of buildings to remain federal office space.
- Seeks to establish the ROW network set forth by the DPS by 2029, 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 disposal / development of some of the private development blocks in Phase 2.
- Lands shown for development in Phase 3 are lands to remain as federal office for a longer-period, extending the disposal and redevelopment period of those blocks.
- A number of buildings are intended to remain with others potentially 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.
- Consideration for the introduction of ‘meanwhile uses’ and staged placemaking will be required in future phases of the planning approvals.

Urban Design Manual

An Urban Design Manual was prepared to guide the redevelopment of the site. The UDM contains the standards, guidelines, and reference material that should be advised to ensure that the design principles and objectives contained in the vision for the Tunney’s Pasture redevelopment are successfully implemented.



For ease of reference, the guidelines in the Urban Design Manual (Sections 4-7) are divided into four distinct topics, including:

- 4.0 Parks & Open Spaces**
- 5.0 Streets & Streetscapes**
- 6.0 Site Design & Built Form**
- 7.0 Parking & Servicing**

Each of these sections provides a set of high level principles to inform development, as well as both general and typology-specific guidelines.

The structure of guidelines are formatted as follows:

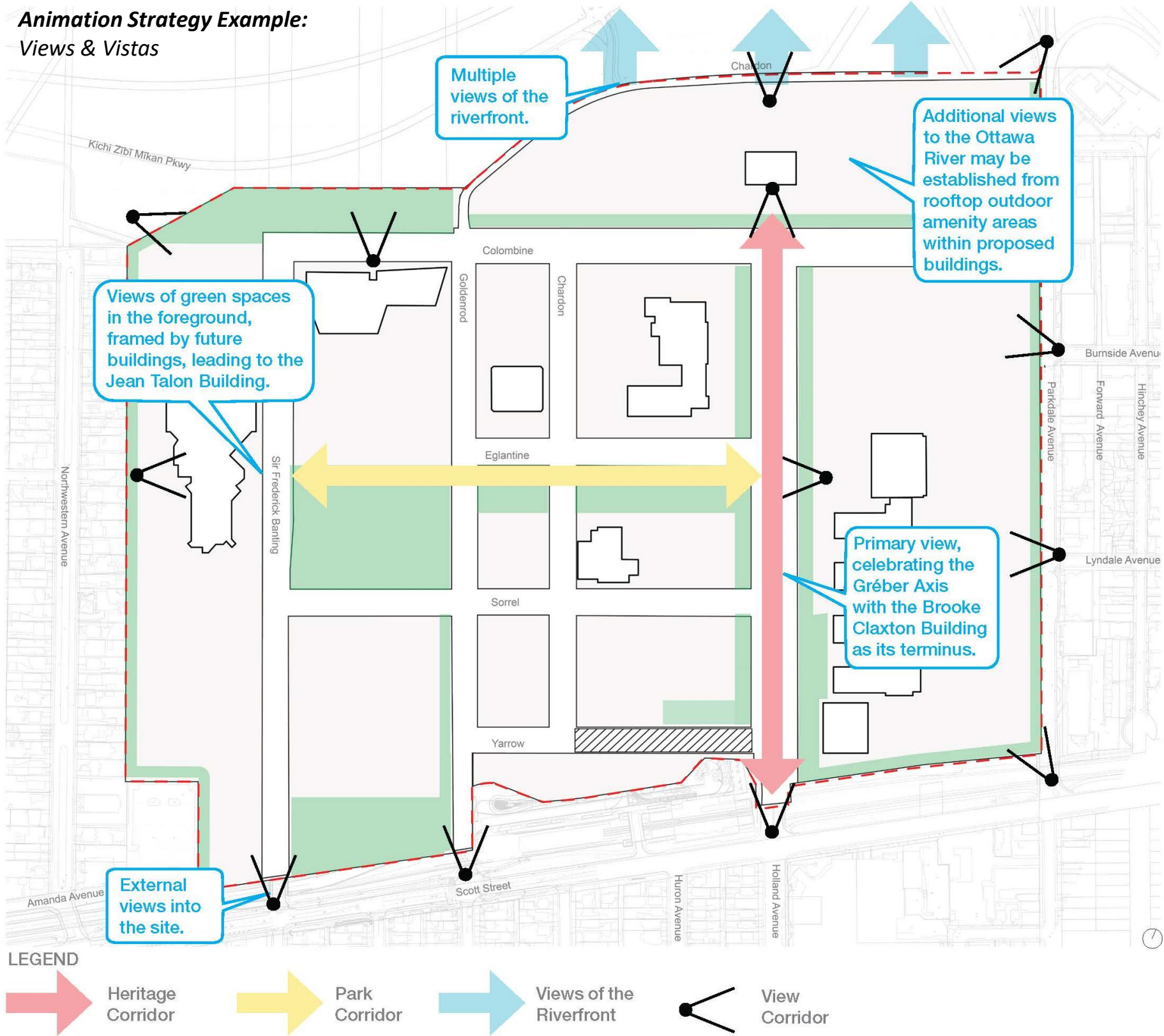
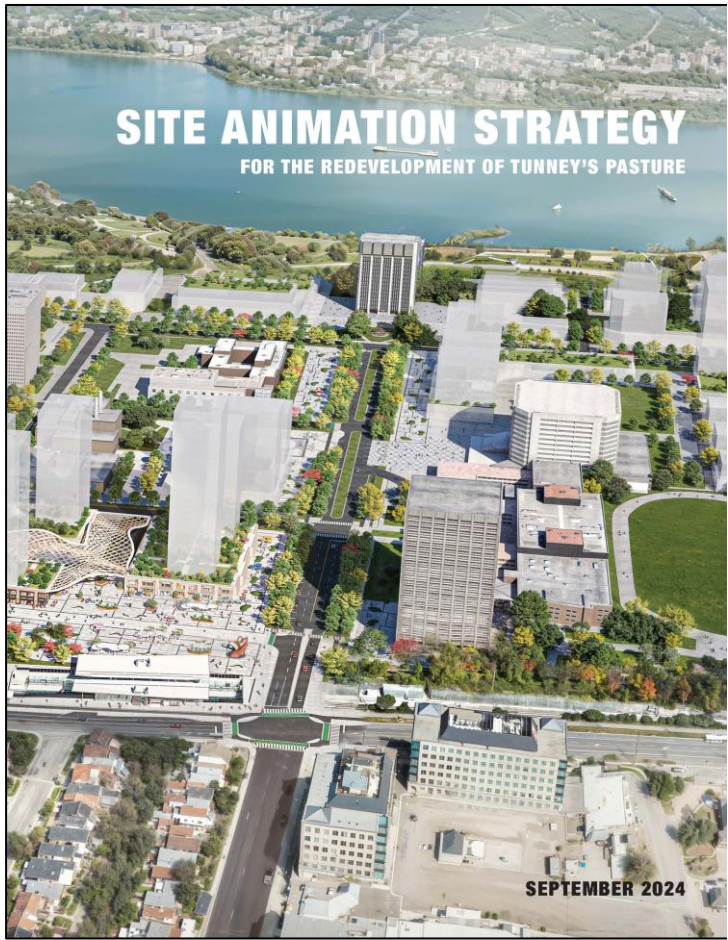
- **Description** - A high-level description of each design element, outlining its significance and impacts within Tunney's Pasture.
- **Design Guidelines** - High-level guidelines, organized first by typology, followed by more detailed guidelines for different aspects of a development.
- **Illustrated/Annotated Diagrams and Precedents** - Simple diagrams, and annotated precedents are used to illustrate key aspects of the guidelines where appropriate.
- **Best Practices Precedents** - Precedents are provided for design inspiration, and to illustrate the ideas presented in the guidelines.



Site Animation Strategy

A Site Animation Strategy (SAS) was prepared in alignment with the intent for a complete community at Tunney’s Pasture, to ensure the future site is animated, vibrant, and has a unique sense of place.

- The SAS outlines key elements required during the transformative development of Tunney’s Pasture to deliver a thriving community and the overall vision for Tunney’s Pasture, as established in the Master Plan.
- Strategies for creating a sense of place include:
 1. Defined Gateways
 2. The creation of a legacy corridor
 3. A connected system of parks and open spaces
 4. A mix of land uses
 5. A pedestrian oriented road network
 6. A high-quality built form
 7. Preservation/creation of views and vistas
 8. The integration of arts and culture
 9. Planning for inclusion



Preliminary Shadow Study

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
- 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)

Proposed Shadow

As-of-Right Shadow

Existing Buildings

Proposed Buildings

Open Spaces



June 21 – 9am



June 21 – 3pm



June 21 – 12am



June 21 – 5pm

Preliminary Shadow Study

September 21

- Between 8am and 6pm of the Fall Equinox, there are minimal shadow impacts to adjacent low-rise residential. 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 most proposed buildings.
- 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.

Proposed Shadow

As-of-Right Shadow

Existing Buildings

Proposed Buildings

Open Spaces



September 21 – 9am



September 21 – 3pm



September 21 – 12am



September 21 – 5pm

Preliminary Shadow Study

December 21

- Between 8am and 6pm of the Winter Solstice, there are minimal shadow impacts to adjacent low-rise residential areas. 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 most proposed buildings.
- 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.



December 21 – 9am



December 21 – 3pm



December 21 – 12am

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

*A fullsome shadow study has been provided in the Urban Design Brief.



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