

# Neighbourhood Plan Hintonburg and Mechanicsville



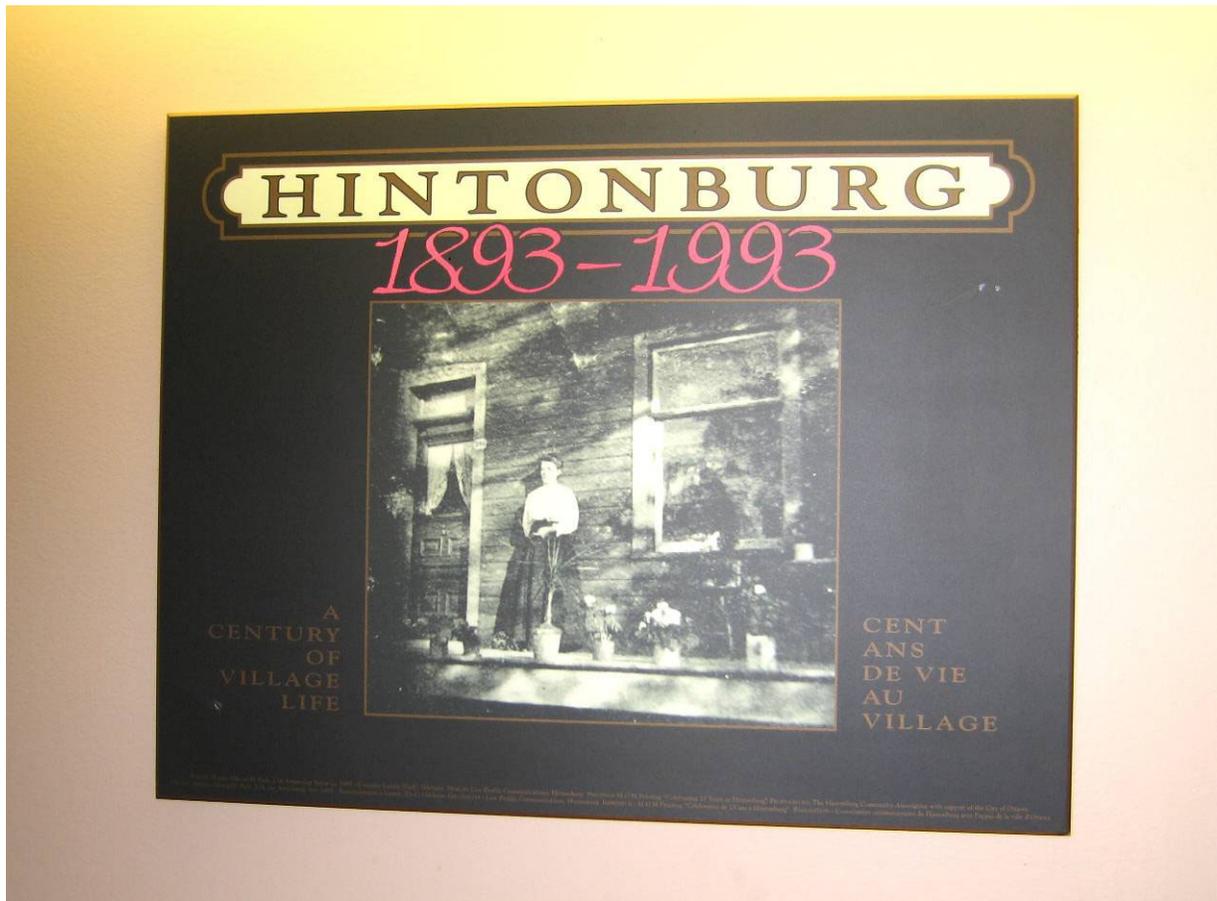
Neighbourhood Planning

Planification des quartiers

*Our City, Our Home! - Notre ville, notre quartier!*



**City of Ottawa  
February 2010**



*This poster, created by the HCA in 1993 to celebrate the area's heritage hangs in the HCC and many local businesses.*

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# Executive Summary

## The neighbourhood planning process

In 2006, the neighbourhood planning pilot project began in the adjacent communities of Hintonburg and Mechanicsville. Initiated by the City of Ottawa, the aim was to take a new approach to working with a community. The City's commitment was to work collaboratively in a clearly defined geographical boundary—and this applied not to just one branch of the City, nor to just one department, but rather to engage the entire corporation, that together with the residents and businesses, a vision and action plan could be developed to maintain what is great about the neighbourhood and to identify how to make improvements where they are needed.



*The Neighbourhood Plan consultation begins*

On June 23, 2006, an exploratory meeting at the HCC brought together an assortment of staff from all branches of the City. The common link between participants was that each had some involvement in the neighbourhood of Hintonburg through their work at the City. In attendance were city planners, geographers, firefighters, paramedics, social service staff, library staff, police officers, healthcare workers, parks and recreation staff, and others.

On Sept. 13, 2006, the first community meeting was convened, with all members of the Hintonburg community invited to come learn more about neighbourhood planning. The meeting was well attended, with an estimated 75 people in attendance. Those present were given the opportunity to ask questions and to provide feedback on the possible geography of the study area. This led to the inclusion of Mechanicsville in the Neighbourhood Plan (HP) study.

One purpose of the meeting was to strike a representative community group to move this initiative forward. A call for volunteers went out, and a list assembled. This community working group held its first meeting with City staff and the Creative Neighbourhoods organization on January 17, 2007. The group came to be called the Continuity Task Force (CTF). This name was gleaned from the Terms of Reference for the group, which emphasized the representative roles of each participant, and the expectation that each representative would attend all meetings through what was expected to be a yearlong process.

Topics are chosen and experts consulted



*Topics are chosen and experts consulted*

By February, the project was out of the gate, with an official Public Launch/Workshop meeting on the 24<sup>th</sup>. This was followed by a multitude of CTF meetings—more than anyone thought possible! During 2006 alone, 42 CTF meetings were held, along with many sub-group meetings related to particular aspects of the neighbourhood planning (see the section, “The meetings”).

An outline was developed for the process, as follows:

1. Community assets and inventory.
2. Issue areas identified.
3. Vision for neighbourhood developed.
4. Meeting scheduled developed by topic.
5. Each meeting would involve two components:
  - First half would be the presentation by experts of background information pertaining to a particular topic.
  - Second half would be discussion of a topic from an earlier meeting.

The intent of this meeting structure was to provide CTF members with background and expert information on a topic that they would then be tasked with taking out to their constituencies (the group or interest they represented on the CTF). The input of these larger groups would be brought back to a future CTF meeting, at which time that topic could be discussed, informed by the input from all the represented constituencies.



*Vortex sewer installation, Wellington St. West*

Over time, members of the CTF for the Hintonburg and Mechanicsville NPI discussed:

- Neighbourhood Character, Districts and Activity Nodes
- Human Services and Facilities
- Business
- Zoning, urban design, and (re)development
- Heritage
- Open spaces and linkages
- Streetscaping and reconstruction
- Arts and culture
- Community funding
- Community safety
- Pedestrian and traffic safety

Specific meetings were also held to take closer looks at:

- McCormick Park
- Parking Meters
- Somerset Square

- Detailed Design Plan
- Public Art Selection
- Public Art Placement
- Bump Outs
- Phase I Road Reconstruction
- Phase II Road Reconstruction
- Lighting
- Parkdale Park
- Parkdale Market



*A Neighbourhood Plan open house*

the corridor was also visited by members of the City staff team, to inform business owners of the project, and in particular to begin to build relationships with them in anticipation of the upcoming road reconstruction.

An important input mechanism that was employed as part of the process was a series of surveys developed by the CTF with the support of Creative Neighbourhoods (a local non-profit organization dedicated to strengthening neighbourhood identity). Five surveys in all were conducted. Most of the survey input was gathered online, although hard copies of the survey were made available through the schools, the community centre, and at community events. Notices were sent to every household to encourage participation in these surveys. On three occasions, newsletters were also distributed in the community to keep people informed of progress and schedule of the project.

Six open houses were held, eight walking tours were taken, and a bus tour organized giving CTF members and City staff an opportunity to visit a variety of streetscape examples in locations across the National Capital Region.

The City staff team also deliberately became a presence in Hintonburg and Mechanicsville by attending local events, including Arts Park, Hintonburg Tulip Fest, HCA parties, Wassail, Diwali celebrations, an opening of an art show at Cube Gallery, the Laroche Park Carnival, the Wellington West BIA Holiday celebration, and the celebration of the reopening of the west end corridor. Early in the process each business along



*Consultation and discussion*

Meeting proceedings, survey input, and public meeting feedback were all documented and reviewed. The input was vetted through the CTF group who, together with City staff, drafted the final Neighbourhood Plan document for Hintonburg and Mechanicsville.

The City would like to thank the residents of Hintonburg and Mechanicsville for their enthusiastic, flexible, and patient participation in the process; and in particular the members of the CTF who generously donated so much of their time, energy, experience, insight, ideas and passion to this very meaningful and very enjoyable process.

This document summarizes the findings of the neighbourhood research initiatives, the issues identified through this neighbourhood planning process, recommendations as a result of the findings.

**The meetings**

**2006**—The City held 42 meetings (internally and externally) related to the start-up of the NPI.

**2007**—25 CTF meetings and 63 related meetings or events were held, including internal City team meetings, meetings with Creative Neighbourhoods, meetings with the Councillor, etc.

**2008**—18 CTF meetings were held, as well as 4 internal meetings.

**2009**—5 CTF meetings and 16 other meetings were held on NPI-related questions (including consultations on 3 Parkdale Park, 2 Carruthers-Stirling Park, etc.)

***Grand Total:*** 170 meetings or events

# Introduction

## What is a Neighbourhood Plan?

A Neighbourhood Plan (NP) is three things. It is a **portrait** of a community at a specific moment in time—a clear-eyed assessment of its strengths and weaknesses. It is an **inventory** of a community's hopes and fears—a wish list and a watch list. It is a **planning tool**—a statement of the community's vision and its plan to get there. This is the document that the municipality will draw upon in making future decisions.



A Neighbourhood Plan is the record of a collaborative help-us-help-you process that brings together City experts with those who live and work in the study area. It provides up-to-the-minute information compiled specifically so that the City can offer meaningful support to residents as they continue working to improve their community.

A neighbourhood plan allows a community to imagine its future, examine present opportunities and constraints, and determine how to get from where it is to where it wants to be. Neighbourhood planning assumes that people and communities can make a difference. It brings together the experts on a community—those who live there—with a municipality's planners, engineers, and social policy advisors. This process allows the neighbourhood to determine a direction and provide an engagement plan to get there.

The more specific a Neighbourhood Plan is, the more value it has. Much material has been gathered into appendices, in order to create a portrait of who lives here and what they do. Principles and recommendations have been drawn from this information, from community surveys, and from multiple meetings. Concerns both specific and general have been documented, all of which will serve to guide the City in planning future development and support services.

## How do Neighbourhood Plan initiatives fit with other planning processes?

The City conducts planning under the auspices of various regulations and through diverse mechanisms. These include the corporate strategic plan, departmental strategic plans, the Official Plan, secondary plans, and individual community design plans. Neighbourhood planning does not replace other City planning processes. In areas where Neighbourhood Plans are being undertaken, the existing initiatives and work plans need to be linked into the neighbourhood planning process. Existing capital works projects, master plans, and policy planning documents must all be taken into consideration.

The Neighbourhood Plan for Hintonburg and Mechanicsville was both complicated and strengthened by being one of three projects undertaken in the area simultaneously. Concurrent with the neighbourhood plan process, a Community Design Plan (CDP) addressed built-form issues in targeted commercial areas, some of which lie within the study area for the neighbourhood plan. Simultaneously, Wellington Street West—which runs through the study area and beyond—was scheduled for a main corridor road reconstruction project. City staff (working on three different

projects) cooperated to merge work plans and share resources. A key element in this initiative was one common committee of community members who volunteered their time to all three projects.

The Neighbourhood Plan for Hintonburg and Mechanicsville provides an over-arching vision for the community, by identifying specific actions related to key areas of concern beyond the reconstruction of Wellington Street West, and outside the specifics addressed in the CDP. The documents generated by each of the three projects are thus linked and contribute to a common shared vision for the neighbourhood.

However, what it is not should also be noted. While this NP represents the best picture of—and vision for—the area that a core group of people who devoted long hours to it could produce, it does not necessarily represent consensus. The conversation recorded here includes many disparate voices. Taken together, these point in a direction and suggest specific steps. However, the findings in this document do not override the requirements that govern matters like notification and consultation, but are instead intended to inform them. The recommendations contained herein are meant to be considered as a package, and should not be considered in isolation.

#### **The International Context**

Traditionally, public policy has been implemented through discrete jurisdictions, such as land use planning or social service delivery. Across Canada and internationally, however, there is growing interest in developing more sensitive approaches, based on local knowledge and devised at the neighbourhood level. When successful, the resultant strategies cut across siloed sectors and coordinate disparate institutional domains in addressing the complexities inherent in neighbourhood-specific problems.

Thus, a neighbourhood plan addresses diverse subjects beyond land-use planning and takes into consideration transportation, infrastructure, the environment, social service delivery, and economic development. A common vision is created, goals are articulated, issues are identified, actions are prioritized, resources are assigned towards implementation, and success is monitored with evaluation criteria.

(For further information, see the City of Ottawa's *Best Practices in Neighbourhood Planning, Final Report, July 2005.*)

#### **Hintonburg and Mechanicsville: Why pilot the NPI process here?**

Hintonburg and Mechanicsville together make up one of the city's most interesting and eclectic areas. Both are well-established neighbourhoods with long histories and a stable population base, and although they developed and function independently, their fortunes are often linked, rising and declining in parallel cycles. Their location immediately to the west of the city's centre has brought shifting trends. Although they developed along a commercial and industrial thoroughfare (Richmond Road was built in 1818), changes to the urban fabric starting in the mid-1960s initiated a cycle of economic decline in some portions of the neighbourhood. The conversion of the railway from steam to diesel/electric, the demolition of LeBreton Flats, the replacement of the Wellington Street viaduct with the Scott Street Bridge, and the 1980s construction of the Transitway all contributed to a downturn. In the more recent past, residents were forced into action to mitigate the effects of modern urban pressures (stemming from social and development forces), but these efforts led to significant improvements, and the area is now finally enjoying an extended upward transition as it is recognized as desirable and convenient. The timing and impetus of these changes made this an ideal pilot location for a Neighbourhood Planning Initiative (NPI).

Hintonburg in particular is attracting attention city-wide, and both Hintonburg and Mechanicsville are of increasing interest to homebuyers. The two neighbourhoods enjoy proximity to the downtown

core, to transit, to the Ottawa River and Dow's Lake, to the Ottawa Hospital, to Plant Bath, to the War Museum, to Little Italy and Chinatown, and to employment centres downtown, at the Experimental Farm, and at Tunney's Pasture. All these things make this an attractive area for new residents. Although housing prices have been rising rapidly, costs are still reasonable, and the large jumps in housing prices of the early 2000s may be slowing somewhat as we approach 2010.

The area is served by several excellent public and separate elementary schools, a busy community centre, an equally busy library, numerous churches, and a community police station—all features that are attractive to first-time homeowners. A great number of people who thought they were buying a “starter home” in Hintonburg over the past decade have ended up falling in love with the area and staying put.

Hintonburg is also home to an active and committed population of residents who work constantly to make this a wonderful place to live. Residents initiated a long list of cutting-edge pilot projects, festivals, and events over the past 20 years (*see Appendix 4: Events and Festivals and Appendix 7: Pilot Program History*). Community engagement is high in arts and heritage, sports and recreation, zoning and development, community security, and environmental activism. The dedication and enthusiasm of the residents made Hintonburg and Mechanicsville an ideal area in which to undertake a Neighbourhood Plan pilot project.



*The entrance to Tom Brown Arena, Bayview Road*

In addition to various media mentions (*see Appendix 2*), the intriguing nature of the area is evidenced by the fact that John Leaning, who became the first chief architect of the National Capital Commission (NCC) in 1966, decided to follow his first book (*The Story of the Glebe*, 1999) with *Hintonburg & Mechanicsville: A Narrative History* (published by the HCA in 2003).

In fact, with all that these communities have going for them, residents are puzzled by the way they are at times perceived by those living elsewhere in Ottawa. There is a sense of bemusement over how hard residents feel they have to fight for services and attention that other neighbourhoods take for granted. And there is concern about recent efforts to rebrand the area. People are proud to live here, and are proud to see that their hard work has turned this into a highly desirable area. Residents articulated repeatedly at open houses and meetings that they do not wish to see the history and character of these neighbourhoods forgotten, or papered over with fabricated names and manufactured identities devised for marketing purposes or to avoid some supposed stigma.

## **The launch of the NPI**

In January of 2006, the City embarked on this neighbourhood planning project in tandem with a community design plan for a substantially similar area, and the road reconstruction project for Wellington Street West.

The City's goal in launching a Neighbourhood Planning Initiative was to see what could be learned from undertaking the process in each of three areas: one urban, one suburban, and one rural.

Hintonburg and Mechanicsville were chosen as the urban NP pilot site in part because of the other two City interventions already scheduled in the area, and in part because the complexity of the urban fabric and the multiplicity of issues made this an ideal area to study. The diversity of people and incomes suggest that this is either a community in transition or one that is particularly successful in maintaining a varied population base. The contrast offered by different sectors present in the neighbourhood enhanced its candidacy, as did the community's expertise in addressing urban development and security issues (for example, inappropriate development, problem rooming houses, street crime, and social issues). These issues were addressed largely through Hintonburg Community Association (HCA) initiatives. Indeed, this organized and active community has been the originator and often the site of many successful pilot programs that have since been implemented city-wide, particularly in the area of safety and security (*see Appendix 7*).

Thus, Hintonburg and Mechanicsville presented a community that contained a balance of issues and assets, changes and history. The City felt that these two neighbourhoods could teach them a great deal while simultaneously benefiting from a collaborative community-based planning exercise.

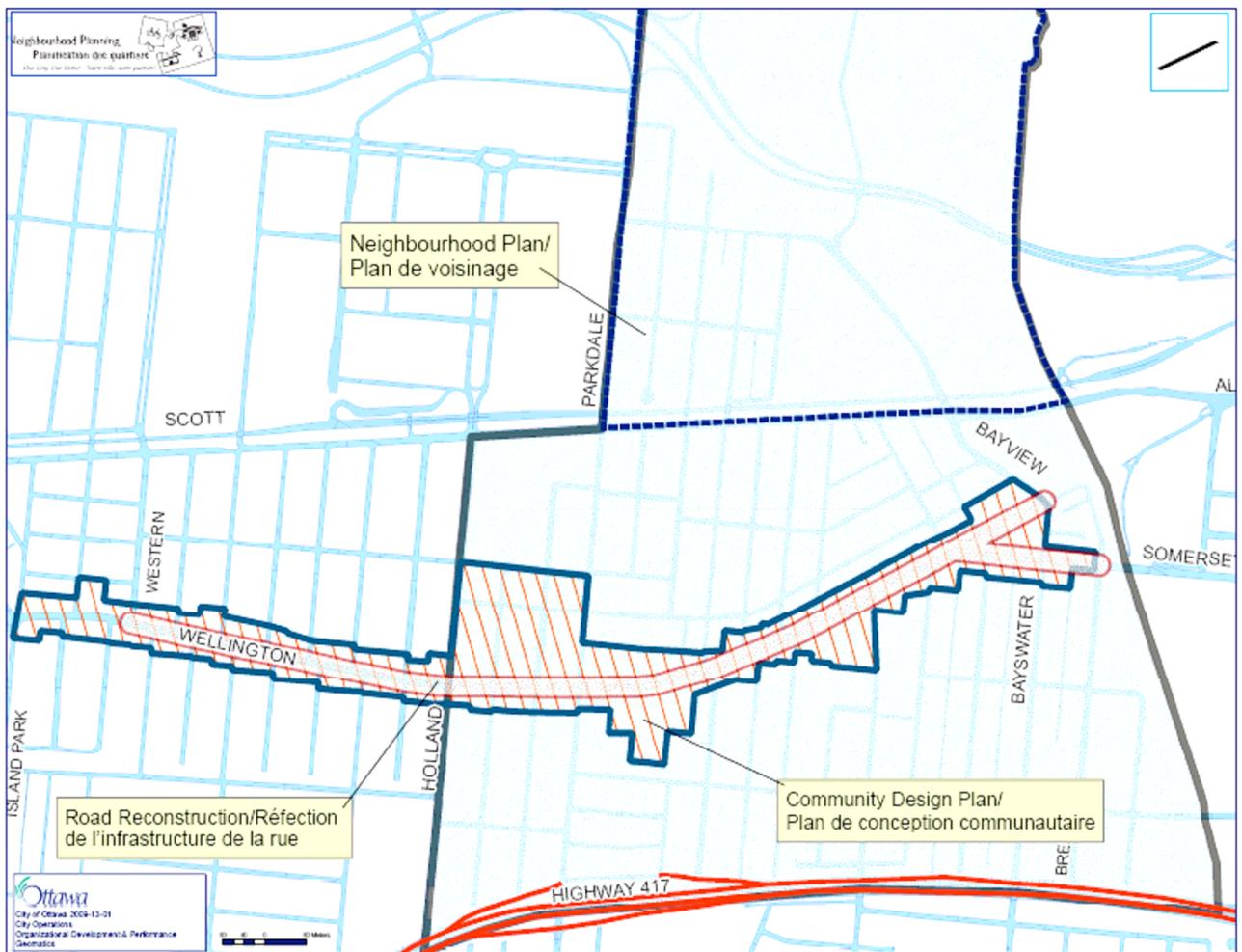
There was also a sense that it is high time to address the vacant lots and closed businesses left in the wake of the changing economic conditions that have cycled up and down over many years. This applies particularly along the eastern stretch of the main corridor—Wellington Street West—where many businesses tend to have a more “shoestring” appearance and a high turnover rate. This area is in need of a helping hand to ensure its full participation in the neighbourhood renaissance. The decision of City Council on May 14, 2008, to establish a Business Improvement Area that includes much of the study area (By-law 2008-40) will certainly aid in this endeavour. Finally, all this is happening at a time when the efforts of the Hintonburg Community Association (HCA) to position the area as an arts district are bearing fruit.

Because Mechanicsville and Hintonburg (particularly its north-eastern sector) face similar challenges, and because what benefits one frequently benefits the other, it seemed advisable to include both neighbourhoods in the study area of Ottawa's first Neighbourhood Plan. Like Hintonburg—in some ways even more so—Mechanicsville is an under-serviced area. It too has suffered from the urban pressures that pushed problems from the drug trade, sex trade, and absentee or irresponsible landlords of some rental properties into a generally stable area. Also like Hintonburg, it is beginning to be seen as a desirable housing market, and new housing and renovations are revitalizing it. The NPI team felt that if Mechanicsville were not included in the study area, an opportunity to improve this small area of the city might be lost. Members of the Neighbourhood Plan Continuity Task Force (CTF) endorsed this view. Unfortunately, input from Mechanicsville residents has been very difficult to obtain.

# The Study Area

The study area for the Hintonburg and Mechanicsville Neighbourhood Plan follows the current commonly accepted boundaries of the two neighbourhoods (see Figure 1). It is bounded on the south by the Queensway (Highway 417), on the east by the O-train rail corridor, and on the north by the Ottawa River. Scott Street, which runs east to west through the study area, separates Mechanicsville on the north from Hintonburg on the south. Thus, the western boundary for the study area corresponds to the differing western boundaries of these two distinct neighbourhoods—Parkdale north of Scott Street, and Holland Avenue south of Scott. Hintonburg’s historic boundary extends westward another seven blocks to Western Avenue, but that area was not included in the study.

**Figure 1: Map illustrating boundaries of Neighbourhood Plan**



*The three projects: The NP (blue shading), the CDP (blue outline), and the road redesign and reconstruction (red outline)*

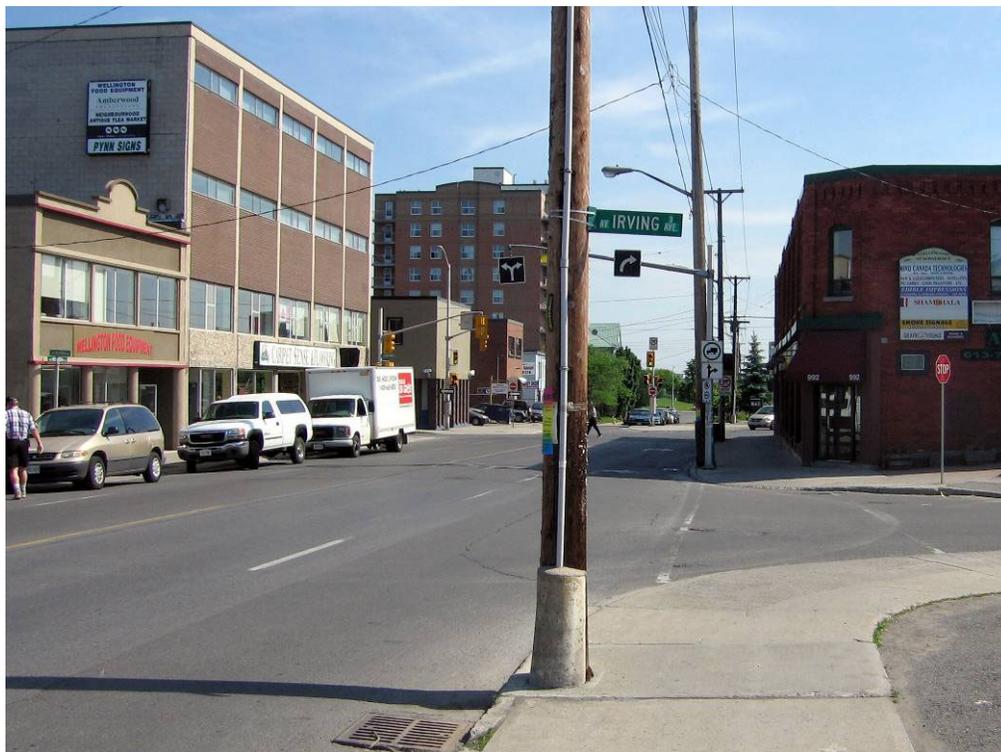
For purposes of comparison, it has occasionally been useful during the study to view the area as being composed of three different sectors: Mechanicsville, northern Hintonburg, and southern Hintonburg (divided along Wellington-Scott).

The relative sizes and densities of the component areas are also worth noting. Hintonburg represents roughly 88% of the study geographically, as it contains roughly 72 square blocks of varying sizes, half north of Wellington Street West, half south. While Mechanicsville's approximately 10 square blocks represent roughly 12% of the study area, its residential density is such that as of 2006 it held about 22% of the housing units (houses, condos, and apartments) and 24% of the population. It should be noted, however, that Hintonburg contains a greater mix of land and building uses, including a significant commercial and business sector.

#### **A note about boundaries and data sources**

An urban neighbourhood is connected in myriad ways to its surroundings. It is impossible to determine where one neighbourhood ends and another begins. This presents a problem when data is gathered and compared. The facts and figures offered here come from a myriad of sources, including Police Services, the Real Estate Board, different departments at the City of Ottawa, and Statistics Canada.

Many of these entities attach the labels "Hintonburg" and "Mechanicsville" to certain geographic areas, but none of them define the boundaries of these areas in the same way. A careful attempt has been made herein to note the source for statistics and to determine whether the area they were gathered from corresponds to the study area boundaries. Of all the information given in the NP document, only certain Census data collected by District Area (DA) has been determined to precisely conform to the study area.



*Looking east along Wellington St. West from its intersection with Irving Avenue*

# Area History

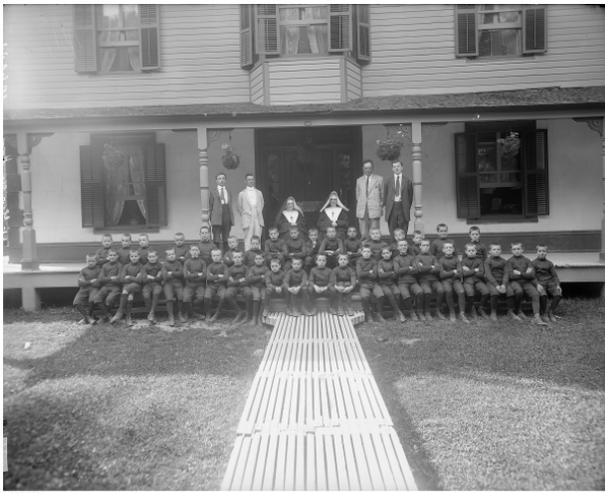
## A brief history of Hintonburg

Architect John Leaning has detailed the area's early development:\*

In 1792, pressure on the British government to provide land for loyalist refugees from the newly independent United States caused this land to be subdivided into lots 34 to 38 along the Ottawa River front. In 1818, Ottawa's earliest road, the Richmond Road, was built through these lots by the military. It led from Richmond Landing, on LeBreton Flats, to the town of Richmond, named after the Duke of Richmond.

Hintonburg was originally part of Nepean Township, and was initially a series of farms that ran along Richmond Road (now Wellington Street West):

From the 1830s onward until the 1880s, there were a number of villa estates along the Richmond Road, of which Judge Armstrong's was the most prominent east of Holland Avenue. He acquired the land in 1845, and built Richmond Lodge in 1854. Other estates were owned by John Durie, a stationer and bookseller whose home was named The Lindens, and by Judge Ross, whose property was eventually acquired by the Salvation Army for the Grace Hospital. To the west of present-day Parkdale Avenue were the lands acquired by Robert Hinton in 1868, then purchased by Andrew Holland in 1887. South Hintonburg would become the first location of the Presbyterian Church in Foster's Hall in 1889, and the Catholic Church (Capuchin Fathers) in 1891. Surviving buildings built along the Richmond Road in Hintonburg before the creation of the village and the real estate boom of the 1890s were the McGee House (1881) and the adjacent Toll House (1888) between Stirling and Carruthers Streets.



*St. George's Home, 1153 Wellington St. West, 1908  
(Library & Archives Canada, e008303611)*

With time, lands along the road were subdivided and a small community began to form. The 1870s brought the railroad. The southern border (today's Highway 417) was one railway line, while the CPR ran along Scott Street (the present-day Transitway). Today, Tom Brown Arena occupies the site where an enormous roundhouse once stood. This was built in 1910–1911 to replace a railway workshop to the east that had been built in 1874.

By 1893, the community was large enough to become an incorporated village. It was called Hintonburg after local politician and storekeeper Joseph Hinton. A major effort undertaken by the Hintonburg Village Council eventually resulted in a water-pumping station that was built 1899, which can still be seen in disrepair on the access road to Lemieux Island. The names of many of those who

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\*All passages quoted in this section are taken from *Hintonburg and Mechanicsville: A Narrative History* by John Leaning (Hintonburg Community Association, 2003).

served on the Hintonburg Village Council have been preserved as street names and heritage properties in the area, including Carruthers, Forward, Holland, Mason, O'Meara, and Bullman.

Streetcars arrived in 1896 along the Richmond Road, and running to the Experimental Farm along Holland Avenue. A later line travelled to Britannia Park along Byron Avenue until the late 1950s, when the tracks were removed and the corridor made into a landscaped pedestrian pathway.

The village became home to blue-collar workers and skilled tradesmen who walked or commuted to work using the streetcar that ran through the area. At the turn of the twentieth century, a variety of two and three storey brick homes were built in southern Hintonburg to house civil servants and other middle-class professionals.

There are deep Irish and French Catholic roots in the neighbourhood, of which the beautiful *Église Saint-François d'Assise* and the stone wall around Hintonburg Park are important visual reminders. The church dominates the Hintonburg streetscape, and Parliament Hill can be seen from its front stoop. The Hintonburg Community Centre (HCC) now stands on the site of the former Saint-François parish hall.

After 1890, the people who lived south of the Richmond Road were a mixture of skilled tradesmen, civil servants, and people attached to the Catholic church, generally living in more permanently built brick-faced houses, as opposed to the predominantly wooden houses in the area north of Wellington. That difference remains to this day. Land north of Wellington Street, as a consequence, is considerably cheaper than the land to the south.

There also exists a colourful and long history of arts and entertainment businesses in this neighbourhood (see the section "Arts and Culture" on page 28).

While Wellington Street used to lead directly from Hintonburg to Parliament Hill, Architect John Leaning notes: At [Hintonburg's] annexation [by the City of Ottawa] in 1907, the name was changed east of Western Avenue to Wellington Street, acknowledging its connection to the Wellington Street that traverses downtown. In 1967, the street was severed by the expropriation and demolition of LeBreton Flats, and by the demolition of the bridge over the rail line that linked Wellington Street in Hintonburg to Wellington Street on LeBreton Flats, all of which is confusing to visitors to the area. This severance reduced through traffic on Hintonburg's main commercial street and led to a downturn in retail activity in a once-thriving area.



*The first Canadian motion picture projection took place in Hintonburg in 1896, using Thomas Edison's Vitascope process.*

In the 1950s and 1960s, the federal government built Tunney's Pasture, and the rail line beside Scott Street was closed. The Queensway was built, which simultaneously encouraged drivers to bypass the area and increased traffic on Parkdale Avenue. Today, much of the old residential and commercial building fabric still exists, largely intact, although neglected and under-appreciated in some areas.

Interestingly, complaints about traffic in the late 1890s echo those of today:

The now-ubiquitous car had not yet arrived. After streetcars, the bicycle was the most popular new means of wheeled transportation, as is evidenced from the records of pedestrians' complaints and accidents. There were even suggestions that bicycles should have their own roads, to avoid the numerous accidents.

## **Present-day Hintonburg**

Bordered on the east by the CPR line (where the O-Train now runs), the historic Village of Hintonburg extended all the way to Western Avenue between the two railway lines marked today by Scott Street and the Queensway. The border of present-day Hintonburg is Holland Avenue, a choice that was made when the Hintonburg Community Association was founded in 1991 in response to zoning and development pressures. At that time, an invitation to residents and business owners interested in working together to solve area problems was circulated to Mechanicsville and Hintonburg, east of Holland Avenue. Unfortunately, there was no response from Mechanicsville residents.



*Former CPR tracks carry the O-Train along the community's eastern boundary*

The area west of Holland was not included in the original invitation, in part because the original village boundaries were not known to the volunteers of the time, and in part because the neighbourhoods had different zoning and were experiencing different pressures. Nowadays, the West Wellington Community Association looks after the interests of the portion of the historic Village of Hintonburg that lies to the west of Holland Avenue and extends to Island Park Drive.

## **A brief history of Mechanicsville**

Mechanicsville is the area to the west of downtown between Scott Street and the Ottawa River. Its western border is Parkdale Avenue, and its eastern boundary is Bayview. The area (never an incorporated village in its own right) was annexed by the city of Ottawa in 1911—four years after Hintonburg was annexed.

By 1881, it was successfully occupied by 34 French-Canadian families, most of whom worked at the mills and the railroad adjacent. They built the houses themselves, mostly of wood, by increment as they could afford to, often without basements because the rock was so near the surface. One of the most prominent families was the Vachons, who still inhabit

the area and after whom an apartment building is named. The Vachons' original house remains on Carruthers at Burnside. One of their main occupations, as mentioned earlier, was getting ice out of Lazy Bay, to sell.

The origins of Mechanicsville's name are unclear, but it probably reflects the fact that it was home, early on, to blue-collar labourers and, in particular, those who worked in the lumber and railyards. The name appears on a plan of subdivision as far back as the 1870s, and it was used for this part of the city in *Belden's Historical Atlas of Carleton County in Nepean Township* in 1879.

In the 1950s and 1960s, the NCC demolished a large section of the neighbourhood along the waterfront in order to build the Ottawa River Parkway. This created parkland, but it also created a physical barrier between Mechanicsville and the river. In the 1970s and 1980s, the expansion of Scott Street and the development of the Transitway along the old rail line further served to cut off this community from Hintonburg.

What remains of Mechanicsville is mostly residential. Buildings are generally the wood-frame and wood siding construction of the 1900s, laid out on grid streets. To the east is an older industrial area along Bayview. Tall apartment buildings create a wall along the western and northern sections of the neighbourhood. This high-density zoning was requested by area residents in the 1970s as a bid to forestall further land expropriations by the NCC.

# The Place of Hintonburg and Mechanicsville in the City

## The fit within Ottawa

Hintonburg and Mechanicsville are primarily mixed-use residential neighbourhoods located west of the Dalhousie and Centretown West neighbourhood, within walking distance of downtown. Scott Street runs between Hintonburg and Mechanicsville, linking them to areas west, and eastward to downtown via Albert Street (*see Figure 2 for area boundaries*).

Hintonburg is traversed by a traditional main street, which runs along Wellington Street West and then transitions to Somerset Street just inside the neighbourhood's eastern border. This commercial stretch also links Hintonburg to downtown via Somerset Street, and to western suburban neighbourhoods via Richmond Road.

South of Wellington, Gladstone Avenue also travels east-west through the area. The Queensway, which functions as Hintonburg's southern border, can be accessed from Parkdale Avenue on the west, or Rochester Street to the east (westbound traffic only).

Several regular bus routes serve the community, although riders complain that the buses running along Holland Avenue tend to be overcrowded much of the day. There is good proximity to the Transitway and the O-Train at Bayview Station. There are also an increasing number of VRTUCar (car-sharing) locations here or nearby. Thus, the area is well-connected to the rest of the city. There are, however, a few specific impediments, perhaps chief among them Somerset Bridge and Scott Street, which have been more car- than pedestrian-friendly.

This is currently considered a “hot neighbourhood”—a fact that has publications as far-flung as Air Canada's in-flight magazine *enRoute* and *The London Financial Times* taking note (*see Appendix 2: Community in Print*). It features an established arts district known as the Hintonburg QUAD (*Quartier des artistes/ Arts District*), good restaurants, unique shops, and the Parkdale Market. These serve the local community as well as those who come to work here. For example, a large contingent of federal public servants work at Tunney's Pasture (adjacent to Mechanicsville on the west and Hintonburg to its south). Shops and restaurants along Wellington Street West and Holland Avenue benefit from their patronage.

### **Vision: The Community's Place in the City**

Our community is family-oriented; has a high quality of housing, services, and schools; and is self-sustaining and pedestrian-oriented. Our community retains convenient access to downtown, Highway 417, and adjacent neighborhoods, and has good public transit that is enhanced with easy access to the O-train.

It includes a unique and thriving shopping district with a regional draw, and an expanded role for the Parkdale Market. This shopping district contributes to the self-sustainability of the area, where the amenities of daily life are readily accessible and affordable. Our community is a haven for small business, home-based business, entrepreneurs, and innovation. It is known as both a heritage area and an Ottawa arts district.

**Objective:** To better understand and monitor this neighbourhood over time, so that planning consistent with this vision can be undertaken proactively.



*Looking north from Somerset Square: Hintonburg's eastern gateway*

While Mechanicsville is more uniformly residential, Hintonburg is a vibrant, eclectic part of the city with a lively multicultural population and vibe.

Both Hintonburg and Mechanicsville offer a wide variety of housing choices. In general, houses in the southern and western portions of Hintonburg are larger and more often brick, while houses in Mechanicsville and in Hintonburg north of Wellington Street West tend to be smaller and typically wood-clad. There are also a number of high-rise apartment and condo buildings in Mechanicsville, and scattered throughout Hintonburg. Both neighbourhoods are heavily sought after as

places where affordable and moderately inexpensive housing can still be found close to downtown.

In 2008, average prices ranged from about \$202,000 in Mechanicsville to about \$306,000 in southern Hintonburg. (Note that these figures from the Ottawa Real Estate Board omit a section of Hintonburg—the area that lies between Scott Street, Parkdale, the Queensway, and Holland.)

Housing prices in the three sectors of the two neighbourhoods tracked up and down in a roughly synchronized cycle over the past 15 years (*see Appendix 1: Residential Sales*). Mechanicsville reached its lowest average price in 1995, three years before either sector of Hintonburg did. Thus the recovery in housing values began earlier in Mechanicsville, although they did not move as far upward as in Hintonburg thereafter. Between 1993 and the lowest average recorded for sector, housing across the whole area lost roughly half of its 1993 value. Not only did both neighbourhoods subsequently recover this value, but the highest average value recorded for each roughly tripled the lowest value, showing a 271% increase for Mechanicsville, 335% for North Hintonburg, 282% for South Hintonburg. However, the fact that the highest value in Mechanicsville was recorded for 2007, with a slightly lower average recorded for 2008, may be an early hint of the beginning of another downturn.



*Ottawa Real Estate Board designations*

The study area contains almost as many different housing types as one can dream up: single-family homes, semi-detached homes, converted dwellings, row-houses, townhouses, duplexes, triplexes, quadriplexes, condos, and low- and high-rise apartment buildings. Each discrete rentable or saleable piece is counted as a “dwelling unit” by Statistics Canada. Thus, a single-family home that has been converted to a triplex is counted as three dwelling units. More than half of all dwelling units in the study area are rented, as show in Table 1.

**Table 1: Rented versus owned dwellings**

Dwelling units	Hintonburg	Mechanicsville
Total number of occupied private dwelling units	3,975	1,280
Owned	1,550	320
Rented	2,425	955
% rented	61.0%	74.6%

*Statistics Canada, 2006 Census Data, using exact study area boundaries*

The area's affordability is valued by many of those who reside here. There was a consensus among those consulted that, as the two neighbourhoods improve, the community should seek to maintain its multicultural character and affordability. While few homeowners are sorry when their houses appreciate, residents clearly articulated a lack of interest in gentrifying for the sake of being the next real estate hotbed. Rather, they want their neighbourhood to remain a diverse, eclectic place that attracts and supports residents of all backgrounds and means.

In addition to these features, residents appreciate the area's family-oriented character, its pedestrian-centered nature, and the convenient and easy access to downtown.

Residents pride themselves on their environmental awareness and the pursuit of a sustainable urban lifestyle. This is also manifest in a strong desire to preserve, maintain, and enhance the urban forest\*. However, the community would like to take better advantage of its proximity to the Ottawa River, and would like to promote a stronger linkage between the two.

## Heritage

The rich history of Hintonburg and Mechanicsville is reflected in the built form. Buildings are located close to the street edge, with street orientation. There is no heritage district or overlay designation in the area as of yet, but a number of buildings have been designated individually (*see Figure 2 and Appendix 3*). In order to increase appreciation for area heritage, the HCA developed a Heritage Walking Tour and supporting brochure in 1993, with help from the City, which it has since updated on the HCA website ([http://hintonburg.com/walking\\_tour.html](http://hintonburg.com/walking_tour.html)).

The Francophone roots in the neighbourhood have not always received the attention they warrant, but the beautiful *Église Saint-François d'Assise* testifies to the large French-Catholic population among the inhabitants of the original Village of Hintonburg. Many other buildings and features are interesting

\* As defined by the Ottawa Forests and Greenspace Advisory Committee, the urban forest includes individual city trees and other vegetation as well as woodlots and forests in the urban, suburban, and rural areas within the expanded City of Ottawa.

### **Vision: Neighbourhood history and heritage**

Our neighbourhoods are recognized city-wide for their rich history, and their built and natural heritage including landmark trees and proximity to the Ottawa River. Incentives to encourage heritage conservation by landowners should include civic funding and area-specific policies that weigh the appropriateness and implications of designations under the Ontario Heritage Act. Our community is supportive of new development that complements its heritage character, and fosters opportunities to celebrate its history. There is a particular interest in promoting the recognition of First Nations peoples, Francophones, and other early settlers.

**Objective:** To recognize and protect the heritage of our neighbourhood, so that it may be enjoyed and valued by generations to come.

from a heritage perspective, in addition to the 31 sights featured in the Heritage Walking Tour, as is the large number of significant trees. The original building fabric is largely intact, although not necessarily well maintained.



*Looking east along Wellington St. West toward the Hintonburg Community Centre and St. François*

heritage ones, and would promote it to all its members.

Many of the heritage features that give Hintonburg and Mechanicsville their character are not captured by a heritage registry (*see Appendix 3*). These features are visual evidence of the separate historical village that Hintonburg once was. They make it unique in urban Ottawa, and deserve attention and preservation. They include:

- the many and varied types of home architecture
- the narrow streets in Mechanicsville and northern Hintonburg, and in the western areas of southern Hintonburg
- the way side streets approach the main street at an angle, rather than directly
- the mix of housing and light industrial uses (home-based businesses of the past)
- the odd bends along streets that reflect the way they were assembled from shorter predecessor ways (for example, along Gladstone and Armstrong)
- the laneways in both Hintonburg and Mechanicsville, some of which give full access to residents and are serviced as streets by the City

In fact, Ottawa's heritage buildings in general have not fared well. Many have been lost, and a large proportion of those that remain are badly neglected. Examples of this include the City Works buildings on Bayview and the Hintonburg Pumping Station.

This is unfortunate in a capital city. Just as the City provides funding for greening and playgrounds, matching funds for improving the heritage streetscape and non-designated heritage features should also be provided. This goal can be addressed in partnership with the West Wellington Business Improvement Area (WWBIA), which supports the creation of a city-wide façade improvement program for all buildings, including

**Provincial legislation outlines different levels of heritage recognition.**

**1. Heritage designation.** The Ontario Heritage Act provides the City of Ottawa with two ways to recognize and protect properties of historic interest: individual designation (Part IV of the Act) and heritage district designation (Part V of the Act).

Individual designation, as its name suggests, applies to single properties that have cultural heritage value. An individual property may be associated with an outstanding member of the community, have played a role in an important historic event, or represent a theme in the community's history. It may also have cultural heritage value if it is a good example of a particular type of building, architectural style, or period, or if it is the work of an important architect or builder.

Formal designation by City By-law provides the property with protection against demolition or alteration.

Relics of older laneways exist in both neighbourhoods (for example, the fragment that runs between Irving Avenue and Fairmont Street just north of Gladstone). In Hintonburg, there are full-functioning lanes running between Breezehill, Bayswater, Spadina, and Irving Avenues. The area's laneways are in some need of attention, as residents feel that issues such as problems with drainage go largely unaddressed. Non-functioning lanes could be closed and sold to abutting owners (as seems to have been done between Gladstone and the Queensway with the three north-south lanes that lie between Breezehill and Irving). Residents along the functioning lanes that are maintained by the City would welcome a maintenance policy to address the perception that these thoroughfares are generally forgotten in favour of the City's recognized streets. Such a policy could be developed in consultation with abutting owners and the HCA, and added to the City's policies and standards for road and sidewalk maintenance.



*Église Saint-François d'Assise*

**2. Heritage Register.** A Heritage Register (a new tool resulting from recent amendments to the Ontario Heritage Act, Section 27) is an official list of properties identified by municipalities as having cultural heritage value or interest. It helps municipalities and property owners determine heritage value and identify opportunities to contribute to community heritage planning objectives.

The Register must list all properties designated under Part IV and Part V of the Ontario Heritage Act. Additionally, a municipality may list properties on the Register that are not designated, but which are believed to be of cultural heritage value or interest.

Because the Heritage Advisory Committee and City Council have recognized the properties that appear on the Heritage Registry to be of historical interest, those that have not undergone formal designation are provided with interim protection. Owners of these properties are required to give City Council sixty days' notice of their intention to demolish. This allows time for Council to decide whether to begin the designation process, which provides properties with permanent protection.

One heritage element that residents are particularly anxious to see restored and preserved is the wall around Hintonburg Park. This high stone wall, a reminder of the religious history of Hintonburg, was built to surround St. François and the adjoining *Collège Séraphique* where the Capuchin Fathers trained future priests. The wall was constructed in 1901–1902. When the City of Ottawa acquired land from the Roman-Catholic Diocese, the wall was adapted by creating openings with wrought-iron grills to provide a safer environment for children playing in the park. These openings set an example for future openings, if such are required.

Recently, a section of the wall collapsed. As a demonstration project, this expanse was capped off near to the ground, at a height that many in the community feel spoils the look and heritage value of the wall. The City is

responding to residents' requests to see this section brought back to its original height (with the possible exception of a gate-width opening) and proactive measures taken to prevent further erosion, and plans are in the works to restore the wall and improve the park.

The Provincial Policy Statement 2005 directs in policy 2.6.1 that significant cultural heritage landscapes shall be conserved. A cultural heritage landscape is defined as “a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. For a landscape to be significant, it must be “valued for the important contribution [it] make[s] to our understanding of the history of a place, an event, or a people.”

The recently approved Official Plan Amendment includes a new policy (2.3) that allows the City to “recognize... older residential neighbourhoods, cultural landscapes or other areas in both the urban and rural areas... as Cultural Heritage Character Areas, where designation under the Heritage Act may or may not be appropriate. In these areas, the City will prepare design guidelines to help private and public landowners construct new buildings, or additions or renovations to existing buildings, to reflect the identified cultural heritage features of the community.”



*Iona Mansions viewed from Rosemount Avenue*

**3. Heritage Reference List.** Ottawa’s Heritage Reference List was created in the 1970s for the old City of Ottawa. Heritage Planning staff check this list when development proposals or demolition requests are received, in order to alert the owner and Council to a potential loss of heritage buildings. No legal protection exists for buildings on the Heritage Reference List until the list is adopted as a Heritage Register.

The HCA’s Heritage Committee has been working to update the reference list by noting demolitions and significant alterations, and by providing staff with recent photographs. In addition, the committee researched many of the buildings in the community, and continues to do so as time allows. The Committee views the conversion of the Heritage Reference List to a Heritage Register to be of vital importance. This could be done neighbourhood by neighbourhood, as the list is brought up-to-date with the help of community volunteers.

**4. Heritage Grant Program for Building Restoration.** A heritage grant of up to \$5,000 is available on a matching basis to assist owners of heritage buildings designated under Part IV or Part V of the Ontario Heritage Act with restoration work. An owner can apply for one grant per year. One year must have elapsed between the grant payment for the first grant and an application for the next grant. Grants are approved subject to the availability of funding, which is approved by Ottawa City Council as part of the overall City budget each year.

**Figure 2: Map marking designated heritage sites**



## Recommendations: Heritage

Number	Recommendation
1	Transfer the Hintonburg and Mechanicsville properties on the Heritage Reference List to the Heritage Register as per Section 27 of the amended Ontario Heritage Act.
2	HCA - Heritage Committee: Develop an annual target for candidate buildings in Hintonburg to be considered by the City of Ottawa for designation under Part IV of the Ontario Heritage Act.
3	Finalize the designation of the City Works building (7 Bayview Road).
4	HCA with the assistance of the City of Ottawa stabilize the remains of the Hintonburg Pumping Station (3 River Street), a designated heritage building.
5	Consider Lemieux Island for designation as a Cultural Landscape as part of the Cultural Heritage Landscape Study (see ACS2009-ICS-PLA-0029, Document 4, p. 83).
6	City of Ottawa explore implementation of Policy 2.3 of the Official Plan by establishing Cultural Heritage Character Areas in Hintonburg.
7	City of Ottawa explore implementation—as a high priority—Policy 2.20 of the Official Plan by establishing Cultural Heritage Character Areas in Hintonburg. A program to provide tax relief to owners of eligible heritage properties is urgently needed in Hintonburg.
8	Repair the wall around Hintonburg Park in a manner that respects its heritage value and that will not alter the wall in any significant way, does not include any wholesale lowering of the wall, and that restores the currently lowered section to its original height. No changes should be made unless solid evidence suggests they are needed, and only after a community consultation process.
9	Identify and preserve unique features of the community that connect it with its history, including (but not limited to) views of St. Francois, of the Russian Orthodox church, and of Parliament Hill; the stone wall around Hintonburg Park dating from 1902; the pocket parks dating from the Neighbourhood Improvement Plans of the 1970s; and the predominantly small working-class housing on narrow streets such as Hilda.

## Arts and culture

The existing culture in an area can be used to “brand” it and distinguish it from others. Policy and planning initiatives that are built upon a community’s key cultural elements can lead to sustainable economic development and social diversity. (See Figure 3 for a map marking arts and culture locations).

Recognizing this, the HCA built upon local history and modern trends, and in 2003 declared the area and its surroundings the Hintonburg QUAD (*Quartier des artistes/Arts District*). This move rapidly paid off, as the area has become an increasingly attractive destination for the creative community. While the artists of

### Vision: Arts and Culture

The community is committed to fostering an environment where residents, workers, and visitors can participate in the arts; where artists’ networks and creative industries are nurtured; and where cultural workers can afford to live and work.

**Objective:** Develop and expand identification of an area centered on Hintonburg as an arts (or creative) district that embraces culture as a fundamental neighbourhood cornerstone.

Enriched Bread Artists on Gladstone and the Stables on Loretta were early pioneers, new art venues such as Gladstone Clayworks and the Cube Gallery are springing up everywhere. ArtsPark, the HCA's six-year-old annual arts festival, has provided a venue for hundreds of artists, artisans, musicians, and theatre companies who hail primarily from the Hintonburg and Mechanicsville area, and has attracted thousands of festival-goers. The neighbourhood is now widely recognized as an arts district.

In addition, the HCA's Arts Committee has provided grassroots cultural leadership and outreach, lobbied for and achieved full 1% funding for public art as part of the Wellington St. West reconstruction, proposed a sculpture walk along Wellington St. West, run several contests (holiday lighting and photography), and sponsored the QUAD arts map and children's art projects. All of this was accomplished by community activism and business sponsorship, without any municipal funding.

This initiative is grounded in the long and colourful history of performance and visual arts in Hintonburg and Mechanicsville. In 1896, Hintonburg was the site of the first motion picture projected in Canada using Thomas Edison's new Vitascop process. In the 1950s, it was home to the popular singer-songwriter Paul Anka.



*Hintonburg Community Centre, 1064 Wellington St. West*

Crawley Films, one of Canada's pioneering independent film companies, made its home on Fairmont Avenue. During the course of its 43-year history, Crawley Films produced 5,000 films and won 255 international awards—including an Academy Award in 1976 for "The Man Who Skied Down Everest." The Orpheus Musical Theatre Society, which was founded as the Orpheus Glee Club in 1906 and is cited in the online *Encyclopedia of Music in Canada* as the "longest continuing musical theatre company in North America," maintains its base of operations on Fairmont Avenue.



*The original home of Crawley Films at 19 Fairmont Avenue  
(since replaced)*

Today, as it enters its third season in a new home in The Currents building, the Great Canadian Theatre Company anchors Hintonburg's north-western corner, while its old home just outside Hintonburg's eastern boundary has been refurbished and reopened as the Gladstone Theatre. The upstart Chamber Theatre in Hintonburg is making its presence known by performing in non-traditional spaces such as the Cube Gallery, the Elmdale House Tavern, and the Carleton Tavern. Each summer brings Salamander Theatre to perform a children's offering as part of ArtsPark in May. In Hintonburg Park in July, Salamander Theatre also performs a full-length Shakespeare play. July also brings the Company of Fools to

Hintonburg Park to present its own zany brand of Shakespeare. This is also the site of the annual Guitar Festival.

The establishment of new arts organizations and venues has solidified the arts district concept, but there is still work to be done to support the arts and attract artists to the community. Care must also be taken to ensure that the continuation of this vigorously healthy arts growth is not jeopardized. As the area becomes more attractive to developers, the premises that these artists and organizations occupy become more valuable and less affordable.



*The Cutting Edge Salon (Wellington St. West) shows off one of the area murals.*



## Survey results: The arts

In May and June 2007, the CTF undertook an arts and heritage survey, to which they received over a hundred responses. These responses made it clear that Hintonburg and Mechanicsville residents embrace the arts as a fundamental neighbourhood cornerstone that can create positive socio-economic impact.

Respondents identified the following as the most important issues:

- sympathetic heritage building restoration with adaptive reuse for cultural purposes
- restoration of heritage buildings encouraged by reduced development fees and other municipal measures
- zoning that encourages the heritage character and the arts “coolness” of the neighbourhood

Some of the top priorities identified through the survey were:

- adapting heritage properties for cultural purposes like museums or galleries
- displaying more outdoor sculpture or other public art
- zoning that encourages development of cultural spaces, along with less stringent by-law enforcement for arts-related businesses

One local artist has suggested that an Arts Centre use be established at the Hintonburg Community Centre. “This could be done by providing strong arts programming that would include all aspects of the arts from visual to performing arts. To engage the community at large to be a part of this, events could be planned to encourage participation of the public by staging community theatre events, art exhibits, writing contests, etc. This would have to include developing resources at the Centre to support this, such as a dedicated art room, exhibit space to show ongoing work, staging for theatre events, etc. Perhaps funding might be available to have an artist in residence (or writer, musician, etc.) to oversee programming and community outreach.”



*Orpheus House (Fairmont Ave.) with the former St. Mathias Church at rear*

Related comments focused primarily on streetscaping and public art or sculpture, outdoor murals, and parks or other public spaces. This comment was typical. “The key to preserving and producing arts and heritage is the preservation and innovative reuse of heritage sites, availability of inexpensive spaces for experimentation (galleries, new plays, studios), and reasonable rents (for artistic workers). On the other side, we need to make the area a destination for play- and theatre-goers with ease of parking, cafes, and safe streets.”

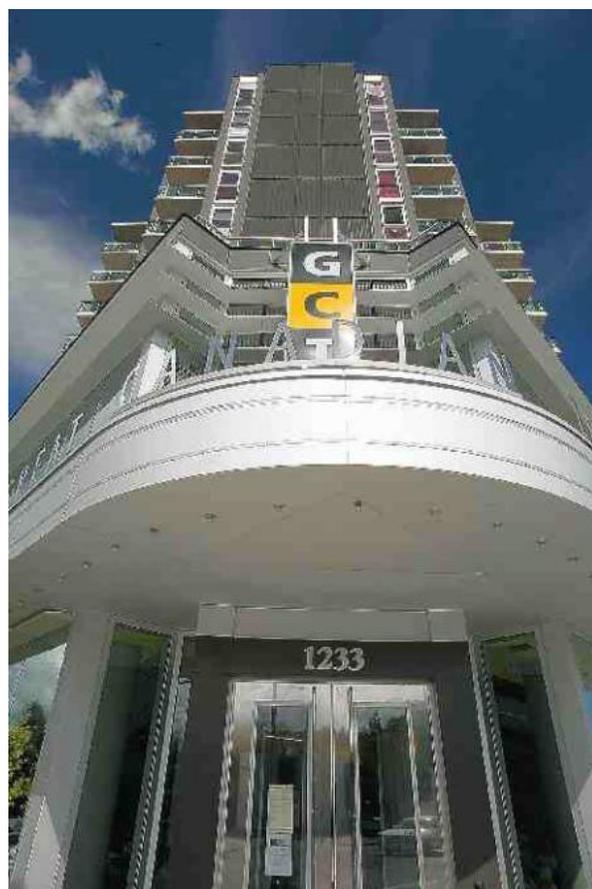
CTF members built upon the survey results to identify key areas of concern:

- better promotion of the area as an arts (or creative) district
- economic incentives to repurpose existing heritage assets as cultural spaces
- careful planning that builds on the arts-heritage atmosphere while respecting the overall Hintonburg-Mechanicsville blue-collar tradition in order to “keep it funky”
- the value of creating a directory of arts organizations and artists

Currently, the City manages a publicly accessible Artist Registry and Reference room in the Routhier Community Centre, although there is a feeling that it is not promoted sufficiently. The database lists over 1,300 registered Ottawa visual artists, as well as curriculum vitae, press clippings and images of their work. ([http://ottawa.ca/residents/arts/index\\_en.html](http://ottawa.ca/residents/arts/index_en.html)). A city-wide Arts and Heritage Directory lists up-to-date information on Ottawa's cultural organizations, activities, and programs on the City's website (although its current status is unclear). In addition, the City maintains a calendar in which any member of the public may list an arts event. <http://app01.ottawa.ca/ArtsCalendar/home.js?lang=en>

The City of Ottawa can assist arts-related programs and facilities in Hintonburg and Mechanicsville through several existing mechanisms:

- The Municipal Capital Facilities Agreement allows property tax exemptions for eligible organizations operating as a municipal facility (subject to Council approval).
- Section 37 (1) of the Ontario Planning Act allows the municipality to authorize increases in the height and density allowances for a proposed development in return for the provision of facilities, services, or matters as set out in the by-law. Toronto and Vancouver, for example, have used this mechanism to develop cultural facilities.
- Council may waive or reduce development fees for new projects.
- The Minor and Major Cultural Facilities Fund is designed to improve cultural facilities and venues in the City of Ottawa by providing matching funds to eligible cultural organizations for facility renovation projects, the purchase of equipment, or capital feasibility studies, subject annually to Council approval (the 2009 Budget allocated \$50,000 for minor capital projects, only).
- The City's Arts Animation team—composed of talented students with post-secondary experience in music, visual art, theatre, dance, written and spoken word and media arts—offers multidisciplinary arts workshops and residencies for the City's summer day camps, youth drop-in centres, and programs for people with disabilities. They also work in partnership with community organizations to increase participation in the arts by children and youths. The Arts Animation team might also consider reaching out to schools. (The continuation of this program is subject to annual Council approval.)



*The Great Canadian Theatre Company  
1233 Wellington St. West*

## Recommendations: Arts and culture

Number	Recommendation
10	Improve conditions for creative enterprise and cultural innovation by implementing and drawing upon available mechanisms, including the Municipal Capital Facilities Agreement (which provides tax exemption to eligible organizations operating as municipal facilities), Section 37 (1) of the Ontario Planning Act (allowing increases in development height and density in return for provisions as set out in the bylaw), the waiving of development fees for specific projects, the Heritage Grant Restoration Fund (which provides matching funds to owners for restoration work), and the Cultural Facilities Fund (which provides matching funding to improve and develop cultural facilities and venues).
11	City of Ottawa work with the HCA to employ specific, focused resources and expertise to market and promote this creative district, in order to increase the good potential the area has to attract and retain cultural workers, and to develop and grow as a “destination” arts district.
12	Explore official designation of Hintonburg and environs as an arts or creative district.
13	As opportunities present, upgrade existing municipal assets (perhaps including such buildings as the Hintonburg Community Centre, the City works buildings on Bayview Road, Ottawa Seniors’ Support Centre, Ottawa community housing properties, and Parkdale Park fieldhouse, and to create new dedicated art or performance spaces and cultural programming. The HCA will include this recommendation in the Parks and Recreation Master Plan and in the five-year review of the Arts and Heritage Plan.
14	Foster a more visible arts and creative-district identity by encouraging and continuing to support creative public art, theme signage (on sidewalks, at Transitway stations, etc.), and further development of murals.
15	That the HCA, the WWBIA, and the City of Ottawa Cultural Services work together to sustain, maintain, and develop supportive projects such as the Hintonburg Arts Map, the Web listing of Hintonburg organizations and businesses, and other projects that enhance the area as a creative district.
16	That the City of Ottawa Cultural Services branch investigate successful models of community arts programming in both Ottawa and nationally, and promote collaboration across community centres and among current initiatives from such bodies as the C4 Gallery, Uthink, the HCC (with, for example, the youth video project proposed by World Interaction Mondiale, or the Ottawa School of Art partnership) building on best practices.
17	The HCA will work with the City to find funding to conduct a community-wide survey of programming needs and that this information be considered in relation to the balance between city-wide programs and local needs.
18	That the City work to develop more space to offer programming that reflects the community’s vision of the area as an arts district.
19	That the City, in conjunction with the HCA explore the establishment of a live/work residency program to place artists in the neighbourhood, modelled on the City of Vancouver’s three-year revolving program.

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Number	Recommendation
20	<p data-bbox="289 205 1463 310">Explore increasing the scope of Ottawa’s public art program to include a private program and community public art, as in Vancouver: (<a href="http://vancouver.ca/commsvcs/oca/Publicart/private.htm">http://vancouver.ca/commsvcs/oca/Publicart/private.htm</a>).</p> <p data-bbox="289 352 1463 457">Require a percentage contribution (typically 1%) from developers. Create procedures to be set in motion when an annual budget can be established to allow neighbourhoods to apply to fund public and community arts projects.</p>

# Our Built Form

## An overview

Residents of the neighbourhood would like new development to be consistent with the *City's Guidelines for Development along Traditional Mainstreets* and concordant with the fundamentals articulated therein. Participants endorse the best practices for traditional mainstreet design, including the current zoning that limits height to four to six stories with pedestrian-friendly commercial uses at grade level. This will enhance the tightly knit urban fabric and promote a strong pedestrian orientation and transit-friendly environment. The community supports new development complying with modern sustainable construction standards that preserve and enhance the green infrastructure (for example, trees, green roofs, and open spaces) and that exceed the city's green standards. Residents support intensification that is sensitive to community heritage and the existing residential nature of the community.

Residents value the character of the main street, which enjoys a density of diverse locally owned, street-level businesses. While there are other important “public” streets, including Parkdale, Holland, Gladstone, Scott, and Somerset, Wellington Street West is seen as the spine that links the entire neighbourhood together as one community.

## Vision: Our built form

The residents of Hintonburg and Mechanicsville envision Wellington Street West as one of a series of distinctive street sectors linking our neighbourhood with Centretown to the east, and with Westboro to the west, through the neighbourhoods of West Wellington, Island Park, and Hampton-Iona. This linkage is promoted by a unified mainstreet design, highlighted by special nodes and memorable features, constructed with high-quality materials, lighting, and street furniture, and enhanced by public art, pocket parks, healthy trees, and appropriate signage. While busy, Wellington Street remains a safe environment that is pedestrian and transit-friendly, with wide comfortable sidewalks and few obstacles to pedestrian and vehicular traffic.

**Objective:** To maintain and enhance the diversity of the community's built form, in order to encourage continued reinvestment and stabilization of this mixed-use, primarily residential, neighbourhood.

When the City began the neighbourhood planning process for Hintonburg and Mechanicsville, it had just embarked upon a Community Design Plan (CDP) for the Wellington Street West corridor—an area that overlaps significantly with the NP study area. Consequently, a number of important built-form issues are addressed within the CDP.

*See Figure 4 for a current view of the Hintonburg and Mechanicsville land use.*

The “Our Built Form” section of the NP focuses on issues that fall outside the scope of the CDP, as well as areas that fall outside it geographically. (See [ottawa.ca/residents/public\\_consult/wellington\\_cdp/session\\_summary/index\\_en.html](http://ottawa.ca/residents/public_consult/wellington_cdp/session_summary/index_en.html))

As a way of reflecting this, it is important to ensure continuity in the streetscape (for example, consistent massing and setbacks) along Wellington Street West from Breezehill Avenue to Island Park Avenue (west of the study area). The community considers it appropriate to require a minimum height of six stories at key locations, such as the intersections along Wellington Street West at Holland, Parkdale, Somerset, and Island Park. But residents are very clear that this should not mean a relaxation of the height limits legislated in the Official Plan and zoning bylaw (such as, maximum of six stories) along the streetscape.

There is a strongly held belief in the community that building should take place within the existing bylaws, with exceptions granted only for truly minor

variances. However, what generally happens in practice is that the bylaw functions as the lowest limit. Consequently, very little is built anywhere in the community that fits within the existing, quite generous bylaws.

Residents are interested in pursuing a new approach to landscaping and streetscaping at the Somerset/Wellington triangle (Somerset Square), as an eastern gateway node, and at Island Park and Wellington as a western gateway node. This could include public art, as well as space for performances or cultural celebrations. Ideally, residents would like to see special architectural treatments and people places at gateway or node locations.

There are some concerns about overflow parking from Wellington Street West, and there is a desire for the City to ensure that sufficient parking is maintained to meet the business needs of the area. Residential side street parking is accepted as an urban reality. Just as with cash-in-lieu of parkland, there is concern in the community that the money generated by cash-in-lieu of parking is not redirected to the community to alleviate the impacts of intensification. New development should provide sufficient parking to serve its own needs.

### **Planning, development and zoning**

Community volunteers have expended significant effort over many years to ensure that zoning is appropriate for the area. Residents have participated in numerous studies and monitoring groups, with mixed results. (*See Figure 4 for a map of land use in the neighbourhood.*)

Community members are concerned that the term “intensification” is used so loosely by the City that it can be made to fit any and all development proposals. As any proposed development can be said to meet the Official Plan by definition, it is cited to support the addition of any number of units. While it is one thing when the number of units on a residential property increases from zero or one to three, there is quite a different impact on a community when that number increases to fifty or one hundred. Many feel that new terminology is needed to distinguish between these very different scenarios.

Some, such as the HCA’s Security Committee, have suggested the term “rational densification” to describe the first. (The new OP policy regarding intensification may address this.)

#### **Earlier planning or zoning studies involving area residents**

##### Local Studies

Ottawa West Development Plan, 1976 (resulting from Ottawa West Neighbourhood Study 1973–1976)  
Preston-Champagne Plan of Development, 1992–94  
Wellington Street & Area Parking Study, 1993–1994  
Development Opportunities at Transit Stations (DOTS) Study, 1993–1994  
Parkdale Area Transportation Study, 1994–1998  
Scott-Wellington Study, 1996–1997  
Bayswater-Breezehill Neighbourhood Study, approx. 1997  
Hintonburg Neighbourhood Planning Study, 1999–2000  
Bayview Secondary Planning Study, 2004–2005  
Light Rail Corridor Community Design Plan, 2006  
Gladstone Avenue Reconstruction, approx. 2007

##### City-Wide Initiatives

Zoning By-Law Monitoring Group, 2000–2001  
Development Approvals Handbook, 2001–2002  
Tripartate Steering Committee on Zoning Bylaw 2020Z, 1998  
Zoning By-Law Advisory Group, 2005

##### City Committees

Committee of Adjustment, 1992–1997  
Zoning Bylaw Public Advisory Group—Urban  
Local Architectural Conservation Advisory Committee, 2000–

There is a perceived disconnection between those at the City who view zoning as a definition of the maximum allowable (with adjustments where idiosyncratic conditions exist), and those who view it as a baseline that must be exceeded in order to comply with the City's policy of intensification. Many in the community feel that much of downtown Ottawa has been caught in the crossfire between these opposing viewpoints, and that Hintonburg and Mechanicsville have borne much of the brunt of the discrepancy. This pressure is felt in other areas of the city, suggesting the advisability of creating an Urban Affairs Committee with a planning and heritage jurisdiction.

Such a body would allow for a dialogue between City officials and urban neighbourhoods to address the question of whether intensification is inherent in the existing zoning in urban areas, or whether the City's policy of intensification implies support for building beyond the maximums laid out in the current bylaws.

There is also a perception that the vast majority of development proposals in recent years have exceeded the zoning bylaw and that consultation and adjustment are frequently *pro forma*. While residents understand that some built-in flexibility is important in approving development applications, they feel that the process is not working to restrain applications that inappropriately exceed the bylaw. The community feels as though it is in constant danger of seeing inappropriately tall buildings spring up along Wellington and abutting streets, as residents feel is rapidly happening in Westboro and other neighbourhoods to the west. Already in Hintonburg, buildings are being approved that are more than twice the zoned height limit.

This community has positioned itself as green and sustainable and would like to see that new development not only meets, but also exceeds the City's standards. The community also encourages city institutions located here to adopt sustainability targets.

Another issue in the neighbourhood is the presence of brownfield sites (former gas stations, dry cleaners, and other industrial uses). Hintonburg and Mechanicsville contain a significant number of brownfield or contaminated sites, the largest of which is the former City Yards east of Bayview Road. There are numerous abandoned gas station sites along Wellington Street and Holland Avenue. Other former and existing commercial and industrial uses such as dry cleaners, foundries, and print shops are found throughout the community. Redevelopment or reuse of such buildings or sites will involve expensive clean-up or remediation, but these sites represent a significant opportunity for economic growth.

It is important that the City have a brownfields strategy that encourages the appropriate development of these lands. The Ottawa Brownfields Redevelopment Community Improvement Plan contains a



*Protection of the Holy Virgin Memorial Church (Russian Orthodox), on Stonehurst Ave.*

comprehensive framework of incentive programs, including the following: Rehabilitation Grant Program, Property Tax Assistance Program, Environmental Site Assessment Grant Program, Project Feasibility Study Grant Program, Building Permit Fee Grant Program. The total of all grants, property tax assistance, and development charge reduction provided in respect of particular lands and buildings shall not exceed 50 per cent of the cost of rehabilitating the lands and buildings.

### **Waivers of development charges and cash-in-lieu**

The waiver of development charges in the centre of the city—the area immediately east of the study area—is seen as having created further problems in Hintonburg and Mechanicsville. The lack of a buffer area has exerted an unfair development pressure here. Because Hintonburg and Mechanicsville have not been widely enough recognized as sufficiently desirable for small-scale developments to be profitable, much of the building here in recent years has consisted almost entirely of small units in large-scale developments constructed of inexpensive materials with little visual relief.

Therefore, when the City waives development charges for a specific area, it must ensure that neighbourhoods lying immediately outside the waiver boundary are not unintentionally penalized. The City could remedy the situation by designating a buffer zone around any area where charges are waived wherein fees rise gradually from the area of full waiver to the more distant areas where they come into full effect.

There is also a sense that although cash-in-lieu payments are more common in the most densely settled areas of the city like this one, residents see no direct benefits from these funds. There is a desire to see some of this revenue directed toward projects specific to the neighbourhoods where they originate. Examples of this might be to direct cash-in-lieu-of-parkland funds toward projects like the repair and maintenance of the wall around Hintonburg Park (which was funded through other means during the course of this exercise), or to use cash-in-lieu-of-parking payments to create new parking facilities, or to increase snow-plowing and removal services.

### **Views and vistas**

Many participants underline the importance of the views and vistas that exist from this neighbourhood when looking toward downtown and the Parliament's Peace Tower. Because of the area's curvature and topography, a beautiful cityscape can be viewed from many sites in the area, with the Peace Tower in the middle. An interesting connection of the area's heritage is underlined by this view, as the Parliament Hill's ironwork gates were likely made right here in Hintonburg. As architect John Leaning writes:

William Skuce . . . was a carriage maker and blacksmith with a reputation for being able to turn his hand to anything. It is said that he manufactured the wrought iron gating for Parliament Hill, carrying the immense weight of it all the way from Queen Street (Parkdale Avenue) to the Hill.\*

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\**Hintonburg and Mechanicsville: A Narrative History*, John Leaning (Hintonburg Community Association, 2003)

There is also an important view of St. Anthony's on Booth Street, which can be seen from the top of the hill on Gladstone Avenue at Bayswater. This view gives the observer the sensation of being at eye-level with the bell tower. Another fundamentally important element in the visual landscape of the neighbourhood is St. François d'Assise church, which can be seen from many vantage points in Hintonburg. Protection of the Holy Virgin Memorial Church in Mechanicsville, whose golden domes can be seen from Scott Street, is another example of a defining neighbourhood vista. There is a strong desire to preserve the views and vistas of the neighbourhood's distinctive landmark features (*see Appendix 3*).



## Recommendations: Planning, development, and zoning

Number	Recommendation
21	That the City of Ottawa, in cooperation with the community association and abutting landowners, develop a maintenance policy for the functioning north-south laneways that lie between Loretta and Irving in the former Bayswater subdivision, and that this policy be added to the City's policies and standards governing road and sidewalk maintenance. Review the functioning of Mechanicsville's lanes.
22	That gateway locations in the area (e.g. Somerset Square) include the installation of special architectural treatments and space for performance or cultural celebrations.
23	That the City review development applications for the study area between 1998 and 2008 to determine what variances and rezonings were required. Analyze the variances and rezoning granted for recurring patterns. Track future development applications to determine what proportions are accomplished within the bylaw, what percentage need Committee of Adjustment approval, what percentage need re-zoning, and what percentage need cash-in-lieu adjustment in order to determine whether the current policies are sensible.
24	That the City consider the removal of an obstacle to compatible, quality development by extending the area in which development charges are waived to include the study area, or by creating a buffer zone immediately outside the waiver boundary in which development charges are lower than in the areas to the west and south. Extend this buffer zone to other less-affluent neighbourhoods immediately outside the waiver area that require similar relief. (See OP 3.6.6.4 Central Area "City will encourage new infill dwellings in the Central Area and surrounding residential neighbourhoods by a) providing financial incentives such as exemptions from DCs, or other development fees and levies." [Amend. May 25, 05])
25	That the City GIS unit in ISCS work with the HCA and the WWBIA to create a large-scale, colour-coded, updatable map of all current building uses in the study area, distinguishing private residential, commercial, industrial, faith, arts, social service, supportive housing, private clubs, NGOs, etc., and make this available as an updatable web-based tool.
26	That City of Ottawa staff in economic development explore the designation of Hintonburg and Mechanicsville as a Community Improvement Project Area as per policy 5.2.5 of the OP, in order to encourage redevelopment of brownfields in particular and the physical and social infrastructure in general (see especially policy 4 b). Facilitate the preservation, restoration, adaptive reuse, and improvement of buildings with historical, architectural, or other heritage significance.)
27	Parking for property owners abutting laneways shall normally be accessed from the lanes. Buildings shall not be sited to face onto the laneways.
28	That the City consider the establishment of an Urban Affairs Committee be struck at the City to allow for dialogue and discussion across communities on matters specific to urban areas.

## Housing and housing stock

There was an up side to the economic downturns in recent years that caused housing prices to fall farther in this area of the city than in others. The net effect was to create an opportunity for those seeking well-built homes with solid heritage bones. Because the aging of many long-term residents coincided with this development, many of the houses here turned over as older residents passed on, and the new families that have moved in have created a continuous wave of renovation, house by house. There is now a critical mass that is contributing to the overall gentrification throughout the community. The appreciation in house values is something that many residents welcome, while retaining a mix of housing options and prices in the area is still seen as desirable.

A community that contains a mixture of housing types and prices, and a mix of people of many cultures, ages, and socioeconomic characteristics, is one that works. Hintonburg, in particular, offers a range of housing options, owner-occupied and rented. These include both expensive and modest single-family homes, town houses, semi-detached homes, duplexes and triplexes, multi-unit converted dwellings, condos, and apartment buildings, as well as rooming houses and social and supportive housing, including group homes and half-way houses. The vitality resulting from this diversity is likely one of the reasons Hintonburg was named by *The London Financial Times* and *enRoute* magazine in 2007 as one of the top ten neighbourhoods to watch in Canada.



*The Mason House at 101 Bayswater Ave.*

### **Vision: Housing and housing stock**

This neighbourhood offers a range of affordable, quality housing that is attractive to families and artists. It reinvests in, and continuously improves, the existing housing stock, and works with landowners to find solutions when low property standards lead to neighbourhood disruption. (See Figure 5 for details on residential land use in Hintonburg and Mechanicsville.)

**Objective:** To support the renovation and improvement of homes, and the enforcement of property standards, while maintaining a mix of housing types and prices that are accessible to a diverse Community, including families and artists.

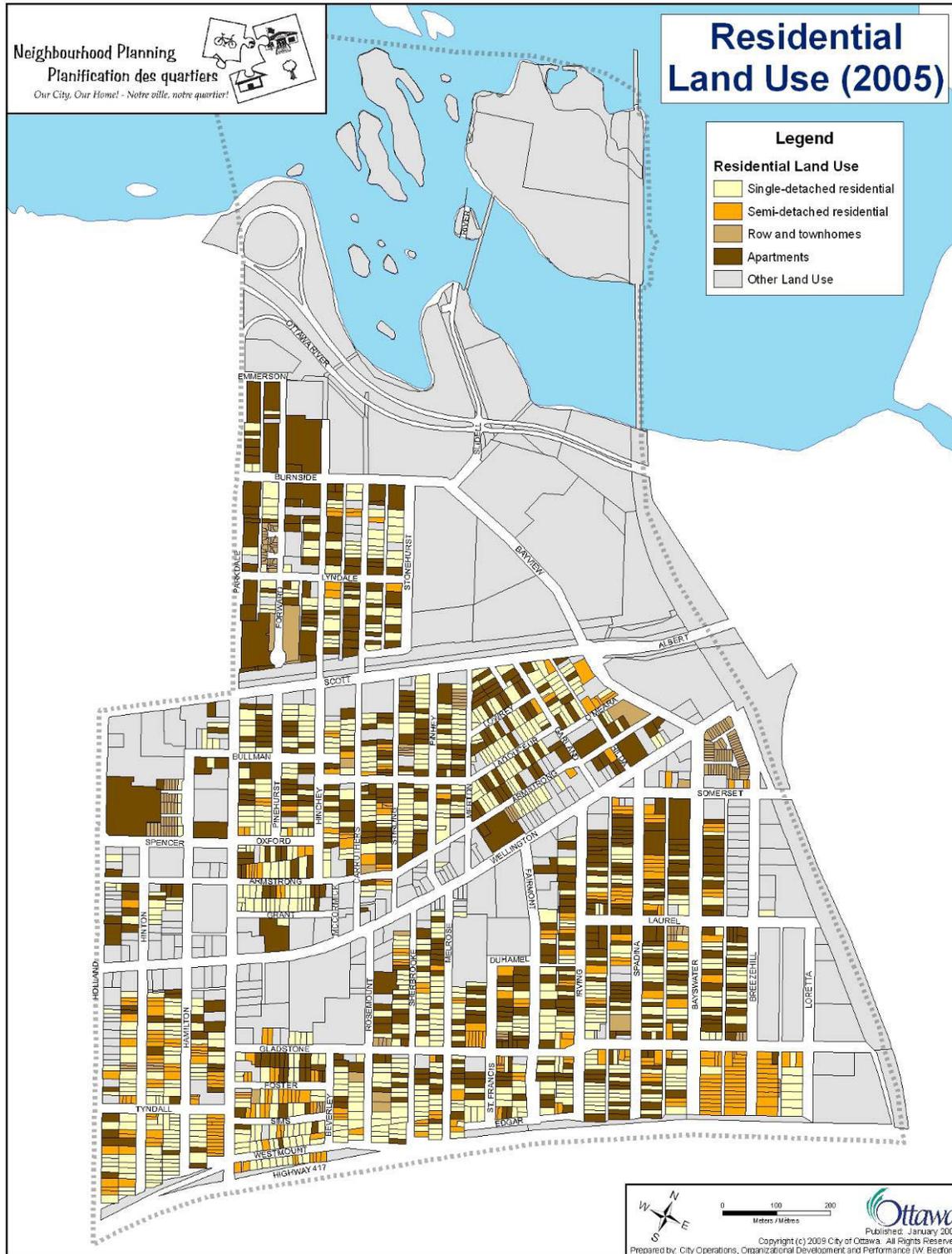
Stabilizing existing affordable housing, owner-occupied housing, and rental housing is essential. Retaining and properly maintaining the existing affordable housing becomes even more important as the chasm between gentrifying properties and poorly maintained housing widens. Badly maintained housing—whether publicly or privately owned—attracts bad tenants, often with associated problems of illegal activities. When properties are properly cared for, however, strife within the community and stress on neighbours is significantly reduced. The benefits spread, as the presence of stable affordable housing enhances the appeal of an area where people of many different backgrounds and circumstances live, work, and play.

The community is proud of how seamlessly the many different kinds of housing and support services are integrated into the residential fabric. It is also proud of the wealth of resources available here to serve populations with special

needs. There is a consensus that a healthily mixed population residing in a variety of well-cared for properties creates a community that works. What is less clear is what the right balance is. Community consultation is needed to explore that question.

One way in which the City could help Hintonburg to nurture and expand its arts district would be to explore ways to make affordable housing and live-work spaces available to artists, perhaps in repurposed heritage buildings.

**Figure 5: Residential Land Use Map for Hintonburg and Mechanicsville**



## Residential and commercial growth and opportunity

As noted earlier, roughly 300 new residential units were added in the study area between 1998 and 2008. Of these units, 183 were constructed between 2001 and 2007, for a net gain of 167 units. Non-residential development added 202,600 square feet. This was driven by 164,650 square feet constructed in the southern half of Hintonburg (south of Wellington-Somerset), most of which was accounted for by the replacement of the Grace Hospital with the Grace Manor. Other substantial projects included warehouse expansion, the construction of the GCTC, and the expansion of the Lemieux Island water filtration plant (*see Appendix 5*).



*Ottawa Community Immigrant Services Organization Non-Profit Housing Corporation, seen behind Bytown Lock & Safe*

Although there are still places that can accommodate compatible, small-scale infill development, residents feel that the low-rise residential streets in the community have already accommodated as much intensification as they can reasonably absorb. While the principles of intensification are widely supported by residents, they feel (and are assured by the conclusions of the CDP) that Official Plan intensification targets can be accommodated along Wellington Street West and in the Mixed-Use Centre (Scott/Parkdale/Wellington/Holland). It is here that appropriate residential development and exciting commercial development that respect and enhance the existing heritage character would be welcome.

Along Wellington Street West, a wide range of diverse businesses can be found. There are gaps in continuity, however, created by vacant lots and by properties that were developed with parking lots along the street edge. Most buildings, however, have street orientation and are located close to the street. This provides an interesting base for retail and residential development to build on, but also presents challenges in terms of sidewalk space and storefronts. A variety of building heights and forms exist within the zoning height limit, which is restricted to four to six stories along most of the main street.

The Parkdale Market, Parkdale Park, and adjacent blocks provide a focal point for the community but are not without their own challenges. In this area, there is a wide range of land uses and building types, many of which have an industrial heritage character. The potential is great, but there is also a need to decontaminate land where brownfields exist here (and along Wellington Street West), in order to maximize opportunity.

The community is eager to explore unrealized opportunities at Somerset Square (where Wellington West and Somerset meet), and other mainstreet locations. Whereas the sector of Wellington West that runs through Hintonburg's western end is nicely treed and well maintained, the sector that runs through the eastern end of the neighbourhood is, in places,

unattractive. Overhead utility lines detract from street views. The CTF explored the option of burying the hydro wires, but the cost of doing so proved prohibitive. It was agreed to construct a section of ductwork between Western Avenue and Holland Avenue to provide a continuous run of vacant underground hydro duct in Wellington Street West from Island Park to Somerset St. West that would allow for future underground servicing should a funding solution ever be confirmed.

There have been complaints for years about poor street lighting provided by unaesthetic fixtures, the sparseness and poor quality of existing street furniture, and sign pollution (excessive street signage). Sidewalks have been in need of repair, and the few existing trees and limited or absent landscaping have added to the general air of decline. City trees died and were not replaced. Happily, these problems are being addressed by the road reconstruction proceeding in concert with the Neighbourhood Plan process, which should see these issues remedied by the time work is completed in 2010.

# The Local Economy

## Overview

The future of Hintonburg includes a vibrant main street with a range of affordable, profitable, and sustainable shopping choices—including grocery stores, restaurants, and galleries—and services such as pharmacies and postal outlets.

The business sector in this community is characterized primarily by independently owned businesses, particularly along the western stretch of Wellington Street West, although successful nodes of business exist all along the corridor. Higher-end properties along Wellington Street West are most often associated with its western sections, while the eastern sector has greater challenges that will require some level of reinvestment to improve. There is a faster turnover of businesses here than is desirable, but there are signs of interest from intriguing small businesses that could spark a renaissance of this end of Wellington Street West with the right encouragement.

Some key strengths of the local economy include:

- A cluster of excellent restaurants, featuring ethnic cuisines (including Persian, Ethiopian, Vietnamese, Chilean, Cambodian, Thai, Indian, Southern Chinese, French, Lebanese, and Japanese), upscale bistros, and vegetarian food, as well as more traditional family, pub, and diner fare.
- A smorgasbord of unique and trendy independent businesses such as Fab Gear 64 (a rock'n'roll clothing and memorabilia store), Wabi Sabi (knitting, spinning, and weaving workshops and retail), Dogz Spa & Boutique (upscale doggy day care, products, and grooming), Green Pedal electric scooters, Cyclelogik (art gallery, café and high-end bicycle store), Levonian (Ottawa's premiere custom shirt maker), as well as Crawford Alexander (designer

## Vision: The Local Economy

Members of the CTF understand that commerce is vital to every vibrant urban neighbourhood. Thus we strongly support local merchants who provide valuable services to our community. We seek to develop a sustainable neighbourhood economy in which independent, locally owned, community-minded businesses can thrive financially. We wish to strengthen those local businesses that already fit this bill, boost others that are facing tough times (the twin blows of the recession and the road reconstruction have had dire consequences for many local merchants), and attract others who will succeed through a range of targeted initiatives, including City-driven incentives.

Urban neighbourhoods with profitable local business sectors typically fare better in many respects than those whose commercial tax-base is in decline. The streets are livelier, friendlier, cleaner, and safer. Property values are higher. Services tend to be more accessible. We seek a thriving community-minded local economy because it will benefit our entire neighbourhood.

**Objective:** To attract, develop and sustain a multitude of diverse and profitable independent businesses.



*The renovated Parkdale Fire Station, a municipal heritage site, houses a cooking school and a massage therapy clinic.*

furniture), Heavens to Betsy (gifts & accessories), and the venerable Morris Formal Wear (operating in Hintonburg for three generations), to name a few.

- A booming creative economy nexus, anchored at the northwest corner by the GCTC and at the southeast corner by Enriched Bread Artists, which also includes Carbon Computing (Ottawa's leading Apple computer outlet), several popular art galleries, the SMEs Banfield Seguin (marketing) and Fuel Industries (computer gaming), and many other smaller design firms, print shops, architects, law firms, and consultants. Additionally, several popular pubs and restaurants host live music and jam nights, and regular performances by the Chamber Theatre in Hintonburg.
- Walkable neighbourhood access to essential daily services such as shoe repair, beauty salons and barbers, laundromat and dry cleaner, post office, driving lessons, yoga classes, auto repair, florists, and clothing.

Ultimately our greatest strength is the diversity of our main street, which can accommodate all of the above businesses and many more—those that have been there for decades as well as start-ups.

Additional strengths include the fact that we are very close to downtown, well served by public transit, and architecturally distinct. In the future, the neighbourhood hopes to be known regionally as a retail destination with highly attractive and unique offerings. There is an intense commitment to revitalization throughout the neighbourhood, and this is reflected in that many of its leading local business figures are active in community groups, such as the HCA and the new Wellington West BIA.



*Wabi Sabi patiently waits out the roadway reconstruction.*

The Parkdale Market is a key component of the local economy, but it has the potential to take on an even larger role in the coming years. The community wants to promote the market's development by the City as a valued community asset and focal point. The community vision endorses opening the Parkdale Market to more varied uses that include local business representation and local artists' wares. The recently passed By-law 2002-189 makes this possible. WWBIA has plans to promote Parkdale Market with an expanded section on its website and to include Parkdale Market vendors in its Local Business Directory.

One key to the further development of the Parkdale Market is to better integrate it with the adjacent Parkdale Park. The community is excited to see significant investment of Infrastructure Stimulus funds being directed to the refurbishing of the park in order to create an integrated economic and community hub.

## Challenges

Currently, the local economy faces several significant challenges. These include:

- **A significant percentage of local residents are low-income.** Residents of the more uniformly affluent adjacent communities (such as those living between Holland and Island Park) tend to migrate west to Westboro rather than east to Hintonburg when spending disposable income.
- **The absence of a potent “brand appeal” that attracts non-residents to spend money in Hintonburg.** Specifically, neither Hintonburg nor West Wellington has a neighbourhood identity that is familiar and coherent to non-locals (in the way that Preston Street, for example, has a known identity as Little Italy.)
- **The rundown appearance of the main street.** Clearly, this is changing due to the road reconstruction and beautification initiatives, but in the meantime the construction has made the road chaotic and unappealing.

Additionally, participants throughout this process clearly articulated the view that Hintonburg and Mechanicsville are unique neighbourhoods that are not aiming to emulate any others. The community’s goal is to offer a wide range of goods and services in hopes of creating sustainable community living—for example, positioning the area as a place where residents can live, work, and shop locally, and where affordable choices exist as part of the mix. Building the indigenous creative economy is central to achieving this goal.

Mechanicsville is particularly hard pressed in this respect. Residents of Mechanicsville observe that while Hintonburg is somewhat underserved by retail and social services, Mechanicsville is severely underserved. The almost total absence of services and stores here is of grave concern. To buy a litre of milk, one must hike across Scott Street to the overpriced 7-11 convenience store, or travel into Hintonburg to reach one of the Wellington Street West stores.



*Elmdale House Tavern faces the Giant Tiger across Wellington Street West.*

Hintonburg currently has two pawnshops and a cheque-cashing/payday loan company (now located near Holland Avenue). One school of thought holds that easy access to pawnshops provides incentive for crime, as it facilitates the conversion of stolen property into cash. Money-lending offices are also often considered harmful for those living in poverty because people must pay fees to access to their own money. The more unscrupulous cheque-cashing companies have been known to prey on the impoverished.

The local TD Bank branch in Holland Cross, at the north-western corner of Hintonburg, is conducting a pilot project that provides fee-free bank accounts to people on low incomes who live with mental illness, even when they do not have proper identification and minimum balances. The CTF would like to see more of this kind of support offered to residents.

## Wellington West Business Improvement Area (BIA)

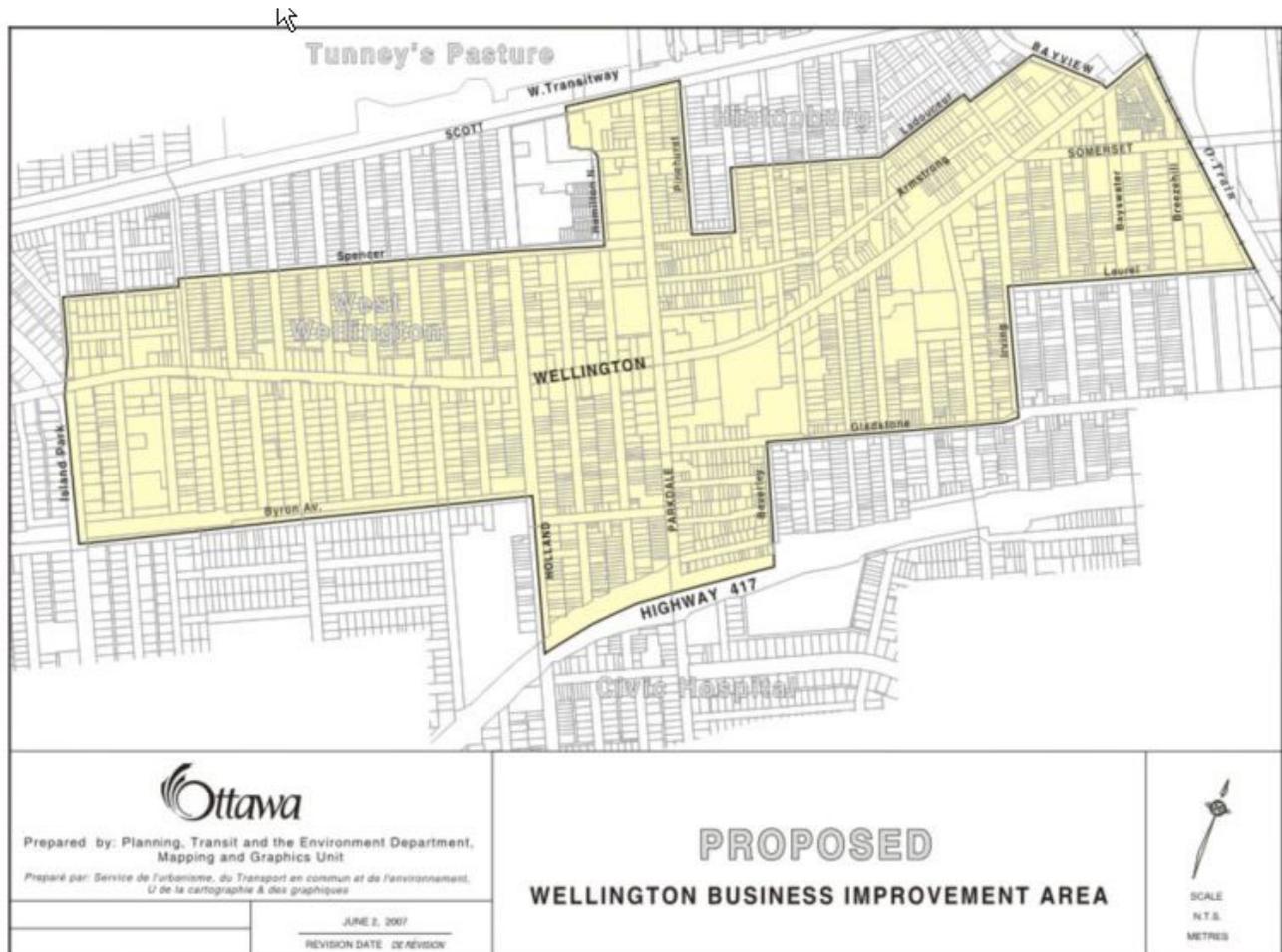
In December of 2007, City Council approved the establishment of a BIA for this area. Area businesses agreed that there were compelling reasons to form an area BIA:

- to present a united voice during the pending reconstruction of Wellington Street West
- to support each other in competing with strong BIAs nearby
- to clarify confusion about the neighbourhood's business identity

*(See Appendix 6 for a work-in-progress list of businesses along the main streets in the study area.)*

The Wellington West Business Improvement Area (WWBIA), which was incorporated in 2008, is the “voice and guardian of the business community.” Its stated mission is to improve and promote the business community “through investment, beautification, promotion and advocacy to become a premier shopping, business, entertainment and cultural destination in Ottawa’s west end.” WWBIA works closely with the HCA and other community stakeholders on a wide range of issues.

**Figure 6: Wellington West Business Improvement Area**



During Phase I of the Wellington West Reconstruction, the WWBIA worked closely with the City to mitigate disruption to businesses, and it will continue to do so for the duration of the project. WWBIA congratulates the City for the wise investment it has made in upgrading the aging infrastructure of the neighbourhood. This investment ensures that our neighbourhood will be more appealing to business owners as well as to shoppers. It provides a foundation of quality local infrastructure that can be built upon and leveraged by the private sector to increase revenues, grow businesses, provide a wider range of quality services, and ultimately improve the local quality of life.

The road reconstruction and the beautification initiatives undertaken by the City and by WWBIA will be vital to our further evolution. They will make the neighbourhood more attractive and visually integrated, and will permit the neighbourhood to be more effectively promoted throughout Ottawa as a destination for cool shops, great food, quality services, and more. WWBIA will also seek to attract diverse businesses to lease some of the prime commercial real estate available on its newly redeveloped Main Street.

Improving the look of the neighbourhood may also enable it to successfully attract nearby local shoppers, such as residents of West Wellington and employees working at Tunney's Pasture, few of whom venture east of Parkdale. Yet these two groups constitute a vast group of potential regular customers for local businesses. Once the roadwork and beautification projects are completed, WWBIA will make a concerted effort to reach and attract members of these groups.

WWBIA would like the City to waive development charges in the areas of its catchment where it has been difficult to attract development (for example, east of Sherbrooke). Grants to offset development charges could also go a long way to attracting and stabilizing small businesses in the area. The City of Kitchener Tax Rebate program may be a useful model. WWBIA is looking to the City to verify what is available in terms of rebates, subsidies, grants, and waivers, and to review best practices from other municipalities.

Another recommendation that WWBIA has already begun to answer would see the Parkdale Market opened to include participation by local businesses and artists. Under the new "Parkdale Market Business Plan and Parkdale Market Program By-law," WWBIA will partner with the Parkdale Market to explore opportunities for joint marketing and to profile local businesses.

WWBIA is currently focusing on the following areas:

- Preserving area character
- Managing area parking and transportation
- Upgrading area infrastructure
- Pursuing area beautification

### **Preserving area character**

WWBIA would like to see a cap placed on the physical size of businesses in the area, to ensure that the existing commercial character of mainly small independently owned businesses is retained. Both WWBIA and residents want to avoid the "mall" effect that national retailers can bring to a main street (as has happened, for example, in the Glebe). Keeping businesses diverse and locally owned is critically important to sustaining the area's character and to its economic wellbeing. Studies have shown that money spent in locally owned stores returns three times its amount to the local economy

through employment, taxes, and purchases of products by local manufacturers. (American Independence Business Alliance at [www.amiba.net](http://www.amiba.net) and Business Alliance for Local Living Economies [www.livingeconomies.org](http://www.livingeconomies.org).)

### **Managing area parking and transportation**

WWBIA's ability to manage on- and off-street parking will have a direct effect on its future growth and prosperity. An effective strategy to manage the parking supply must include opportunities for off-street parking, flexible hours to accommodate traffic flows, flexible rates for parking, and a limited use of rezoning where necessary. New developments should not have the option of paying cash-in-lieu of parking. Cash-in-lieu payments should remain an option where redevelopment occurs on properties where it is impossible to provide parking, but these funds should be directed to improvements in the neighbourhood. WWBIA was a participant in focus groups for the City's recently approved Parking Management Strategy.

Easy access to transportation for residents, and easy accessibility to the area for others, is another important component with a direct bearing on the area's future growth and prosperity. The effects of the 2009 OC Transpo strike were extremely damaging to area merchants. WWBIA urges the City of Ottawa and City Council to make the provision and development of public transportation a top priority.

### **Upgrading area infrastructure**

WWBIA advocates that the City develop a commercial building façade improvement program. Most cities have incentive programs to encourage owners to update and improve their properties, externally and internally.

WWBIA welcomes the City's commitment to ongoing infrastructure and design improvements in Parkdale Park. This recognizes the park as a key meeting place for people of all ages, and would enable City programming to take place in the park. With the right support, activities in Parkdale Park can be encouraged to complement the Parkdale Market and the neighbourhood in a much more significant way.

### **Pursuing area beautification**

An important part of WWBIA's mandate is to encourage and support the beautification of the area. WWBIA is engaged in the following undertakings:

- **Graffiti removal.** With the support of the City, WWBIA contracts graffiti removal services by a professional local company and makes these available at no cost to commercial property owners.
- **Murals.** WWBIA has begun partnering with local organizations, artists, and schools to create murals to enhance the area and act as graffiti deterrents.
- **Public Art.** WWBIA has committed 5% of its annual operating budget to a Public Art Reserve Fund to provide matching funds to artists to create and install public art in the neighbourhood.
- **Garbage pick-up.** Commercial businesses pay taxes to have garbage removed, yet receive no garbage removal service from the City. WWBIA believes City Council's decision to make businesses responsible for their own garbage removal is regressive and places an undue burden on businesses. Moreover, it means that on our main street, every day is garbage day. This is bad for business. Furthermore, with no incentive to recycle cardboard boxes and other black box

items, and with exhaust from garbage trucks on the street daily, there is a negative environmental effect.

### **Promoting the area**

WWBIA's plans to promote the area include the following:

- create a positive and identifiable brand to assist in defining the neighbourhoods within the BIA catchment area
- sponsor and organize quality promotional events like the Taste of Wellington West and Wellington Wassail, and develop new programming to draw people into the area. As well, WWBIA offers financial support to neighbourhood events with similar objectives, such as those sponsored by the HCA or HEDC.
- establish a "sidewalk culture," which will take advantage of our new wider sidewalks by encouraging informal uses, patios, temporary seating, street sales, public art, and friendliness
- create campaigns to promote WWBIA's membership (for example, green businesses, epicurean row, creative cluster, and ethnic restaurants)
- promote WWBIA's socially responsible business values, for example: green business practices, creative culture and community, walking to shop, shopping locally, entrepreneurialism, keeping businesses eclectic, and diverse to ensure long-term sustainability
- participate in City marketing initiatives
- distribute a local business directory online and in print

### **Recommendations: Wellington West Business Improvement Area (WWBIA)**

<b>Number</b>	<b>Recommendation</b>
32	That the City facilitate on-street permit parking on residential streets, both for residents and for the staff of businesses, schools, etc., at a reasonable cost.
33	That the WWBIA continue its work to ensure that Wellington Street West continues to function as the spine of the community, with a preponderance of locally owned, street-level businesses by enforcing zoning through the CDP.
34	That the Economic Development Unit at the City explore all the tools available in the Planning Act, Municipal Act, Official Plan (e.g. Community Planning Area, Façade Improvement Program, Brownfields Strategy) to promote economic development focussed on locally owned businesses, particularly at the eastern end of Wellington St. (see <a href="http://www.kitchener.ca/city_hall/departments/downtown/dt_incent.html">www.kitchener.ca/city_hall/departments/downtown/dt_incent.html</a> ).
35	That the WWBIA work with ISCS to develop a business case for businesses in Hintonburg/Mechanicsville and present the case to the City for consideration of incentives for independent businesses and shops through reduced development charges or tax waivers for landlords, particularly at the eastern end of Wellington St.
36	That the Economic Development Unit create a directory of local businesses within the study area boundaries, to complement the similar directory of those within the area served by the WWBIA, from which supportive projects (such as a neighbourhood directory or a member discount card) might grow.

Number	Recommendation
37	That the WWBIA explore with the Community Loan Fund, Somerset West Community Health Centre, and others, the need for a Community Economic Development Corporation for Hintonburg and Mechanicsville.

### Access to food

The University of Ottawa has identified Hintonburg and Mechanicsville as a “food desert,” which means that residents of the area do not all have easy access to healthy and affordable food, year-round.

Currently, those wishing to shop on foot from either Mechanicsville or Hintonburg can obtain basic groceries at the Giant Tiger, which carries some staples, frozen and dairy foods, and which recently expanded its food offerings in response to neighbourhood need. There are also two small groceries on Wellington St. West, one African and one that offers Halal food, and a large Asian grocery at the corner of Breezehill and Somerset (New 168 Market). From May to October, residents have access to fresh (local and imported) fruits and vegetables at the Parkdale Market.

**Vision: Access to food**

Improved access to healthy and affordable food for all, including a full-service grocery.

**Objective:** To improve access to healthy and affordable food for residents of Hintonburg and Mechanicsville.

These fresh food suppliers are somewhat limited in scale. For all other grocery needs, residents must travel to the neighbourhood of West Wellington, west of Holland, for a variety of bakeries, Herb & Spice, Saslove’s Meat Market and the small Island Park Metro (formerly a Loeb). For residents east of Holland, this is a long way to go and not an easy walk with groceries in tow. For elderly residents, or in winter, the lack of grocery stores is a serious concern. Another option is to travel east to the Hartman’s grocery at the corner of Bank and Somerset, or even to the Glebe Metro, farther south on Bank Street. The closest large supermarkets are the Westboro Superstore or Merivale Loblaws, but none of these are easily reached on foot. The community would benefit greatly from the reintroduction of a full-service grocery in the neighbourhood.

While grocery stores have come and gone, the fact that the area now has a business improvement association may help to fill some of these needs. WWBIA plans to help recruit new businesses and property owners. In an interactive map on its website, WWBIA will highlight the area’s attributes and list vacant and underutilized properties. (The CDP may help in amassing some of this information.)

Residents would like to see community garden initiatives expanded to strengthen neighbourhood cohesion and to help fill the existing food gap. Community gardens improve the overall appearance of neighbourhoods by brightening vacant properties and providing opportunities for households to learn about gardening.

**Recommendations: Access to food**

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<b>Number</b>	<b>Recommendation</b>
38	That SWCHC lead an effort to explore ways to ensure a supply of high-quality, affordable food in the study area.
39	That the SWCHC, Community Funding and Parks& Recreation branches work with residents to expand the number of gardening plots available to the community, by working with Just Foods on their Hallmark Community Garden project.

# Community Safety and Security

## History of safety and security in Hintonburg and Mechanicsville

Hintonburg and Mechanicsville have a long history as quiet, family-oriented, mixed-income neighbourhoods. The majority of properties are well-maintained by a stable core of long-term residents. Those who live here see the area as a good place to live and a safe place to raise a family.

However, the severing of Wellington Street and the closing of the rail line in the 1960s (*see the section “Area History”*) were the first of several unfortunate events to affect the two neighbourhoods. By the 1990s, properties in Hintonburg and Mechanicsville had become an unusual mixture of stable homes, gentrifying properties, and neglected housing stock. Negative influences began to affect the residents’ quality of life. A few properties that had been allowed to deteriorate became home to some criminal activity. Concurrent with this, the sex trade was driven here from elsewhere in the city, and some of the associated illegal activities, such as drug use, became increasingly visible.

### **Vision: Community Safety and Security**

Our neighbourhood is safe at all times of the day and night. It provides a good environment for raising families, and is a place where everyone feels safe walking and cycling. Our neighbourhood upholds high property standards and offers high-quality rental accommodation. We proactively promote community safety and security.

**Objectives:** To improve safety in the community by continuing the successful initiatives already under way, and by implementing new approaches where warranted.

To increase traffic safety throughout the community.

However, this is not a community to sit quietly by and let bad things happen. Many dedicated people and entities banded together to fight for the neighbourhood, with considerable success. The HCA has

been particularly active through its Security Committee, and initiated several successful programs that were later introduced city-wide. Some of these ideas included the city’s first John School, a landlords school, the Task Force on Problem Properties, the Needle Hunters Program, and the inception of the Safety Partnership Committee and the Problem Property Taskforce (*see Appendix 7: Pilot Program History*). The HCA has also been supportive of other security-focused interventions such as the Drug Court program, which deals with drug infractions by focusing on treatment and prevention.



*Wellington Plaza, at 1200 Wellington Street West*

In response to the dramatic increase in illegal street activities in the early 1990s, residents established a Neighbourhood Watch block by block in many areas of the community, as part of the larger West District 23 Neighbourhood Watch. The original program design had to be adapted as Neighbourhood Watch's formal structure was unworkable where minimum block participation could not be met. However, at its peak, more than 15 block captains covered the area. As problems have decreased, Neighbourhood Watch has become less active, but remains closely aligned with the HCA's Security Committee.

A number of community walks took place in 2004 and 2005 to draw attention to problems and to demonstrate the community's willingness to take action. As in many other communities, the residents of Hintonburg and Mechanicsville believe that community safety is of paramount importance. The community continues to act quickly on safety and security issues as they arise.

### **Traffic safety: pedestrians and vehicles**

At the first public NPI event, a significant portion of residents' input related to traffic safety. In fact, judging by a survey that was conducted later in the NPI process, traffic concerns outweigh all other safety concerns. Specific complaints included aggressive driving, excessive traffic volume, and the need for more crossing guards for school children throughout the community.

Additionally, however, participants highlighted the pleasure they experience in living in a walkable and interesting neighbourhood.

Wellington is a Traditional Mainstreet where pedestrian activity is primary, and considerable effort and expense have been invested to enhance the pedestrian right of way. Pedestrians should not have to "beg" to cross Wellington Street at signalized intersections. Signals should be activated automatically and pedestrian signals should change with every cycle.

Data from workshops, group discussions, and surveys suggest that the most problematic intersections for pedestrians, motorists, and cyclists are:

- Wellington Street West and Holland Avenue
- Wellington Street West and Island Park Drive (outside NPI study area)
- Wellington Street West and Parkdale Avenue
- Wellington Street West and Somerset Street
- Parkdale Avenue and Armstrong Street

Other intersections that were listed repeatedly in the survey responses include:

- Scott Street and Holland Avenue
- Scott Street and Parkdale Avenue
- Tyndale Avenue and Parkdale Avenue
- Wellington Street West and Bayswater Avenue
- Wellington Street West and Carruthers Street
- Wellington Street West and Clarendon Avenue
- Wellington Street West and Hinton Avenue

- Wellington Street West and Irving Avenue
- Wellington Street West and Melrose Avenue
- Wellington Street West and Piccadilly Avenue

A fatality in 2008 and a number of close calls have been noted at the intersection of Wellington Street West and Parkdale Avenue in particular, where participants agree a longer red light is required. Some feel that having an entrance to the Queensway on Parkdale Avenue contributes to the problem, while others feel that this is an important element in making the neighbourhood so convenient.

Another factor cited as contributing to traffic congestion and aggression is the allowance of a left turn at Tyndale Avenue and Parkdale Avenue. There is some feeling that this should be prohibited.

The problem behaviours most frequently cited by survey respondents were unsafe driving and speeding. Because these are not always reported, the constable present at the CTF discussion urged participants to report these incidents as they happen so that statistics can be built to indicate a recurring problem. Even when the offender is long gone (as in the case of a speeding car), it is still worth reporting.



*Looking eastward on Somerset West Bridge, before the redesign*

### **Traffic safety: bicycles**

The City’s Cycling Plan does not outline any plans for this area. The policies and practices that dictate bike lane designation were discussed with staff from the City Infrastructure Services and Community Sustainability department in the CTF meetings. Explaining that Wellington Street West is not an appropriate road for a bike lane, city staff suggested that Spencer and Armstrong would be better choices for designated bike routes.

Community members working on a cycling safety plan for Hintonburg have noted a disconnect between the amount of rhetoric spun about making biking more accessible and the fact that the only accommodation for cyclists is on Armstrong. They would like to see statistics collected for accidents in the neighbourhood that have involved bicycles as a way of determining where efforts to improve safety might be most effective. They are also calling for “more attractive, intelligent, integrated bike racks” along Wellington Street West, for those accessing shops and services by bicycle.



*Example of bike box in Vancouver, BC*

The intention to create a bike lane on Scott Street at some point was noted (an idea that has wide support among the residents working on the cycling safety plan) as was the idea that Somerset Bridge should be more accommodating to cycle and pedestrian traffic. Community members suggested wider sidewalks, a boulevard, landscaping, and various ways in which one or more of the bridge's lanes could be converted to a bike lane. This input is being integrated into the road redesign plan and will come to fruition within the plan to redevelop the Somerset Bridge and to designate Armstrong as a bike route, with Garland Street as a contra-flow bike lane link (a one-way street where bikes are allowed to travel in both directions).

These residents also suggest the addition of bike-welcoming art and signage, and point for examples to the Bikes Belong, Thank You for Cycling, and Take the Lane campaigns.

Other needs this group has noted include:

- a better way to get from Parkdale to the river pathway
- more accessibility to the river paths in general
- bike lanes on Parkdale, especially near Tunney's Pasture
- safe, covered bike parking at Tunney's Pasture and Bayview—with lockers where possible, and with elevators that can accommodate bikes
- something to address the dangerous conditions that exist on Parkdale for cyclists crossing from Gladstone onto the Byron Tramway—by, for example, widening the road or drawing a bike path line
- measures to improve the squeeze on Wellington between Holland and Parkdale—this is very narrow, and the cyclist is forced to take the lane
- bike lights or bike decals on the road at the intersection of Parkdale and Wellington, where cars frequently try to make right turns around any bikes

The group also recommended steps to address bicycle safety:

- create recommended, signed biked routes should be developed (as in Toronto)
- routes devised for children to get to school (and bike racks to accommodate them) should be developed



*Example of bike box in Vancouver, BC*

- ensure that all buses have the capacity to take bikes on board
- launch a campaign to increase awareness of laws that involve cyclists
- have more cycling-related activities and promotion at existing festivals (booths, presentations, bike safety seminars with police, free tune-ups, obstacle courses, helmet fittings, and bike decoration contests and parades)
- create more occasions to encourage kids to ride, such as kiddy bike critiques, and bike races on city streets

One way to improve safety for cyclists across Ottawa is already in use in Vancouver and other cities around the world. At busy or difficult intersections, an advanced stop line or “bike box” is marked on the pavement. At red lights, cyclists move to the front and gather in this box, which allows them to clear the intersection as soon as the light turns green without having to worry about cars turning across their path. Introducing this idea in Ottawa would require some education of cyclists and drivers, but the concept might be worth trying in a neighbourhood that endorses green practices. Several intersections in the community might be ideal locations for a pilot (*see Appendix 14: Cycling in Vancouver*).\*

Hintonburg and Mechanicsville are already making progress toward becoming bicycle-friendly neighbourhoods. As part of the new road design, an additional 140 bike racks will be added along Wellington Street West in 2009.

### **Coordinating Service through Neighbourhood Integrated Strategy Teams (NIST)**

The HCA would like to see more effort made to integrate service delivery, programming, and calls for service. The community and the city councillor for the area have managed all coordination to date. Coordinating the work of so many City departments to implement holistic approaches to problems here and across the city requires an enormous amount of time and effort. Without the personal relationships that connect community members to caring City employees who go well beyond what’s expected, the community would never have achieved so much to date, and might well have found itself in dire straits.

The HCA believes that Neighbourhood Integrated Strategy Teams (NISTs) are the most effective way to tackle problems. This works well when the right staff make a commitment to the process. The Task Force on Problem Properties, which ran from 1996 to 2003, and from 2004 until the present, is a good example. Staff working across departments to solve problems learn who can do what within existing legislation and by-laws. This increases efficiency, yields measurable results, and decreases overall costs.

In addition to addressing current problems, NISTs provide an early warning system to ensure that preventive programs are brought forward before problems develop and grow. This would serve the city far better than the reactive system that is in place.

An NIST could be established as an outcome of this NP initiative, led by the Hintonburg Safety Partnership, and expanded to include Mechanicsville. This body would continue to work on safety issues, and would serve as an advisory body to the City of Ottawa’s new Community Development Framework. Such an NIST could build on the substantial gains made in security and property standards by working with the police and the community to further diminish criminal activity, to provide help to those who need it, to enforce property standards and other bylaws, and to pursue bad landlords.

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\* photos: [http://portlandtransport.com/archives/2006/09/vancouver\\_bike.html](http://portlandtransport.com/archives/2006/09/vancouver_bike.html) and <http://www.worldchanging.com/archives/007753.html>

## Personal safety

Other concerns identified in NPI surveys and workshops included crime and illegal drug activity. However, community members were quick to commend the HCA and the Hintonburg Safety Partnership for many improvements that have been made since the late 1990s. Some issues still require attention, including graffiti, habitual problem properties, drugs, and illegal businesses. There was also concern expressed about the lighting in certain areas, and the lighting and overgrown bushes in Somerset Square. Positive comments were made about the safety of public spaces during the daylight hours.

There is also continued concern about property standards. The Problem Properties Taskforce (which is composed of residents, business representatives, the police and by-law, fire, and health services) has worked to reduce the number of problem properties. However, some residents report that they are still receiving a “not my department” response from some departments at the City. All City players need to take collective action to resolve these issues with property owners.

Specific crime statistics (*see Appendix 9: Crime Statistics*) suggest that crime is dropping overall in Hintonburg, as in the City as a whole. Many indicators suggest that safety in public places is improving in the area. The police report, and residents agree, that most crime issues can be tracked to a small number of problem properties. In fact, many residents believe that the community is unfairly characterized as having a disproportionately high crime rate. Support for this view may be found in statistics recently released by the police. As *Ottawa Citizen* writer Ian McLeod has reported (“Mapping data reveal police hotspots,” June 9, 2009):

And Hintonburg, which complains of a bum rap over perceptions of criminal activity, is vindicated. It is one of only two dark blue, low-call zones inside the Greenbelt. The other is the adjoining zone that takes in the Wellington Village and Civic Hospital neighbourhoods.

Community members have now been working on the issue of illegal drugs for many years. While opinion on the success of the City’s Integrated Drug Strategy is divided, the community does agree that issues of addiction must be addressed before safety can be assured. The work of community volunteers is of critical importance in this effort. It is apparent that only through cooperation with other communities, the police, social service organizations, and all levels of government can the problem be resolved. All players need to collaborate to address the problem of drug addiction in Ottawa’s communities, and it needs to be agreed that addiction is an issue of health, not crime. More treatment beds and affordable supportive housing must be provided.

The HCA has twice met with Rideauwood Addiction and Family Services. HCA members have worked closely with the City’s Needle Advisory Committee, have lobbied in support of federal drug treatment courts, and have also supported Safer Communities and Neighbourhoods (SCAN) Legislation.

## Recommendations: Community safety and security

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Number	Recommendation
40	Establish a Neighbourhood Integrated Service Team (NIST) to work on safety issues, modelled on the work that the Hintonburg Safety Partnership has done in conjunction with the Community Development Framework.
41	Continue to offer the Landlords School. Provide support to landlords through the Community Capacity Building training fund.
42	Monitor the safety of intersections in the community (especially those where modifications were made during road reconstruction) in order to gauge the success of the modifications and the need for further adjustments. Do this annually for accident reports, classified as to pedestrian, bicycle, or vehicle incident. Do traffic counts at major intersections every three years.
43	The City Traffic Operations work with the school boards to institute further safety measures for children walking and cycling to school, including traffic calming, crosswalks, crossing guards, bike lanes, better signage, reduced speed zones near schools, safe routes to schools, and walking school buses. Investigate the possibility of designated routes specifically designed for safety (playfully marked, perhaps, with hopscotch patterns or such).
44	Investigate the possibility of improving safety where Breezehill Avenue meets Somerset Street, by installing visual cues such as a flashing light or school signs, particularly to warn motorists travelling west that there may be school children crossing the street just over the hill.
45	That Traffic Operations and Cycling division improve access for bicyclists to the river from Parkdale. Address the need for safer conditions for cyclists crossing Parkdale from Gladstone to reach the Byron Tramway. Implement measures such as a bike box, bike lights, or decals, at the intersection of Parkdale and Wellington, to protect cyclists from cars that make right turns around bikes.

# Navigating Neighbourhood and City

Neighbourhood residents place very high importance on walking, cycling, and public transit as daily modes of travel. The sidewalks and crosswalks in the area are good but can be improved. There are enough amenities within walking and cycling distance to facilitate a reduced dependency on the private automobile for those who are so inclined.

Transit options include the O-train and the Transitway. Several OC Transpo bus routes traverse the area or are easily accessed (including the numbers 2, 6, 14, 16, 18, 86, and 176). Express routes on Holland Avenue serve the population to a greater or lesser degree. The number 2 bus was lengthy, heavily travelled, and unreliable. It has recently been divided into two routes, with the Hintonburg section running from Bayshore to Rideau.

Connectivity to the O-train is not ideal. The community would like to see pedestrian access added behind Tom Brown Arena to provide safe access to the O-train and Transitway stops at Scott Street. Residents also want to see the planned Gladstone station built.

Different data suggest that there are approximately 0.43 vehicles per person in Hintonburg and Mechanicsville.\* This estimate is lower than the Ottawa-wide average (0.56 vehicles per person). Other areas with a similarly low average are Centretown (the central business district), which has a vehicle-per-person average of 0.47, and the “Ottawa Inner Area” (Rideau River on the east and south, Preston Street on the west, and the Ottawa River on the north), with an average of 0.41. These latter areas are closer to the core where residents have less need for cars.

Clearly, a high proportion of people do not own vehicles in Hintonburg and Mechanicsville. Therefore, the CTF would like to see bike lanes fully incorporated into street redesigns.

Car sharing is also an option for community members. There is a VRTUCar location in Hintonburg, and eight others immediately outside the study area. This neighbourhood enjoys a reasonable degree of roadway connectivity to adjacent neighbourhoods, downtown Ottawa, and beyond. There is access to the Queensway at Parkdale Avenue, as well as at Rochester Street (westbound only), immediately east of Hintonburg.

## **Vision: Navigating neighbourhood and city**

Area Residents place an emphasis on walking, cycling, and transit use as preferred modes of travel, has sidewalks and crosswalks of the highest quality, provides amenities to facilitate a reduced dependency on the private automobile, provides universally accessible and convenient walking and cycling routes, includes safe and conveniently located pedestrian crossings at major roads, supports the provision of reliable, high frequency bus transit with comfortable and safe bus stops, seeks opportunities for good connectivity to the O-Train, retains a reasonable degree of roadway connectivity to adjacent neighbourhoods, and recognizes that traffic along its main street is essential for business vitality.

**Objective:** To increase the ability to walk and bike in the community.

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\* 4,149 vehicles suggested by a 2005 mode of travel survey, using boundaries that approximate the study area, divided by a population of 9,655 given by Census data mapped precisely to the study area.

Most of the traffic in the area flows east-west along Wellington Street West, Gladstone Avenue, and Scott Street, while Parkdale, Holland, and Bayswater Avenues carry most of the north-south traffic. Parkdale, Holland, and Scott are the major traffic routes. All of these streets are different in function and feel. Wellington has many retail offerings; Scott Street relatively few. Gladstone is primarily residential; Bayswater entirely so. Parkdale and Holland are a mix of residential and commercial.

Residents recognize that traffic along the neighbourhood main street is in keeping with its role as a cross-city connector and is essential for business vitality. But there is a feeling that too much emphasis is currently placed on traffic flow rather than pedestrians, and that there are too many problem intersections along Wellington Street West (including those at Somerset, Rosemount, Parkdale, and Holland). A number of crosswalks are considered unsafe, and there is a dearth of on-street parking in specific areas along the corridor.

Parking is also an area of concern. City policies that allow developers the option of paying cash in lieu rather than provide parking, and an amount of parking space that is insufficient to serve existing buildings, result in parking and traffic spillover onto residential side streets. This concerns both residents and business owners. There is a consistently expressed desire among participants to see cash-in-lieu of parking payments collected here directed into financing improvements within this community. The idea of a new public parking facility has some support in the neighbourhood. The issue of parking meters has been contentious, with some residents and businesses strongly opposed, while others believe this might be an acceptable addition once business development efforts have been successfully implemented.

In future, community members would like to see an emphasis placed on walking, cycling, and public transit as preferred modes of travel, with sidewalks and crosswalks of the highest quality to improve safety. Amenities should be added to facilitate a reduced dependency on the private automobile and a reduction of vehicle emissions, including better access to the O-train and improvements to a number of bus routes, including the bus route numbers 2, 14, and 86.

There is a discrepancy between the current navigability of Hintonburg and Mechanicsville, and the vision that the community has for its future. Residents desire a walkable community, and support a lifestyle that allows walking to shop, live, and work. Too many locations present personal and traffic safety issues for residents and businesses. The access to the Queensway at Parkdale is an example. While this is a convenience upon which many people depend, it also results in frequent traffic snarls, with frustrated drivers aggressively pushing to reach their destination, sometimes with disregard for pedestrians and residents of the neighbourhood.



*Breezehill Ave. N., near its intersection with Bayswater Ave., looking south toward Takaki Automotive*

Furthermore, although the Ottawa River serves as Mechanicsville's northern border, and lies within a comfortable walking distance for area residents, access to this picturesque and tranquil recreation space is quite limited. Also, until very recently, the barren, concrete, four-lane bridge that carries

Somerset Street eastward out of the community had been a sore spot in need of a thorough upgrade. Fortunately, many of the community’s ideas for making the bridge safer and more welcoming were incorporated into the current redesign.

Upon reviewing the survey responses, the CTF summarized one critical issue as a need to “cross the gaps” in the neighbourhood. This applies to specific locations that fracture and divide the area or make connecting to neighbouring communities difficult. These include:

- Somerset Street Bridge
- Scott Street
- Island Park Drive
- Tunney’s Pasture

In the future, the community would like to see universally accessible and convenient walking and cycling routes throughout the community with supporting infrastructure. In particular, walk lights at signalized intersections on Wellington Street should not require pedestrian activation. The community also wishes to retain a high degree of roadway connectivity to the City at large.



*Looking east along the Scott Street Bridge from the corner of Scott and Bayview Rd.*

The community would also like to see traffic and parking indicators collected and reported at the neighbourhood level, as shown in Table 2.

**Table 2: Traffic and parking distribution**

<b>Type of parking</b>	<b>Details</b>	<b>Reported to</b>
Cash-in-lieu of parking	# applications, # spaces, \$\$ collected	City Planning
Privately owned parking spaces	# at grade, underground, cost	Survey
Publicly owned parking spaces	# on-off street at grade, underground, cost	Survey
Federally owned parking spaces	# at grade, underground, cost	PWGSC
Bicycle parking	# of bicycle rack spaces	City
Traffic-related injuries, fatalities	#, location	Police
Traffic infractions	# at intersections	Police
Metered parking	#, \$\$\$ collected	City
Parking infractions	(more useful to have usage stats, i.e. turnover rates)	
Modal split	(including Tunney’s Pasture)	City OD survey
On street parking permits	#, streets	City
Average & peak traffic volume	main streets, others as required	counts, OD survey

Baseline information is needed on all these matters, which should then be updated regularly. Update periods will vary with the item, but should match data collection by the agency involved. In order to do this, the City needs the capacity to capture and report data at the neighbourhood level. (In other words, as developments are approved, the number and type of parking spaces—or cash-in-lieu—provided, less any spaces removed, need to be added to the neighbourhood database.)

### **Recommendations: Navigating neighbourhood and city**

<b>Number</b>	<b>Recommendation</b>
46	That the City not install signals that require pedestrian activation on Traditional Mainstreets, and remove those that currently exist in the community. Signals should be retained and installed where required, but should change automatically for both vehicles and pedestrians.
47	That the City approve funding and install temporary wooden stairs on the slope behind the Tom Brown arena in order to provide safe pedestrian access to the Bayview O-Train and transitway station.
48	That the planned Gladstone station for the O-Train be built.
49	That as part of the 2009 City Cycling study, a stronger linkage to the Ottawa River is considered to allow the community to take better advantage of its proximity. Install bike-welcoming art and signage, including signage that indicates bike routes to the river to direct people to the current routes on Island Park Drive and Booth Street. Add signage for all future bike routes, including the proposed route from Bayview and indicate safe bike routes to schools.
50	That the City work to install covered bike parking at Tunney's Pasture and the Bayview transit station with lockers, where possible, and elevators that can accommodate bikes.
51	That beginning Winter 2009/2010, the City plow a pedestrian path through Hintonburg Park in winter.
52	That the City enhance pedestrian and bicycle safety for those crossing Scott Street between Mechanicsville and Hintonburg.

# Community Services and Facilities

As urban neighbourhoods, Hintonburg and Mechanicsville enjoy a range of valuable community assets, and have access to others in neighbouring areas. These include facilities, services, and natural spaces. (See Figure 7 for a map of City facilities in Hintonburg and Mechanicsville.)

One highly valued asset is the Hintonburg Community Centre, where city staff coordinate programs for area residents of all ages, as well as cross-city programs like the arts program for persons with mental health challenges. Behind the Centre is Hintonburg Park, where the HCA has hosted Shakespeare performances and other productions in the summer.

The Tom Brown Arena (and soccer field), located in the north-eastern corner of Hintonburg, serves both neighbourhoods, and was identified by participants as a



*Bayview Park: One of Hintonburg's pocket parks (Bayview Road)*

Parkdale, the Odawa Native Friendship Centre, and the seniors' centre (Ottawa West Community Support) on Wellington, among many others (see Appendix 8).

## **Vision: Community Services and Facilities**

Our community offers programs and services for children, youth, seniors, newcomers, people with disabilities, and others with specific needs. We support a full spectrum of education choices in the neighbourhood, monitor the long-term future of the Rosemount Public Library as a place for library users and as a historical site, provide choices for day-to-day health-care facilities (including addiction and mental health services), offer a range of local, affordable, bilingual, flexible day-care options, and enjoy a full range of shopping choices, including grocery stores.

**Objective:** To see that a full range of community services and facilities is offered in and/or to the community.

greatly valued facility. Mechanicsville is also home to Laroche Park, which offers a ball field, swings, basketball court, splash pad, and a field house. The local library is the Rosemount branch on Rosemount Avenue. The closest swimming pool is the Plant Bath, in Dalhousie, to the east of the community. There are two public board elementary schools and one French separate school in the neighbourhood (see "Public Schools" on page 72).

Hintonburg and Mechanicsville are also served by the Somerset West Community Health Centre (SWCHC), which is located east of the two neighbourhoods. Other organizations that serve the city as well as area include the Family Service Centre on

**Figure 7: City facilities in Hintonburg and Mechanicsville**



## Recreational programming

Programs run by organizations like the HCC, the Odawa Native Friendship Centre, the West Ottawa Seniors Support Centre, and the Rosemount branch of the Ottawa Public Library are highly valued by the community.

**Objective:** To improve and ensure adequate and appropriate access to recreational and community facilities and programming for all residents of Hintonburg and Mechanicsville.

Residents also appreciate the special events that are held by various volunteer groups in the neighbourhood. ArtsPark, the local Tulip Festival celebration, the mini summer Shakespeare Festival, and the Harvest Festival exemplify local events that create opportunities for building community, meeting neighbours, and providing recreational opportunities for children (*see Appendix 4: Events and Festivals*).

However, existing facilities and programs do not meet all the needs of the area, and the CTF feels that this needs to be addressed. For example, survey respondents expressed concern about the number of youths who loiter at the HCC, and that children seem to use the Rosemount Library as an after-school program because of a lack of other accessible, affordable options. Furthermore, access to recreation and leisure activities such as indoor, year-round swimming at the Plant Recreation Centre is limited by perceived barriers of distance (e.g., crossing the Somerset Street bridge) and, perhaps, cost. This leaves the high proportion of residents who do not have a car or other convenient transportation at a disadvantage. (As noted earlier, there are roughly half as many vehicles as people in the area.)

The population of Hintonburg and Mechanicsville, in large part, is not one that heads for cottages on summer weekends, and the community centre is a key provider of programming for families, youth, seniors, and children. However, this programming is not as extensive as it might be, either in summer or during the school year. The lack of after-school activities for those whose parents cannot afford them and have trouble mustering the commitment to fight for the limited subsidies is an issue in the community. Even those who qualify for subsidies are limited to \$158 per person per year. This does not purchase very many programs. The City has been asked to increase this amount in high-needs neighbourhoods, rather than applying a standard subsidy amount city-wide. However, while the Parks and Recreation department agrees that \$158 is often inadequate, the City must rely on standardized policies if it is to allocate resources equitably across a large city. It might be possible to provide higher subsidies for programs with a particularly high demand (for example, subsidize programs, not participants), which might allow fees to be waived. The HCA will pursue this issue through the Parks and Recreation Master Plan and City Budgets.

Collaboration and partnerships between different community centres in the City might be pursued to increase the number of programs available in Hintonburg. There are fine examples of successful recreation programs elsewhere in the city, with know-how that could be shared. Successful models for programming in theatre, creative writing, pottery, dance, and art classes can easily be found in neighbouring communities, such as at Dovercourt Recreation Centre and the Glebe Community Centre.

Another issue, which was identified by the HCA, is the under-use of the HCC. Like all community centres, the HCC serves residents from the local neighbourhood as well as residents from across the city. (The balance at the HCC has roughly 70% of programs serving local residents, while 30% are

city-wide.) This was one of the first totally accessible City buildings, and the HCC is recognized across Ottawa as a leader in providing programming both for people living with disabilities and for a neighbourhood that is underserved in recreation programs and facilities. The demand for more local programming could potentially conflict with the HCC's role as a Centre of Excellence for Ottawa.

Given the high demand, this building should be a humming beehive of activity week-long and year-round. Closing it on the weekends and during the summer is wrong. Using the large basement of a building that is bursting at the seams for City storage is also wrong. This space could be made available for community programs and meetings. Participants also expressed an interest—in keeping with the recognition of Hintonburg as a viable arts district—in seeing local artist space (as well as an arts programming focus) developed at the HCC to serve artists and community residents of all ages.

The question of renovating, expanding, or retrofitting the HCC to enlarge the facility and increase the available community space has arisen several times. When the issue of retrofitting this space was first explored in the 1990s, the chief barrier was the lack of a sprinkler system in the basement, and the need for another exit. The cost at the time was estimated at approximately \$400,000. When the issue arose again in 2006, the cost of making the space usable was estimated at over \$1 million. Furthermore, a retrofit would require the rental of new storage space to house the seasonal sports equipment now stored in the HCC's basement. This renovation is one of the 2009 "shovel-ready" Infrastructure Projects list submitted for funding approval by the City of Ottawa to the provincial government. The project will go forward this year.

A users' group should be established to provide input on community needs, and to study how to increase programming at the HCC.

### **Recommendations: Community facilities and services**

<b>Number</b>	<b>Recommendation</b>
53	That Parks and Recreation work with the HCA and the HCC to find funding to address the need for additional youth and family programming within the neighbourhood (while respecting the Centre's central role in providing city-wide programs) and to regularly survey general programming needs in the community.
54	In an effort to reach all residents, find the \$2500 budget required for a high-quality brochure to advertise the programs provided by the City through the HCC.
55	Provide a small budget to support the establishment of a non-profit recreation association for Hintonburg and Mechanicsville.
56	Retrofit the basement of the HCC to increase the space available for community programming, and ensure that sufficient funding is available to support expanded programming.
57	Undertake a review of policy regarding financial support for high-needs families in the area, in order to promote more equitable access to recreational programming. Provide free recreation where possible and appropriate.
58	Provide sufficient funding to staff the HCC and keep it open Saturdays and all evenings during the summer. Work with the HCA to determine what programming is required.

Number	Recommendation
59	Continue the supervised walkovers between local schools and the HCC.
60	Install more public access terminals at the HCC.

## Community associations

Anyone involved in neighbourhood work in Ottawa is aware of the important role played by community associations. Hintonburg and Mechanicsville each benefit from the efforts of many dedicated volunteers.

The Hintonburg Community Association was formed in 1991 when a small group of residents met to express their concerns about the increasingly poor quality of new or proposed developments in their neighbourhood. A very knowledgeable and dedicated group, the HCA has done a commendable job in the past 18 years to raise the neighbourhood's profile and address the issues. This group has spearheaded a number of leading-edge initiatives (*see Appendix 7*). The HCA has formed particularly active Arts, Heritage, Safety, and Zoning subcommittees.

In Mechanicsville, the Laroche Park Community Sports Association (LPCSA) oversees the field house in Laroche Park and liaises with the City and SWCHC on programming and facilities in the park. (The nephew of Tom Brown, for whom the arena is named, is a leading force in this association.)

The Hintonburg Economic Development Committee (HECD) is a small group of community volunteers who organize grassroots festivals, clean-ups and greening, and charitable events.

The former City of Ottawa followed a model that specified four levels of involvement for community associations and community centres. The entry level was as an advisory body; the highest was a hands-on role in the determination of programming in the centre. It was also through a former City of Ottawa policy that the HCC became the location for programs designed for persons with disabilities, in large part because of its accessible facilities and central location. Currently, no such policy pertaining to city-wide programming in community centres exists.

## Public schools

Hintonburg and Mechanicsville boast several excellent public elementary schools as shown in *Figure 8*. These are:

**Objective:** To protect and preserve the existing excellent schools, and to provide residents with access to facilities that support lifelong learning.

- Saint-Francois-d'Assise (Conseil des écoles catholiques de langue française du Centre-Est: JK–Grade 6)
- Connaught Public School (Ottawa-Carleton District School: JK–Grade 6)
- Devonshire Community Public School (OCDSB: JK–Grade 6)
- St. Anthony School (Ottawa-Carleton Catholic School Board: JK–Grade 6)

Nearby elementary and middle schools with other programs (for example, intermediate school, middle French immersion, congregated gifted) that serve children in the neighbourhood include:

- Centennial Public School (OCDSB: JK–Grade 6)

- Glashan Intermediate School (OCDSB: Grade 7–8)
- Elgin Street Public School (OCDSB: JK–Grade 6)
- Cambridge Street Community Public School (OCDSB: JK–Grade 6)
- Fisher Park Public School (OCDSB: Grade 7–8)
- Mutchmor Public School (OCDSB: JK–Grade 6)

Currently, the only high school program in the neighbourhood is the Urban Aboriginal Alternate High School, which is offered by the Odawa Native Friendship Centre in partnership with the OCDSB. Otherwise, most high school students travel out of the community to attend either Nepean High School to the west, Glebe or Lisgar Collegiate Institute in Centretown, or the Richard Pfaff Secondary Alternate Program on Percy Street. At a time when the largest board—the public board—has been focused on closing rather than opening downtown schools, it is generally accepted that the current demographics do not support another high school being reopened in the community.

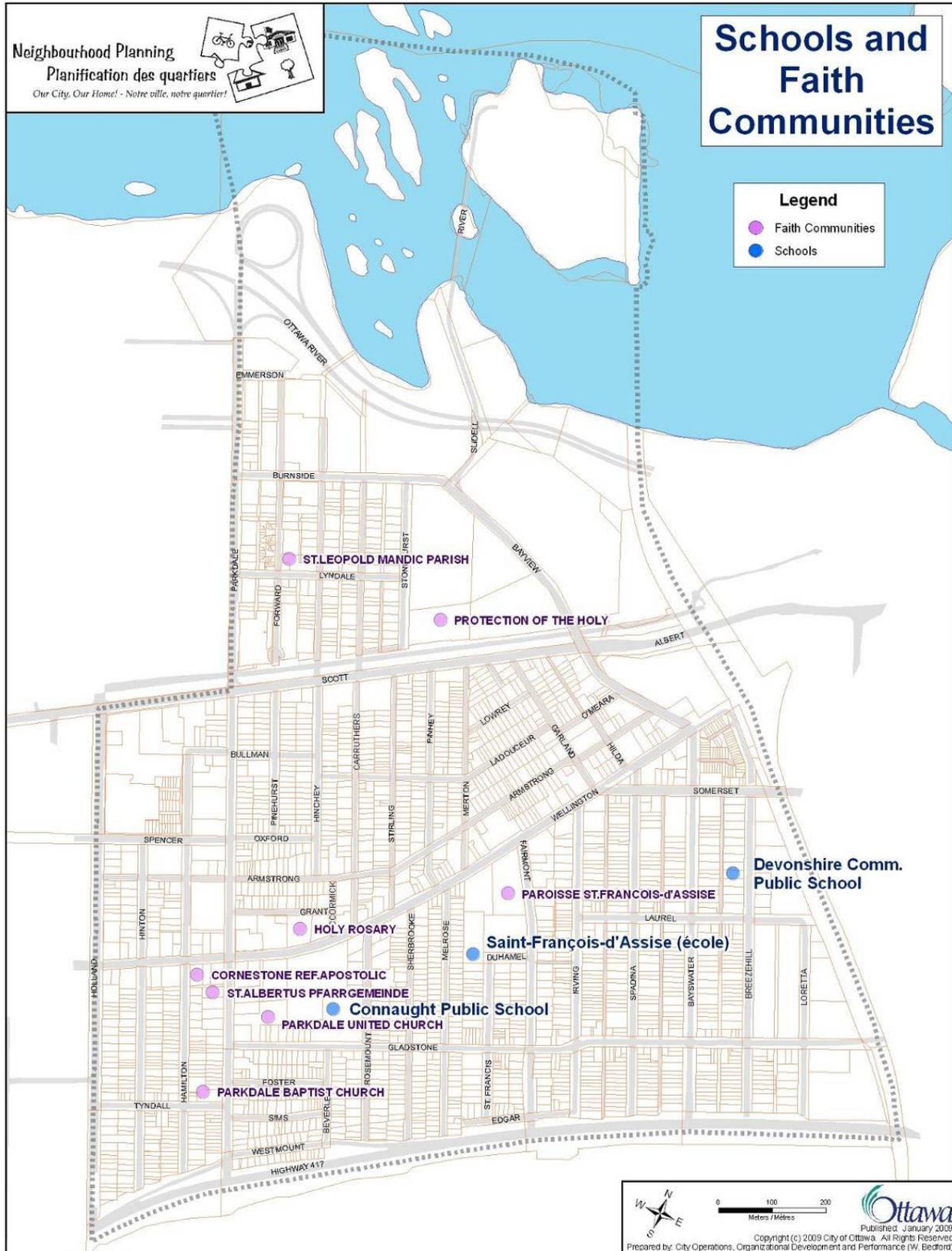


*Connaught Public School, 1149 Gladstone Ave.*

The community lies at the intersection of several school board catchments areas including, in the case of the high schools serving the area, some of the few overlapping catchments in the OCDSB.

School officials and families speak of the need for more financial support for the schools in this neighbourhood, especially given the number of children and families in need who are served here. Furthermore, a high maintenance backlog and a recent history of budget cuts in the public board have put some of the older schools at a tipping point that has recently moved them onto and then off of a “prohibitive to repair” (PTR) list. This names schools at which the cost of repairing or replacing major building systems, or making them accessible, has risen above a specified percentage of the structure’s assessed value. While some PTR schools will be rebuilt, the school board sometimes sees it as more expedient to sell off these properties. There is also a perceived inequity in the way PTR funding has been directed exclusively to rural and suburban schools. To date, all three schools identified by the OCDSB for PTR overhaul are outside the Greenbelt. The margin that protects Hintonburg’s heritage schools from PTR designation is too slim, putting elementary education at risk at a time when more and more young families are moving into the area.

**Figure 8: Map of schools and faith communities in Hintonburg and Mechanicsville**



In order to encourage the trend that is bringing new families to Hintonburg and Mechanicsville, the community would like to see a full spectrum of education choices for families and adults offered in the community or the immediate area—from junior kindergarten to high school and beyond. There is a need for continuing education and ESL classes, both for school children and for residents who are newcomers to Canada. And while this community is recognized as having great elementary schools to offer, there continue to exist needs within those schools.

Because community access to schools has been a problem, a committee composed of representatives from the City and the school board is currently meeting to discuss shared use of schools and City facilities, including sports fields. This group expects to release a pilot agreement for the exchange of facilities access in 2009. There is also provincial funding available to support affordable community access, and each school board is submitting a plan that ensures this to the Province.

### **Student-safe streets**

One perceived need is safer walking and cycling routes for children travelling to and from schools in the neighbourhood. Traffic calming, crosswalks, crossing guards, bike lanes, better signage, and reduced speed zones near schools—particularly Devonshire, Connaught, and Fisher Park—would all help. The intersection at Breezehill and Somerset just north of Devonshire is particularly problematic, as cars come very quickly over the Somerset Street Bridge and often do not see that there are school children crossing there until very late.

Designated routes specifically designed for safety (playfully marked, perhaps, with hopscotch patterns or other imaginative motifs) would enhance the streetscape and add a margin of safety. “Walking school buses” might also be explored, wherein a supervising adult would walk a regular, scheduled route, picking children up along the way and escorting them to school in the morning and home in the afternoons.

### **Recommendations: Public schools**

<b>Number</b>	<b>Recommendation</b>
61	As part of RPAM policy on Surplus Schools Update, encourage and support the preservation of institutionally zoned properties such as schools, which are regarded as community assets.
62	That the City through the NP and the Community Development Framework, develop and update accurate statistics to build the business case for keeping neighbourhood schools open.
63	That the City and community work with the school boards to ensure that funding for repairs is distributed equitably.
64	That the school board promotes and facilitates the availability of space in the schools for community use (see OP 2.5.3 Policy 1).

## Library

The Rosemount Branch of the Ottawa Public Library has served Hintonburg and Mechanicsville for 90 years. It is the only remaining Carnegie library in Ottawa.

As John Leaning writes:

In 1918, Ottawa's first new public library branch was built on Rosemount Avenue, just south of Wellington Street, with the assistance of a donation from the Carnegie Foundation of \$15,000. The architect was J. P. MacLaren. Dr. J. C. Glashan, the school inspector after whom Glashan School in Centretown was named, donated his whole library of 5,000 books. There was, however, one cautionary note issued by the Library Board to the effect that there was no danger to the public from books that had been in the hands of those sick during the recent grippe epidemic, as the germs would not live on the books.\*

A friendly and welcoming community hub, the heavily used Rosemount library is operating beyond capacity. It is viewed as a heritage building, as a place for library users, and as an important element in the concept of a learning community. The branch has a high circulation, especially given its size. Programs are well attended, and use of public computers is at maximum capacity, with about 2,000 visits per week.

The 6,089 square foot branch houses a collection of about 40,000 items. In 2007, 220,000 items were borrowed, and the library's 347 programs drew an attendance of 8,375 participants. Also in 2007, the library's six public access computers were in use almost 95% of the time, with 22,315 individual sessions logged.



*Rosemount Branch, Ottawa Public Library, 18 Rosemount Ave.*

Rosemount provides a safe after school homework location for many children, and offers reading clubs and other programs. The public access computer terminals help bridge the digital divide for those without other access to computers and the Internet, and help support lifelong learning. Although demand for computers exceeds the supply, the current building cannot accommodate additional terminals. In fact, the library's main challenge is space. More room is needed for collections, computers, study spaces, public seating, and meetings. The branch also lacks off-street public parking.

Despite the heavy usage, there is also an underlying worry in the community that the branch could be closed due to budget pressures. This is indeed something that has been proposed in the past, although it is not currently being contemplated. However, the importance of all that the library offers to this community cannot be overstated.

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\**Hintonburg and Mechanicsville: A Narrative History* by John Leaning (Hintonburg Community Association, 2003).

The community would like to see the Rosemount branch expanded and redeveloped in a way that is compatible with its architectural heritage, to enhance its position as a learning and literacy centre. The goal would be to combine the best of traditional library and information services with first-class lifelong learning opportunities in comfortable and friendly surroundings. This would include a complete upgrade of the facility, the addition of more public internet access terminals, space for classes and tutoring in ESL/FSL and literacy, quiet study space, a teen zone, a larger children’s area, and learning and meeting spaces for both groups and individuals.

Perhaps the Rosemount branch might also be expanded to include space for other services that are lacking in the community and are identified by this study, to be offered in partnership with the Salvation Army or another organization. One suggestion from the community is that the parking lot owned by the Salvation Army adjacent to the branch be investigated as a possible site for this expansion. These improvements would be consistent with the Ottawa Public Library’s Long Range Strategic Plan 2008–2011.

Residents have noticed that there are too few signs alerting those travelling through the community to the location of the Rosemount library branch. Signs that direct people to the library would be welcome on Gladstone, Parkdale, and Wellington, as well as on Scott.

**Recommendations: Library**

Number	Recommendation
65	Ensure sufficient funding to keep the Rosemount Branch of the Ottawa Public Library open, and investigate the possibility of expansion in order to provide more space and resources for lifelong learning, possibly in conjunction with other community services.
66	Install additional signs on Gladstone, Parkdale, and Wellington Street to alert people to the presence of a library in the neighbourhood and to direct people approaching from any direction toward the branch.

**Child and after school care**

NPI survey results revealed some concern about the availability of day care options in the neighbourhood. The City’s Centralized Waiting List for Licensed Child Care Services indicates a total of 1,100 licensed day care spaces in Kitchissippi Ward, but the majority of these lie outside Hintonburg and Mechanicsville. The lack of subsidized day care spaces within the neighbourhood is an ongoing issue. The number of families that appear to use the Rosemount library as a stopgap after school program indicates an acute shortage of after school care.

**Objective:** To provide a range of childcare options in the neighbourhood.

According to one NPI participant, many families in Hintonburg apparently settle for less than ideal child care arrangements. Some families do prefer unlicensed home-based childcare, but the option to choose licensed care provided by professional early childhood educators should be available to all. Hintonburg and Mechanicsville should serve as a model for local community-based child care of the highest standards. Noted this participant: “Our children and families deserve nothing less.”

There is one licensed childcare centre in Mechanicsville, offering 10 infant spaces, 15 toddler spaces, and 24 preschool spaces. Five licensed childcare centres in Hintonburg offer 16 infant spaces, 20 toddler spaces, 56 preschool spaces, 40 kindergarten spaces, and 60 school-age spaces (which stop at

age 10) Prices range from \$16–\$70 per day, depending on age and circumstances. More information may be available from the Children’s Village of Ottawa-Carleton and Mothercraft Ottawa - Home Child Care.

Feedback from the community suggests that parents of young children believe Hintonburg is an under-serviced neighbourhood for licensed childcare. There is a documented need for more school-age program spaces to serve both Devonshire and Connaught schools, as well as a need for additional spaces at the Hintonburg Community Centre. The waiting list for spaces in the highly regarded program at Devonshire Community Public School is a good illustration of the need for more spaces in the community. At the end of December 2008, 380 children ranging in age from 1 to 11 were waiting for placement to the program (*see Appendix 10*). The entry point for Devonshire is generally age 4, and 177 children aged 4 and under were on the waiting list at the end of 2008. However, the Devonshire School Age program reports that it is unable to expand the number of spaces, because the school building is reaching full capacity. It is not known at this time how the provincial initiative to provide a seamless day for preschoolers will affect the existing situation.

One encouraging development is the September 2009 expansion of *Le carrefour* at *l’école élémentaire catholique Saint-François-d’Assise* (35 Melrose). *Le carrefour* currently has space for 18 preschoolers and 45 school-age children. An additional 20 new spaces will be added.

As might be expected, it is a challenge to determine exactly what the situation is with regard to non-licensed childcare. There are no organizations that collect information about unlicensed spaces. For any review of the childcare situation in Hintonburg and Mechanicsville to be complete, unlicensed childcare arrangements need to be understood and mapped. This, however, is difficult to achieve.

The community would like to see supports offered to families and individuals at all stages. This should include a range of local, affordable, and flexible day care options (including subsidized and Francophone options), and a broad range of programs and services for children and youth as they grow. Additionally, a comprehensive study of the childcare services is desirable. These include both licensed and unlicensed, and other existing programs through the HCC or Head Start.

The City has begun a review of subsidized childcare services and the demand for them. As a Consolidated Municipal Service Manager under the Province, the City is responsible for planning and developing local child care services. Ottawa’s Children’s Services Division manages fee subsidies, wage subsidy and pay equity funding, special needs resources, and resource centres. The Province supplies 80% of the funding, the City 20%. The City allocates funds by setting purchase of service rates with agencies and determining how to allocate fee-subsidy spaces in the community. Generally, subsidized spaces are purchased from non-profit community childcare agencies or delivered directly by the City. The communities of Hintonburg and Mechanicsville would like to be kept abreast of the progress and findings of the City’s child care services review.

## **Youth programs**

Youth programs are also badly needed—whether at schools, libraries, or community centres—to provide at-risk youths with homework help, nutrition guidance, English as a second language instruction, and simply a place to go. Police graphs demonstrate a need for service in the afternoons right after schools are let out. The Door (a drop-in program for youth), which is located across the

bridge on Somerset in the neighbourhood of Dalhousie, is a successful example of how a program can operate on a shoestring budget to fill a glaring need, as is also the program operated by the Pinecrest-Queensway Community Health Centre.

A survey of the program needs for youths in Hintonburg and Mechanicsville is needed. This could be conducted by the SWCHC and the HCC.

### Recommendations: Child and after school care

Number	Recommendation
67	Assess the need for childcare and after-school programs in the area, develop it (consulting, among other things, the Children’s Services Branch review), and deliver it.
68	Monitor available childcare space and after-school programming needs annually.
69	Seek opportunities to increase not-for-profit licensed childcare spaces that match the needs and demographics of the community.
70	Explore youth programs tailored for at-risk youth in the community modelled on The Door, Pinecrest/Queensway, and other successful programs to provide nutrition, ESL (working with OCISO to determine need), recreation, useful information (for example, on drugs, sex, mental health, careers), and homework assistance. Such a program is needed Monday to Friday after school until 8:00 pm.

### Health and social services

**Objective:** To improve access to and awareness of social and health services in the community.

There are somewhere between 20 and 30 different health and social service organizations located here that serve both the community and a city-wide clientele (see *Appendix 8: Services and Resources*). They include counselling and family support, addictions treatment, seniors’ support, advocacy for the disabled, support for the mentally ill, services for immigrants and newcomers, a Native friendship centre, and several childcare and day care centres. There are several counselling and parenting support centres in the neighbourhood, including Family Services à la famille Ottawa, Rideauwood Addiction and Family Services, and the Salvation Army’s Bethany Hope Centre for young parents. However, there is no health care centre in the neighbourhood.

At one time, the Grace Hospital served the area, but the hospital was closed during the time of municipal, school board, and hospital amalgamations in the late 1990s, and reopened as a long-term care facility.

Currently, no primary care medical services exist in the immediate neighbourhood. A walk-in medical clinic that operated in Hintonburg, on Rosemount, closed a few years ago. The closest walk-in clinics are at the Loblaws Real Canadian Superstore in Westboro, an Appletree Clinic on Preston St., and the SWCHC (located on Eccles Street off Somerset Street West). The area falls within SWCHC’s catchment area, but 88% of survey respondents reported that they do not use these facilities. The main obstacle cited was the distance to the services. (This measures 1.25 kilometres from the HCC to SWCHC, and two kilometres from the HCC to Loblaws.) The bleakness of the Somerset Bridge that connects Hintonburg to Dalhousie was also reported to be a barrier. Moreover, those residents who do use SWCHC report that wait times are long. The community would like to encourage SWCHC to

explore bringing health services to the community through a satellite location in the neighbourhood itself.

Ideally, the future of Hintonburg and Mechanicsville will include the provision of day-to-day health care services in the community, including a walk-in clinic, and addiction and mental health services. The lack of awareness of the available social services suggested by survey responses, combined with the large number of these organizations present in the area, indicates that more outreach needs to be done to make residents aware of these resources. A safer, greener, and more welcoming Somerset Street Bridge will go a long way toward encouraging people to make use of services and facilities that are not far away, yet have felt impossibly distant (see “Navigating Neighbourhood and City” on page 64).

### **Recommendations: Health and social services**

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<b>Number</b>	<b>Recommendation</b>
71	Encourage Somerset West Community Health Centre to open a health-care satellite office in Hintonburg as per the Strategic Plan.

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# The People in the Community

## Diversity

Hintonburg and Mechanicsville are home to a wide variety of people of many different cultures. The area is diverse by almost every measure, including socio-economic level, educational background, occupation, age, and region (or country) of origin. Residents appreciate the way the mixture of housing types and prices, and the range of housing options—including affordable choices—attracts a diverse population to the area. Most inhabitants feel that the diversity adds vibrancy to life in Hintonburg that is lacking elsewhere. The community welcomes everyone, including seniors, people with disabilities, and those with other specific needs.

### Vision: Diversity

This community embraces a diverse and multicultural population, provides services to supply the needs of all residents, and maintains opportunities for an affordable lifestyle, specifically in relation to housing and shopping. The heterogeneous character of the area is a defining feature. Property improvements are welcome, but must proceed in a way that preserves the neighbourhood character.

**Objective:** That the community develop and improve in an organic, planned, and gradual way that threatens neither diversity nor the “edge”—a neighbourhood quality that is highly valued by residents.

By far the largest age demographic is adults aged 25-64 (roughly 66%), followed by children aged 0-14, and then by seniors (*see Appendix 5*). Visible minorities account for 14.4% of the population in Hintonburg south of Wellington-Somerset, 26.5% in Hintonburg north of Wellington-Somerset, and 18.2% in Mechanicsville. Substantially more than half of the community claims English as their mother tongue. French is claimed as the mother tongue of 9.8% of those in southern Hintonburg, 14.7% of those in northern Hintonburg, and 18.6% of those in Mechanicsville. Roughly 15% of southern Hintonburg residents and roughly 26% of the residents in Mechanicsville and northern Hintonburg claim another language as their mother tongue (*see Appendix 5*).

Significant proportions of the population live at both the high and the low end of the income scale, as shown in Table 3 (figures calculated for exact study area boundaries):

**Table 3: Population and income statistics**

	Mechanicsville	Hintonburg north of Wellington/Somerset	Hintonburg south of Wellington/Somerset	Area average
% of families below \$20,000	12.4%	17.4%	11.7%	13.8%
% of families above \$80,000	27%	26.4%	39%	29.3%
average family income	\$66,415	\$58,627	\$70,034	\$65,025

According to census data, the study area as a whole grew from 9,739 in 1996 to 10,279 in 2001. By 2006, it had fallen to 9,607. This trend is expected to reverse, as the population is projected to grow to 9,840 in 2011, 10,375 in 2021, and 10,970 in 2031.

**Table 4: Population by immigrant status and place of birth**

<b>Population</b>	<b>Hintonburg</b>	<b>Mechanicsville</b>
Total population	7,430	2,060
Non-immigrants	5,845	1,515
Born in province of residence	4,480	1,000
Born outside province of residence	1,355	515
Immigrants	1,495	505
United States of America	65	20
Central America	25	10
Caribbean and Bermuda	50	20
South America	50	10
Europe	500	200
Western Europe	40	15
Eastern Europe	130	60
Southern Europe	190	70
Italy	140	50
Other Southern Europe	45	10
Northern Europe	155	45
United Kingdom	155	40
Other Northern Europe	10	0
Africa	240	85
Western Africa	10	20
Eastern Africa	205	55
Northern Africa	10	10
Central Africa	25	0
Southern Africa	0	10
Asia and the Middle East	545	150
West Central Asia and the Middle East	60	65
Eastern Asia	165	30
China, People's Republic of	140	35
Hong Kong, Special Administrative Region	40	0
Other Eastern Asia	0	0
Southeast Asia	175	30

Population	Hintonburg	Mechanicsville
Philippines	35	20
Other Southeast Asia	125	10
Southern Asia	120	25
India	20	15
Other Southern Asia	90	10
Oceania and other	0	0
Non-permanent residents	85	30

source: 2006 Census (Statistics Canada 20% sample data), in accordance with study area boundaries

Non-governmental organizations serving multicultural populations in the neighbourhood include Ottawa Community Immigrant Services Organization (OCISO). An agreement between the OCDSB and OCISO places an Multicultural Liaison Officer (MLO) in each of a number of the local schools serving Hintonburg and Mechanicsville residents. Schools serving children living in the area that are currently assigned MLOs include Connaught Public School, Cambridge Street Community Public School, Glashan Intermediate School, Glebe Collegiate Institute, and Lisgar Collegiate Institute.



*Parkdale Market in full swing*

Hintonburg is also the home of the Odawa Native Friendship Centre, at 12 Stirling Avenue. The Odawa Native Friendship Centre offers a full calendar of events including cultural, social, and recreational programs for all age groups and needs.

Hintonburg and Mechanicsville value their diversity in all its forms—from economic and ethnic diversity, to a diversity of housing and businesses. It can be challenging to effect improvements in a way that does not alter what makes the neighbourhood what it is. The people of Hintonburg and Mechanicsville are clear and united in their efforts to improve the area without negating all that makes this a great place to live. This community likes its eccentricity and wants to retain its quirks and its diversity. It also highly values being attractive and affordable to artists, an aspect some fear could be lost if care is not taken to preserve it.

One resident speaks for many: “This is a neighbourhood that feels like a small rural village. That’s how we want it to continue to feel.”

### Recommendations: The people in the community

Number	Recommendation
72	Create a place-based list of recreation, childcare, health, and other social services available to residents of the community.
73	Ensure continued financial support for the existing programming at the HCC for people with disabilities.

# The Green Infrastructure

## Parks and green spaces

Hintonburg and Mechanicsville are served by five large and medium park spaces, three “pocket parks,” and one right-of-way space that serves as a square. The pocket parks—a uniquely urban feature—were created in the 1970s through a Neighbourhood Improvement Plan, on sites where houses had burned down. Through the survey and other input, residents indicate a strong appreciation for the parks and view them as central to the community. However, there is also a sense that the parks could be more dynamic and better maintained. Intensification, it is felt, puts added pressure on parks in an area like this where the green and vacant space is proportionately small. There is also concern about the amount of money that is generated through the City’s cash-in-lieu of parkland policy that is not reinvested in this community to alleviate the conditions it is meant to address.

### Vision: Parks

The community envisions a coordinated network of well-designed and properly maintained parks and open spaces. Trees create shade, and cool and clean the air, while people feel safe and enjoy spending time here. The community values its open spaces as a wonderful venue for special community events, and encourages the creative use of new and existing public and green spaces as parkland. The community is on the lookout for opportunities to create garden plots on underutilized land.

**Objectives:** To improve park spaces throughout the community.

To protect, maintain and, wherever possible, expand green spaces and tree plantings.

The nine parks located in Hintonburg and Mechanicsville as shown in Figure 9 are:

- Armstrong Park (pocket)
- Bayview Park (pocket)
- Carruthers-Stirling Park (pocket)
- Hintonburg Park (large)
- Laroche Park (large)
- McCormick Park (medium)
- Parkdale Park (medium)
- Somerset Square right of way (triangle-shaped “square”)
- Tom Brown Arena lands (large)



*Light snow in Parkdale Park, 2008*

During the NP process, Carruther-Stirling Park was funded for refurbishing. The parks planner and architect were able to work with members of the CTF as part of public consultation to consider this park work in the context of the broader NP vision.

Alerting the public to the existence of the parks is sometimes a problem. Many of the parks are not visible from the main street. Signage directing people to the parks is in many cases inadequate. Two of the largest parks in Hintonburg are among the hardest to locate—Hintonburg Park (behind the community centre) and McCormick Park, behind the OWCS building on Wellington Street West. Just as with the library, signs alerting people to the location of the parks would be welcome.

Concerns raised in the NPI surveys and meetings included the need for better park maintenance, signage, lighting, and linkages. Safety is also a concern, as it is felt that the more secluded areas invite illegal activity. Somerset Square Park was identified over and over as a park that needs to be redesigned and maintained to discourage illicit activity. Residents also feel that the City should make it a dedicated park, because it is currently classified as a right-of-way.

**Figure 9: Map of parkland and greenspace in Hintonburg and Mechanicsville**



Residents would like to see more green space throughout the area, and suggest that this could be accomplished with the addition of trees, flowers, shrubs, and vegetable plots or community gardens. There is great potential for cross-organization collaboration in parks between community groups, the schools, the city, and the commercial sector.

Simple improvements would be welcomed in any of the local parks through the addition of amenities such as lawn-bowling greens, bird watching clubs, walking programs, picnic tables, park benches for sitting, trees for shade, community gardens, community art projects, resident park artists, garbage receptacles, bike racks, additional flowers, and places for residents to plant their own flowers as a way to more fully enjoy the benefits of the green space.



*The new condos behind the HCC enjoy an exclusive outlook over Hintonburg Park.*

**Park dedication**

Seven of the parks located in Hintonburg and Mechanicsville were dedicated under a former City of Ottawa policy entitled “Real property transactions related to city-owned parks.” This dedicates these properties to park purposes only, and subjects them to park-specific bylaws and policies. This protects dedicated parkland by specifying what conditions would have to be satisfied before the City could sell it. For example, a two-thirds majority Council vote is required before the City could consider the issue, with a further two-thirds majority required to approve the sale.

Should the community wish to dedicate more of its parkland (for example, the Somerset Square right-of-way and the lands around the Tom Brown arena), residents would have to work with their councillor’s office to bring a motion to Council, along with the rationale for doing so.

**Recommendations: Green space infrastructure**

Number	Recommendation
74	Promote opportunities for increased greening, green roofs, replacing toilets, and lead pipes, Green Partnership information, etc. through the HCC, the HCA, community bulletin boards, and community newspapers. Investigate the feasibility of installing a green roof on the HCC when the roof is next repaired or replaced. Support the Elmdale Tavern in seeking to install a green roof, perhaps as a pilot P/P project.
75	Work with the HCA to identify a location in the community where a community garden may be established, including as potential candidates the rooftops of municipally owned buildings.
76	Designate Somerset Square and the lands around the Tom Brown Arena as a dedicated park.

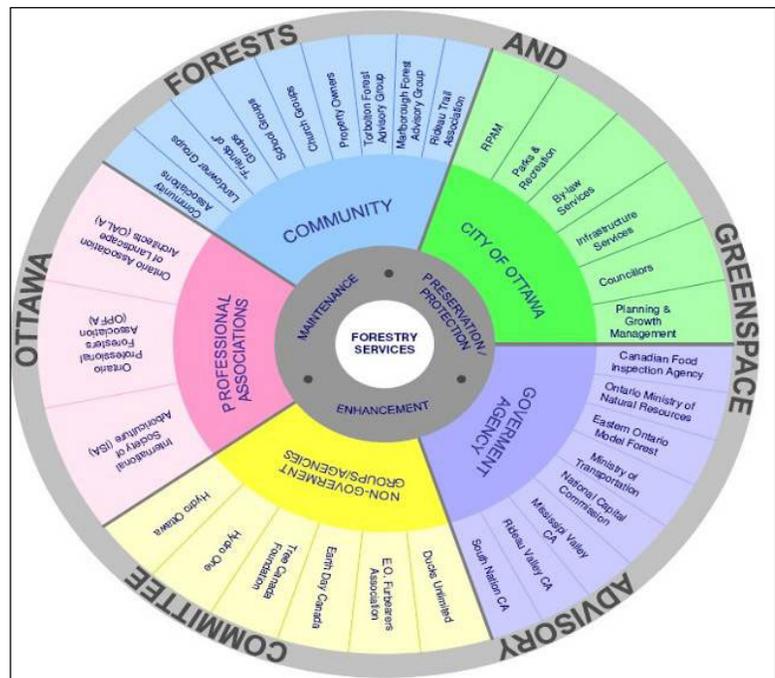
Number	Recommendation
77	Explore ways to enhance accessibility to McCormick Park from Wellington Street West, and improve the aesthetics and function of the park and play structures.
78	Add attractive signage or devise other ways to increase awareness of the area's parks, particularly those not visible from the main street, as has recently been done in other areas (for example, at the Byron Tramway park).
79	Preserve the lands around the Tom Brown Arena as open space for recreation, dog walking, etc. This is an irreplaceable resource in an area where green space is sadly lacking.
80	Maintain area parks and their furnishings with proper and regular attention, including cleaning up garbage and litter, trimming bushes and trees, and addressing maintenance needs of the structures, particular attention to the more neglected pocket parks.
81	Identify and designate off-leash dog location(s) in the community.
82	Support the CDP redesign of Parkdale Park, including the improvement of the lane at the south edge to create a safer and more welcoming route for pedestrians and vehicles.

## Trees

Hintonburg and Mechanicsville residents value their green spaces and their trees. Sustainable communities maintain a healthy urban environment in part through maintaining the urban forest. As defined by the Ottawa Forests and Greenspace Advisory Committee (OFGAC), the urban forest includes city trees, shrubs, and other vegetation, as well as woodlots and forests.

City trees are more than mere aesthetic amenities. They provide privacy, emphasize views, clean and cool the air, absorb pollution, sequester carbon, and even provide noise attenuation along arterial roadways. They help direct pedestrian traffic and enhance the architecture. They cool watercourses, provide habitat and food sources for wildlife, mitigate dust levels, improve air and water quality, and help conserve energy.

Municipal trees are vital assets and need to be managed like any other municipal infrastructure. As well-established residential areas, Hintonburg and Mechanicsville boast numerous significant trees, but these have not been inventoried. Nor does there seem to be any overarching plan of management at the City. Given that a 30 cm (12 in) diameter city tree in good health can easily have a value of \$2,500, the trees in this community can easily be valued in the hundreds of thousands of dollars.



The intensification of building and transportation infrastructure has made the maintenance, preservation, protection, and planting of trees more essential and, at the same time, more difficult. In contrast to a natural forest ecosystem where trees die and decay through a natural cycle, the public requires the City to maintain every urban tree it plants, and regards these trees as community amenities.

Trees in Hintonburg and Mechanicsville, and across the City, are subjected to stresses that are unique to the urban environment. Proper trimming is imperative for the health of trees and the safety of residents. Proper care also needs to be taken by City staff when working near the trees. In the very snowy winter of 2007-2008, many trees and shrubs in the area were damaged when they were sideswiped time and again by snowplows, garbage, and recycling trucks.

Trees and grass are wonderful additions to the main street. Ensuring their survival and maintenance is extremely important. The community recommends that maintenance watering be continued for more than a year, and that a replacement process for greenery that dies out be continued for five to ten years.

Green space in Hintonburg and Mechanicsville is supplied primarily by five larger parks and three pocket parks. Although landscaping is required when new development occurs, the by-law does not require “soft landscaping,” such as vegetation.

### **Recommendations: Trees**

<b>Number</b>	<b>Recommendation</b>
83	Work with the community to create a tree inventory on both public and private lands. Focus on where city-owned trees are missing or need attention. Replace city trees where inventory determines they have died. (See “Securing the Future of Heritage Trees: A Protection Toolkit for Communities” from the Ontario Heritage Tree Alliance.)
84	Ensure that more care is taken with plowing and garbage pickup in winter to avoid sideswiping trees and shrubs. Strengthen the City’s tree bylaw to institute consequences when City or privately owned trees and shrubs are damaged, such as financial penalties and the termination and non-renewal of contracts.
85	Properly care for the City’s trees and shrubbery through regular inspection, trimming, and watering. Ensure that sufficient funding is found so that City Forestry Services can institute a Life Cycle management program.

# Concurrent City Undertakings

## Wellington Street West Community Design Plan

The Wellington Street West Community Design Plan is one of two other City undertakings that occurred in tandem with the NPI pilot project. As an integral part of the initiative, it drew upon the same comprehensive group of community representatives (the CTF), followed the NPI public consultation framework and schedule, and was developed simultaneously with the community vision of the NP and the objectives of the road reconstruction project. As such, the CDP document is an important companion piece to the NPI document.

Where the NP identifies a broader community vision and priority actions for a larger geographic area, the scope of the CDP is very focused in nature, purpose, and area of study. The purpose of the CDP is to detail a twenty-year community vision to guide the physical development of both private and public lands along Wellington Street West (between Island Park and Breezehill Avenues). Its basic goal is to ensure that all of the physical pieces that make up a great community (for example, the uses, the buildings, and the spaces around them) have somewhere to go, and that they go there in an appropriate and beneficial manner.

The CDP document provides the essential planning tools to be used by City staff, the community, developers, and City Council when new public or private development is contemplated. This includes an articulated vision for the physical layout of the main street, as well as new area-based policies, guidelines, and development regulations.

The CDP study area is centred on the traditional main street—the spine of the Wellington West community, a focus of new growth and development, and the location of important new road reconstruction and sub-surface infrastructure renewal.

## The Community Design Plan (CDP)

The development of the CDP was a detailed and comprehensive undertaking. For a complete understanding of the process, its evolution and the resulting recommendations on policy, zoning, and other implementation tools, see the *Wellington Street West CDP* document. This document includes:

- Introduction
- Neighbourhood Context
- Growth Trends and Projection
- Key Community Issues
- The Design Vision
- Design Policies and Requirements: General Mainstreet and Site-Specific
- Implementation

This document is slated for submission by the Planning Department to the Planning and Environment Committee for approval, and to City Council for adoption, in the fall of 2009.

## Wellington Street West redesign and reconstruction

The Wellington Street West Reconstruction Project occurred simultaneously with the NPI pilot project and the Wellington West CDP. When carrying out road reconstruction projects, it is typical for the City to consult with the affected community. However, in the case of the Wellington Street West Reconstruction Project, consultation was elevated to a new level—one that benefited greatly from its affiliation with the overall NPI project. Throughout the entire process, engineers, planners, and designers for the road project participated in the NPI consultation process and formed an effective partnership with others involved. This partnership enabled the road construction team to listen to the concerns of the neighbourhood, its businesses, and its residents. The redesign of the road reflects the recommendations resulting from the consultation process.



*Neighbourhood Planning consultation session*

The City’s infrastructure staff report that a close working relationship with the community yields extremely positive results. It provides them with a connection between the physical construction work they do and its impact on the people who live and work on the street and in the surrounding areas. City staff also report that this project proved to be one of the smoothest road reconstruction implementation experiences ever—especially for a project of this large magnitude and of such complexity. The value of working closely with the neighbourhood and other City staff is evident in the final product, and ultimately, the community’s acceptance of and pride in the result.

## Scope of roadway reconstruction

The primary “need” for the roadway reconstruction project was to replace aged infrastructure that had reached the end of its useful life, including watermains that were built in 1908 and sanitary sewers that date back to 1910. In addition significant sections of the roadway and sidewalk were showing their age and were clearly in need of replacement.

The work construction work was planned for three phases over three construction seasons:

- Phase 1, 2008 – 2009: Wellington Street West from Western Avenue to Parkdale Avenue;
- Phase 2, 2009 – 2010: Wellington Street West from Parkdale Avenue to Bayview Avenue and Somerstreet West from Wellington Street West to Spadina Avenue;
- Phase 3, 2010 – 2011: Somerset Street West from Spadina Avenue to Preston Street

**Figure 10: Road reconstruction limits**



### **Planning policy direction**

The Wellington Street West and Somerset Street West corridor is one of several Traditional Mainstreets designated in the City of Ottawa Official Plan. As part of the entire Somerset Street West (in Centretown) to Richmond Road (Westboro) designated corridor, Wellington Street West is in fact part of the longest such street in the City. Section 3.6.3.11 of the Official Plan provides direction that:

The function and design of a road may influence the nature of land use along it and changes to the street may be necessary in order to facilitate a more intense, pedestrian-oriented form of development adjacent to it. Where the City is proposing public works within a Mainstreet’s right-of-way, it will consider changes such as the institution of on-street parking, improvements to the to the pedestrian and cycling environment, streetscape enhancements, lane reductions and measures to enhance transit ridership in the area.

In response, the streetscape design for Wellington Street West is designed to:

- Be consistent with the adjacent community’s tight knit urban fabric with buildings of various sizes and smaller individual occupancies that address the street, as well as the community’s vision for revitalization.
- Contribute to and service the street’s potential for land use intensification with a lively and compact mix of uses.
- Recognize that surface parking on adjacent lots will be minimal and located primarily to the rear of buildings, and that on-street parking plays an important role in the economic vitality of the retailers along the street.
- Promote a pedestrian- and transit-friendly environment, including a high quality streetscape with as many trees as possible, wider sidewalks, lane width reductions where possible, and measures to enhance transit ridership.

The design also included “transit priority” measures, as required by the Official Plan, to improve the quality of transit services in terms of speed and reliability. “Bus bulges,” comfortable and attractive bus stops, and on-road bus priority measures are examples of transit priority measures implemented for this street. As Wellington Street West is also designated as an arterial road, best efforts are made to provide adequate on-road cycling provisions.

## **Major community involvement activities**

As outlined in the previous section, the design process for the road reconstruction project was integrated with the NPI for the broader community. It was also integrated with the planning process for the Wellington Street West Community Design Plan (CDP).

Key community involvement activities included:

- Traffic and Parking Public Meeting–Nov/06
- Newsletter #1 and Brochure–Jan/07
- Public Open House #1–Feb 24/07
- BIA Meeting–Apr. 30/07
- Draft Community Vision–May/07
- Newsletter #2 and Brochure–May-June/07
- Public Open House #2–June 19/07
- Streetscape Examples Bus Tour–October 11, 2007
- Business/Owners Meetings–Nov. 6 and December 4, 2007
- Public Open House #3–June 18, 2008
- Public Open House #4–March 4, 2009

In addition, the City’s website for the road reconstruction process was updated throughout the study process. Helpful Web links to the NPI Neighbourhood Plan and CDP projects were provided so that interested persons could easily track the progress of all three initiatives and see the relationships between them.

The design also benefited from the participation of the Continuity Task Force (CTF) that was assembled for all three studies. A “Streetscaping and Public Art Committee” was formed specifically for the road design and worked closely with the project managers and designers. This sub-committee of the CTF met many times over the course of the study, and was instrumental in assisting the City in making design choices on matters pertaining to streetscaping, including selections of street lighting, benches, bike racks, and garbage receptacles. Input was also provided on public art locations. The sub-committee was also useful in explaining the designs and choices to the CTF and the broader community.

## **Opportunities addressed through NPI consultation process**

The NPI process provided an excellent opportunity to engage the community in a wide range of issues. Through the NPI exercise of establishing a “community vision” and defining the issues that were important to the community, the road reconstruction project team was made aware of problems that could be addressed through the roadway reconstruction project, that it otherwise would not be aware of. These include:

- Somerset Square park modifications
- O-Train bridge and approaches
- Parkdale Market Edge modifications and Parkdale Park
- Armstrong/Spencer on-road cycling route

### **Somerset Square park modifications**

Somerset Square Park exists on a triangular-shaped parcel located at the point where Somerset Street West intersects with Wellington Street West. Proposed improvements to Somerset Square area are intended to address a number of issues brought by the community including:

- traffic
- illegal activity in the park
- greater accessibility to the park
- improvement to the character of the area

These improvements included a road closure, elimination of a curb lane, wider sidewalks, landscaping and improved streetlighting. They were designed with significant input and involvement from the community through a series of meetings. This work is located within the road right-of-way and is included within the scope of the road reconstruction project.

### **O-Train bridge and approaches**

Through the 2007 NPI Open House and initial communications with the CTF, staff became aware that the bridge structure over the O-Train line and the long approaches to it, creates a physical barrier between Hintonburg, Somerset Village, and the Preston Street area. The bridge is elevated compared to the surrounding community, and is a desolate and often windswept area. The environment is not favourable to pedestrians. To address this issue, key elements of the streetscape design were extended easterly along Somerset Street across the O-Train Bridge in order to seamlessly integrate this segment with the overall Wellington Street West Reconstruction project. Ultimately, this led to the Phase 3 project limits being extended easterly to Preston Street.

The resulting segment serves as a gateway feature for both Hintonburg and Somerset Village. The proposed streetscaping work for the bridge includes replacing both curb lanes with wider sidewalks and a shared bicycle lane. As this is a highly traveled pedestrian and cyclist route during all seasons, the resulting streetscaping greatly improves the safety and comfort of its users and promotes its further use in this regard. Comments received from the Open House events indicate the proposed improvements are widely accepted. This work has been included in the scope of the Wellington Street West Reconstruction project.



## Parkdale Market edge modifications and Parkdale Park

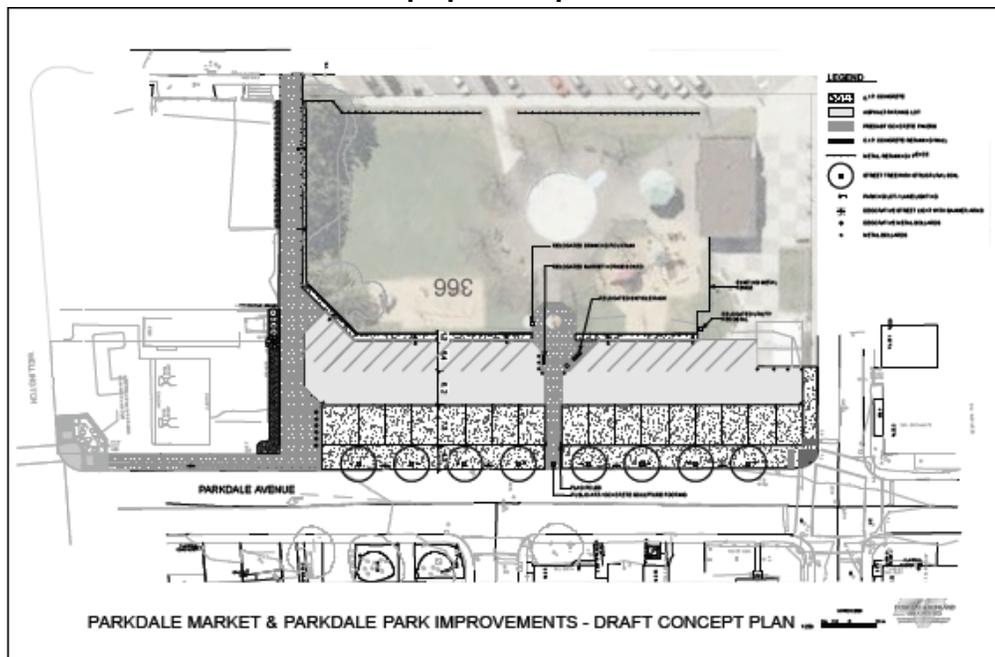
The Parkdale Market is the most popular destination for visitors to Hintonburg and West Wellington. Parkdale Park is immediately west of Parkdale Market. The two properties are located immediately north of a row properties that front on the north side of Wellington Street West between Parkdale Avenue and Hamilton Avenue North.

Through the NPI consultation process, the project team learned that the community views the Parkdale Market and Parkdale Park as one closely knit very important parcel of land that is an extension of the main street. Considering this, decisions were made to extend the streetscaping design applied to the mainstreet to include Parkdale Market and Parkdale Park as nearby extensions of the main street. Through consultation with the community, a design was proposed including widening the sidewalk on the west side of Parkdale Avenue between Wellington and Armstrong and providing the same streetlighting and public art themes in this section as will be constructed on the Wellington Street West corridor. These consultations also led to a design process for the renewal of Parkdale Park, a separate consultation project that is ongoing.

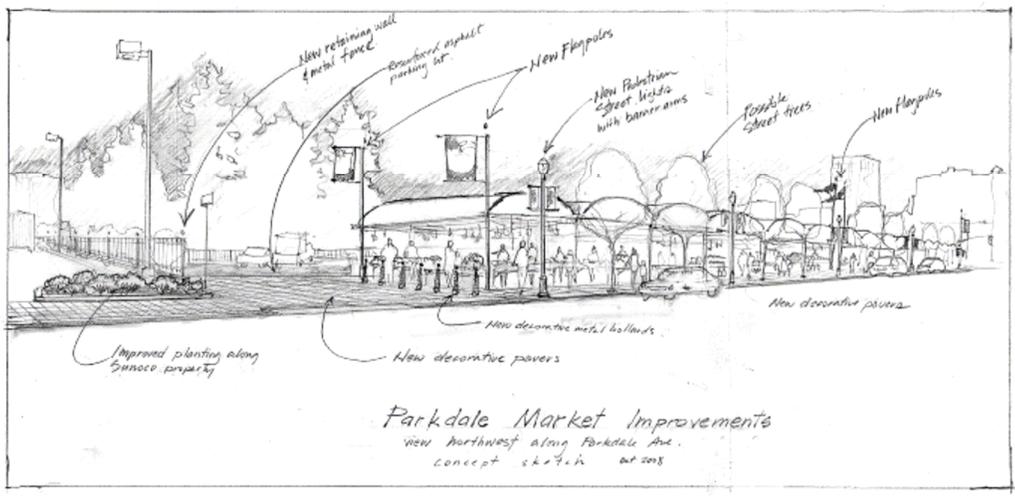


*Parkdale Market*

**Figure 11: Parkdale Market and Parkdale Park proposed improvements**



**Figure 12: Sketch showing Parkdale Market proposed improvements**



In addition, improvements to the municipal lane that runs along the southern edge of the Parkdale Market between Parkdale Avenue and Hamilton Avenue North were proposed. These include lane resurfacing and pedestrian improvements such as new lighting. City approval was received to include this design in the Wellington Street West Reconstruction Project.

### **Armstrong/Spencer on-road cycling route**

Through the NPI Open House events and CTF meetings, the community made it very clear that bicycle access was a very important requirement. Due to the narrow public right-of-way within Wellington Street West between Somerset Street West and Holland Avenue, there is no opportunity to construct a wide shared-use lane as part of the street reconstruction. However, there is an opportunity to implement a signed on-road cycling route to the north on parallel streets.

Cyclists would be able to use a Community Cycling Route along Armstrong and Spencer running most of the length of the Wellington Street West corridor. In addition, a southbound contra-flow bike lane can be constructed along Garland Street to provide a cycling link from Armstrong Street to Wellington Street West. This would connect the Community Cycling Route to the Arterial Road system. A southbound contra-flow bike lane along Garland was designed and is included in the Wellington Street West Reconstruction project (see Figure 13).

**Figure 13: Proposed on-road cycling facilities**



### **Focused consultations on community issues**

Through the NPI process staff had extensive public consultation on a wide variety of topics at a more in-depth level than would usually occur with a typical roadway reconstruction project. Some of the topics discussed include:

- Burying Overhead Wires
- Long term Parking Solutions
- Greening of Public Spaces on Side Yards
- Public Art

### **Burying overhead wires**

Comments received at the Open House events and CTF meetings confirmed that residents and businesses have a strong desire to have overhead wires on the mainstreet relocated underground. Very few of those that commented were aware of the cost and consequences of doing that work and none of them were aware of the process the City and Hydro Ottawa have in place to address formal requests to bury overhead power lines.

Several meetings with the CTF and businesses were held to discuss this issue. Hydro Ottawa attended two of these meetings and assisted in the presentations. Through these consultations, the community gained an understanding of the issues associated with burying overhead wires and, due to the high cost, chose not to further pursue the matter within the timeframe of the road reconstruction project.

### **Long term parking solutions**

The availability of parking has long been an issue of importance in this community. Meetings were held to present the results of a study on the availability of on-street parking spaces within the project limits. City parking authority staff provided information at a community meeting on the process for addressing on-street parking issues including the process for establishing dedicated off-street parking facilities.

As a result of these meetings, the roadway design has an emphasis on maximizing the availability of on-street parking. Several design measures were successful in pursuing this goal. These include:

- minimizing the length of bulb-outs
- locating fire hydrants on the bulb-outs where possible
- the standardization of driveway entrances (private approaches)
- the elimination of multiple driveway entrances to a property
- an attempt to have driveway entrances on the mainstreet relocated to the side street where the property was on a corner

### **Greening of public spaces on side yards**

Many comments received at the NPI open houses expressed a strong desire to improve pedestrian spaces along the corridor and to make the main street a more welcoming place. Meetings were held to discuss opportunities for the greening of public spaces and providing as many trees as possible in the right-of-way.

There were many instances of public spaces on the side yards of corner properties that were asphalted and used by private businesses for parking vehicles. Roadway design meetings suggested that the neighbourhood “take back” these public spaces and use them for street greening. The elimination of side yard parking is consistent with recommendations in the draft Community Design Plan for Wellington Street West. Street trees and shrubs were included in the streetscaping design. The BIA and the Community Associations have agreed to work together to maintain shrubs and planters included as a part of the streetscaping design.



*Addressing parking issues*

## **Public art**

The City's Public Art Planner lead several meetings with the CTF to discuss how to deliver the City's Public Art programme to the Hintonburg/West Wellington Communities. One member of the street design team was invited to sit as a juror on the public art selection committee, and two others provided technical support to the committee. This helped to ensure that the public art that was selected was in harmony with the streetscaping design and community aspirations.

Ultimately, the public art that was selected includes 18 provocative pieces located at strategic locations along the corridor. Each of these pieces reflect interesting aspects of the community's diverse character. This art program will have the effect of linking the long corridor together, somewhat like beads on a string, and contributing to community cohesion and sense of place.

## **Community involvement in design decisions**

Community consultation through the NPI for the Wellington Street West Reconstruction Project was a success. The community was welcomed as an active participant in the project design and implementation process at an early stage, and worked closely with the project engineers and planners to identify and resolve issues. Formal meetings were held regularly. Options brought forward for consideration were thoroughly reviewed to the general satisfaction of all parties. The result was a close, trusting partnership between the City and the Community. The Community felt that its concerns were listened to, its suggestions were adequately considered and most importantly, since they played a key role in finding and evaluating solutions, the Community took some ownership for the design decisions.

This working relationship was carried into the construction phase of the project and proved to be effective. The options available to solve problems encountered during the road construction work were discussed with Community. The Community understood the issues, provided input, and supported the final solution.

The success of the consultation process was due in large to the ability of the City engineers and planners and the community representatives to work as a team. The engineers and planners provided the community with significant opportunities for input into key decisions. Clearly, community representatives took this responsibility seriously as they provided feedback that was objectively and carefully considered. The importance of the City following through on decisions made as a part of this consultation process cannot be overstated. It is a key to earning the community's trust that was such a vital element of the consultation process.

The consultation process yielded some direct recommendations that were embraced and integrated into the road reconstruction project. These include the following suggestions (some of which have been incorporated into this document as recommendations):

- Surface features—sustainability
- On-street parking
- Suggestions that have been fully integrated in the redesign of the roadway

## **Surface Features – sustainability**

- Ensure special surface features are maintained in a timely manner throughout the lifecycle, including damaged paving stone, street trees, decorative fences, benches, and waste receptacles.
- Ensure City Operations staff take all care necessary to minimize damage to special surface features in performing their work, especially snow removal workers.
- Ensure new pedestrian space created through the NPI consultation process is protected from encroachment (such as patios or sales to private interests).

## **On-street parking**

Continue efforts to review opportunities for recovering as many on-street parking spaces as possible, including:

- enforcing prohibition of side-yard parking
- enforcing the standard width of the driveway entrance (private approach)
- reviewing parking signage on side-streets with the goal of creating as many on-street parking spaces as possible

## **Suggestions that have been fully integrated in the redesign of the roadway**

The following suggestions made through consultation sessions have been fully integrated into the redesign of the roadway:

- streetscaping choices of the road reconstruction project consciously promote an arts and heritage feel
- improved streetscaping in the eastern reaches of Hintonburg/Mechanicsville
- improved public spaces near Parkdale, the western portion of West Wellington at Island Park, Somerset Square in the east (all key entrance points to the neighbourhood), to provide a sense of welcome, through the addition of things like benches, signs, and plants
- remove the shrubbery and overgrowth of vegetation from Somerset Square and increase the lighting in this area in order to deter illegal activities  
(The shrubbery was removed in 2008. Street lighting improvements are being constructed in concert with streetscaping work for the Wellington Street West Reconstruction project.).
- rehabilitation of the area beneath the Hintonburg end of the Somerset bridge, and increase lighting
- enhanced street lighting on side streets to increase visibility
- consideration through the reconstruction process to how the top 14 intersections of concern might be redesigned to increase safety
- decreased the lane width along Wellington Street West to slow traffic through the neighbourhood integral to the road redesign
- improved the connectivity of neighbourhoods across the Somerset Street West Bridge to decrease the barrenness and isolation of this area and to present a more welcoming gateway into Hintonburg that sends the message that this is a neighbourhood that cares
- treat the “spine” as one road and not divide it by neighbourhood in look and feel
- introduction of consistent new lighting along the length of Wellington Street West to increase illumination at night
- enhanced pedestrian access across the bridge on Somerset Street West

# Final Comments from the Neighbourhood

## Implementation recommendation

As the first continuity task force to undertake a Neighbourhood Planning Initiative in the amalgamated City of Ottawa, the Hintonburg and Mechanicsville CTF recommends that the City be explicit in its determination of the relationship between the NP document and the City's Official Plan.

This Neighbourhood Plan document presents a vision of the neighbourhood, and a series of recommendations that implicate the City, the HCA, the residents, businesses, WWBIA, and the local non-governmental organizations, each of which have a stake in the neighbourhood. Each has a role to play in bringing the vision to fruition.

The CTF recommends that the City accord NPs a specific formal status under the Official Plan. Further, the CTF recommends that as part of adopting the NP document, the City make a commitment to carrying out those recommendations within its area of responsibility, abiding by the usual notification and consultation requirements, and that it support in spirit and accept for information those which are outside of that realm.

The community also recommends that baseline data be established on specific indicators, and then updated regularly, as a way of tracking the health and vitality of the two neighbourhoods. These can be drawn from a variety of sources, including City agencies, Ottawa Police Services (for example, through the 2008 Public Survey), etc. The Federation of Canadian Municipalities Quality of Life Reporting System offers a comprehensive listing of indicators:

<http://www.fcm.ca//CMFiles/QofL%20Indicator%20En1MPC-4172009-1702.jpg>).

## Recommendations: Implementation

Number	Recommendation
86	Create a recent and complete demographic profile of the neighbourhood, conforming to the boundaries as defined for the study area. Update this demographic profile regularly in order to inform development planning and resource allocation. Develop a set of indicators and assess them regularly in order to monitor the vitality of the neighbourhood and the progress of the NP. Collect data at the neighbourhood level rather than by ward. (See <a href="http://www.fcm.ca//CMFiles/QofL%20Indicator%20En1MPC-4172009-1702.jpg">http://www.fcm.ca//CMFiles/QofL%20Indicator%20En1MPC-4172009-1702.jpg</a> .)
87	Reinvest cash-in-lieu of parkland in the neighbourhood where the fees are generated, according to OP policy 4.10 Policy 2. Develop a similar policy for cash-in-lieu of parking.
88	That the City accord Neighbourhood Plans a specific formal status under the Official Plan.
89	Modelled on the Agriculture and Rural Affairs Committee, establish an Urban Affairs Committee of councillors from urban wards to protect and promote the interests and needs of the City's urban areas. The urban area contains important heritage and infrastructure resources that can be overwhelmed by insensitive intensification, and this committee should have jurisdiction over planning and development and the protection of urban heritage.

## Appendix 1: Residential Sales

**Table 5: Ottawa Real Estate Board Area 4201: Mechanicsville**

Year	# of Units Sold	% Change	Average Sale Price	% Change
1993	21		\$107,560	
1994	11	-47.6%	\$98,364	-8.5%
1995	11	0%	\$80,091	-18.6%
1996	20	81.8%	\$87,228	8.9%
1997	15	-25.0%	\$80,800	-7.4%
1998	21	40.0%	\$92,107	14.0%
1999	24	14.3%	\$95,423	3.6%
2000	19	-20.8%	\$90,137	-5.5%
2001	44	131.6%	\$119,264	32.3%
2002	32	-27.3%	\$141,791	18.9%
2003	40	25.0%	\$153,335	8.1%
2004	33	-17.5%	\$174,785	14.0%
2005	43	30.3%	\$184,640	5.6%
2006	28	-34.9%	\$197,725	7.1%
2007	22	-21.4%	\$216,900	9.7%
2008	22	0%	\$202,334	-6.7%

**Table 6: OREB Area 4202: Northern Hintonburg (only as far west as Parkdale)**

Year	# of Units Sold	% Change	Average Sale Price	% Change
1993	30		\$115,977	
1994	16	-46.7%	\$105,761	-8.8%
1995	17	6.3%	\$105,547	-0.2%
1996	29	70.6%	\$82,751	-21.6%
1997	15	-48.3%	\$86,227	4.2%
1998	20	33.3%	\$77,318	-10.3%
1999	23	15.0%	\$89,109	15.2%
2000	37	60.9%	\$97,703	9.6%
2001	36	-2.7%	\$123,008	25.9%
2002	30	-16.7%	\$149,157	21.3%
2003	30	0%	\$160,227	7.4%
2004	35	16.7%	\$163,330	1.9%
2005	27	-22.9%	\$199,826	22.3%

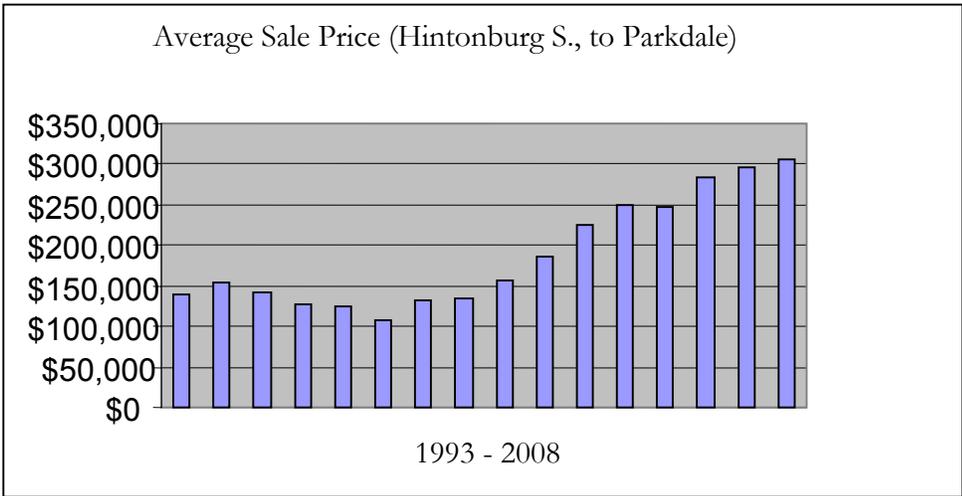
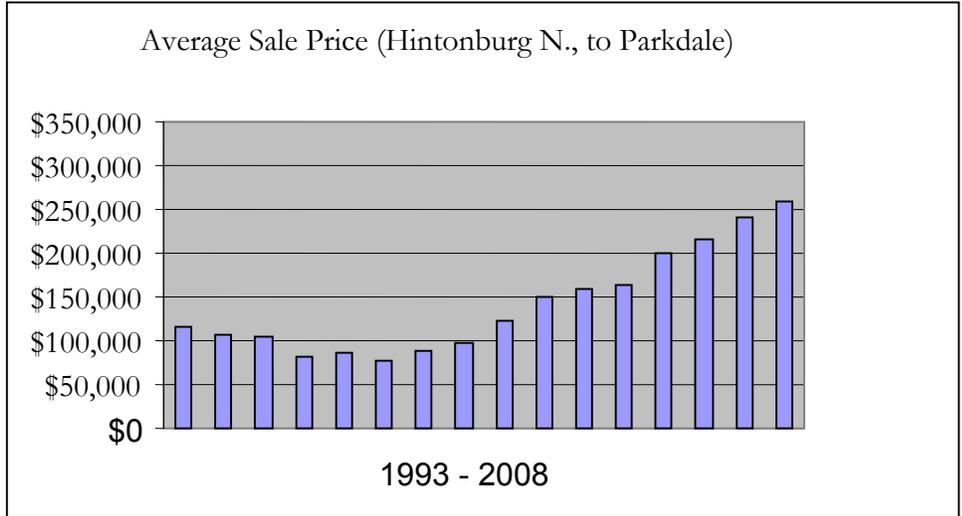
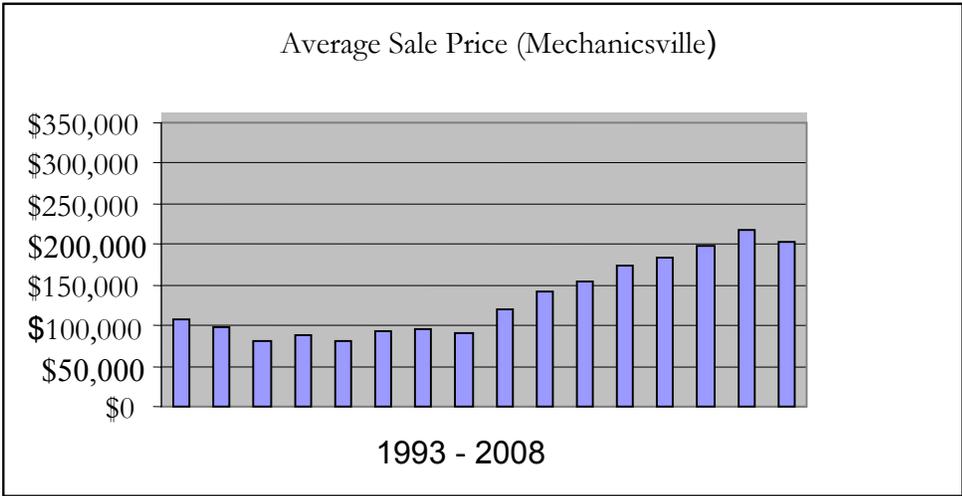
<b>Year</b>	<b># of Units Sold</b>	<b>% Change</b>	<b>Average Sale Price</b>	<b>% Change</b>
2006	36	33.3%	\$215,628	7.9%
2007	37	2.8%	\$240,473	11.5%
2008	35	-2.8%	\$259,046	7.8%

**Table 7: OREB Area 4203: Southern Hintonburg (only as far west as Parkdale)**

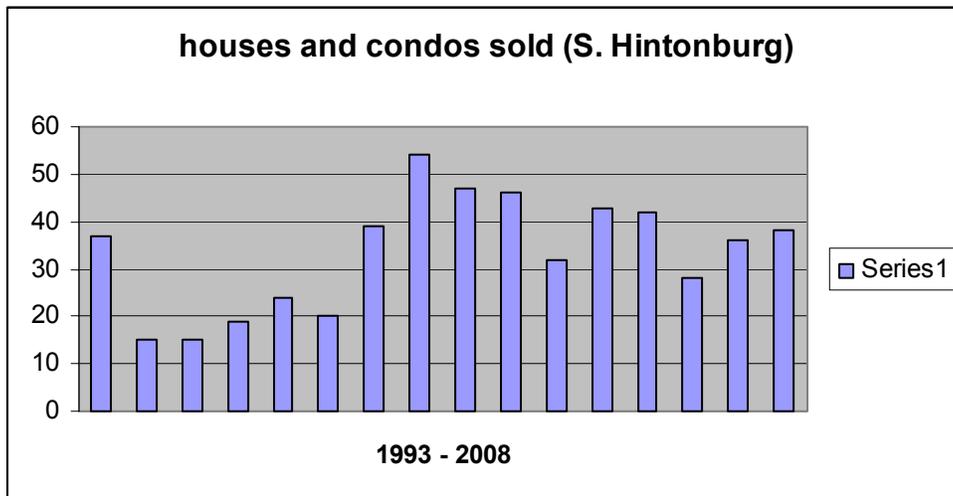
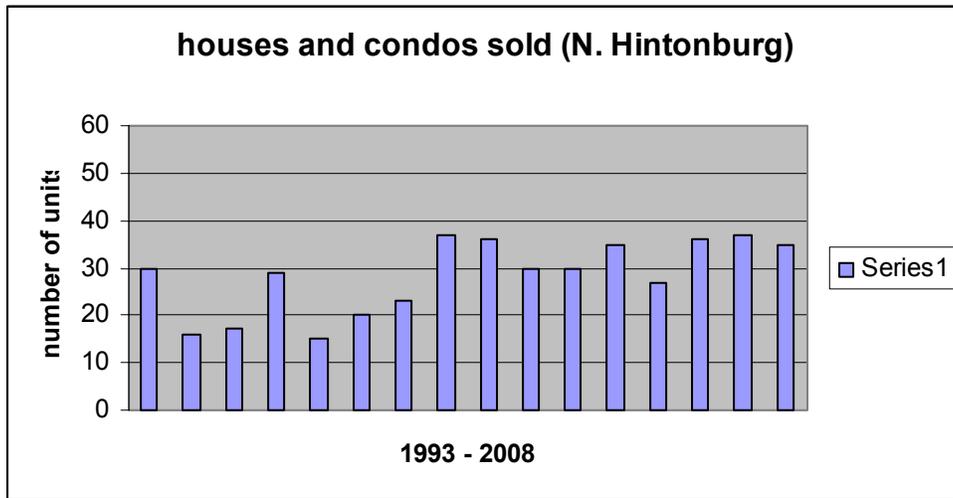
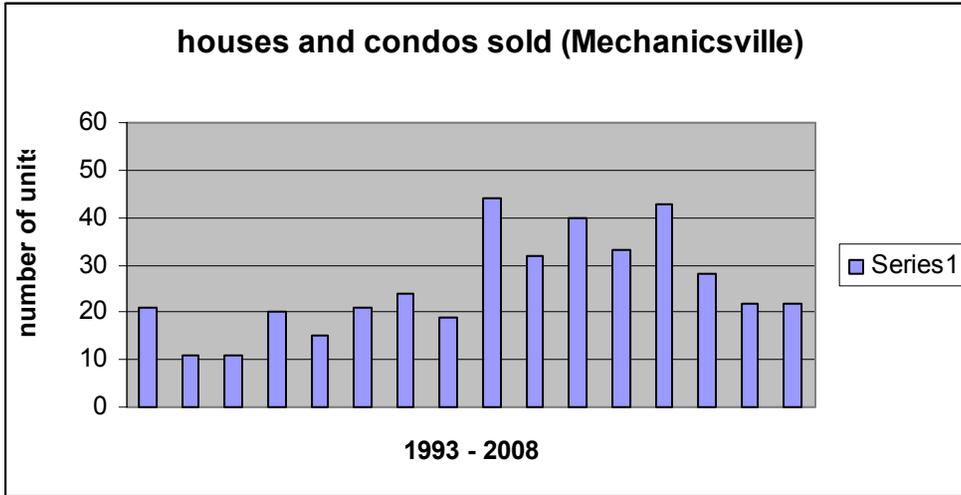
<b>Year</b>	<b># of Units Sold</b>	<b>% Change</b>	<b>Average Sale Price</b>	<b>% Change</b>
1993	37		\$138,290	
1994	15	-59.5%	\$154,400	11.6%
1995	15	0%	\$140,887	-8.8%
1996	19	26.7%	\$128,068	-9.1%
1997	24	26.3%	\$125,329	-2.1%
1998	20	-16.7%	\$108,783	-13.2%
1999	39	95.0%	\$131,256	20.7%
2000	54	38.5%	\$133,442	1.7%
2001	47	-13.0%	\$156,670	17.4%
2002	46	-2.1%	\$185,830	18.6%
2003	32	-30.4%	\$224,773	21.0%
2004	43	34.4%	\$249,573	11.0%
2005	42	-2.3%	\$248,322	-0.5%
2006	28	-31.7%	\$284,295	14.0%
2007	36	28.6%	\$296,700	4.4%
2008	38	5.6%	\$306,332	3.2%

### **Sale prices**

The following graphs present the sales data for the information presented in Table 5, Table 6, and Table 7.



# Units sold



## Appendix 2: Community in Print

Collins, Allison. "Applauding Hintonburg's burgeoning art scene," *Ottawa Xpress*, September 2006

Drolet, Daniel. "Funky Wellington West looks to carve out retail identity," *Ottawa Citizen*, November 17, 2007.

enRoute magazine (Air Canada). "Block Party: Canada's Next Great Neighbourhoods," April 2007

Eugster, Rachel. "Hintonburg," *Newsweek*, December 1997

Lawrence, Daina. "The Personal Touch," *The London Financial Times*, June 8, 2007

Leaning, John. *Hintonburg and Mechanicsville: A Narrative History*; Hintonburg Community Association, 2003

McLeod, Ian. "Mapping data reveal police hotspots," *Ottawa Citizen*, June 9, 2009

McGill, Nicole. *Ottawa Magazine*, April, 2007

Montague, Arthur. *Ottawa Book of Everything*; MacIntyre Purcell Publishing, 2007

Payne, Elizabeth. "You can't rush success," *Ottawa Citizen*, March 8, 2008

Reevely, David. "Too Much of a Good Thing?" *Ottawa Citizen*, June 2007

## Appendix 3: Heritage and Sights

As noted in “The Place of Hintonburg and Mechanicsville’s in the City” on page 21, there are currently six designated heritage structures in the study area:

- The Hintonburg Pumphouse; 3 River
- Richmond Lodge (the Armstrong House); 35 Armstrong
- The Magee House; 1119 Wellington Street West
- L’École Sacré-Coeur; 19 Melrose
- Former Ottawa Fire Station #11; 424 Parkdale Avenue
- The Mason House, 101 Bayswater Avenue

Heritage reference lists for the area exist in varying states of completion. The reference list for Hintonburg’s primary streets (Wellington and Somerset Streets West and Parkdale and Holland Avenues) appears below. A similar reference list for Mechanicsville (appears below?) needs to be updated. The HCA is at work on an updated reference list for the rest of the community.

**Table 8: Heritage reference List: Hintonburg’s primary streets**

Street and address numbers	Located at address
Wellington Street	
978-992	1 story retail/residential block, built ca. 1912
1008-1024	2 & 3 story retail/residential block, built ca. 1912
1017	Bonkers bar with residential above
1019	part of 1017– one-story commercial
1060	St. François d’Assise church (mailing and reference list address is 20 Fairmont)
1073	former 1½ story residential, much altered recently
1084	Elmdale House, former store & residence (ca. 1910) converted to tavern (1934)
1085	Giant Tiger built ca. 1931, leased to United 5¢ to \$1 Stores of Canada, bought by GT 1972
1103-5-7	1 & 2 story retail/residential block, built ca. 1912, part of 2nd story removed about 10 years ago after a fire
1111	2 story retail/residential building, built ca. 1900, former A&P store
1112/1114	house & store, 2 story retail/residential buildings, built ca. 1906-12
1121	Tony’s Shoe Repair, built 1880s as Bytown & Nepean Toll Gate keeper’s house, later a pharmacy
1123-1131	Iona Mansions, built 1912-13, 4 story retail/residential building
1137	Ottawa West Senior Support, formerly City of Ottawa Health Clinic, built 1947, altered recently
1140	Bethany Hope Centre (Salvation Army), 3 story home for unved mothers, built ca. 1925
1153	St. George’s Home/Queen of the Most Holy Rosary, under construction 1912

<b>Street and address numbers</b>	<b>Located at address</b>
1196	former Elmdale Theatre, built ca. 1947, considerably altered recently
1235 (120 Holland)	The Lofts at 120 Holland, 5 story retail/office building, built 1956–1966, offices converted to apartments 1998–99
1379	Caffé Mio, built ca. 19xx , 2 story retail/residential building
Somerset St. W.	
1047-1049	2 story residential
1055-1057	2 story commercial/residential
1079	
1098	former Jocelyn apartments, 3 story residential with retail at grade, later Nesrallah's grocery store at grade
Parkdale Ave.	
121	
201	scheduled for demolition by Routeburn for a condo tower
266	
272	
300	
301	
319	
341	
365	
425	Abbeyfield Home
429	Memorial Hall, Parkdale United Church
450	
454	
458	
460-462	
461	
463	
462-466	
Holland Ave.	
65	repair garage & Canvas restaurant
71	
74	
77	
84	

Street and address numbers	Located at address
93	converted to a restaurant ca. 1997, considerably altered
98	
100	
102	
136	
143	
157	undergoing alteration
171-173	

### Sights on the Hintonburg heritage walking tour

- 1 *Église Saint-François-d'Assise*, Wellington Street at Fairmont
- 2 Hintonburg Community Centre, 1064 Wellington
- 3 *École Sacré-Cœur*, 19 Melrose Avenue
- 4 Hintonburg Park, behind the Hintonburg Community Centre
- 5 Former Crawley Films Building, 19 Fairmont Avenue
- 6 Orpheus House, 17 Fairmont Avenue
- Police station, 7 Fairmont Avenue
- 7 Richmond Lodge (Armstrong House), 35 Armstrong Street
- 8 Mason House, 101 Bayswater Avenue
- 9 Hintonburg Pumphouse, 3 River Street at the Lemieux Island Bridge, accessible via Bayswater Avenue-Bayview Road
- 10 Giant Tiger store, 1085 Wellington
- 11 Elmdale House, 1084 Wellington
- 12 1100 Wellington Street
- 13 Proudman House and Store, 1112-1114 Wellington
- 14 Magee House, 1119 Wellington
- 15 Iona Mansions, 1127 Wellington
- 16 West (now Rosemont) Branch, Ottawa Public Library, 18 Rosemount
- 17 Rosemount Methodist Church, 30 Rosemount
- 18 Orange Lodge, 41 Rosemount
- 19 Connaught Public School, 1149 Gladstone Avenue at Rosemount
- 20 Parkdale United Church, 429 Parkdale Avenue
- 21 Parkdale Fire Station, 424 Parkdale
- 22 Forward House, 425 Parkdale Avenue
- 23 Elmdale Theatre, 1196 Wellington
- 24 Capital Wire Cloth Company, 7 Hinton Avenue
- 25 Parkdale Market, Parkdale Avenue between Wellington and Armstrong
- 26 Grace Manor, 1156 Wellington Street
- 27 St George's Home (Holy Rosary Parish and Church), 1153 Wellington Street
- 28 Bethany Hope Centre, 1140 Wellington Street
- 29 Ottawa West Senior Support, 1135 Wellington Street

30 Bytown and Nepean Road Company Toll House, 1121 Wellington Street

### **Important views and vistas: Hintonburg and Mechanicsville**

Views of St. François d'Assise Church:

- Bayswater/Wellington
- Bayswater/Armstrong
- Bayswater/Somerset (spire only)
- Eastern end of Albert St. bridge (officially known as Wellington St. viaduct)
- Fairmont /Edgar
- Fairmont/Gladstone
- Wellington moving east from Parkdale - Merton
- Spencer/Parkdale and Spencer/Pinehurst
- Armstrong moving east from Hinchey – Merton

Views of the Protection of the Holy Virgin Russian Orthodox Memorial Church:

- Bridge over railway tracks
- Carruthers/Stonehurst
- Across Laroche Park
- Slidell/Burnside
- Scott/Holland
- Bethany Hope Centre
- Wellington moving east from Parkdale to Rosemount
- Wellington moving west from Pinhey

Queen of the Most Holy Rosary Parish/St. George's Home

- Wellington moving east from Parkdale to McCormick

Iona Mansions/Magee House/Toll Gate House

- Wellington moving east from Parkdale to Rosemount to Pinhey
- Gladstone/Rosemount

Parkdale United Church:

- Parkdale: Wellington – Tyndall

St. Anthony's Church:

- Gladstone: Bayswater – Preston

Downtown: Parliament Hill/Peace Tower:

- Wellington moving east from 1146 Wellington

## Appendix 4: Events and Festivals

These are some of the events that have taken place in recent years, some of which return annually.

- ArtsPark
- Diwali Festival in Somerset Square
- Gifts of the Magi procession and ecumenical family concert
- Herb Girls Funtastic Halloween concert
- Hintonburg Harvest Festival
- Hintonburg Holiday Craft Fair
- Hintonburg Holiday Lights competition
- Hintonburg's Free Summer Movie Nights
- Hintonburg Run/Walk
- Hintonburg street dance
- Hintonburg Supper Club (x2)
- Kris Kringle event
- Mechanicsville Winter Days
- Mini summer Shakespeare festival in Hintonburg Park
- Taste of Wellington West
- Hintonburg Tulip Festival
- Guitar Festival at Hintonburg Park
- Wellington Wassail
- Hintonburg Arts Festival
- Samba
- Open Doors GCTC
- Carleton Tavern Christmas Dinner

# Appendix 5: Demographic Data

## Demographic data – Hintonburg and Mechanicsville

Source: 2006 Census data, using a different mix of boundaries  
 DA = boundaries that conform to the study area geography  
 CT = closest approximation of study area boundaries by census tracts; an imperfect correspondence  
 BP = building permits  
 LU = 2005 land use survey (boundaries almost certainly do not correspond with the study area)  
 City of Ottawa data, Infrastructure Services and Community Sustainability department, December 2008

**Table 9: Hintonburg neighbourhood planning data**

	Mechanicsville	Hintonburg North	Hintonburg South	Data Source
Low Income Cut-Off				
a) % of Economic Families Below LICO (Before Tax)	34.30%	34.30%	17.60%	CT Data; not available at DA level in 2006
b) % of Total Persons in Private Households Below LICO (Before Tax)	39.90%	39.90%	23.80%	CT Data; not available at DA level in 2006
Population Growth				
1996 Population	2,266	3,242	4,231	DA
2001 Population	2,341	3,570	4,368	DA
2006 Population	2,122	3,358	4,127	DA
2011 Projected Population	2,200	3,440	4,200	new projections
2021 Projected Population	2,375	3,600	4,400	new projections

	<b>Mechanicsville</b>		<b>Hintonburg</b>		<b>Hintonburg</b>		<b>Data Source</b>
Population Growth	2031 Projected Population	2,520	3,850	4,600			new projections
Physical Diversity	(2005 Land use)	Area (Ha)	% Share	Area (Ha)	% Share	Area (Ha)	% Share
	Commercial	0.7	1.2%	8.2	16.4%	4.7	6.3%
	Residential	8.3	13.2%	19.8	39.6%	31.9	42.8%
	Park/Rec Land	22.1	35.2%	3.0	6.1%	0.1	0.1%
	Institutional	1.0	1.6%	0.7	1.3%	6.6	8.8%
	Other	30.6	48.8%	18.3	36.6%	31.3	42.1%
	Total	62.7	100%	50.0	100%	74.5	100%
Mobility							
	% of Population that has not moved in last year	68.8%		80.2%		77.3%	DA
	% of Population that has moved within city of Ottawa	20.5%		17.1%		17.2%	
	% of Population that has moved within Ontario (from outside of Ottawa)	5.9%		0.3%		2.9%	
	% of Population that has moved within Canada (from outside of Ontario)	2.4%		1.5%		1.7%	
	% of Population that has moved from other countries	2.2%		0.8%		0.9%	

	Mechanicsville		Hintonburg		Hintonburg		Data Source
Mobility	% of Population that has not moved in last 5 years	36.4%	45.6%	43.2%			
	% of Population that has moved within city of Ottawa	40.7%	35.9%	37.8%			
	% of Population that has moved within Ontario (from outside of Ottawa)	9.7%	10.7%	10.7%			
	% of Population that has moved within Canada (from outside of Ontario)	9.7%	4.5%	4.3%			
% of Population that has moved from other countries	3.8%	2.8%	4.0%				
Age Demographics		Number	Number	Number	Number	% Share	% Share
	Seniors (65+)	265	435	325	325	12.5%	7.9%
	Adult (25-64)	1,395	2,230	2,700	2,700	66.0%	65.5%
	Young Adult (20-24)	135	210	335	335	6.4%	8.1%
	Youth (15-19)	65	110	225	225	3.1%	5.5%
	Children (0-14)	255	400	540	540	12.1%	13.1%
	Total	2,115	3,385	4,125	4,125	100.0%	100.0%
Family Income							

	<b>Mechanicsville</b>	<b>Hintonburg</b>	<b>Hintonburg</b>	<b>Data Source</b>
	27%	26.40%	39.00%	DA
% of Economic Families over \$80,000				
% of Economic Families under \$20,000	12.40%	17.40%	11.70%	
Family Income				
Average Family Income of Economic Families	\$66,415	\$58,627	\$70,034	
Household Income				
% of Households over \$80,000	24.40%	24.40%	39%	Not available at DA, from CT data
% of Households under \$20,000	14.60%	14.60%	11.70%	
Average Household Income	\$59,306	\$59,306	\$74,034	
Visible Minority				
% of Total Population	18.20%	26.50%	14.40%	DA
Mother Tongue				
% English	55.2%	57.3%	72.6%	DA
% French	18.6%	14.7%	9.8%	
% Somali	2.5%	9.4%	0.3%	
% Chinese (includes Mandarin, Cantonese and Chinese n.o.s.)	1.2%	2.9%	4.9%	
% Vietnamese	0.0%	2.4%	1.6%	
% All Other	22.5%	13.3%	10.8%	

	<b>Mechanicsville</b>	<b>Hintonburg</b>	<b>Hintonburg</b>	<b>Data Source</b>
Total (Single Responses)	100.0%	100.0%	100.0%	
<b>Residential Building Permits</b>				
Total New Dwelling Units 2001-2007	12	124	47	Building Permits
Residential Building Permits	6	118	43	Building Permits
<b>Non-Residential Building Permits</b>				
Square Feet of Additions and New Construction, 2001-2007	21,300	18,900	162,400	Building Permits
<b>Renovations, 2001-2008</b>				
Number of Permits				Have to get this from Building Services
Value of Work Completed				

## Appendix 6: Retail List

**Table 10: A preliminary catalogue of businesses and institutions on the main streets**

Street Name	Street number	Business name	Primary business
Somerset W	1040	Takaki Auto Repair (47 Breezehill Ave. N.)	Auto Repair
Somerset W	1050	The New Sieu Thi 168 Market	Grocer
Somerset W	1053	Pho Bo Vietnamese Noodle	
Somerset W	1058		Bakery
Somerset W	1066		
Somerset W	1066		
Somerset W	1079	Thiele Electrical Contractors	
Somerset W	1089	Crawford & Alexander	Design Store
Somerset W	1094	June's (Collectibles)	
Somerset W	1096	A Fine Thing	Collectibles
Somerset W	1098	P.Phan Jewellery	
Somerset W	1098A	Vacant	
Somerset W	1104	Indian Express Food and Sweets	Restaurant
Somerset W	1106	Yen's Bridal & Designs	Bridal Shop
Somerset W	1112		
Wellington	927	Pantuso Performance	Automotive Repair
Wellington	930	B & R imports	Car Dealer
Wellington	965		
Wellington	969	Linda's Hair Design	Beauty Salon
Wellington	969	HiTronics Electronic Repair	Electronic Repair
Wellington	973	Jensen Import Auto Services Inc	Auto Repair Service
Wellington	978		
Wellington	978	Vacant	
Wellington	979	Beament Green	Legal Firm
Wellington	980	Ayat Furniture	Furniture Store
Wellington	984	Shambala Centre	
Wellington	986	Le Style Tailor Shop	Tailoring Service
Wellington		Number 1 Chinese Restaurant	Restaurant
Wellington	987	Amberwood	
Wellington	987	CS Carpet Sense and Flooring	Carpet & Rug
Wellington	987	Wellington Food Equipment	
Wellington	989	Sam's Confectionery	Confectionary Store

<b>Street Name</b>	<b>Street number</b>	<b>Business name</b>	<b>Primary business</b>
Wellington	989	Babaco Oriental	
Wellington	990	Smoke Signals	Hair Care
Wellington	991	Khatoon Restaurant	Food Service
Wellington	992	Grafic Visuals	Signs
Wellington	995	Emmerson Auto Centre	Auto Sale
Wellington	998	Wong Foo	Food Service
Wellington	1000	Wally Becker & Son Ltd	Car Dealer
Wellington	1004	Cromeboyz	
Wellington	1006		
Wellington	1006	Majestic Cleaners & Laundry	Dry Cleaning and Laundry Service
Wellington	1008	Cozy's Restaurant	Food Service
Wellington	1012		
Wellington	1012	Best Buy Appliances	
Wellington	1012	Vacant	
Wellington	1013	Hino Restaurant	Food Service
Wellington	1014		
Wellington	1014	Vacant	
Wellington	1015	Levonian The Shirtmaker	Shirtmaker and Tailor Service
Wellington	1017	Bonkers Pub & Eatery	Drinking Place & Food Service
Wellington	1017	Kisanola Grocery Store/The African Vision	Food Store
Wellington	1020	Quick Food Market	Food Store
Wellington	1022	Cupexxx Video	Video Store
Wellington	1023	Mac's Convenience Store	Convenience Store
Wellington	1024	Vivante	Hair Care
Wellington	1024		
Wellington	1025		
Wellington	1041	Ottawa Community Housing	
Wellington	1055		
Wellington	1059	Victoria Guardian Pharmacy	Pharmacy
Wellington	1063	Appliance Recycling Plant	Recycling
Wellington	1063	Bryan's Refrigeration & Air Conditioning	Appliances
Wellington	1063	Larry's Buy/Sell/Trade	Used Merchandise
Wellington	1064	Hintonburg Community Centre	
Wellington	1065	Carbon Computing	Computer Store

<b>Street Name</b>	<b>Street number</b>	<b>Business name</b>	<b>Primary business</b>
Wellington	1066	St. Francois d'Assise (20 Fairmont)	Church
Wellington	1068	Subway Sandwiches & Salads	Food Service
Wellington	1071	His Mercy Friendship Drop-In Centre	
Wellington	1073	Mobile Lawyer	Legal Service
Wellington	1076	Ottawa Kung Fu Centre	
Wellington	1078	Wabi Sabi	Yarn Store
Wellington	1079	Vina del Mar	Food Service
Wellington	1082	Melrose Grocery Store	Food Store
Wellington	1083	Morris Formal Wear	Clothing Store
Wellington	1084	Elmdale House Tavern	Food Service
Wellington	1085	Giant Tiger	Variety Store
Wellington	1087	Habesha Restaurant	Food Service
Wellington	1091	IBEW Local 2228	
Wellington	1093	Spring Roll House	Food Service
Wellington	1096	KFC	Food Service
Wellington	1097	Record Centre	Music Store
Wellington	1099	Character Salon	Beauty Salon
Wellington	1100	Phnom Penh Noodle House	Restaurant
Wellington	1101	Aljazeera	Food Store
Wellington	1102	Chucky's Barber Shop	Barber
Wellington	1103	Green Pedal	
Wellington	1105	The Barber's Cut	Hair Care
Wellington	1106	Wellington Cleaners	Gift Shop & Dry Cleaning
Wellington	1107	Salon M	
Wellington	1109	Fab Gear 64	Liquidators
Wellington	1111	Heavens to Betsey	Gift Shop
Wellington	1111A	Cyclelogik	
Wellington	1112	Crawford-Alexander Designs by 2	Design Store
Wellington	1114A	Pam's Hair Greek	Hair Salon
Wellington	1116	Dogz Spa & Boutique	Pet Store & Pet Care
Wellington	1116	Karen's Used Book Store	Used Books
Wellington	1119	Ovidio Sbrissa & The Architect's Workshop	
Wellington	1121	Tony's Shoe Repair & Pro Sport Repari	Shoe Repair
Wellington	1122	Antian Corporate Centre	Office Suites

<b>Street Name</b>	<b>Street number</b>	<b>Business name</b>	<b>Primary business</b>
Wellington	1123	Wellington Sandwiches	Food Service
Wellington	1125	Captain's	
Wellington	1129	ABC Drivers Training	
Wellington	1131	Extraordinary Baby Shoppe	
Wellington	1137	Ottawa West Community Support	
Wellington	1140	Salvation Army Staff Svcs./Bethany Hope Centre	
Wellington	1145	Royal Bank	Finance Service
Wellington	1153	Queen of the Most Holy Rosary Catholic Church	
Wellington	1156	Grace Manor	
Wellington	1157	Mino Mart	Variety Store
Wellington	1159	Salon Aird	Hair Care
Wellington	1163	First Choice Locksmith	Locksmith
Wellington	1165	Merge Business Solutions	Food Store
Wellington	1167	Liberty Tax Service	Printers
Wellington	1171		
Wellington	1173	All 4 Kidzzz	Children's & Infants' Wear
Wellington	1173		
Wellington	1175	Cozmos Food & Cafe	Food Service
Wellington	1175	Denture Clinic	Dental Service
Wellington	1175	Stella's Unisex Beauty Salon	Hair Care
Wellington	1175	Therien Jiu Ji 'Tsu Dojo	Recreational Facility
Parkdale	390	Sunoco (1784 Wellington)	Service Station
Wellington	1188	H3 Creative	
Wellington	1190	Pharma Plus	Personal Care Store
Wellington	1189-1191	Furniture Habitat	Furniture Store
Wellington	1195	The Cutting Edge Salon	Hair Care
Wellington	1196	Cornerstone House of Refuge Apostolic Ch. PAW	Church
Wellington	1197	Pizza Pizza	Food Services
Wellington	1200	Aerus Electrolux	Vacuum Cleaners Household
Wellington	1200	Emerald Bakery	Food Store
Wellington	1200	Hi-Tronics	Electronic Repair Centre
Wellington	1200	PC Cyber Computer	Computer Sales
Wellington	1200	Ravensara	Home Furnishings
Wellington	1200		

<b>Street Name</b>	<b>Street number</b>	<b>Business name</b>	<b>Primary business</b>
Wellington	1200	Vacant	
Wellington	1205	West Park Bowling Centre	
Wellington	1205	Daniel O'Connell's Irish Pub	
Wellington	1207	Just Imagine Travel	Travel Agency
Wellington	1208		
Wellington	1208	Absinthe Café RestoBar	Restaurant
Wellington	1209	Fil's Diner	Food Services
Wellington	1211		
Wellington	1212	Caisse Populaire	Bank
Wellington	1217	Royal Oak	
Wellington	1218	Cash Advantage Pawn Brokers	
Wellington	1218	Western Union	
Wellington	1218	CAA	
Wellington	1219	Money Mart	
Wellington	1221	Videoflicks	
Wellington		Wellington St. AutoPlace	
Wellington	1224	Hasty Market	Food Store
Wellington	1226	Morris Home Hardware	Building Supplies Store
Wellington	1226	Sharkey's Scuba Supply	
Wellington	1227	Great Canadian Theatre Company	Theatre
Wellington	1230	The Table Vegetarian Restaurant	Food Services
Other			
Spadina	1	Direienzo & Saikley Auto Service	Auto repair
Bayswater	29	Groves & Associates	Psychology proactise
Breezehill Ave. N.	87	Devonshire Community Public School	School
Holland	95	Allium	Restaurant
Holland		Top Shape	
Holland		Dash of Sass Hair Styling	
Holland		Anna Thai	Restaurant
Holland		The Hungry Chicken	Restaurant
Holland		Nihao	Restaurant
Holland		BA Banknote	
Gladstone		Max's Auto	
Gladstone		Am-Tech	
Gladstone		Connaught P.S.	
Gladstone	474	Parkdale Baptist Church	
Parkdale		Parkdale Unite Church	
Parkdale		Parkdale Market	

<b>Street Name</b>	<b>Street number</b>	<b>Business name</b>	<b>Primary business</b>
Parkdale		The Cottage and a Kitchen	Restaurant
Parkdale		CUBE Gallery	Art gallery
		Canada Post substation	Florist
Parkdale		Ottawa Blooms	
	7	Carole Barbershop & Hairstyling	
Sherbrooke	3	Tyrell Reproductions	
Irving	18	Ottawa Public Library (Rosemount branch)	
Rosemount	25	Rosemount Centre for Seniors	
Rosemount	14	Bytown Lock & Safe (Bayview)	
Bayswater	50	District Realty	
Bayswater		Manila Hut	Restaurant
Bayswater		Takehashi Dojo	
Melrose	97	Emerging Minds	
Hinton	85	Reel Impact	
Hinton	83	Liff & Tolot	
Hinton	78	'Allo 'Allo Café	
Hinton	75-1	Ottawa Sport and Social Club	
Hinton			

## **Appendix 7: Pilot Program History**

1. The idea of the John School—an educational program offered as an alternative to criminal charges for first-time offenders—was originated by the HCA. The pilot was introduced in 1996 in partnership with the Ottawa Police and the Crown Attorney. It went City-wide in 1997 and continues to the present day. The John School is busier than ever. More than 1,100 men have participated to date.
2. The Jane School started as a result of the John School. It was not piloted in Hintonburg, although the HCA supported it, and members of the HCA's Security Committee attended some of the meetings. This program was implemented by the Salvation Army, the police, and social agencies.
3. The Task Force on Problem Properties was piloted in Hintonburg in 1996 with the police and the City (property standards and zoning) to determine how to deal with habitual problem properties holistically. This resulted in a “one house at a time” approach—in retrospect, the most effective long-term solution. This task force is still in existence today and has spread to Centretown and Vanier. Zero tolerance and the task force idea have now been institutionalized through the Community and Protective Services Committee and City Council.
4. The Rooming House Response Team may not have been piloted here, but members of the HCA's Security Committee were involved in the meetings that led to its formation, and worked with the Team to host meetings with neighbours and owners of problem rooming houses. There are roughly a dozen rooming houses in the community, but only three owners have been difficult to deal with (two of them for about 18 years and the third for a year or two before his mortgage was foreclosed). The HCA's Security Committee still works closely with the Rooming House workers.
5. The Needle Hunters Program stems from 1999 and 2000. The idea and the lobbying in support of this program came from Hintonburg. Funding and responsibility for it was assumed by the City. The program ran as a pilot in Hintonburg during its first year, later expanded to include Vanier, and nowadays covers an even larger territory.
6. The Hintonburg Safety Partnership was established in 2005 to bring City agencies together with broad-based community representatives to find legislative and other solutions to crime in the community. This program continues today.
7. The Landlords School was organized by the Hintonburg Safety Partnership for landlords who own habitual problem properties. Councillor Shawn Little took the lead in the only session held to date. The owners of twelve habitual problem properties were called to a meeting at City Hall. They were provided information by police, by-law, property standards, the fire department, and a peer landlord. Of the twelve, only two continue to present occasional problems. Several of the properties have been sold. The HCA's Security Committee has been pressing the City to hold another Landlords School, and staff are revising the presentation.

8. "The Landlords' Book" was to be a handbook that the HCA had begun to create. In the spring of 2008, Crime Prevention Ottawa developed and printed "Safety and Security in Rental Buildings: An Information Guide for Ottawa's Residential Landlords." The HCA supported this initiative and provided comments on the document.

9. SCAN (Safer Communities and Neighbourhoods) legislation is something the HCA lobbied for in the last provincial election. The legislation received first reading on Oct. 2, 2008. The HCA hopes that Ottawa will be the pilot if the legislation passes.

10. Drug Court offers an alternative to regular court, sentencing, and jail. The program recognizes that crimes committed for drug money are addiction issues, and addresses the problem with an addiction program and monitoring several days a week. Hintonburg was proud to lobby for the establishment of this court.

## Appendix 8: Services and Resources

While primarily residential, the area is also the site of a remarkable number of organizations of all kinds. Many of them appear here, but the list remains incomplete. Mapping these organizations would be a useful step in helping the community maintain a balance between private residential, commercial, and other uses.

### Services and social service organizations

- ARC Industries, 73 Breezehill Ave. N.
- Causeway—22 O'Meara
- Citizen Advocacy Organization (312 Parkdale)
- HCC programs for persons living with disabilities (1064 Wellington Street West)
- His Mercy Friendship Centre (Wellington Street West)
- House of Hope and Healing (14 Bayswater)
- Ottawa West Seniors Support (Wellington Street West)
- OCISO (Ottawa Community Immigrant Services Organization) (959 Wellington)
- ODAWA Native Friendship Centre
- One Community Place (Parkdale):
  - Family Services Centre
  - Bruce House
  - Rideauwood Addiction Services Parkdale Food Bank
- Parkdale Food Bank (29 Bayswater)
- Salvation Army Bethany Hope Centre
- Thomas Merton House, 53 Merton St.

### Seniors' residences and long-term care homes

- Abbeyfield House (Parkdale)
- Grace Manor (128 beds)
- Rosemount Centre for Seniors (22 units)

### Social and third sector housing

Ottawa Community Housing (400 units, including 190 for seniors) <http://www.och.ca/site/index.php>

- Breezehill
- Hintonburg Place
- Spadina Place
- Wellington Towers
- Allard Place
- Vachon Place

CCOC (Centretown Citizens (Ottawa) Corporation (116 units)

[http://www.ccohousing.org/properties/in/hintonburg\\_and\\_mechanicsville](http://www.ccohousing.org/properties/in/hintonburg_and_mechanicsville)

- 277 Carruthers & 177 Armstrong
- 212-216 Carruthers
- 147 Hinchey
- 151 Parkdale
- 123 Stirling (Stirling House)

OCISO Non-Profit Housing (Ottawa Community Immigrant Services Organization)

- 55 Hilda St.

St. Vladimir's Russian Residence (64 units; non-profit seniors' housing)

- 89 Stonehurst Ave.

### **Supportive housing**

In addition to the units listed here, these and other organizations offer support services to residents of housing provided by others.

- Ottawa Salus Corporation (Gladstone; 31-33 Rosemount)
- Salvation Army Transitional House (1167 Gladstone)
- Youth Services Bureau
- Decision House (Irving)
- L'Arche
- Forward Family Shelter

### **Rooming houses**

Hintonburg:

- 28 Armstrong
- 61 Armstrong
- 65 Armstrong
- 172 Armstrong
- 160 Bayswater
- 160 Irving
- 44 ½ Ladouceur
- 265 Parkdale
- 9 Sherbrooke
- 1108-1110 Somerset
- 82 Spadina

Mechanicsville:

- 124 Forward

**Government, NGOs, non-profits, clubs, utilities**

- WUSC-EUWC (World University Service of Canada—*Entraide universitaire mondiale du Canada*) (1404 Scott St.)
- IBEW local 2228 (Wellington)
- Girl guides – Girl Guide House (Parkdale)
- Knights of Columbus (Gladstone)
- Embassy of Indonesia (55 Parkdale)
- Hydro substation (Laurel)
- Ottawa Police Services (HCC, 1064 Wellington)

## Appendix 9: Crime Statistics

**Table 11: Crime statistic for Hintonburg and Mechanicsville\***

<b>Year</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Assault level 1	42	45	44	34	31	15	21	19
Assault partner level 1	21	31	33	29	32	27	22	13
Assault with weapon-CBH	18	10	15	13	12	12	13	10
Assault with weapon-CBH-partner	8	10	11	13	12	7	8	2
Assault cause bodily hard	0	3	8	9	3	1	3	1
Assault agravated	5	2	2	1	1	2	3	0
Assault CBH - partner	0	0	0	0	4	2	2	5
Assault peach officer	1	1	1	0	5	2	0	3
Assault police officer	3	1	0	0	3	2	0	3
Assault under 16	1	2	2	2	1	2	1	0
Assault aggravated partner	1	1	2	0	1	0	3	0
Assault assist resist arrest	0	0	0	0	1	4	3	0
Sex assault	4	3	4	2	2	5	2	8
Sex assault under 16	0	1	3	1	2	0	1	1
Sex assault invitation < 14	1	0	0	0	0	0	1	0
Sex assault anal intercourse	0	0	0	0	0	0	0	1
Sex assault weapon/BH	1	0	0	0	0	0	0	0
<b>Total Assault</b>	<b>106</b>	<b>110</b>	<b>125</b>	<b>104</b>	<b>110</b>	<b>81</b>	<b>83</b>	<b>66</b>
B&E residential property	109	64	68	75	78	98	70	52
B&E non-residential property/commercial	24	17	36	36	38	20	24	39
<b>Total B&amp;E</b>	<b>133</b>	<b>81</b>	<b>104</b>	<b>111</b>	<b>116</b>	<b>118</b>	<b>94</b>	<b>91</b>

*\*source: Ottawa Police Services. Boundaries may not conform to study area.*

# Appendix 10: Devonshire School Age Waiting List

**Table 12: Waiting list**

<b>Year of birth</b>	<b>Children waiting for placement</b>
1999	24
2000	27
2001	41
2002	19
2003	45
2004	47
2005	55
2006	44
2007	45
2008	26
2009	7
<b>TOTAL</b>	<b>380</b>

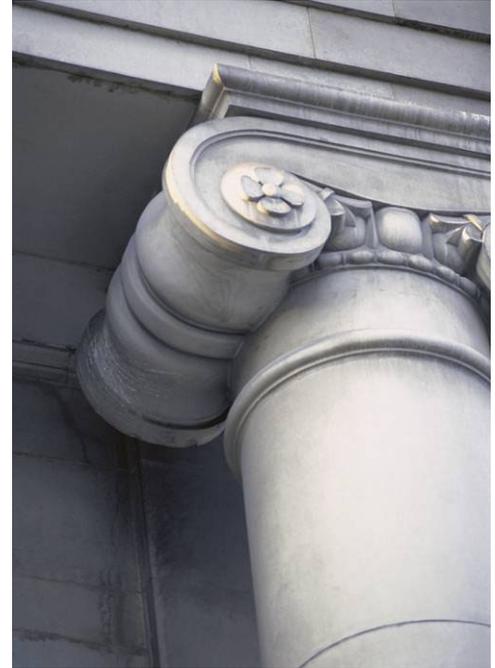
*Source: Program Director, Devonshire School Age Program, Ottawa, February 2009.*

# Appendix 11: Our Vision

## Our Community Vision

Approximately a quarter of the way through the process, the CTF group crafted the following Community Vision for Hintonburg and Mechanicsville, which was presented to the community for feedback and input at the June Open House.

Our community has welcomed the challenge to set out an ambitious and essential long-term plan to build a strong, unified, healthy, caring, creative, and sustainable community that we are all proud to call home. The strength of our vision is founded on eight pillars that form the structure of our common future. Thirteen themes guided our thinking. From these pillars and themes are drawn the principles and recommendations by which future development and planning should be guided.



## Our Community pillars of strength

### Pillar 1—We are organized

The first pillar is the strength of our shared values and the way that we will organize ourselves to plan for the future. We understand that as a community we must be our own shepherds and managers of change. We will agree on our values and aspirations and make them well known. We embrace the principle of partnership. We are committed to taking an active role in civic life and in finding home-grown solutions in concert with the City of Ottawa and other supporting agencies.

### Pillar 2—we believe in sustainable living

The second pillar is the strength of our commitment to a sustainable, healthy urban environment. We will express this commitment through smart and informed choices in our daily lives and in the long-term view we take in the planning and design of our neighbourhoods and buildings, and in the maintaining, preserving, and enhancing of our inherited urban forest.

### Pillar 3—We are strong and united

The third pillar is the combined strength of our varied neighbourhoods that together create a uniquely diverse community within the City of Ottawa. As the backbone of our community, Wellington Street West will provide the structure on which our ongoing community development will be based. It is our shared expectation that the unified whole of our community will be greater than the sum of its parts and that this area will be recognized as a preferred place to live, work, and visit in Ottawa.

### Pillar 4—We are tightly knit

The fourth pillar is the strength of our human-scale, pedestrian-oriented inner-city urban form. We are a historic community built with a tightly knit grid of roads with short blocks and a connecting main

street. This design promotes a mixed use and a sustainable lifestyle. It also promotes a high connectivity between neighbourhoods, which we value. The resulting land uses and densities along the main street and in the neighbourhoods will further our efforts to promote a pedestrian-, cycling-, and transit-oriented society and our pursuit of a sustainable urban lifestyle.

#### **Pillar 5—We care for ourselves and welcome others**

The fifth pillar is the strength of our welcoming, caring, and inclusive attitude. We are a community of diverse peoples: young and old, rich and poor, and representing many cultures. We will continuously seek to understand each other's values in order to find ways to live in harmony. We will ensure that our people are well served with programs and services suited to our varied needs, and with adequate housing choices.

#### **Pillar 6—We are prosperous and innovative**

The sixth pillar is the strength of our entrepreneurial spirit and our vibrant local economy. Our historic main street will be the focus of commercial activity, together with the Parkdale Market and adjoining cross streets and area. Our businesses will continue to reinvest in our community and be rewarded by increased commerce, and we will welcome new businesses. We will rely on this, together with the industrial area east of Bayswater and our flourishing home-based businesses, to maintain a balance of jobs and housing. This will increase opportunities for living and working in our own prosperous and self-sufficient community.

#### **Pillar 7—We embrace arts and culture**

The seventh pillar is the strength of our emerging arts-based focus. Moving forward, we will be renowned as Ottawa's Arts District and will be favoured as a location for artists, artisans, and "the creative class." We have only recently become the permanent home of the Great Canadian Theatre Company and the Cube Gallery, and we will attract more arts and entertainment businesses. Festivals and special events associated with arts and culture will be a welcomed part of our community life. Our artistic and cultural endeavours will be recognized as an important economic driver for the area and a key part of the community's identity.

#### **Pillar 8—We respect our part**

The eighth pillar, and by no means the least, is the strength of our history, our built heritage, and our landmark trees, whether they be associated with heritage buildings or as unique entities unto themselves. We have a rich story to tell and will seek ways to share our past with many. We value our heritage resources, including the buildings along the main street and throughout the neighbourhood. We will encourage heritage conservation and reinvestment. We will encourage new buildings and street infrastructure that bolsters the heritage image while also accepting modern, distinctive designs that successfully marry old with new.

## Appendix 12: Transportation

### Transportation modal split in Hintonburg and Mechanicsville

This data was collected through a traffic study that tracked license plates and bicycle traffic at multiple intersections on the same day. An estimate of buses passing in and out of each zone is included.

Traffic zones 2452, 2451, 2410, 2402, and 2401 correspond reasonably well with the DA boundaries, except for 2471. This zone extends across Holland, with roughly 1/3 of its area lying within the study area boundaries. Therefore, 1/3 of the data collected for zone 2471 is presented here (labelled “Hinton portion”).

**Table 13: Transportation modes statistics**

	Mode	1 - Auto Vehicles		2 - Auto Passengers		3 - Transit		11 - Bicycle		12 – Walk		Sub-Total		Total
		From	To	From	To	From	To	From	To	From	To	From	To	
Mechanicsville	2452	102	18	32	0	212	29	0	0	179	34	20	0	626
Hintonburg	2451	130	331	41	104	228	30	0	19	79	31	28	0	1021
	2410	0	112	0	0	0	0	0	15	0	77	0	0	205
	2402	366	132	20	82	401	37	78	9	221	147	84	20	1646
	2401	323	225	145	17	71	35	0	0	204	118	0	0	1184
	2471	414	767	131	135	173	302	48	48	17	153	0	0	2204
Hinton portion	2471	138	256	44	45	58	101	16	16	6	51	0	0	735
	Total	1059	1073	281	248	970	231	94	60	689	459	133	20	5416

2005 OD Survey for traffic zones - ISCS Dept. City of Ottawa, Transportation and Infrastructure Planning Division

**Table 14: Vehicle Ownership by Traffic Zone**

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<b>Mechanicsville</b>	
Zone	Number of Vehicles Available
2452	830
<b>Hintonburg</b>	
Zone	Number of Vehicles Available
2451	865
2410	0
2402	1255
2401	882
2471	952
one-third 2471	317
Mechanicsville Total	830
Hintonburg Total	3319
Grand Total	4149

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*2005 OD Survey for traffic zones, ISCS Dept. City of Ottawa, Transportation and Infrastructure Planning Division*

## Appendix 13: Abbreviations

### Abbreviations used in this document

CDP	Community Design Plan
CTF	Continuity Task Force
ESL	English as a second language
FSL	French as a second language
GCTC	Great Canadian Theatre Company (located in The Currents building)
HCA	Hintonburg Community Association
HCC	Hintonburg Community Centre
HEDC	Hintonburg Economic Development Committee
LPCSA	Laroche Park Community Sports Association
MLO	Multicultural Liaison Officer
NGO	Nongovernmental organizations
NIST	Neighbourhood Integrated Strategy Team
NP	Neighbourhood Plan
NPI	Neighbourhood Planning Initiative
NCC	National Capital Commission
OCCSB	Ottawa-Carleton Catholic School Board
OCDSB	Ottawa-Carleton District School Board
OCISO	Ottawa Community Immigrant Services Organization
OFGAC	Ottawa Forests and Greenspace Advisory Committee
OP	Official Plan
OREB	Ottawa Real Estate Board
OWCS	Ottawa West Community Support
QUAD	<i>Quartier des artistes</i> / Arts District
Queensway	Highway 417
SWCHC	Somerset West Community Health Centre
WWBIA	Wellington West Business Improvement Area

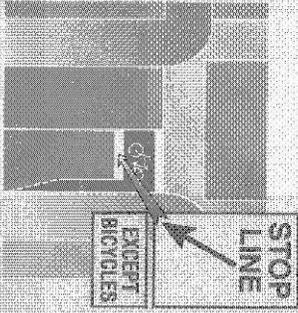
# Appendix 14: Cycling in Vancouver

Bike boxes and ASLs have no effect when the signal is green. At a green light, cyclists should approach and move through an intersection in a normal manner.

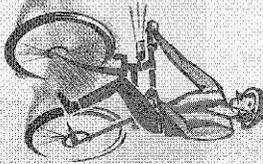
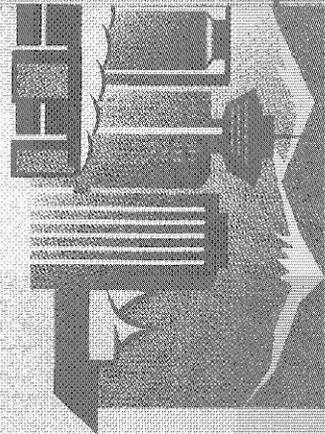
Using bike boxes is not mandatory. They're provided for added safety and convenience. Cyclists are strongly encouraged to use the box whenever appropriate.

## ■ A Motorist

When the signal is red, you should stop at the ASL marked on the road. The ASL may be accompanied by a sign, as shown below.



You may only cross a bike box and make a right turn during a red light if you are absolutely sure that there is no cyclist in or approaching the bike box. Turning right on a red light may be prohibited at some locations. Motor vehicles should never encroach on the bike box during a red light.



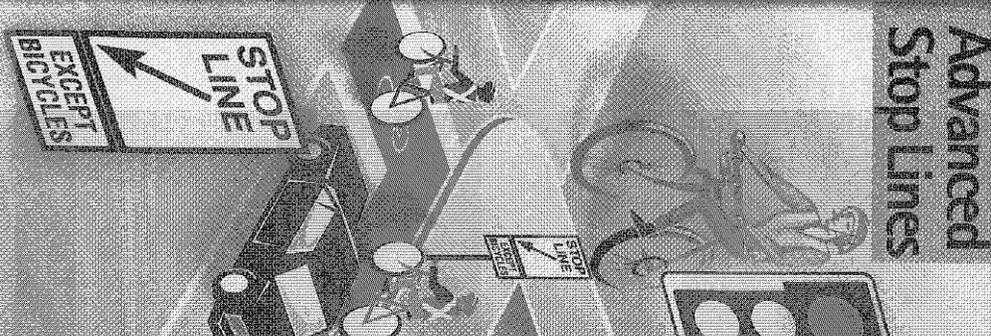
If you have questions, comments, or feedback about bike boxes and advanced stop lines, please contact the City's Bicycle Hotline at 604-871-6070, or e-mail us at [cycling@city.vancouver.bc.ca](mailto:cycling@city.vancouver.bc.ca) or visit our Web site at [www.city.vancouver.bc.ca/cycling](http://www.city.vancouver.bc.ca/cycling) for the latest information.

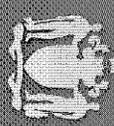


CITY OF VANCOUVER

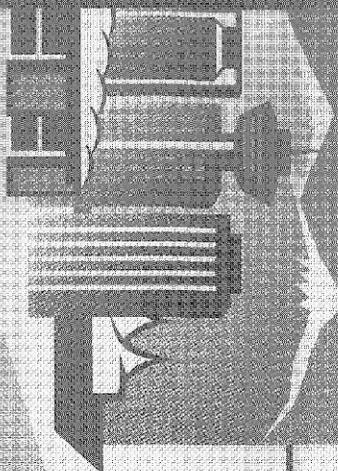
City of Vancouver  **STOP**

City of Vancouver



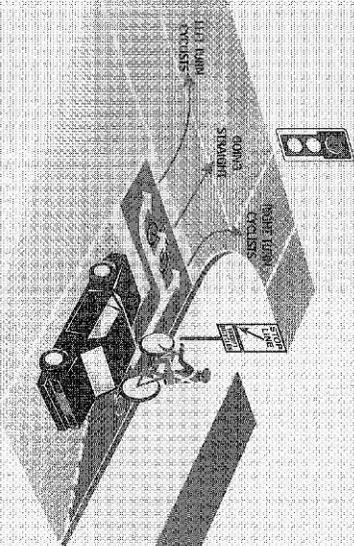
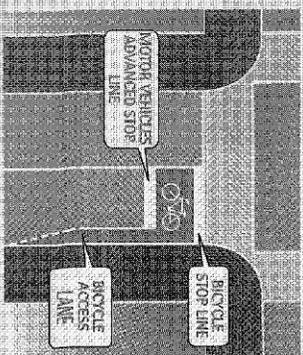


**Bike Boxes & Advanced Stop Lines**



## What are bike boxes and advanced stop lines (ASLs)?

A bike box is an area on the road marked by red pavement with white bicycle symbols. It extends across one or more traffic lanes at the approach of an intersection. When the traffic signal is red, only cyclists may enter the bike box. Motor vehicles must stop at an advanced stop line (ASL) to leave the bike box clear for bicycles. Generally, cyclists can pass queuing vehicles and enter a bike box through an exclusive bike lane.



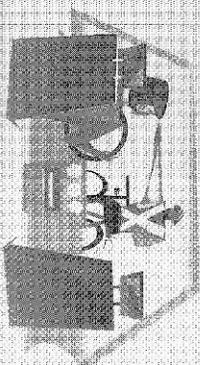
A typical bike box /ASL arrangement

## Why are bike boxes and ASLs being installed?

The purpose of bike boxes and ASLs is to improve conditions and safety for cyclists and motorists at intersections by:

- increasing the visibility of cyclists
- helping cyclists make safer turns and crossings
- encouraging cyclists to make more predictable approaches to and through an intersection
- providing space at the front of an intersection to help cyclists avoid breathing vehicle fumes.

The aim of these new measures is to encourage more cycling by creating a safer, more comfortable road environment.



By letting bicycles go in front of queuing motor vehicles, cyclists' movements become more visible and predictable.

## How to use bike boxes and ASLs if you are...

### ■ A Cyclist

When the light is red or turning red, enter the bike box along the access lane. Once you are in the bike box, position yourself according to the direction you are intending to go.

**Turning left:** Move to the left side of the bike box and signal that you're turning left.

**Going through:** Position yourself in line with your destination lane on the far side of the intersection — generally on the right-hand side of the road — but far enough from the curb to provide a safe clearance from parked cars and discourage motorists from passing if the lane is too narrow to do so safely.

**Turning right:** Move close to the right edge of the roadway and signal that you're turning right.

