



November 30, 2023

To Mary Jarvis
Director, Real Estate (National Capital Region)
Canada Lands Corporation

To Jane Hayward
Senior Project Manager,
Tunney's Redevelopment,
Public Services and Procurement Canada

Dear Mary Jarvis and Jane Hayward,

We would like to thank you for the very useful Open House and consultation on the thinking to date on Complete Streets and Transportation plus a number of other important issues (Greenspace, Affordability (20% of units affordable and deeply affordable), Climate resilience, Connectivity and Community). The opportunity to dig into the proposals and the rationale behind them was appreciated together with the willingness of you, your staff, and consultants to exploring potential solutions to identified issues.

We noted that the proposals are not as ambitious as many would have liked in terms of: the extent of the commitment to active transportation, and the elimination or curtailing of private vehicles in Tunney's; to reducing the impact of additional vehicles on the surrounding neighbours and to commitments to public facilities for sports or community centres. If there is a willingness to revisit the ambition of the Tunney's redevelopment we would be pleased to engage in that process. As a starting point for such discussions, we have attached as Appendix 1 an alternate vision for several aspects of the Tunney's redevelopment including aspects of its road and active transportation network.

Given the current ambition of the redevelopment there was much to applaud in the panels presented including the considerable greenspace and the better use of it by, for example, shifting large central medians to sides of the roads where it can be better enjoyed by pedestrians and cyclists, and the commitment to affordable and deeply affordable housing, integrating climate resilience into planning, the commitment to a high street along Tunney's Pasture Driveway including planning for and efforts to secure a grocery store, and thought given to active transportation including the winter trail.

Our understanding of the next steps in the path forward is:

- Immediately the feedback from the Open House will be consolidated into reports and used to identify issues, explore options, and adjust current plans. As a minimum a high-level summary of feedback and any major changes to the plan will be shared with the public.
- By late November there will be consultations with the NCC, which has regulatory authority of federal lands in the National Capital Region.
- Before the end of December initial consultations will begin with City staff on an application for a Subdivision Permit, and the transfer of the Tunney's road network to the City. These consultations will include a Transportation Plan showing anticipated traffic flows and Transportation Impact Assessments (TIAs) on the surrounding communities.

- When a formal application is made for a Subdivision Permit the application and the supporting documentation, including the Transportation Plan and TIAs will be posted on the City's DevApps website for public input.

We strongly support your openness, information sharing and seeking input from the community on issues and solutions. In that spirit, below are a number of matters which we hope will facilitate positive changes to the current plans before the consultations with the NCC and before applying to the City for a Subdivision Permit.

1. Scope of Connectivity Planning – Tunney's 15-minute Neighbourhood

It is disappointing that the Connectivity planning for Tunney's redevelopment and especially the transportation network, including active transportation, did not explicitly focus on Tunney's 15-minute neighbourhood. Tunney's 15-minute neighbourhood which encompasses virtually all of Mechanicsville including Laroche Park, virtually all Champlain Park including its parks and St George School, and extends south to Byron encompassing large parts of Hintonburg and Wellington West. Appendix 2 below clearly defines the 15-minute neighbourhood where active transportation should be the priority providing safe and healthy two-way connections between Tunney's and its immediate neighbours.

The priority transportation focus within this neighbourhood should have been on developing the entire active transportation network, not just the parts in Tunney's. This 15-minute neighbourhood will double or triple the potential clientele for Tunney's business and community services while simultaneously providing a wide range of services to residents and employees of Tunney's.

It is recommended that before the approaching the NCC and the City for a Subdivision Permit Tunney's planners should:

- Address the development of a safe and effective active transportation network in Tunney's and throughout its 15-minute neighbourhood, including maintenance and winter snow removal on NCC property.

2. Consultations on Community Transportation Plan, Traffic Impact Assessments and Enhancing the Active Transportation Network

The biggest disappointment in the Open House presentations was that the analysis and the presentations stop at the borders of Tunney's Pasture. Participants are left to imagine the implications for their community and the local active transportation and vehicle networks. The biggest analytic disappointments are the absence of a traffic study laying out the type and volumes of traffic, and the absence of Traffic Impact Assessments (TIA) for the neighbouring communities. These TIAs should examine the impacts at a point in time not less than 5 years after the full build out of Tunney's and Bayview Yards and the densification along Scott, Holland, Parkdale and within the surrounding residential neighbourhoods.

The traffic studies and TIAs must be close to completion as they are required to support the application for a Subdivision Permit.

In the absence of these studies Mechanicsville Community Association has grave concerns, among other things, about the proposed gateway at the intersection of Burnside and a rerouted Columbine. We noted that residents close to the proposed gateways at the intersections of Scott with Ross/Sir Frederick Banting and Scott with Smirle and the reconfigured Yarrow appear to have similar concerns. All are left

guessing about the impacts of proposed gateways on their residential neighbourhoods and about how to mitigate or block undesirable traffic flows into and through residential neighbourhoods.

In addition to concerns about impacts on residential neighbourhoods, there is nothing available about the impacts on the arterial roads of Parkdale, Scott, Wellington, Kitchi Zibi Mikan or Island Park (many of which appear to be reaching peak loads) and how to manage or mitigate these pressures.

We respectfully request that prior to engaging with the City to secure a Subdivision Permit that there be consultation on the following material with the Tunney's Pasture Community Perspectives Group, and preferably with the public and public consultations:

- Traffic Plan,
- Traffic Impact Studies for each community,
- Assessments of the options for ameliorating adverse impacts identified in the consultations at the secondary gateways at Burnside, Ross and Smirle etc., and.
- An assessment and recommendations for the buildout of the active transportation system throughout the 15-minute neighbourhood and maintenance including snow removal.

3. Burnside/Columbine Gateway

Our understanding is that the proposal to create a new gateway by rerouting Columbine to face Burnside at Parkdale is motivated by three primary considerations: the desire to facilitate access to Tunney's for vehicles arriving from the north or south on Parkdale, pedestrian and cyclist safety when crossing Parkdale to and from Tunney's, and technical requirements for adequate spacing between traffic lights. The latter factor prevents the addition of a traffic light at the current location of Columbine. Further we understand there is no desire or intent for Burnside to directly feed vehicle traffic into or out of Tunney's, as Tunney's traffic planning principle is to channel vehicle traffic into and out of Tunney's along established arterial roads (i.e. Holland, Scott, Kichi Zibi and Parkdale).

What is not clear is, how to prevent traffic from using Burnside to directly or indirectly (through cut-throughs) to access or depart Tunney's while simultaneously meeting the desire for north south access into and out of Tunney's on Parkdale. In consequence, we request:

- Consultations on clearly defined proposals for how to prevent traffic flows into and out of Tunney's from Burnside at the proposed Burnside/Columbine gateway, and
- Options for how to prevent traffic from cutting through Mechanicsville to gain access to the gateway at Burnside/Columbine gateway.

4. Future Road Connecting Lyndale to Tunney's Pasture

We wish to reinforce our previously position that what is required at this location is an active transportation link to the LRT station and the proposed Main Street shops.

The need for a sixth vehicle gateway into Tunney's, which is prioritising active transportation, has not been established and appears dubious. All the issues with augmenting traffic flows through the residential streets of Mechanicsville that are raised by the Burnside/Columbine Gateway exist here. A vehicle connection into and out of Mechanicsville at this location is not needed or wanted. An active transportation link is needed at Lyndale to the LRT station and the Main Street shops.

5. Wind Tunnels Parkdale and Beyond

The proposed plans for 20 to 40 story high-rise buildings along Parkdale, with limited street side setbacks, are very concerning as this will create a sunless, wind tunnel where trees will not thrive and that is unpleasant for both pedestrians and cyclists. As long-term Mechanicsville residents know, there is significant wind that comes from the north across our neighborhood especially down Parkdale. We recommend three changes:

- The proposed heights of the buildings along Parkdale's west side be limited to 6 stories, and
- The sidewalks and bike paths on Parkdale's west side are separated from each other and both are separated from vehicle traffic by a boulevard of sufficient width that shade trees will thrive.
- The tallest proposed buildings, up to 40 stories, should only be considered near Scott Street and the LRT station. 20 story buildings along Tunney's Pasture Driveway would allow for tapering heights both east and west to allow for preferred integration with existing neighbourhoods.

More generally the large number of buildings of 20 stories or more risks creating wind tunnels that will jeopardise the useability of open spaces, patios, active transportation, and limit the sunlight needed for trees and grass, to thrive in the greenspaces. It is recommended that studies be done on the combined effects of so many high buildings and that zoning ensure:

- the ability of plants, and especially shade trees and grass, to thrive, and
- the wind generated by tall buildings does not limit usability of the outdoors for human use.

6. Natural Primary Gateways

Two "Natural Primary Gateways" are shown in the northeast and northwest corner of Tunney's Pasture. The northeast gateway appears to contemplate pedestrian, cycling and cross-country ski access between Tunney's and the South Shore River Front Park by passing under Kitchi Zibi Mikan overpass.

Given that people arriving using the River Front Park by active transportation from the west are likely to choose the most direct route to enter Tunney's at the Goldenrod traffic light it is recommended that a safe active transportation gateway be design for that entrance.

We note that the NCC plows snow onto the Parkdale pedestrian sidewalk under the Kitchi Zibi Mikan overpass. In winter this creates a serious physical barrier that is dangerous to people seeking to get access to the riverside park from the traffic loop. It is recommended that that efforts be made to secure the NCC's commitment to provide safe summer and winter access for active transportation from the River Front Park to the Natural Primary Gateways at Parkdale and the proposed Goldenrod Gateway.

We look forward to working together with you and your team,

Best wishes,



Roy Atkinson
Vice President
Mechanicsville Community Association.

CC Jeff Leiper, Councillor
Yasir Naqvi, Member of Parliament

Appendix 1. An Alternate Vision for Tunney's Pasture Complete Streets, Active Transportation Network and Roads

As presented, there is not a clear vision for what Tunney's Pasture should be. This is particularly concerning as this is the first step in the redevelopment of Tunney's Pasture and it leaves a lot to be desired.

Even a casual examination of the plans for the areas surrounding Tunney's suggest a residential population of potentially 50,000 to 100,000 residents within the Tunney's 15-minute neighbourhood. This includes high rises along Scott, Parkdale, Holland, and Wellington, plus Bayview Yards, plus the intensification in all the surrounding residential neighbourhoods, plus Tunney's Pasture with its plans for 14,600 residential units potentially housing a population of up to 30,000 new residents. All of these people will be within walking and biking distance to Tunney's Pasture. In addition, with the expansion of the Confederation Line, there will soon be even more people who can quickly reach the site via transit.

Despite the creation of an urban environment designed for active transportation the Tunney's proposal proposes an extensive street grid, with added road / vehicle connections to Scott and Parkdale. The proposed connections appear to be absent from the Scott Street Secondary Plan and the Scott Street Community Design Plan, and the planning rationale for their inclusion is not provided. Who are these streets for? What purpose do they serve? Where are the plans for the community wide build out of the active transportation network?

Tunney's Pasture is bordered by three major roadways (Parkdale, Scott, and Kichi Zibi Mikan) and an LRT station. Although the proposal suggests the street network will "improve connectivity", it is not clear what exactly this is supposed to improve. The law of induced demand states that cars will occupy and use the infrastructure provided to them, creating concerns that the expanded street network would instead induce congestion and worsen connectivity as opposed to improving it. The close proximity of Tunney's Pasture to three arterial roads: the Kich Zibi Mikan, Holland and Scott, plus the LRT station provides connectivity to the surrounding areas, and the Columbine, Tunney's Pasture, and Sir Frederick Banting driveways would provide sufficient connectivity within the site. The remaining streets (Sorrel, Eglantine, the proposed new road at Lyndale etc.) should be exclusively designed active transportation modes, emergency vehicles, and deliveries. Additionally, making these interior roads thinner provides opportunities for increased density of all uses, greenspace, and creates a more inviting & human-scale neighbourhood.

Further, it is particularly odd that the proposal is centered around "gateways" to the site located at major intersections. As previously noted, Tunney's Pasture is surrounded by rapidly intensifying areas and itself will be the subject of intensification. The site will be serviced by transit, multiple active transportation networks including the new William Commanda Bridge, will be situated between three major roadways. Why does the plan focus on these "gateways" for car access? If the goal is to be greater connected and integrated to the surrounding areas, why does there need to be designated entrances for cars? Further, what impact do these gateways have on the surrounding areas? High volumes of cars accessing the site at various entrances is not conducive to creating a better streetscape along Parkdale and Scott and does not align with the goals described in the Scott Street Secondary Plan and Community Design Plan.

Following are suggestions for improving Tunney's Pasture's transportation network:

1. Retain Tunney's Pasture Driveway, Sir Frederick Banting Driveway, Goldenrod Driveway, and Columbine Driveway in their current locations as the main thoroughfares.
2. Prioritize density along these streets, with heights tapering to mid-rise along the west side of Parkdale, and the west side of Sir Frederick Banting to better transition the site to the surrounding neighbourhoods.
3. Convert Eglantine, Sorrel, Yarrow, Chardon, and the proposed Lyndale extension into car-restricted streets (with the exception of deliveries and emergency vehicles) with extensions to Parkdale and Scott. The proposed woonerfs are very interesting, but they must be expanded to form an integral part of navigating the site as opposed to a novelty inclusion.
4. Provide for full pedestrian right of way throughout the site, with low speed limits on streets and protective infrastructure.
5. Implement traffic control measures designed to reduce vehicular traffic through neighbouring areas, such as through Burnside Avenue and other residential streets.
6. Ensure the year-round maintenance of active transportation infrastructure by collaborating with the City of Ottawa and National Capital Commission.

Annex 2 Tunney’s Pasture: 15-Minute Neighbourhood – Transportation Planning

Central to the City of Ottawa’s New Official Plan (NOP) are five “Big Moves” and the key policy directions needed to implement these “Big Moves”. One of the key policy directions is “**Build walkable, 15-minute**

Neighborhoods”. “For new communities, build dense, compact, well-connected, walkable 15-minute neighbourhoods with a diverse mix of land uses, including a range of housing, shops, services, local access to food, schools, employment, greenspaces and pathways. Support evolution of existing communities into walkable, 15-minute neighbourhoods.”

Figure 11

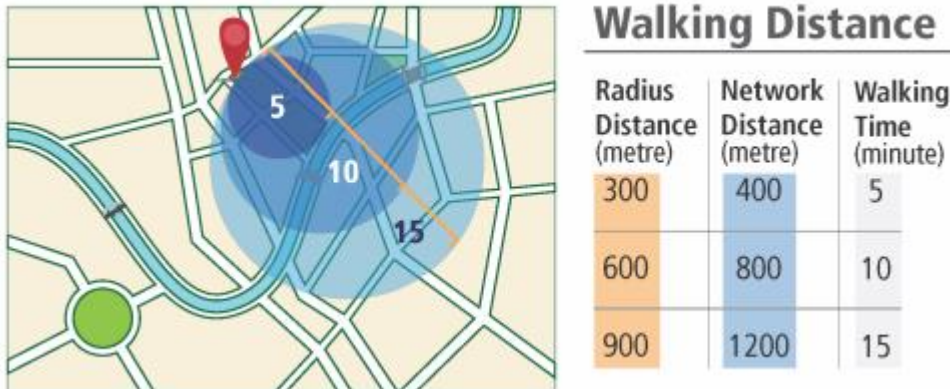


Figure 11 on Page 74 of the NOP provides a precise physical definition to the distance envisioned as being covered by a 15-minute walk. The outer limit of a 15-minute walk is set at 900 metre radius.

Applying that 900 metre radius from the centre of Tunney’s Pasture (See Image 1 below) shows the Tunney’s Pasture 15 minute neighbourhood extending from St. George School in Champlain Park in the west to Laroche Park in Mechanicsville in the east to the south of Wellington St in Hintonburg and Fisher Park and north to the Ottawa River.

The Tunney’s Pasture 15-minute neighbourhood includes the Tunney’s Pasture LRT station, a designated hub. Its road network includes 5 arterial roads (Scott, Wellington, Holland, part of Parkdale and Kichi Zibi Mikan) and a multitude of residential streets in Hintonburg, Fisher Park, Champlain Park and Mechanicsville

The dominant transportation priority for all 15-minute neighbourhoods is the creation of safe and effective pedestrian and cycling infrastructure that ties the neighbourhood together and facilitates access to schools, shops, parks, services and public transportation. Proper transposition planning requires the protection of residential neighbourhoods from non-essential vehicle traffic. The Tunney’s Pasture 15-minute neighbourhood is served by 5 arterial roads providing access from north, south, east and west. If the vehicle access hubs to and from Tunney’s are limited to the intersection arterials at Holland and Scott and the intersection of Kichi Zibi Mikan and the Columbine Goldenrod Driveway the needs of vehicle drivers can be met while minimizing vehicle traffic through residential neighbourhoods.

Image 1: Tunney's Pasture 15-Minute Neighbourhood



Conclusions

1. Tunney's pasture planning in general and transportation planning in particular should place the 15-minute neighbourhood at its core.
2. Safe and efficient pedestrian and cycling infrastructure connecting the entire 15-minute neighbourhood should be a priority.
3. Implementing safe and effective pedestrian and cycling infrastructure in the Tunney's Pasture 15-minute neighbourhood will require the support and cooperation of Canada Land Corporation, Public Service and Procurement Canada, the National Capital Commission, and the City of Ottawa. Each entity has critical roles in building and maintaining infrastructure and servicing it throughout the year.
4. Transportation planning must be based on a traffic plan / traffic impact assessment based on the fully built out Tunney's Pasture, Bayview Station and the planned increase in density in the surrounding neighbourhoods such as Mechanicsville