



December 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,

As 2023 draws to a close I have been reflecting on Tunney's Pasture plans and consultation. There are many concerns, but this note is limited to two traffic related issues:

- the absence of a concrete proposals to limit traffic flows through Mechanicsville into and out of Tunney's;
- the apparent absence lanes in the Tunney's Pasture road network.

We continue to be very concerned about the proposal to reconfigure Columbine so that it joins Parkdale at Burnside. None of the illustrations provided of traffic management configurations give us confidence that high volumes of vehicle traffic can be prevented from moving along Burnside into and out of Tunney's Pasture. This is not appropriate as Burnside is a residential street, not an arterial road. Our Community Development Plan provides for Burnside to be a complete street restricting the flow of vehicle traffic in the community and past LaRoche Park with its playground. Similar concerns exist about the proposed new road at Lyndale.

Communities along Scott street have similar concerns about increased traffic flows through their communities.

To address these concerns, we would like to endorse Councilor Leiper's proposal for a Working Group with representatives of Mechanicsville and Tunney's Pasture to address this matter. I would suggest a deadline of May 2024. We would welcome the participation of the communities along Scott with similar concerns.

With regard to lanes the attached annex provides an initial assessment of the need for lanes to be an integral part of the Tunney's Pasture road network, and the need to include lanes in any discussions with the City about the road network that the City will eventually own and maintain.

I look forward to hearing from you with regard to the proposed Working Group.

Best wishes,

A handwritten signature in blue ink, appearing to read "Roy Atkinson", is placed over a light grey rectangular background.

Roy Atkinson

CC Jeff Leiper
Yasir Naqvi

Annex: The Need for Lanes to Be Part of the Tunney's Pasture Road Network

Introduction

The material at Open House on Complete Streets and Transportation Roads did not include plans for any lanes. In the proposed community of densely packed high rise residential and office buildings, it seems inevitable that lanes will be essential for the efficient functioning of the community.

Currently under city policy and bylaws lanes are essentially small city owned roads, with construction standards, drainage, classifications related to extent to which there are underground utilities such as telecommunications, sanitary and storm water sewers and the city' obligations to maintain the road surface and provide services like snow removal. <https://ottawa.ca/en/planning-development-and-construction/residential-property-regulations/all-about-your-property/urban-lanes#>. In these circumstances before the Tunney's Team meets with City officials on roads and access it would be appropriate to have a clearly articulated plan for lanes in Tunney's. It would be desirable to consult as a minimum with the CPG and preferably with the wider community.

Lanes to Accommodate The Needs of Stores

During discussion at the public consultation, I was told that the Main Street shopping area would extend down Tunney's Pasture Blvd and there are discussions with a grocery store about locating on there. Consider for a moment how a grocery store and any other shop is going to get their goods into the store. Are they going to block traffic by parking on Tunney's Pasture Blvd and being forced to drag all the supplies across the treed boulevard, bikes lanes and the sidewalk into the store? Equally, how will the shops get rid of their garbage and recycling? Will driveways be provided from Tunney's Pasture Boulevard to each shop, breaking up the continuity of store fronts? A more viable solution is to provide access to the back of the store(s) from a lane. Thought also needs to be given to requiring loading docks for stores, apartment towers and office blocks for delivery of supplies, removal of garbage and recycling, the pickup and delivery of parcels, and accessing underground parking.

A consultant at the consultation indicated that there are in discussions underway with a grocery store about a loading dock off a lane. But the accommodation they were proposing for delivery trucks was limited to small cube vans, not the longer trucks used at the Metro or other grocery stores. This will require the large trucks to be unloaded at a warehouse and the goods shifted to smaller trucks for delivery, which will inevitably drive up the cost of those goods and reduce the competitiveness of the local grocery store. Careful consideration must be given to these commercial realties if the stores in Tunney's Pasture are going to survive and thrive.

Lanes to Accommodate The Needs of Residential Towers

14,000 residential units are shown in the consultation documents most, if not all, are to be in mid to high rise towers and multi-unit residential buildings. With 14,000 planned residential units in Tunney's there will be considerable turnover.

CMHC's January 2023 Rental Market Report found that in Ottawa "the turnover rate fell from 2021 to 2022. **It declined from 22.8% to 16.8%**, a lower rate than in 2020, at the peak of the pandemic (17.9%). In 2021, the reluctance of tenants to move faded away. Over the past year, this hesitation to look for a new home was renewed by the significant drop in vacancy rates and the increase in rents for vacant units."

With 14,000 planned residential units in Tunney's this suggests the typical number of turnovers would be between 2,300 and 3,200 units. Each turnover involves a family moving out and another moving in for **typical**

moves in the range of 4,600 and 6,400 per year. That is a lot of furniture and personal items moving in and out of these residential towers. Evidently parking the moving van in the street and lugging beds, bureaus and sofas across the bike lanes and sidewalks is not ideal. Lanes are needed and the apartment buildings need off-lane loading and unloading with a loading dock being preferable to accommodate the families moving.

Once in the buildings are occupied the street and lane plans must provide for pick up of garbage, recycling, composting and in the era of online shopping accommodation is needed the delivery vehicles, or taxis plus access for residents' personal cars etc.

By way of "evidence" on the matter of garbage and recycling I can report on the use of the lane that runs behind 121 Parkdale, a 32-story apartment building. To accommodate weekly garbage and recycling they park 6 to 8 dumpsters of garbage in the lane while waiting for the garbage truck. Recycling can take up to 12 large bins which are also parked in the lane while waiting of pickup. In both cases dumpsters or bins are frequently in the lane for several hours. When the garbage truck is onsite for the pick-up, the lane is completely blocked. If this were to happen on a Tunney's street it would be both unsightly and disruptive of all modes of transportation. This would be unacceptable. Lanes are critical to the effective functioning of this high-rise building.

Unfortunately, without a proper loading dock the lane is frequently blocked to service moving vans and the garbage trucks. If the lane does not have to accommodate other traffic this would not be an issue, but in the case of the 2 Brigil towers there are over 400 underground parking spaces creating is a steady stream of vehicles.

Conclusion

Given the plans for multiple high-rise office and residential towers that will accommodate a population roughly equivalent to a small city the size of Stratford in the limited space of Tunney's pasture, lanes are likely essential for efficient operations and to allow for continuous store fronts uninterrupted by driveways.

Provisions should be made for off-lane loading and unloading, preferably at a loading dock that does not obstruct the lane.

Lanes are essentially narrow roads which are typically owned and maintained by the city, and are subject to City building standards.

The failure to overtly include lanes in the road network plans for Tunney's Pasture appears to be a serious planning gap.

Before the Tunney's Pasture planners approach the City planners on the proposed Tunney's Pasture roads that will be turned over to City ownership, the plan should be enhanced to include lanes.

The some of communities surrounding Tunney's Pasture, including Mechanicsville and Hintonburg, have considerable experience with lanes and could provide valuable input on the planning for lanes in Tunney's Pasture.