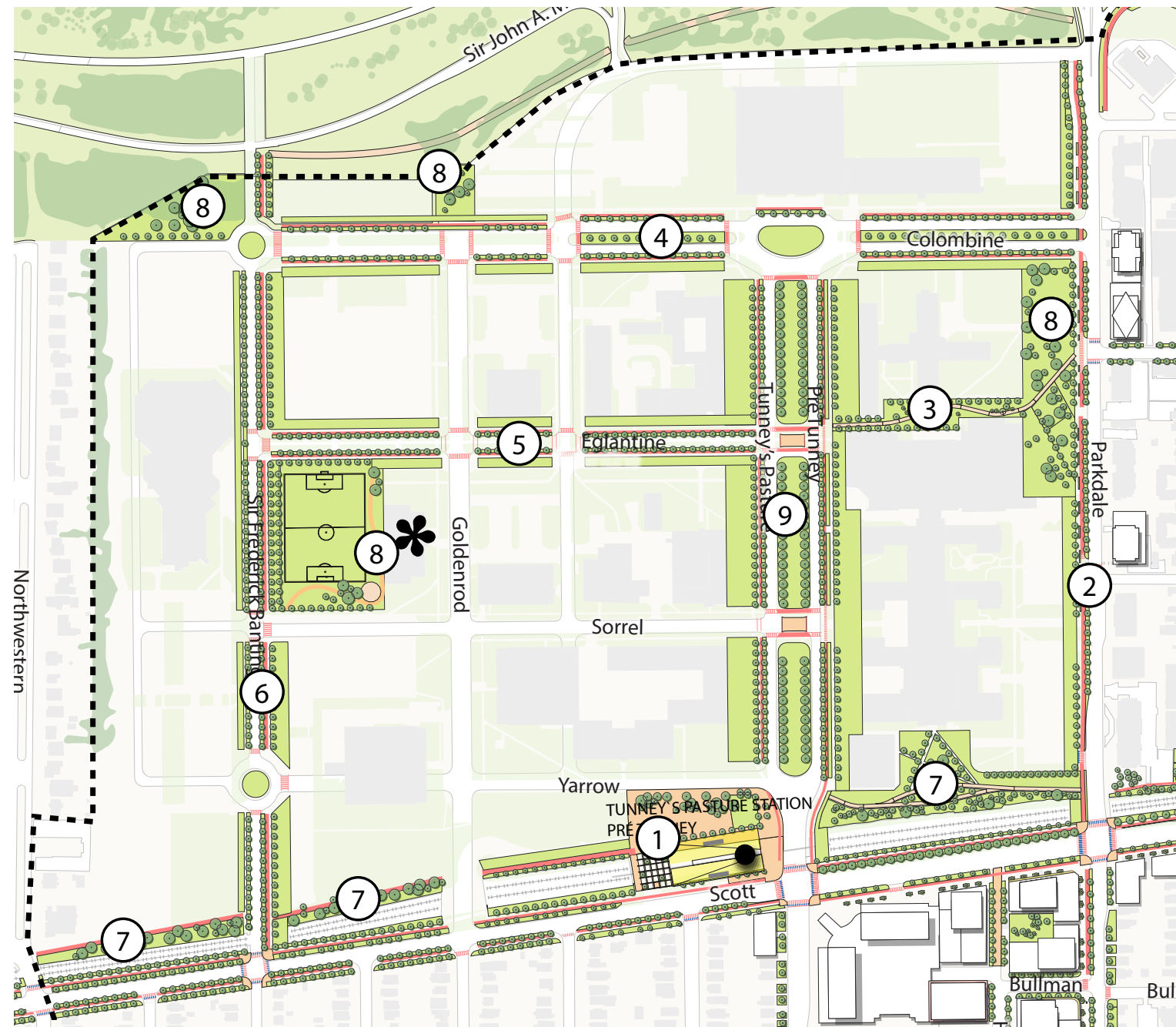


4.4.1 Tunney's Pasture

The Scott Street CDP process has informed, and been informed by, the emerging master plan for Tunney's Pasture being prepared by Public Works and Government Service Canada (PWGSC). In particular the public realm elements of the master plan have provided the development of the CDP with new ideas and initiatives that can improve the public realm. Future parks, other open spaces and City streets within Tunney's could play a vital role in creating a mixed-use neighbourhood on the site and integrating it with the larger city.

The conceptual initiatives described below reflect broad community objectives for Tunney's Pasture and how it should link and interface with existing neighbourhoods. The specifics of each initiative will be addressed by the Tunney's Pasture Master Plan or subsequent detailed plans for the site. The intent of the concepts and guidelines below is to continue to inform decisions by PWGSC and the City as municipal infrastructure, open spaces and facilities are planned and residential and other non-federal uses are added to the site.

The main goals of the proposed public realm framework for Tunney's Pasture are to open up these public lands to the broader community and the river, improve connections through the site and create more useable open space.



- ① Transit Plaza
Place du transport en commun
- ② Parkdale Greenway
Couloir de verdure de Parkdale
- ③ Park-to-Park Green Link
Liaison verte entre parcs
- ④ Colombine Cycling Route
Voie cyclable Colombine
- ⑤ Eglantine Cycling Route
Voie cyclable Eglantine
- ⑥ Sir Frederick Banting Greenway
Couloir de verdure Sir Frederick Banting
- ⑦ Transitway Greenway
Couloir de verdure du Transitway
- ⑧ Neighbourhood Park and Community Centre
Parc de quartier et centre communautaire
- ⑨ Enhanced Allée
Améliorer l'allée

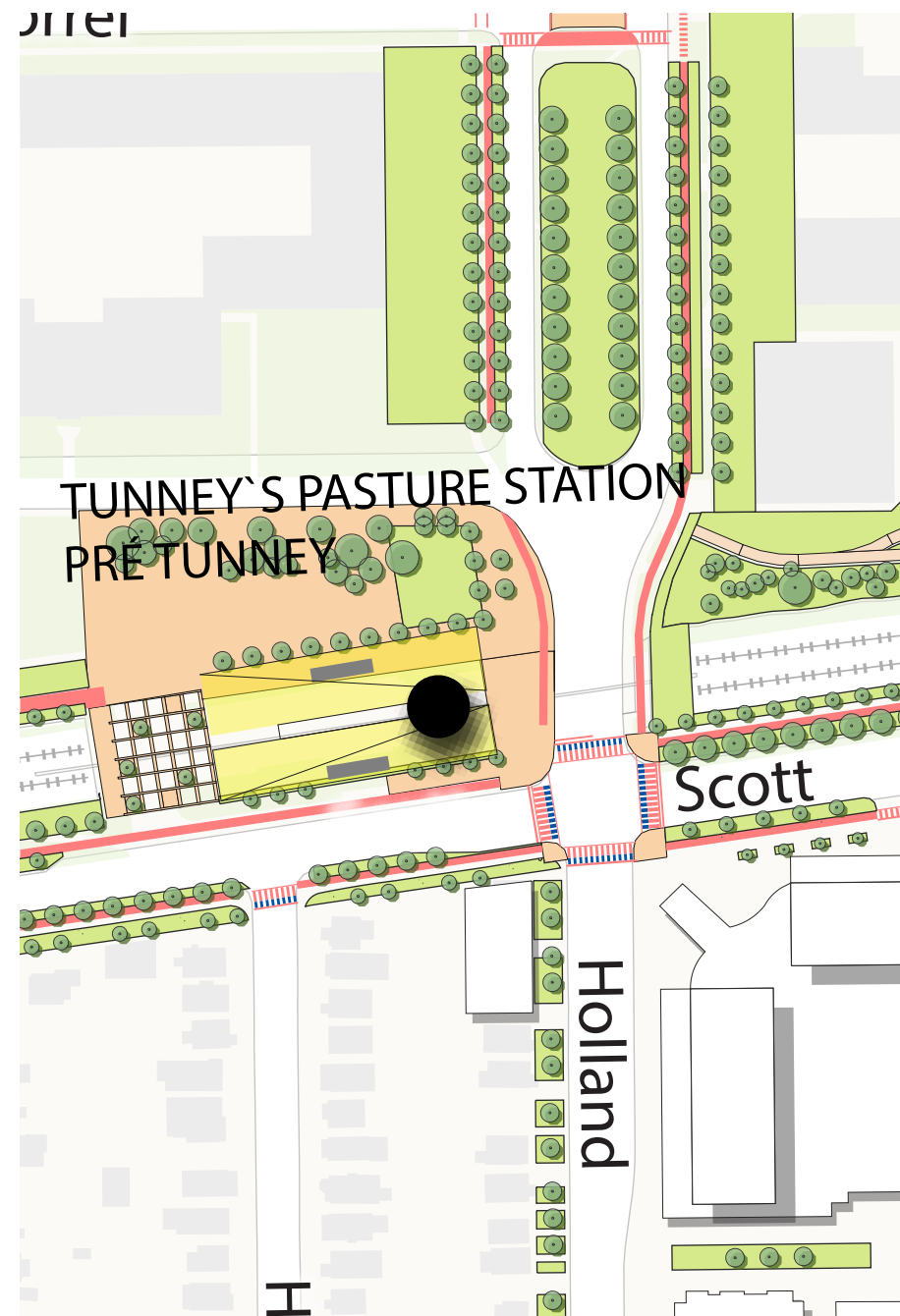
PROPOSED TUNNEY'S PASTURE PUBLIC REALM DEMONSTRATION PLAN
*SUBJECT TO TUNNEY'S PASTURE MASTER PLAN

Transit Plaza

Over time, the new Tunney's Pasture Transit Station will generate an increasing amount of pedestrian traffic and encourage high-density development on adjacent sites. A transit plaza will:

- help to manage pedestrian traffic between the station and the many buildings in Tunney's;
- provide a central gathering space for casual and programmed activities that bring employees and residents in the area together;
- contribute to an attractive setting for mixed-use development close to the station.

Although the transit plaza initially might be used mostly by federal employees, it should be designed as a flexible civic space with multiple uses. Hard landscaping should be complemented by soft landscaping, including well treed areas. Elements in the square should include fixed seating and moveable chairs and tables. A water feature and skating surface should be considered. Bicycle parking, pedestrian wayfinding aids and public art are other elements to include. A café should be located in or at the edges of the plaza, and future buildings facing the plaza should have active uses on the ground floor to help enliven the space.



TUNNEY'S PASTURE STATION/TRANSIT PLAZA



TRANSIT PLAZA-EXAMPLE



TRANSIT PLAZA-EXAMPLE

Parkdale Greenway

Today, buildings on Tunney's Pasture mostly turn their backs to Parkdale Avenue, but this is expected to change as parking lots and vacant land give way to mixed-use development on the west side of Parkdale. Prior to, or in conjunction with, such development, a tree-lined multi-use pathway and linear park should be built on the west side of the street. This will greatly improve pedestrian and cycling connections between the multi-use path along Scott Street and the riverfront. The linear park, extending south from Columbine, will also improve east-west connectivity through the area, linking Burnside Avenue to both Columbine and a planned pathway to Tunney's Pasture Driveway.

The greenway north of the park should have minimum width of 11 metres. The multi-use pathway should have separate marked lanes for pedestrians and cyclists, and it should be separated from the street and future lots on the west by landscape zones mostly planted with trees. The park should be mostly green space with benches and potentially play and/or exercise equipment.

Future development on the west side of Parkdale should address and help to enliven the greenway, with an appropriate setback provided for private landscaping.



Pedestrian/Cyclist Connection
to the River and Riverside Trail Network

Neighbourhood Park/Mid-Block Connection

Green/Landscape Zone

Pedestrian Zone

Bi-Directional Cycle Track

Connection through Transit Greenway
to the LRT Station

PARKDALE GREENWAY



BI-DIRECTIONAL CYCLE TRACK - PEDESTRIAN GREENWAY

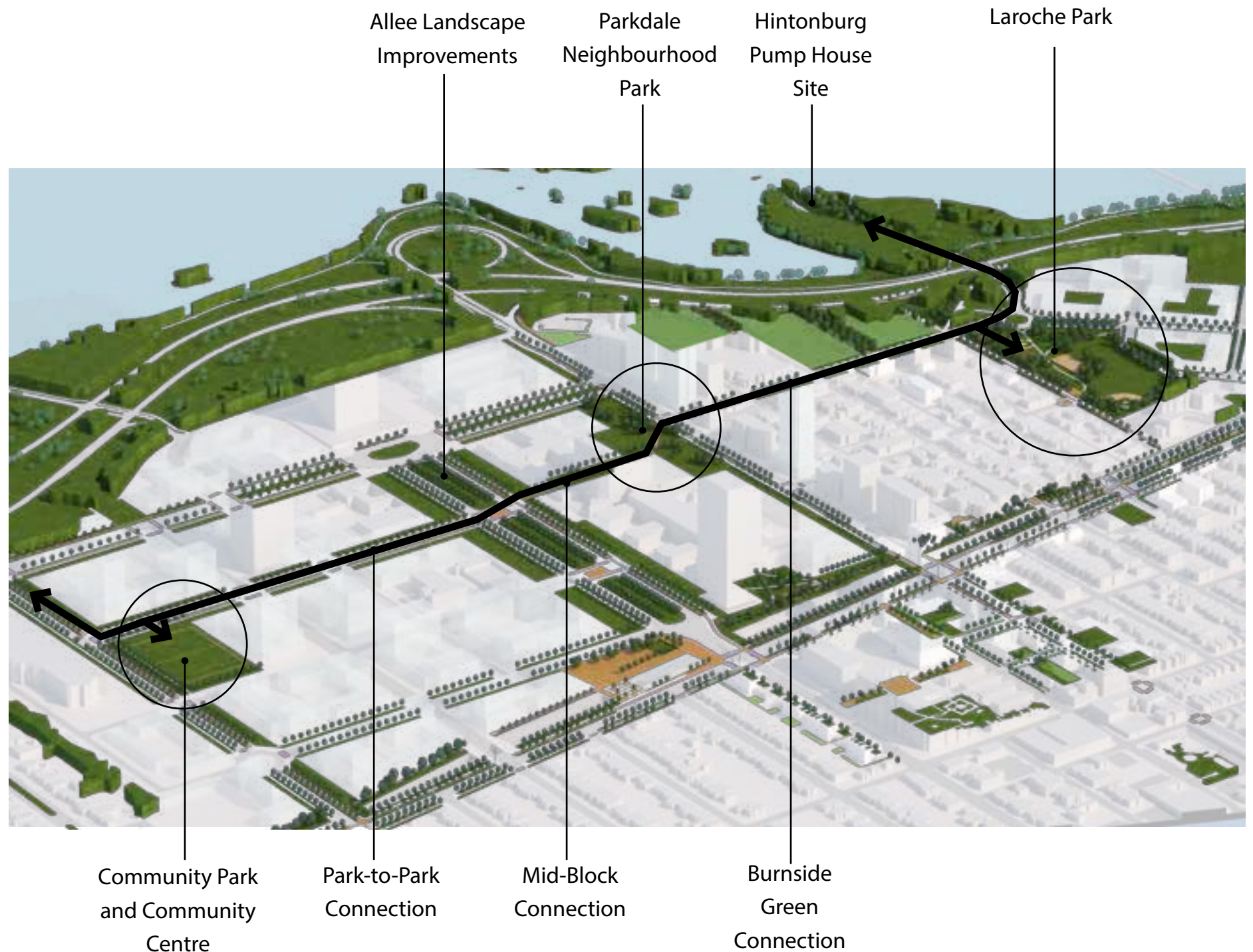
Park-to-Park Green Link

To create a green east-west connection through the middle of Tunney's Pasture, the proposed park on Parkdale Avenue should be linked to the larger neighbourhood park proposed on Sir Frederick Banting Driveway, described below. This can be accomplished with the planned mid-block pathway between Parkdale Avenue and Tunney's Pasture Driveway, the wide green median in the driveway and special streetscaping along Eglantine Driveway, such as a double row of trees and extra wide sidewalk on one side of the street. Streetscape improvements to Burnside Avenue, described below, will extend this green link eastward to Laroche Park.

With regard to Tunney's Pasture Driveway, it is expected to be maintained as a ceremonial entry feature; however, a landscape plan should be developed and implemented with the goal of making the space more attractive and useable. Trees and other vegetation should be added to the open space, as well as benches, public art and other amenities. Dedicated cycling facilities should also be incorporated in plans for the streetscape.

Colombine Cycling Route

Colombine Driveway is the only access into Tunney's Pasture from Parkdale Avenue. Connecting to Burnside Avenue via Parkdale Avenue, it will become an increasingly important east-west link for pedestrians, cyclists, transit vehicles and cars. Like Sir Frederick Banting Driveway, Colombine Driveway could



become a City street in the future. When it is redesigned and rebuilt to municipal standards, the boulevards should incorporate separated cycle tracks, in addition to sidewalks and a landscape zone for street trees. One-way cycle tracks on each side of the road or a bi-directional pathway on one side may be considered. The bike route should be linked to Champlain Park to the west via a pathway through the NCC's parkway lands.

Sir Frederick Banting Greenway

Similar to the one proposed for Parkdale Avenue, a greenway should also be built on the east side of Sir Frederick Banting Driveway once the street has been extended to the Sir John A. Macdonald Parkway and the river. This will establish an important new connection to Remic Rapids Park. It too should have a minimum width of 11 metres and side-by-side pathways for pedestrians and cyclists and be well landscaped.

Transitway Greenway

Safe, comfortable pedestrian routes to the transit station from all directions, maintained year-round, will be essential to maximizing ridership on the LRT. In the absence of a continuous east-west street with sidewalks immediately north of the Transitway, it will be important to maintain paved and well-lighted pathways from the station to Northwestern Avenue in the west and Parkdale Avenue in the east. In the east, existing pathways are anticipated to be integrated into the design of a public park coordinated with a future mixed-use building on Parkdale Avenue.



BI-DIRECTIONAL CYCLE TRACK



GREENWAY

Neighbourhood Park and Community Centre

Future housing in Tunney's Pasture may be located on Parkdale Avenue but is more likely to be concentrated in the west half of the site. A neighbourhood park to serve future residents would ideally be located centrally on Sir Frederick Banting Driveway. Ideally, this park would occupy most if not all of a single block to accommodate the required green space and public recreational facilities for a residential population within Tunney's that might eventually reach several thousand. Many of the thousands of employees will also take advantage of a City park on the site.

The size and programming of the neighbourhood park should be determined in consultation with City staff when PWGSC is closer to implementing plans for land subdivision and mixed-use development. At a minimum, the park should accommodate a large playing field, such as a soccer pitch, a playground and passive areas.

It should be anticipated that future residents in Tunney's Pasture will also need access to a community centre with public indoor recreation facilities and meeting space. The community centre could be located in the neighbourhood park, if space allows, in a stand-alone building adjacent to the park or in the base of a mixed-use development in the future neighbourhood. The funding for such facilities will be determined at a later date.

In addition to a primary neighbourhood park and the other public open spaces described above, smaller parks and squares should be incorporated into development plans for Tunney's Pasture. Opportunities for smaller spaces have been identified on the Public Realm Plan and others will arise as concrete plans for each block come forward.



NEIGHBOURHOOD PARK WITH PLAY FIELD



NEIGHBOURHOOD PARK WITH PLAYGROUND