

4.3 Mobility

With the City's growth strategy being to intensify around rapid transit stations, combined with the plans of Public Works and Government Services Canada to intensify their adjacent Tunney's Pasture employment node, there is potential for significant population and employment growth within the bounds of the Scott Street CDP. The current ongoing master planning exercise for Tunney's Pasture has identified the potential to accommodate more than 20,000 jobs on the site as well as a significant number of dwelling units. With regard to the balance of the Scott Street CDP study area, there is the potential for a further 1,500 residential units and approximately 1,000 jobs, with much of this growth expected to occur in the Holland-Parkdale Node within the next decades.

The combined growth potential for both Tunney's Pasture and the balance of the Scott Street CDP will take decades to achieve. The primary rationale for the City supporting growth at this location is the combination of the following:

- It is centred at a major station on the City's \$2.1 billion Confederation LRT line which will ensure maximum transit ridership;
- The area will be significantly "mixed-use" comprised of residential, office, retail and services which will shorten

trip making and reduce auto use for these types of trips; PWGSC will reduce the parking supply rate for future growth/development at Tunney's Pasture to promote the transit/bike/walk travel modes and discourage auto use; and

- There will be excellent connectivity to the area's city-wide sidewalk and multi-use pathway system which will greatly improve cycling and walking facilities.

Each of the foregoing, when combined, will reduce auto use and maximize the transit/bike/walk modal splits compared to what is achievable if this growth were to happen elsewhere in the City and not at a rapid transit station. Similar levels of growth in more suburban locations is less sustainable, as auto use would be higher, related infrastructure cost would be significantly greater and the traffic impact would be more significant. It is noteworthy that in the Transit-Oriented Development (TOD) Studies the City is doing for the lands around a number of the planned LRT stations, they are assuming up to 75% of people in the TOD areas will commute by transit, by bicycle or on foot at ultimate development.

While the majority of peak hour travel to/from the proposed employment and residential intensification in the CDP area will

be via transit, walking and cycling, there will be some increase in vehicular travel on the primary streets in the area. To this end, care should be taken when considering any lane reductions on study area roads, and it would be appropriate to add strategic modifications to the area's road network to improve local mobility and reduce delay at congested locations. It is also equally important to improve the study area's pedestrian and bicycle network to encourage and accommodate increased use of these travel modes as viable alternatives to automobile travel.



CONCEPTUAL RENDERING OF TUNNEY'S PASTURE LRT STATION

4.3.1 Street Network

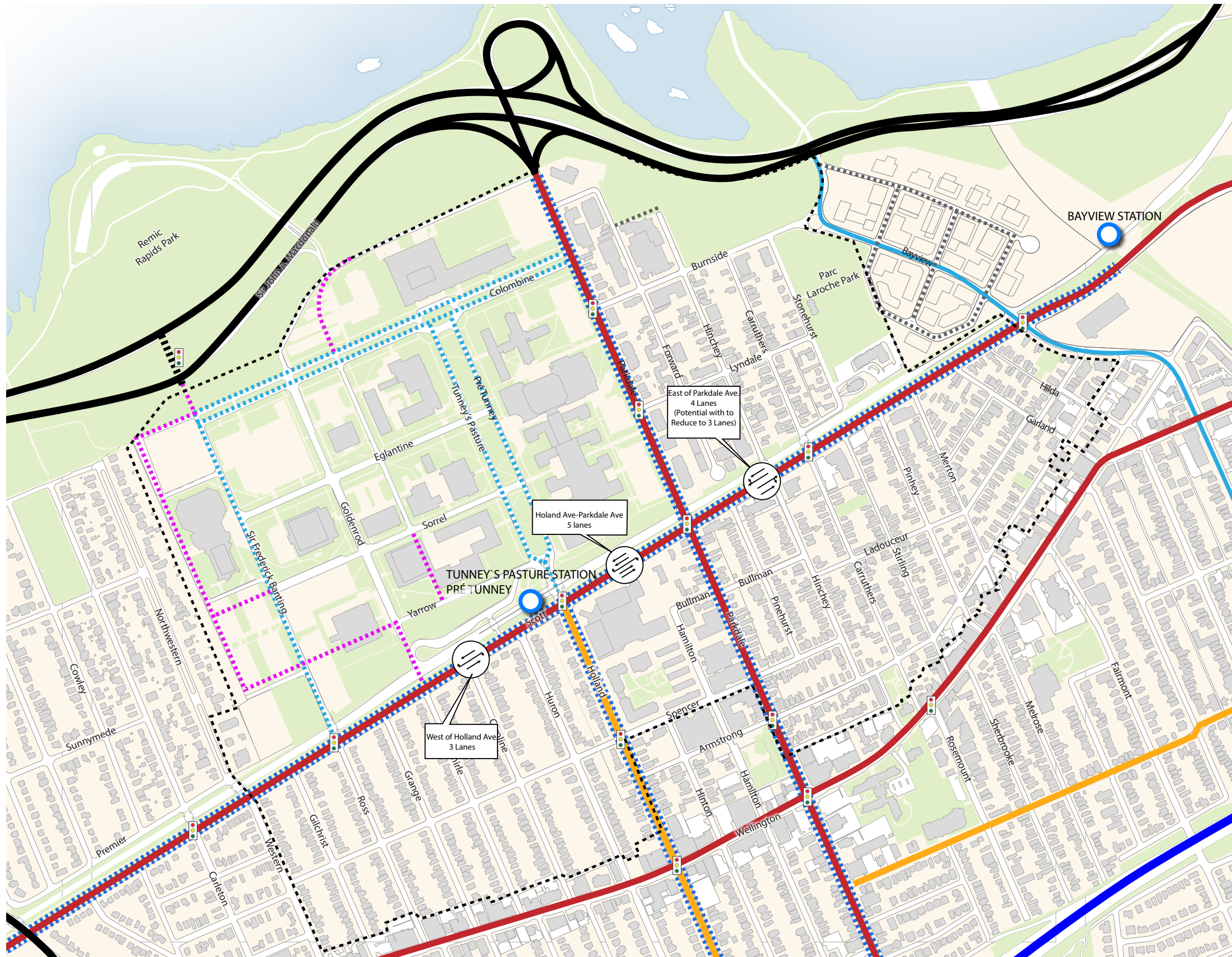
With the implementation of the Tunney's Pasture Master Plan and other study area development, the following are recommendations based on current traffic data and improving the connections through the CDP area:

- Provision of a northbound left-turn lane on Parkdale Avenue at Scott Street;
- Extending Sir Frederick Banting north to connect to the Sir John A. Macdonald Parkway at a signalized intersection. Its intersection with Scott Street would also be signalized, and likely with north-south traffic flow prohibitions to deter through traffic from using Ross Street;
- There is a potential to convert Sir Frederick Banting, Columbine and Tunney's Pasture Driveway to public streets (and potentially other streets within Tunney's) with the appropriate sidewalk and bicycling infrastructure to provide vehicle travel alternatives to Parkdale Avenue and Scott Street;
- The extension, as part of the Confederation Line LRT project, of Goldenrod Driveway across the Transitway corridor to intersect Scott Street opposite Smirle Avenue. The intersection may be signalized and north-south traffic movements could be prohibited to minimize cut through traffic on Smirle Avenue; and
- From a traffic volume/traffic operations perspective, lane reductions on Scott Street are not currently recommended given the projected continued growth in vehicular traffic throughout the study area. However, given that Scott Street

connects two transit stations, Tunney's Pasture and Bayview, and depending on the impact of the LRT, there may be an opportunity to reduce the lanes along Scott Street to improve pedestrian and cycling facilities along the corridor.

It should be noted that when sites within the study area are submitted to the City for redevelopment/intensification, whenever possible, the primary site access garage connection should be to a side street and not to Scott Street or Parkdale Avenue. This will enable traffic to access/egress the site safely and without degrading traffic operations on the area's arterial roads. Locating site connections in this manner, however, could add traffic to the area's local streets. Traffic conditions on these streets should be monitored regularly and if necessary a range of traffic control/traffic calming measures should be identified to discourage non-local traffic using local streets.

The recommended Street and Laneway Network associated with the Scott Street CDP includes one new local street linking the terminus of Hinchey Avenue to Forward Avenue, which could be built if and when the NCC lands are developed.



- Provincial Highway
Autoroute provinciale
- Federally Owned Road
Route fédérale
- Arterial
Artère
- Major Collector
Grande collectrice
- Collector
Route collectrice
- Potential Collector on Tunney's Pasture (Conceptual)
Route collectrice possible (conceptuelle)
- Potential Federally Owned Road
Route locale possible
- Potential Local Street on Tunney's Pasture (Conceptual)
au pré Tunney (conceptuelle)
- Future Local Street
Rue locale future
- Right-of-Way Protection Priority (26m)
Protection de l'emprise (26 m)
- ◻

 Signalized Intersection
Carrefour avec feux de circulation
- |||

 Proposed Number of Car Lanes
Nombre de voies pour les voitures proposées
- LRT Station
Station du TLR
- Bayview Station CDP
Du Secteur de la station Bayview

PROPOSED STREET NETWORK

4.3.2 Pedestrian and Cycling Networks

As the recommended modifications to the area's pedestrian and cycling networks are co-related, they are presented under one heading. The primary "moves" with regard to cycling and pedestrians are as follows:

- The alignment of Scott Street is proposed to be shifted northerly to make best use of the total available right-of-way between the south right-of-way and the LRT corridor. In doing so, a 1.8-2.0 metre sidewalk and a 2.0-2.2 metre cycle track could be provided on both the south and north sides of Scott Street. These facilities would replace the existing south side sidewalk and the north side multi-use pathway.
- A minimum four-metre wide multi-use pathway is recommended on the west side of Parkdale Avenue from the Sir John A. Macdonald Parkway south to Scott Street to provide an important bicycle connection between the Ottawa River pathway system and the proposed cycle tracks along Scott Street; and
- A minimum four metre wide multi-use pathway is recommended along the west side of Sir Frederick Banting Driveway from Sir John A. Macdonald Parkway to Scott Street so as to improve community and Tunney's Pasture connectivity to the city-wide pathway systems and the Ottawa River.
- The pathway along the north side of the Transitway, east of Parkdale Avenue, should be improved to a minimum 2.5 metre pathway and maintained year-round. A similar pathway extending west from the transit station should also be provided.

- As redevelopment occurs on the south side of Scott Street in the Mixed-Use Centre, a north-south connection for pedestrians and cyclists should be established between the terminus of Hamilton Avenue and Scott Street.

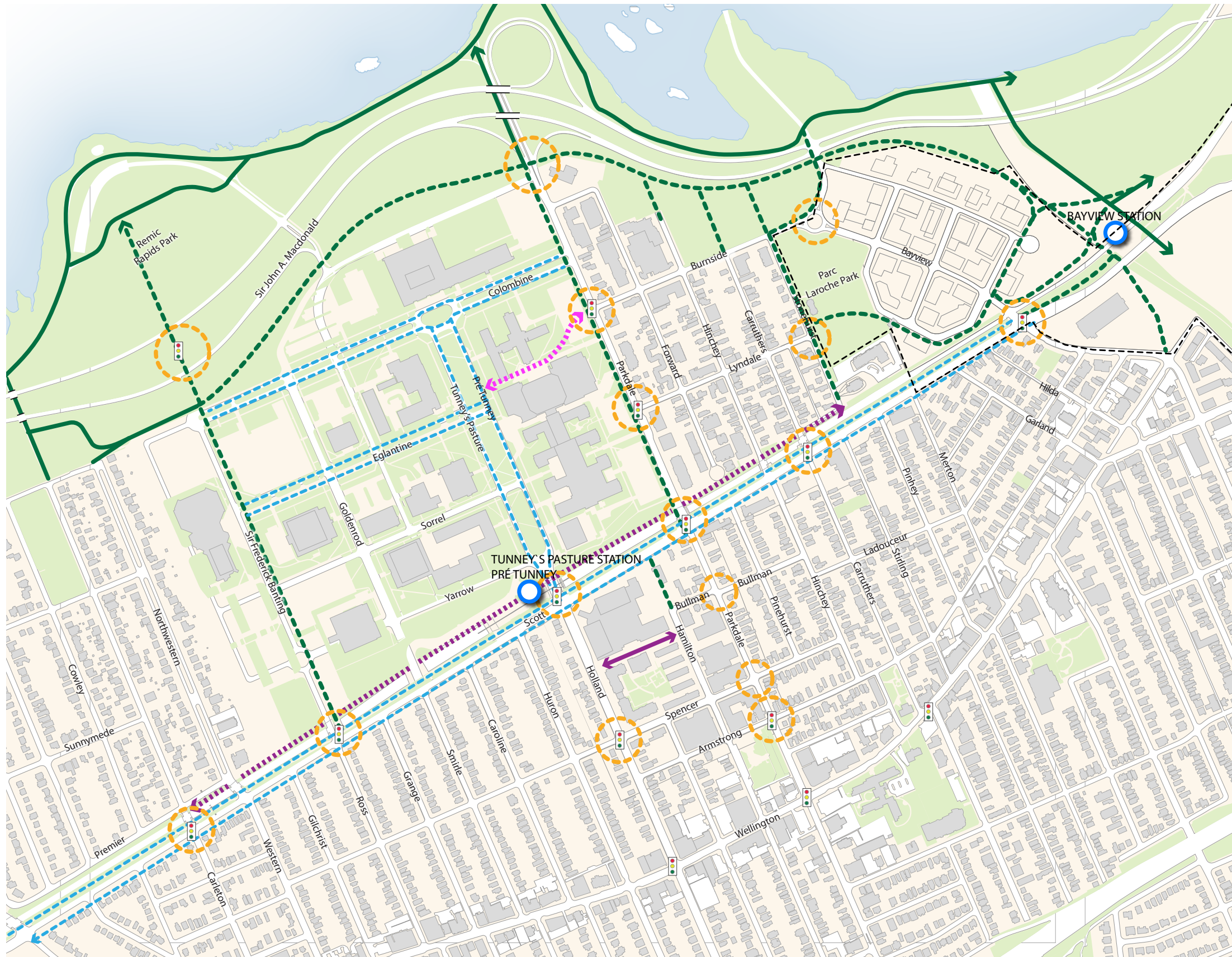
At the turn of the 20th century, bicycles were so popular in Hintonburg and Mechanicsville that people thought they should have their own roads, to avoid the frequent accidents. To encourage more cycling in the 21st century, the City has a plan to build more bike lanes, cycle tracks and multi-use pathways.



EXISTING MULTI-USE PATH - SCOTT STREET

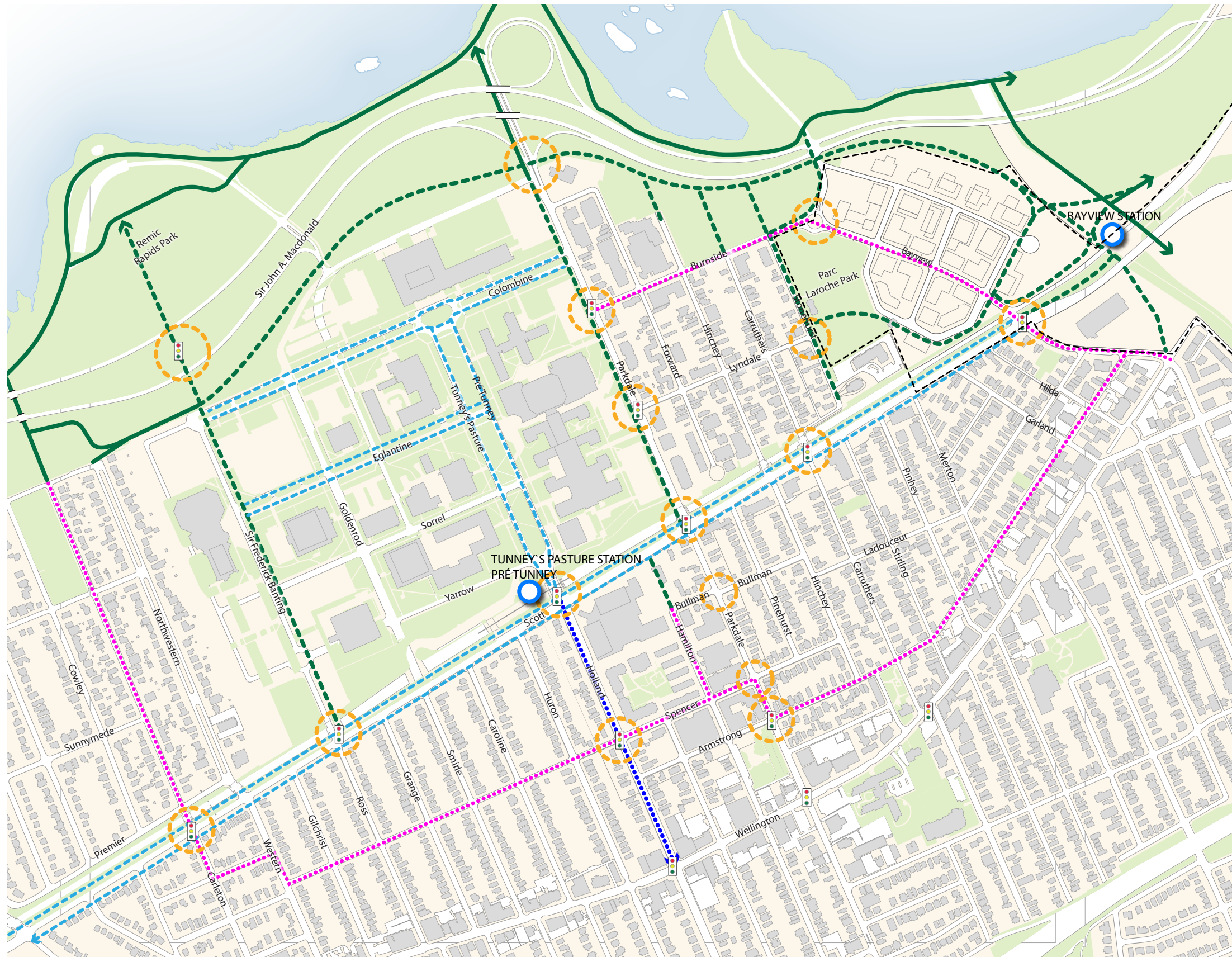










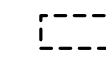
EXISTING PEDESTRIAN SIDEWALK - PARKDALE AVENUE



- Existing Multi-use Pathway
Sentier polyvalent existant
- Proposed Multi-use Pathway
Sentier polyvalent proposé
- Future Pedestrian Pathway
Sentier piétonnier futur
- Future Pathway
Sentier futur
- Enhanced Community Pathway
Sentier communautaire amélioré
- Existing Pathway
Sentier existant
- Enhanced Cross Walk
Passage pour piétons amélioré
- Signalized Intersection
Carrefour avec feux de circulation
- Future LRT Station
Station du TLR future
- Bayview Station CDP
Du Secteur de la station Bayview

PROPOSED PEDESTRIAN NETWORK



-  Existing Multi-use Pathway
Sentier polyvalent existant
-  Proposed Multi-use Pathway
Sentier polyvalent proposé
-  Future Cycle Track (Off-Road)
Voie cyclable future (hors rue)
-  Future Bike Lane (On-Road)
Voie cyclable future (sur rue)
-  Future Shared Use Lane (Signed Route)
Future voie partagée (tracé balisé)
-  Enhanced Cross Walk
Passage pour piétons amélioré
-  Signalized Intersection
Carrefour avec feux de circulation
-  Future LRT Station
Station du Transitway
-  Bayview Station CDP
Du Secteur de la station Bayview

PROPOSED BICYCLE NETWORK



BI-DIRECTIONAL CYCLE TRACK



OFF-STREET CYCLE TRACK



GREEN STREET



GREENWAY WITH MULTI-USE PATHWAY

4.3.3 Transit Network

In the near future, with the completion of the Confederation Line, an LRT facility will exist from Tunney's Pasture Station to Blair Station. This facility is planned to be in operation in 2018. In the mid-term, with completion of the Western LRT Corridor Planning and Environmental Assessment Study and when funds are available, the LRT line will extend west in the existing transitway trench adjacent to Westboro and McKellar Park to Baseline Station, and west to Bayshore Shopping Centre. In the 2013 Draft Transportation Master Plan, the City has targeted 2023 for the completion of the westerly extension.

4.3.4 Transportation Demand Management

With the significant redevelopment potential within the CDP study area and including Tunney's Pasture, there will be a strong emphasis on a project-by-project Transportation Demand Management (TDM) Strategy to encourage and maximize the use of the transit, bike, walk travel modes and minimize the use of motorized vehicles, and particularly single occupancy vehicles. A successful TDM Strategy is essential as there is limited, if any, spare capacity in the study area's current road network and the opportunities/desire to increase road capacity is limited.

With regard to the Tunney's Pasture Master Plan, TDM options include:

- Reduce the rate at which parking is provided for each new project;
- Continue to change market rates for employee parking;
- Provide employee incentives (preferred parking or reduced rate) to ride-share;
- Provide transit passes via payroll deduction at a reduced cost; and
- Encourage cycling and walking by improving the on-site cycling and pedestrian networks; by providing frequent, visible, secure and weather protected bicycle parking facilities; and by providing shower and locker facilities when appropriate.







For private sector development projects within the study area, TDM measures could consist of:

- Free transit pass per residential unit for the first year of occupancy;
- Contribution to the enhancement of the study area's bicycle and sidewalk network;
- Reduced parking supply rates;
- High quality on-site bicycle parking;
- Requiring condo owners to pay the actual cost for a parking space; and
- Provision of a car sharing parking space on site.

As previously mentioned, even with significant gains in transit, bike and walk mode shares, with the identified growth within the Scott Street CDP (including Tunney's Pasture), combined with ongoing background traffic growth, there will be increases in traffic on study area streets. However, as the identified build-out will take decades to occur, there are a number of other factors that may minimize the traffic growth:

- As the area becomes more mixed-use, trips for groceries, to work, to restaurants, etc., can be made on foot;
- Employees working at Tunney's Pasture may increasingly live in the neighbourhood, enabling them to walk or cycle to work; and
- As study area roads become more congested with local traffic (due to the intensification) and as the City's rapid transit system gets extended out to other areas of the City, those longer distance commuter trips currently using Scott Street, Parkdale Avenue and Richmond Road will make alternative choices (transit or live closer to their job) to avoid the lengthy, congested commute.



-  BRT Station/Planned LRT Station
Station de transport en commun rapide par autobus (TCRA)/station du TLR planifié
-  BRT Line/Planned LRT Line
Ligne de transport en commun rapide par autobus/ligne de TLR prévue
-  Existing Bus Route
Circuit d'autobus existant
-  Existing O-Train/Planned LRT Line
Tracé actuel de l'O-Train/ligne du TLR prévue
-  Planned LRT Station Plaza
Place de la station du TLR prévue
-  Bayview Station CDP
Du Secteur de la station Bayview

PROPOSED TRANSIT NETWORK