

**SUBJECT**

Monitoring Plan  
Tunney's Pasture – Site Servicing and Public Road  
Redevelopment

**TO**

Wally Dubyk, Transportation Project Manager, City of Ottawa

**DATE**

March 5, 2026

**OUR REF**

139833 Public Rd Redevelopment Tunney's Pasture - Internal  
Documents(1)\6.0\_Technical\6.23\_Traffic\03\_Reports\TIA\Monitoring  
Plan

**DEPARTMENT**

Transportation Engineering

**PROJECT NUMBER**

139833

**COPIES TO**

Katherine Constantine (CLC)  
Mikaela Coon (CLC)

**NAME**

Ben Pascolo-Neveu – Transportation Engineer

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## Introduction

This Monitoring Plan was prepared to support the Transportation Impact Assessment (TIA) Step 4 submission for the Tunney's Pasture Site Servicing and Public Road Redevelopment.

## Canada Land Company's Role

Although a Monitoring Plan was not specifically required by the City through the Pre-Consultation Process and was identified by staff as an 'if required' study, Canada Lands Company (CLC) took the initiative to prepare this strategic long-term planning document to support various aspects of the Tunney's Pasture redevelopment which may require review at reoccurring intervals, including trip generation, mode share targets, cut-through traffic and parking.

CLC reserves the right to download the responsibility of the Monitoring Plan execution, reporting of results and implementation of suggested mitigation strategies to private developers and will work with the City to impose this as a condition of Site Plan Control (SPC) approval for subsequent development parcels, as necessary.

It is important to note as well that the scope of work does not include the execution of this plan (i.e. data collection, survey, or analysis) which will be determined at a later date through discussion with City technical staff. Any mitigation measures recommended through the execution of the monitoring plan which fall outside of the site limits or site access intersections are considered to be outside the scope of CLC's work.

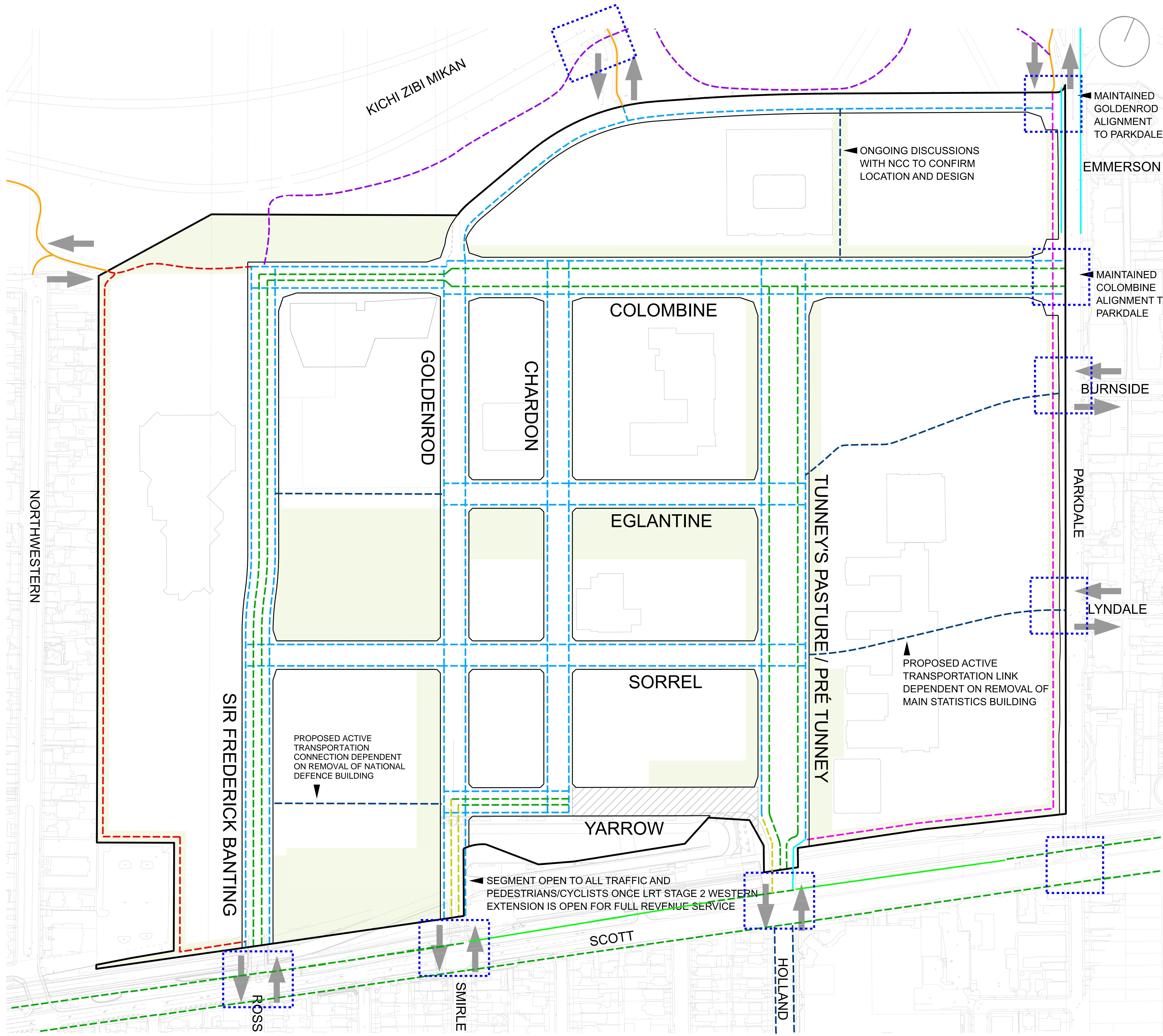
## Objectives

This document is intended to track various transportation-related aspects as the site is built out, such as verifying timelines to implement mitigation strategies, confirming whether mode share targets are being met, reviewing the effectiveness of traffic calming measures to support the site's redevelopment, as well as evaluating the loss of parking. If there is a disconnect between key TIA study parameters or foundational assumptions and observed data collected as part of the Monitoring Plan, this process provides opportunities to correct course at regular intervals throughout redevelopment of the site.

This Monitoring Plan identifies the requirements for monitoring conditions every 5 years until 2046 when full build-out/occupancy of the Tunney's Pasture redevelopment is expected to be achieved.

## Monitoring Plan Study Area

The monitoring plan study area will consist of the key study area intersections analysed in the TIA, as shown in **Exhibit 1** below. These locations will capture the key activity across all modes in and out of the site.



Active Transportation Plan

- Site Boundary
  - Yarrow Woonerf
  - Monitoring Plan Study Area
- Active Transportation
- Open Space
  - Future Parkdale & Transitway Greenway (City Initiative) - includes In-Boulevard Cycle Tracks
  - Proposed Sidewalks
  - Proposed In-Boulevard Cycle Tracks
  - Proposed On-Road Cycling Facilities
  - Proposed Kichi Sibi Winter Trail Formalization to All-Season Facility
  - Proposed Active Transportation Link
  - Proposed Pedestrian Transportation Link
  - Existing Sidewalk
  - Existing NCC Pathway
  - Existing On-Road Cycling Facilities
  - Existing Multi-Use Pathway (MUP)
  - External Connection Point for Active Users

Notes:  
 - Proposed road pattern by Arcadis IBI Group, July 2024.  
 - Plans are subject to change following NCC Board approvals.

Location  
 TUNNEY'S PASTURE

Date: 2025-06-02 | Drafted By: SD

Scale: 0 to 100m | 1:1500

North



Exhibit 1 - Monitoring Plan Screenlines

## Survey Procedure

This section outlines the data collection process that will need to be undertaken at reoccurring intervals to support the execution of the monitoring plan as Tunney's Pasture is built out.

### Turning Movement Data Collection

Turning movement counts will be conducted at the site access intersections to coincide with the City's standard weekday morning (7:00-10:00am) and weekday afternoon (3:00-6:00pm) peak periods at 5-year intervals until 2046 when the Tunney's Pasture redevelopment is expected to be fully built out/occupied:

- Kichi Zibi Mikan & Remic Rapids/Tunney's Pasture
- Parkdale & Goldenrod (right-in/right-out)
- Parkdale & Colombine
- Parkdale & Burnside
- Parkdale & Lyndale
- Parkdale & Scott
- Scott & Holland/Tunney's Pasture
- Scott & Goldenrod/Smirle
- Scott & Sir Frederick Banting/Ross

One (1) traffic count survey at each location will be undertaken on a core weekday (i.e. Tuesday, Wednesday, or Thursday) to capture the weekday peak hour traffic volumes in the same relative season as the base condition data.

The purpose of collecting this traffic count data is to monitor the potential exacerbation or occurrence of issues such as cut-through traffic, traffic operational or queue spillback constraints at the above noted intersections. If notable operational changes or delays are observed in comparison to previous data, these findings will be reviewed with the City to determine if additional measures or refinements are warranted.

It should be noted that traffic count data may also be supplemented with other data collection methods, such as license plate surveys, to track site-generated traffic travel patterns immediately prior to accessing or after egressing Tunney's Pasture and may be useful for isolating site-generated traffic from background traffic, where required.

### Survey of Select Newly-Occupied Buildings

It is proposed that multi-modal traffic data collection at newly-constructed and occupied buildings be undertaken at the same reoccurring five-year intervals proposed for the traffic count data discussed in the preceding section, following the City's standard data collection periods of 7:00-10:00am and 3:00-6:00pm and on core weekdays (i.e. Tuesday, Wednesday or Thursday). This data will be collected in 15-minute increments at the primary entrances to track both active users and vehicular activity, and whether the trips are 'inbound' or 'outbound'. Results that show greater auto-reliance or lower active mode use than anticipated will be flagged for review under the Mode Share component of this Monitoring Plan.

### Parking Data Collection

Parking data collection will be undertaken using drones to capture imagery of remaining surface parking lots within Tunney's Pasture at five-year intervals. This imagery will be shot at 10:00am and 2:00pm on a core weekday (i.e. Tuesday, Wednesday or Thursday) to coincide with the peak parking demand associated with existing office uses still on-site and will be used to calculate the overall parking utilization at 5-year increments as Tunney's Pasture is redeveloped. If parking occupancy trends indicate sustained pressure on available supply or a shift of parking demand to adjacent areas, these outcomes will be addressed through the Parking Management Strategy.

## Travel Surveys

An additional method of collecting transportation data could occur through the development and distribution of travel surveys to individuals living, working or visiting Tunney's Pasture. This method would serve as an indicator of how individuals typically travel to/from and within the site and affords the surveyor more in-depth information pertaining to specific users to help highlight 'pinchpoints', constraints or successful measures with respect to the ongoing build-out of the internal transportation network. These surveys could also potentially allow users to suggest possible improvements to help encourage a shift towards more sustainable modes of travel. Findings that indicate barriers to sustainable travel (e.g., insufficient transit access or limited active transportation facilities) will inform the need for corrective measures as redevelopment progresses.

## Monitoring Plan Components

This Monitoring Plan will consider four (4) main components for review and analysis:

- Site-Generated Traffic Impacts
- Mode Share Target Review
- Potential for Cut-through Traffic
- Loss of Parking for Existing Office Uses On-site

## Site-Generated Traffic Impacts

Based on the traffic count data collected at the six external access intersections, inbound/outbound traffic data will be used to calculate an approximate generation rate for comparison against traffic volume projections developed as part of TIA Step 2 at each phase of development.

Consideration will also be given to the overall directional 'splits' of the trip generation results derived through the TIA exercise, as these travel characteristics will have a bearing on the transportation network constraints within the study area as well.

It is anticipated that the overall trip generation methodology employed in this TIA, which was developed using local rates specific to the subject site, relevant land uses from the 2020 TRANS Trip Generation Summary Report, Institute of Transportation Engineers' (ITE) Trip Generation Manual (11<sup>th</sup> Edition) and 'first principles' methodologies, will provide a conservative estimate of site-generated traffic impacts during the weekday morning and afternoon peak hours when compared against the travel demand observations collected as part of this monitoring exercise.

If subsequent monitoring demonstrates that site-generated traffic volumes or intersection operations exceed those anticipated in the TIA, CLC and the City will review whether adjustments to signal timing, turn lane configurations, or phasing of development are required to maintain acceptable network performance.

In addition to a comparison of observed and calculated site-generated traffic impacts, the following study area intersections will be reviewed through a supplemental Synchro traffic modelling exercise to determine impacts as part of the reoccurring monitoring strategy execution:

- **Kichi Zibi Mikan & Remic Rapids/Tunney's Pasture**
  - Track queue spillback and vehicle volumes on the northbound approach during the weekday afternoon peak hour through Synchro analysis to determine if queuing on this approach is being incrementally reduced over time, as expected. Investigate signal timing plan optimization as a mitigation strategy to lessen queuing impacts, as needed.
- **Parkdale & Colombine**
  - If this intersection has not yet been upgraded to a signalized intersection, continue to perform Synchro analysis with newly collected traffic data every 5 years and conduct signal warrant analysis.

- **Parkdale & Burnside**
  - Evaluate vehicular activity on the southbound left-turn and westbound right-turn auxiliary lanes to determine if any increases in traffic volumes on these movements that can be attributed to cut-through traffic associated with the site.
- **Scott & Holland/Tunney's Pasture**
  - Monitor queuing on the northbound right-turn auxiliary lane to determine appropriate increases in vehicle storage length. As these queuing deficiencies were identified under Existing and Future Background Traffic issues, any need for physical modifications to this dedicated right-turn lane should be considered in concert with City-led capital projects, including 'complete street' planned upgrades to Holland Avenue immediately south of Tunney's Pasture and are not the responsibility of the proponent.
- **Scott & Goldenrod/Smirle**
  - No potential queuing or capacity constraints were identified at this study area intersection through the TIA analysis; however, based on a review of existing traffic volumes, it is recommended that vehicular activity on the south leg of this intersection be monitored for increases in cut-through traffic activity.
- **Scott & Sir Frederick Banting/Ross**
  - If this intersection has not yet been upgraded to a signalized intersection, continue to perform Synchro analysis with newly collected traffic data every 5 years and conduct signal warrant analysis.
  - Evaluate north-south vehicular activity to determine whether any movement prohibitions implemented are effective in mitigating cut-through traffic.
- **Parkdale & Scott**

The following geometric modifications identified through this TIA analysis were triggered by either Existing or Future Background Traffic and are therefore not a direct consequence of site-generated traffic contributions but may require monitoring, as these operational and queuing issues impact the overall performance of the intersection:

  - Perform Synchro analysis to evaluate queuing on the eastbound left-turn auxiliary lane and the need for any increases in vehicle storage. This evaluation should be completed in conjunction with the future redevelopment of properties on the south side of Scott Street, as it may impact vehicle access associated with these properties.
  - Assess queue spillback and capacity performance on the northbound approach to determine the appropriate timing for the re-introduction of a dedicated left-turn lane at the Parkdale & Scott intersection and appropriate vehicle storage length. The capacity analysis conducted as part of the TIA indicates that the need for this northbound left-turn auxiliary lane is triggered under Future Background Traffic conditions and therefore will be required with or without the redevelopment of the subject site.

## Mode Share Target Review

Based on the survey results counted across the six site access intersections, the overall auto/non-auto proportions will be calculated to determine if these align with the mode share targets which were established through the TIA's trip generation process for residential uses.

It will not be practical or necessary to conduct a site-wide survey to validate the mode share for every existing and proposed land use across the site. To supplement traffic count data collected at the external site access intersections, it is proposed to undertake individual surveys of select new, fully-occupied buildings within the site to determine if the projected residential mode share is on track at each 5-year monitoring intervals to achieving the

targets set in the TIA. This sampling should provide sufficient data to determine if the residential mode share targets are being achieved.

If mode share monitoring indicates a discrepancy of 10% or more between mode share targets and actual mode share values based on observed data, CLC and the City may review the timing or scope of TDM measures and infrastructure improvements identified in this plan to support progress toward the adopted targets. Consideration should be given to the most effective or highest-ranking TDM measures deemed appropriate for the land use and site context, in order to have the highest positive impact on the mode share, if the targets are not being achieved.

## Potential for Cut-through Traffic

Despite the subject site's multiple connections to the arterial and regional road network, there have been concerns expressed by Communities' Perspective Group (CPG) members regarding the potential exacerbation of any existing cut-through traffic patterns resulting from the Tunney's Pasture redevelopment. These concerns are based on the site's direct vehicular connections with adjacent neighborhoods and widely-known congestion issues on nearby key commuter routes, including Island Park Drive and Parkdale Avenue during the weekday peak periods. It is understood that there are longstanding concerns regarding the potential for the infiltration of site-generated traffic into the communities directly bordering Tunney's Pasture, including Mechanicsville, Hintonburg, Wellington Village and Champlain Park.

As such, a review of traffic count data will be conducted as part of this monitoring exercise to determine whether cut-through traffic movements are occurring and increasing, in comparison with the previous count period. This review would focus on key connection points with adjacent neighbourhoods, including Ross Avenue, Smirle Avenue and Burnside Avenue which either directly align or are slightly offset from site access intersections. Where observed trends show consistent increases in neighbourhood-bound traffic volumes that appear related to the site's build-out, CLC and the City will review whether further traffic calming, movement restrictions, or other local area management measures should be introduced.

If cut-through activity is shown to be increasing, then a mitigation strategy will be developed and its effectiveness will be observed at the next five-year interval.

The findings of these traffic count surveys every 5 years will help to determine whether more robust mitigation strategies need to be considered.

The Neighbourhood Traffic Calming Strategy (see Appendix K of the TIA) provides additional details regarding potential traffic calming solutions for each the four adjacent neighbourhoods surrounding Tunney's Pasture, including Mechanicsville, Hintonburg, Wellington Village and Champlain Park. This strategic document also discussed thresholds where additional traffic calming associated with site-generated traffic on key neighbourhood infiltration routes may need to be considered.

As discussed in the NTC Strategy, nominal increases in thru traffic in the order of 10 to 20 vehicles per hour may require consideration of prohibitive signage or lower-cost seasonal traffic calming measures. More substantial increases in hourly thru traffic on any of the identified 'primary routes' may result in the need to investigate more robust and permanent physical measures and will be determined on a case-by-case basis.

## Loss of Parking

As discussed in Section 4.4 of the TIA, it is recognized that Phase 1 of the proposed development, in particular, will involve the loss of existing surface parking lots for office/employment uses which may remain on-site through the redevelopment timeframe of Tunney's Pasture. Communities' Perspective Group (CPG) Stream 1 members expressed concerns that this loss of parking may trigger parking infiltration within adjacent neighbourhoods.

To help document and monitor potential parking spillover impacts, parking utilization data collected for the remaining surface parking lots will be reviewed at five-year intervals to determine whether the demand remains within the 85% utilization threshold, or whether more robust mitigation strategies are required.

In parallel, a review of adjacent neighbourhood streets may be undertaken to identify signs of parking spillover associated with the redevelopment, if there are significant parking constraints identified on the site that cannot be otherwise resolved to the satisfaction of City technical staff. This assessment may include periodic curbside parking surveys during typical weekday morning daytime periods, review of resident parking permit data, or collaboration with City staff to evaluate parking complaints and enforcement trends. The extent of any additional parking surveys required in adjacent neighbourhoods will be limited to adjacent streets within a 200-metre walking distance of the most constrained areas identified on the site (i.e. those with parking demand consistently exceeding a 95% utilization threshold). These additional surveys on adjacent streets only be undertaken on as-needed basis and will not automatically follow the 5-year cycle prescribed for the remainder of the Monitoring Plan.

If sustained high utilization or reoccurring parking pressure within adjacent neighbourhoods is observed, the Parking Management Strategy will be revisited to identify suitable adjustments in coordination with City staff.

## Mitigation Strategies

### Site-Generated Traffic Impacts or Mode Share Targets

In the event that either the site-generated traffic demands are higher than anticipated or the non-auto mode share targets at each phase of development are determined to be unachievable through these field surveys, strategies to shift the overall modal share to more sustainable modes should focus on improvements to local transit service reinstatement and prioritize the implementation of active transportation initiatives identified by the City:

- Boundary Street 'Protected Intersections': It is recommended that each of the major intersections along the Scott Street and Parkdale Avenue frontages of the site be upgraded to 'protected intersections' to prioritize the safety and accessibility for pedestrians and cyclists, with 'right-turn on red' prohibitions and Leading Pedestrian/Bike (LPI/LBI) intervals, wherever feasible.
- Holland Avenue Cycling Infrastructure: The City should implement dedicated cycling infrastructure on Holland Avenue to provide a safe north-south active transportation corridor and divert cyclists from more congested parallel routes such as Parkdale Avenue and further encourage a shift away from automobile use for short trips.
- Transit: To ensure all residents of Tunney's Pasture are within an acceptable walking distance to public transit (particularly in the northwestern area of the site where the walking distance to Tunney's LRT station is in excess of 800 metres), OC Transpo should consider reinstating local bus service within Tunney's Pasture, which has been removed through the City's New Ways to Bus initiative. The reinstated routes should conform to the collector road hierarchy of the proposed internal street network, as well as seamlessly integrate within the bus loop for optimal customer experience.
- Parkdale Greenway: An active transportation corridor with separated space for cyclists and pedestrians on the west side of Parkdale Avenue and abutting the site, as envisioned in the 2014 Scott Street Community Design Plan (CDP), should be introduced to encourage the shift towards active modes among site-generated trips.

Encouraging office workers to either work remotely or shift hours, if feasible, to avoid travelling during the weekday peak hour periods could also be considered as long-term strategies to help reduce site-generated travel impacts coinciding with peak travel demand constraints, if the observations are higher than the TIA trip generation estimates. If remote work is not feasible as a result of the federal government's return to office policies in place that time, more robust site-specific TDM measures should be explored through Site Plan Control applications for adjacent property parcels within Tunney's Pasture. TDM measures that are being contemplated are referenced in Appendix I and Section 4.5 of the TIA.

The successful implementation of any required mitigation strategies would be expected to provide relief to long-standing existing transportation network constraints verified through the analysis conducted in this TIA, including the northbound queueing at the Kichi Zibi Mikan & Tunney's Pasture/Remic Rapids intersections, as well as future potential constraints such as the westbound left-turn at the Scott & Holland/Tunney's Pasture intersection.

Turning movement counts and traffic operational/queuing observations will also help inform whether these potential constraints identified through the TIA analysis are present following each five-year survey data collection cycle.

The project team will strive to implement any recommended mitigation measures in a timely manner and prior to the next 5-year data collection and review cycle, whenever possible. It is anticipated that CLC will oversee the introduction of any global mitigation strategies, while site-specific strategies will be introduced by private developers as part of subsequent Site Plan Control applications.

## Cut-Through Traffic

As discussed in the Neighbourhood Traffic Calming Strategy (see Appendix K of the TIA), Communities' Perspective Group (CPG) Stream 1 members have expressed concerns regarding the potential exacerbation of any existing cut-through traffic issues within adjacent communities, including Mechanicsville, Hintonburg, Wellington Village and Champlain Park, as Tunney's Pasture is redeveloped.

Of particular concern for CPG Stream 1 members are Ross Avenue and Smirle Avenue within Wellington Village, as well as Burnside Avenue within Mechanicsville, all of which have direct or near direct vehicular connections with the Tunney's Pasture internal street network.

In the event that the Tunney's Pasture redevelopment is determined to be significantly exacerbating cut-through traffic levels at any of the above noted key locations, more robust traffic calming solutions will be investigated to mitigate these impacts. Any recommendations to include measures which are more intrusive should consider the continued need to maintain permeability for active modes between Tunney's Pasture and the above noted adjacent communities, as well as the circulation of City maintenance, transit and emergency vehicles. Consideration will be given to any new developments which were not in place during the traffic count data collected for the TIA as well.

Potential mitigation strategies will include a range of potential solutions and will be determined on a case-by-case, with reference to the guidelines and standards pertaining to traffic calming usage in force at that time. In general, prohibitive signage or lower-cost seasonal measures such as 'flexible posts' are considered appropriate in the context of minor cut-through traffic of 10 to 20 vehicles per hour, while physical measures such as curb extensions or modal filters will be reserved for more significant cut-through traffic patterns.

The mitigation strategies implemented to address any cut-through traffic issues identified through the reoccurring monitoring plan exercise will focus on specific improvements to relevant boundary street intersections, including Parkdale & Burnside, Scott & Goldenrod/Smirle or Scott & Sir Frederick Banting/Ross and will not include improvements within the internal street networks of adjacent neighbourhoods.

## Loss of Parking

Canada Lands Company (CLC) is committed to working with the existing federal tenants at Tunney's Pasture to develop a Parking Management Strategy. This strategy will manage the remaining parking supply and work to satisfy the functional need of the office uses still existing on site without creating spillover demand to adjacent communities.

The Parking Management Strategy will review the implications of this loss of parking supply through reoccurring parking surveys collected as part of this monitoring exercise so that these effects can be better understood and mitigated accordingly, with consideration of the four (4) main strategies outlined below:

- 1) Determine if the remaining land outside the property parcel that is being disposed to public market can adequately fulfill the office parking demand;
- 2) Determine if the parking demand currently accommodated by the surface parking lot can be served by other parking lots on the remaining office lands across the Tunney's Pasture site;
- 3) Determine if additional parking (surface or structured) on the remaining office lands across the Tunney's Pasture site is required; and

- 4) Establish whether Transportation Demand Management (TDM) measures are required to reduce parking demand in alignment with the remaining parking supply.

A review of the parking utilization data collected as part of this monitoring exercise will help to determine whether the combination of strategies outlined above that were selected to address the loss of existing parking spaces were effective or whether further mitigation is required. The effectiveness of the parking mitigation strategy developed will be reviewed at the next five-year data collection interval of parking utilization data collection. If the parking occupancy data for the lots surveyed indicates that the 85% parking utilization threshold is exceeded, then a revised mitigation strategy should be developed and implemented for review at the next five-year interval. Similar to site-generated traffic impacts and mode share targets, it is expected that the implementation of City initiatives such as the Parkdale Greenway and Holland Avenue cycling infrastructure and on-site Transportation Demand Management (TDM) measures will help reduce auto-reliance and, in turn, overall parking demand across the site.

## Conclusion

An overall Monitoring Program Memorandum will be prepared to document the analysis, results and findings of the surveys conducted as part of Monitoring Plan and will be circulated to the City technical staff for review.

Mitigation measures or strategies will be recommended, as required, based on the outcomes of the monitoring surveys.

Prepared By:



Ben Pascolo-Neveu, P.Eng.  
Transportation Engineer