

SUBJECT

Neighbourhood Traffic Calming Strategy
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

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PROJECT NUMBER

139833

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Introduction

This Neighborhood Traffic Calming (NTC) Strategy was conducted in support of the Draft Plan of Subdivision application for the Tunney's Pasture – Site Servicing and Public Road Redevelopment.

Canada Land Company's Role

It is important to recognize that this consultation process and subsequent preparation of the NTC Strategy document is a Canada Lands Company (CLC) initiative which is well beyond the requirements set out through the City of Ottawa's Draft Plan of Subdivision application process. As such, CLC's role was limited to serving as a facilitator to help voice the community's concerns and offer potential solutions regarding cut-through traffic to City technical staff for their consideration. It is up to City staff to determine how, when and to what extent these traffic calming solutions are implemented. The traffic calming plans developed through the consultation process propose comprehensive traffic management measures throughout adjacent communities and are outside of CLC's scope of work to support the transfer of the proposed internal street network within Tunney's Pasture to the City of Ottawa but may help to highlight and proposed mitigation strategies for some existing cut-through issues.

Objectives

This document is intended to evaluate potential concept-level traffic calming solutions within adjacent communities, as well as at the site access intersections. The primary objectives of this strategy are to limit cut-through between Tunney's Pasture and Mechanicsville, Hintonburg, Wellington Village and Champlain Park, while facilitating access to the subject site by active modes. These solutions are meant to build on existing traffic management measures identified within each of the above-noted communities and were mindful of the need to prioritize the mobility of individuals by active and sustainable modes over private automobile usage.

These neighbourhoods are located within the closest proximity to the subject site and therefore have the highest potential for experiencing traffic infiltration associated with the Tunney's Pasture redevelopment.

Traffic management measures proposed within the subject site, as presented in Section 4.3 and Exhibit 14 of the TIA, are intended to complement those discussed within this NTC Strategy.

Background

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 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 should be

noted that the purpose of this NTC Strategy is to prevent the exacerbation of cut-through traffic issues but that the resolution of existing issues is outside of the scope of this strategy report.

Community Engagement

A Communities' Perspective Group (CPG) was established at the onset of the Tunney's Pasture redevelopment to provide a forum for residents from adjacent communities and special interest groups to share input for consideration by the project team. A subset of the CPG, referred to as 'CPG Stream 1', is involved in the TIA process.

The project team is committed to working with the CPG Stream 1 to develop solutions that mitigate the impact of the Tunney's Pasture redevelopment on the surrounding transportation network and community, though it does not set out to resolve existing community issues with respect to transportation. As Canada Lands Company (CLC) has a mandate to accelerate the delivery of housing, this community engagement process allows the project team to move ahead with various stages of the Draft Plan of Subdivision application, while receiving input from the CPG.

Touch-Point Meetings

Over the course of the TIA process, three (3) touch-point meetings were proposed to allow for input/comment from the CPG Stream 1 members:

- Touchpoint 1 – TIA Terms of Reference (TOR) – December 2, 2024
- Touchpoint 2a – Neighbourhood Traffic Management Workshop (Mechanicsville) – January 8, 2025
- Touchpoint 2b – Neighbourhood Traffic Management Workshop (Hintonburg, Wellington Village & Champlain Park) – February 10, 2025
- Touchpoint 3 – Presentation of Preliminary TIA Conclusions & Recommendations – June 17, 2025

Touch-Point 1 provided CPG Stream 1 members with an overview of the TIA Terms of Reference (TOR), as well as an opportunity to provide input on these key study parameters for consideration by City technical staff.

The Touch-Point 2 sessions introduced CPG Stream 1 members to the Traffic Calming Toolbox, divided members into break-out groups to identify key issues, reviewed potential cut-through routes and engaged in discussions to better understand their primary concerns and possible solutions. Further refinements were made to the traffic calming plans by the project team after each workshop, with consideration of the ideas discussed during each session.

Lastly, Touch-Point 3 provided CPG Stream 1 members with an overview of the TIA study recommendations and conclusions, prior to the public release of the entire TIA on 'DevApps'.






Potential Traffic Infiltration Routes

Potential infiltration routes have been assessed based on community feedback from the Touch-Point 2 workshop meetings and were verified using traffic count data collected in May 2023 and March/April 2025.

Key routes include peripheral intersections identified in the TIA, namely Scott & Carruthers, Scott & Bayview Station, Burnside & Bayview Station/Slidell (roundabout), as well as streets within Mechanicsville, Hintonburg, Wellington Village, and Champlain Park that either connect directly or represent the most direct connections from that neighbourhood to Tunney's Pasture. **Exhibit 1** below provides a visual representation of the potential neighbourhood infiltration routes which were further reviewed and vetted as part of this NTC Strategy exercise.



Legend

-  Signalized Study Area Intersection
-  Transitway (BRT)
-  Transitway (LRT)
-  Site Limits
-  Potential Neighbourhood Traffic Infiltration Routes

Potential for Cut-Through Traffic

Based on the trip generation exercise undertaken as part of this TIA process, an increase of approximately 420 two-way vehicle trips is expected in Phase 1 and represents the peak direction of vehicular activity throughout the site's redevelopment. However, because residential traffic patterns typically follow an opposing flow to those of office-based land uses, the majority of this additional traffic does not significantly worsen traffic operations relative to existing conditions. Phase 1 traffic results in just a 5% increase (approximately 80 vehicle trips) in the peak direction dispersed across the entire road network. Furthermore, the site's transformation from a traffic *generator* to a traffic *source* has the positive effect of utilizing available roadway capacity that is opposite from the peak direction of travel. This shift mitigates operational impacts to the adjacent road network and therefore is less likely to exacerbate any existing cut-through issues.

Table 1 below provides a comparison of pre-pandemic and Phase 1 traffic volume projections.

Phase 2 of the development will result in significant reductions in both total and peak direction traffic volumes of approximately 24% and 28%, respectively, with further reductions anticipated in Phase 3. These reductions will decrease the likelihood of cut-through traffic on the adjacent road network and help alleviate longstanding congestion issues, which currently encourage motorists to seek alternative, less direct routes.

Table 1 – Comparison of Pre-Pandemic Site-Generated Traffic with Phase 1 Projections

Scenario	Vehicles – Weekday AM Peak Hour			Vehicles – Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
Phase 1 Site Traffic Projections ¹	1,257	572	1,829	882	1,553	2,435
Pre-Pandemic Site-Generated Traffic	1,495	570	2,065	542	1,473	2,015
Difference (%)	-238 (-16%)	+2 (0%)	-236 (-11%)	+340 (+63%)	+80 (+5%)	+420 (+21%)

¹ Phase 1 traffic volume projections do not include 'pass-by trips'.

Traffic Calming Resources, Measures & Processes

The Local Residential Streets 30km/h Toolbox, published by the City of Ottawa in 2021, was the primary reference document utilized in the development of traffic calming solutions for this NTC Strategy, given the neighborhood context and local street composition of the internal street network of all four adjacent communities being reviewed in this study.

This Toolbox provides a range of traffic calming measures that are applicable to local streets to reduce operating speeds and the attractiveness of these low-order roads as potential cut-through routes, while improving safety for all road users. A targeted spacing of 50 to 60 metres between measures is considered acceptable to ensure adequate effectiveness. Low-cost, retrofit measures were determined to be the most appropriate for consideration in the context of achieving a reduction in existing cut-through traffic within these communities. It is acknowledged, however, that some recommended measures such as 'raised intersections' may be cost prohibitive for retrofit projects and are more likely to be implemented as part of an integrated road, sewer, and water renewal project.

Proposed Traffic Calming Measures & Feasibility for Implementation

To address existing traffic calming concerns expressed by CPG Stream 1 members, the following types of traffic calming measures from the Toolbox were considered:

- Physical Infrastructure:
 - Speed humps or raised crosswalks on traffic infiltration-prone streets;
 - Curb extensions or road narrowing to slow vehicle speeds; and
 - Traffic diverters to limit access to non-local traffic.

- Signage & Movement Restrictions:
 - Additional 'Local Traffic Only' signage; and
 - Expansion of vehicle movement restrictions.
- Active Transportation Enhancements:
 - Improved pedestrian crossings with visibility measures;
 - Dedicated bike lanes or shared cycling facilities; and
 - 'Modal filters' to limit vehicular movements, while maintaining access for active users.
- Season Measures
 - Centreline or curbside 'flexible stakes'; and
 - Pavement Markings such as painted bulb-outs.

The above-noted measures aim to reduce cut-through traffic, while improving safety and accessibility for active modes of transportation and were considered in the development of potential traffic calming solutions for each adjacent neighbourhood.

The implementation of the concept-level potential traffic calming measures are subject to further review during functional and detailed design studies. Further review may consider factors including, but not limited to, the following:

- For speed humps and other vertical measures, the spacing between consecutive vertical measures, the spacing between a speed hump and stop signs or signals, and the proximity to nearby driveways.
- For bulb-outs and medians, large vehicle turning movements and the need for new / relocated catch basins.
- For one-way street conversions and modal filters, careful consideration of traffic diversions to other streets within the study area.

The feasibility of traffic calming measures recommended in this NTC Strategy have been verified at a conceptual level based on existing conditions and through publicly available imagery; however, it is recognized that all of the adjacent neighbourhoods surrounding Tunney's Pasture are constantly evolving through private redevelopment or City-led capital projects, for instance, which may impact the placement of these traffic calming measures. As such, the locations of any proposed measures will need to be verified based on the latest available plans just prior to implementation to ensure that these integrate well with both existing and planned infrastructure within the foreseeable future.

City of Ottawa Neighbourhood Traffic Calming (NTC) Study Process

The Neighbourhood Traffic Calming (NTC) Study Process, published by the City of Ottawa in April 2019, is a comprehensive framework designed to address traffic concerns within neighbourhoods in a fair, consistent, and efficient manner. The process is divided into three main phases: (1) Pre-Study; (2) Study, and (3) Implementation. The time required to complete a project varies depending on priority and public involvement, with high-priority requests typically taking between two-and-a-half to four years from initial planning to construction.

Pre-Study Phase

During the Pre-Study phase, the primary traffic concern is identified to determine whether the issue is related to speeding on specific streets or broader neighbourhood-wide traffic management. This distinction guides whether a Local Traffic Calming (LTC) or a Neighbourhood Traffic Management (NTM) study is appropriate. Community support for the project is confirmed alongside the availability of funding. Requests are then screened and prioritized based on criteria including vehicle speeds and traffic volumes. The area context, such as whether the neighbourhood is undeveloped, mixed-use, or a compact hub, is also considered to help tailor the study approach.

Prioritization of requests is conducted using a scoring system that can allocate up to 100 points. This system evaluates traffic behaviour using metrics such as the 85th and 95th percentile vehicle speeds and peak period traffic

volumes. Requests with the highest scores are placed at the top of the queue for further study and potential implementation.

Study Phase

In the Study phase, a Traffic Calming Plan is developed through preliminary functional designs. These designs are reviewed and refined with input from City departments and public stakeholders to ensure that technical, financial, and community considerations are balanced. Multiple design options may be explored to arrive at a preferred solution that meets the project objectives. The recommended design includes a high-level cost estimate and is intended to achieve community consensus, particularly if the measures proposed are significant.

Implementation Phase

Once a design is finalized, it proceeds to the Implementation phase, where it undergoes the City's Roadway Modification Approval (RMA) process, which requires the concurrence of the local Councillor. Upon approval and confirmation of funding, the City's Infrastructure Services group undertakes preliminary and detailed design work followed by construction. Construction typically occurs during the spring to fall season, and larger projects may be coordinated with other City works to maximize cost efficiencies. After construction, the project is monitored and evaluated to determine effectiveness and to inform any necessary revisions.

Overall Guiding Principles for NTC Study Process

Throughout the entire process, several guiding principles shape decision-making. The approach favors starting with simple, cost-effective traffic calming measures before moving onto more complex or expensive solutions. It is also important to consider secondary impacts on nearby streets to avoid simply transferring problems from one location to another. The overarching goal is to comprehensively address traffic concerns in a sustainable and equitable manner.

The NTC Study Process is subject to ongoing review and updates based on stakeholder input and operational improvements. These updates are approved by the General Manager of the Transportation Services Department under delegated authority, with City Council being informed of any significant changes.

The City of Ottawa Model Traffic Calming Process is outlined in **Figure 1** below.

Figure 1: City of Ottawa Model Traffic Calming Process



source: City of Ottawa NTC Study Process, April 2019

Neighbourhood Traffic Management (NTM) Studies

The primary objective of NTM studies is to address concerns related to vehicular speeding and/or through traffic within a defined study area (beyond a specific street).

NTM Studies are complex and often require significant resources and time to address. The nature of the qualification and prioritization processes for each study type will allow resources to be focused on the simpler and smaller studies, allowing for more requests to be addressed.

For requests where the chief concern is in relation to vehicle speeds on a specific street, a Local Traffic Calming Study (LTC) can be undertaken, while a Neighbourhood Traffic Management (NTM) study can help to address neighbourhood-wide concerns.

Regardless of the nature of the concern, a technical evaluation will be conducted to help identify the potential severity of the identified concern. Following this evaluation, a context review is undertaken to determine the potential for engineered traffic calming options to address the identified concern. Finally, the NTC Program will consult with the Ward Councillor to solicit support before qualifying the request.

Temporary Traffic Calming Measures (TTCM)

The Temporary Traffic Calming Measures (TTCM) facilitates the installation of effective, low-cost traffic calming measures that are temporary and/or seasonal in nature. These measures can be easily installed once the plan is created and approved. TTCM offers safety solutions for areas that often do not meet criteria for permanent roadway modifications.

Each Ward Councillor is allocated an annual budget for TTCM, which is currently set at \$100,000 per Ward as of 2026, with an increase of \$12,500 per year. The type of measure along with the implementation location is selected by the Ward Councillor, following consultation with Ward residents and technical TTCM Program staff.

Potential Traffic Calming Solutions for Adjacent Neighbourhoods

The following sub-sections provide a review of existing traffic calming measures in each of the four (4) neighbourhoods directly bordering Tunney's Pasture and offer a potential solution for each neighbourhood to help address traffic calming concerns identified by Communities' Perspective Group (CPG) Stream 1 members through the Neighbourhood Traffic Calming Workshops held in January and February of 2025.

Mechanicsville

Review of Existing Conditions

Mechanicsville is located to the east of Tunney's Pasture and is generally bound by Kichi Zibi Mikan to the north, Bayview Station Road to the east, Scott Street to the south and Parkdale Avenue to the west. This neighbourhood consists of a two-way grid-street pattern and, as such, there are numerous potential cut-through routes within Mechanicsville, as shown on **Exhibit 2** below.

Existing traffic management measures within Mechanicsville include the following:

- 'Flexible' centreline stakes (seasonal), 'Traffic Calmed Neighbourhood' signage and a speed display device on Burnside Avenue
- Turning movement prohibitions at Kichi Zibi Mikan & Slidell/Onigam
 - Authorized vehicles excepted: Westbound and southbound left-turning restrictions, as well as northbound turning movements
 - Restrictions from 7:00-9:00am and 4:00-6:00pm (Authorized vehicles excepted): Westbound right-turn and eastbound turning movements

Burnside Avenue has the highest potential for cut-through traffic of all streets within Mechanicsville, as a result of its direct connectivity from Parkdale Avenue to Scott Street via Bayview Station Road.

Turning movement count data referenced suggests that Burnside Avenue may be used as a possible cut-through route, with traffic volumes of a similar magnitude performing southbound left-turns at the Parkdale & Burnside and Scott & Bayview Station Road intersections during the weekday morning peak hour and the reverse in the weekday afternoon peak hour.

The Burnside & Bayview Station/Slidell roundabout was determined to operate at a high level of service (i.e. LOS 'A'), based on the intersection capacity analysis conducted for this TIA under Existing Conditions. As such, the high performance of this intersection may support the occurrence of cut-through traffic patterns within Mechanicsville. The attractiveness of Burnside Avenue as a potential cut-through route, however, is lessened by the significant turning movement restrictions which are already in place at the Kichi Zibi Mikan & Slidell/Onigam intersection.

Traffic count data collected at either the Parkdale & Lyndale or Scott & Carruthers intersections did not support a potential cut-through route using these two signalized intersections to by-pass weekday peak hour any congested conditions experienced at the Parkdale & Scott intersection. Similarly, data collection undertaken at the Parkdale & Emmerson intersection indicated nominal left- and right-turning movements during both the weekday morning and afternoon peak hour periods. As such, neither of these routes were carried forward as 'primary cut-through routes' from the initial screening of key routes identified previously in **Exhibit 1**.

Relevant traffic count data collected to support the TIA process, and discussed above to evaluate probable cut-through routes, is highlighted in **Appendix A**.

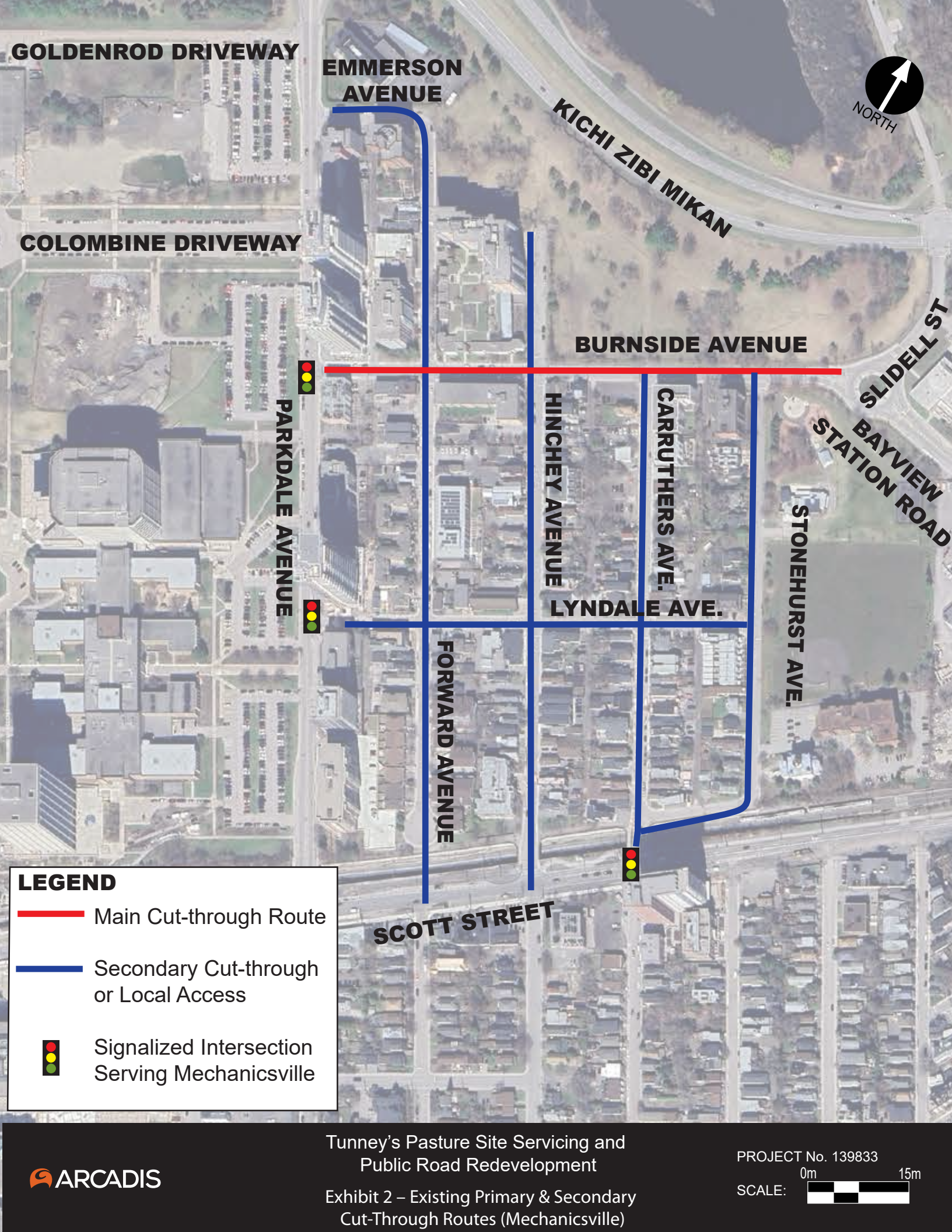
Proposed Traffic Calming Plan for Mechanicsville

A traffic calming plan was developed for Mechanicsville with input from community members. Key aspects of this traffic calming plan are outlined below:

- Introduce visual and horizontal 'friction' on Burnside Avenue through the implementation of streetscaping improvements, as specified in the 2014 Scott Street Community Design Plan (CDP), to reduce opportunities for use of this local street as a primary cut-through route within the Mechanicsville community.
 - More specifically, Burnside Avenue was envisioned as a 'complete street' in the Scott Street Community Design Plan (2014), and would accommodate two vehicular lanes, two bike lanes and landscaped boulevards with sidewalks and street trees on both sides within its existing right-of-way. Given the constrained ROW, vehicular lanes would likely need to be narrowed to help accommodate these streetscaping improvements, providing additional physical traffic calming.
- Impose vehicle directional measures to limit traffic flow on Stonehurst Avenue to northbound north of Lyndale Avenue and southbound south of Lyndale Avenue to mitigate the occurrence of cut-through traffic and higher operating speeds adjacent to Laroche Park. Contra-flow bike lanes would be introduced to maintain travel in both directions for cyclists along the entire length of Stonehurst Avenue, while limiting vehicular movements.
- Introduce regularly-spaced speed humps approximately every 50 to 60 metres, where feasible, across the Mechanicsville street network to reduce the probability of cut-through traffic shifting to 'the next parallel street' within the community, along with the above noted potential improvements to Burnside Avenue and Stonehurst Avenue. It is noted that speed humps generally require a segment of road that is at least 5 metres in length with no driveways on either side and cannot be within close proximity to intersections, as these vertical measures may interfere with turning movements of larger vehicles. These lower-cost, retrofit, vertical measures are among the most common forms of traffic calming infrastructure implemented on local residential streets across Ottawa and are considered highly suitable in this context, given that none of these streets exist or are envisioned as future transit routes serve. Speed humps are also considered to have a minimal impact on other existing or planned street features and are classified as Tier 1 measures (i.e. among the most effective), according to the Local Residential Streets 30km/h Toolbox; however, any negative impacts to accessibility for active users must be considered prior to their implementation.

It should be noted that a more aggressive strategy was presented to the CPG Stream 1 Mechanicsville representative to mitigate the impacts of cut-through traffic which featured traffic 'diverters' on key streets such as Burnside Avenue, however this option was deemed to be overly intrusive in limiting the movement of vehicular traffic within the community.

The potential traffic calming plan developed for Mechanicsville is provided in **Exhibit 3** below.



GOLDENROD DRIVEWAY

EMMERSON AVENUE

KICHI ZIBI MIKAN

COLOMBINE DRIVEWAY

BURNSIDE AVENUE

SLIDELL ST

PARKDALE AVENUE

HINCHEY AVENUE

CARRUTHERS AVE.

BAYVIEW STATION ROAD

STONEHURST AVE.

LYNDALE AVE.


FORWARD AVENUE

SCOTT STREET

LEGEND

 Main Cut-through Route

 Secondary Cut-through or Local Access

 Signalized Intersection Serving Mechanicsville

Tunney's Pasture Site Servicing and Public Road Redevelopment

PROJECT No. 139833



SCALE: 

Exhibit 2 – Existing Primary & Secondary Cut-Through Routes (Mechanicsville)



GOLDENROD DRIVEWAY

EMMERSON AVE

KICHI ZIBI MIKAN

COLOMBINE DRIVEWAY

BURNSIDE AVENUE

SLIDELL ST

BAYVIEW STATION ROAD

PARKDALE AVENUE

LYNDALE AVE.









CARRUTHERS AVE.

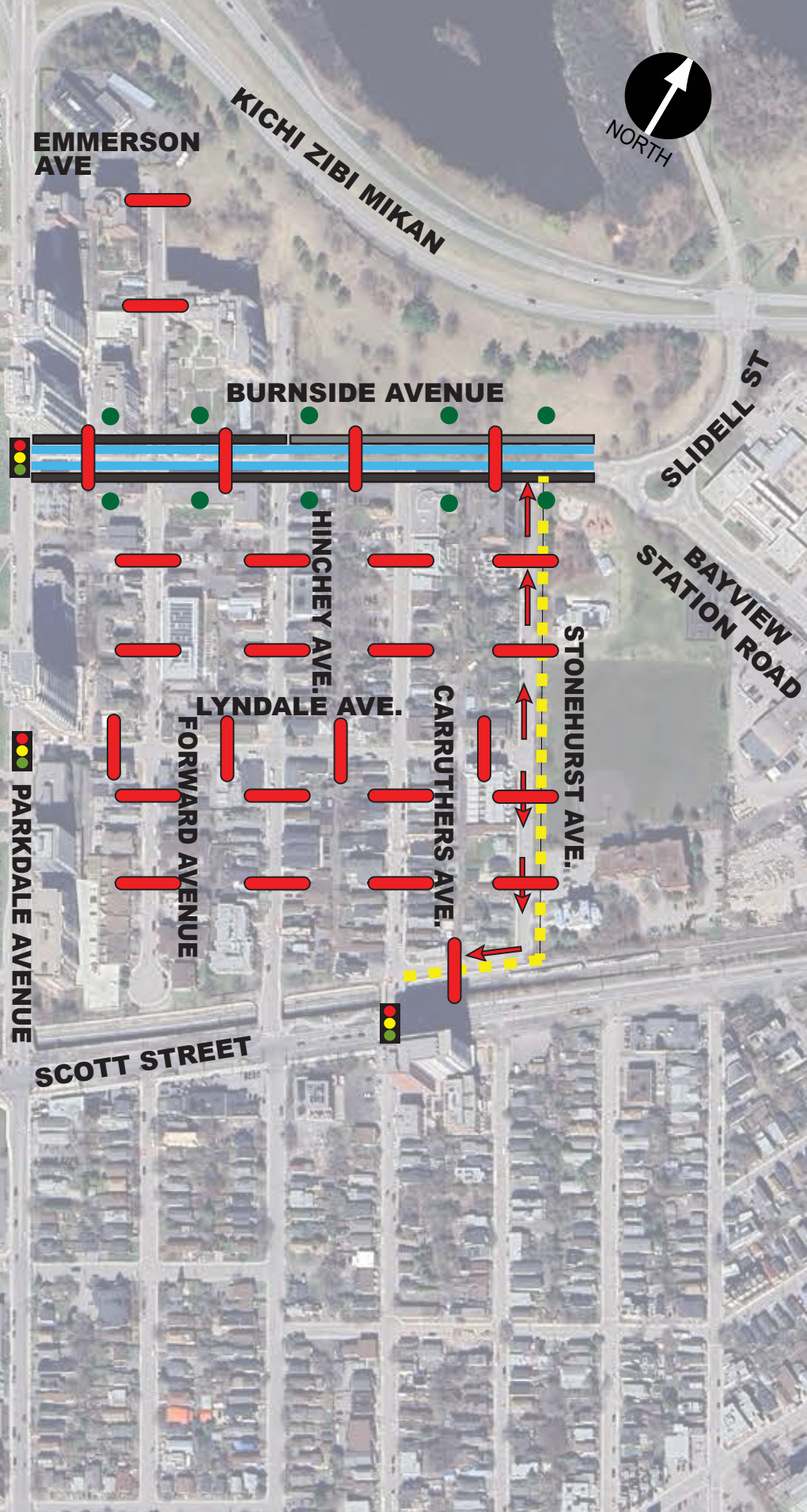
STONEHURST AVE.

FORWARD AVENUE

SCOTT STREET

LEGEND

-  Existing Sidewalk
-  Potential Sidewalk
-  Potential Bike Lane
-  Potential Street Trees
-  Potential Speed humps
-  Potential Changes to Vehicle Direction Flow
-  Signalized Intersection Serving Mechanicsville
-  Potential Contra-Flow Bike Lane



Hintonburg

Existing Conditions Review

Hintonburg is located south of Tunney's Pasture and east of Wellington Village, with boundaries generally defined by Scott Street to the north, Bayview Station Road to the east, Wellington Street West to the south, and Holland Avenue to the west. This review focuses on the portion of Hintonburg located west of Parkdale Avenue and directly abutting the Tunney's Pasture site, as this area is most relevant to the cut-through traffic assessment.

Existing potential primary and secondary cut-through routes within Hintonburg are shown in **Exhibit 4** below.

Similar to Mechanicsville, Hintonburg's internal street network is generally arranged in a grid pattern, which may promote traffic infiltration into adjacent communities during periods of congestion on the arterial road network. In contrast, other local streets east of Parkdale Avenue are configured in an offset grid pattern and are therefore less conducive to encouraging cut-through traffic.

CPG Stream 1 members expressed concerns about congested conditions experienced on Parkdale Avenue during the weekday peak periods and how these conditions are likely contributing to a shift in traffic demand to nearby parallel streets in Hintonburg, including Hamilton Avenue N, Hinton Avenue N and portions of Tyndall Street for motorists seeking out alternative routes to access Highway 417. Given the potential challenges in crossing Wellington Street West with a two-way stop-controlled intersection and likely few gaps in two-way traffic along this main-street during the weekday peak periods, it is possible that cut-through motorists may only use a portion of these potential routes.

Parkdale Avenue has experienced longstanding congested conditions, especially during commuter peak periods, as a result of its full interchange connections with both Highway 417 and Kichi Zibi Mikan. When Highway 417 is busy, then traffic will divert to Kichi Zibi Mikan, potentially using parallel neighbourhood routes to avoid congested conditions on Parkdale Avenue. The transformation of Tunney's Pasture into a transit-oriented development is expected to reduce the need for crosstown regional trips. This change may alleviate bottleneck conditions to/from Highway 417, which currently contribute to the neighbourhood traffic infiltration issues within Hintonburg.

As indicated through a review of traffic count data collected for this TIA process, peak direction traffic volumes of up to 750 vehicles per hour have been observed on Parkdale Avenue. South of Scott Street, observed traffic volumes decreased to approximately 300 to 400 vehicles per hour which is well within the capacity of a two-lane road. Despite these relatively low directional volumes, the portion of Parkdale Avenue between Bullman Street and Highway 417 does become congested and slow-moving during the weekday morning peak period. Additionally, during the weekday afternoon peak period this congestion extends from Kichi Zibi Mikan to Highway 417. Closely-spaced intersections with high pedestrian crossing volumes and an abundance of private driveways result in a low throughput along this corridor. Relevant link volumes on Parkdale Avenue referenced above are indicated in **Appendix A**.

Existing traffic calming measures within the portion of Hintonburg reviewed in this neighbourhood consist of mid-block and intersection bulb-outs. A vehicle directional closure bulb-out exists on Hinton Avenue North, limiting traffic to northbound from Tyndall Street to Wellington Street West, while permitting two-way flow of pedestrians and cyclists within this block.

Proposed Traffic Calming Plan for Hintonburg

With consideration of the above, a potential traffic calming plan was developed for Hintonburg which included the more widespread use of intersection and midblock bulb-outs, as well as 'raised intersections' to provide vertical deflection and further disincentivizes motorists from using sidestreets within close proximity to Parkdale Avenue as alternative routes to access Highway 417. Notably, a potential vehicle directional closure is also proposed on Hamilton Avenue N immediately south of commercial access driveways, similar to the movement restrictions already in place on Hinton Avenue N to mitigate the potential impacts of neighbourhood traffic infiltration on the sidestreets. As Hamilton Avenue N is the closest and most direct north-south parallel route to Parkdale Avenue, it is a logical candidate for cut-through traffic.

In accordance with the Local Residential Streets 30km/h Toolbox, traffic calming measures with varying degrees of effectiveness are proposed within Hintonburg, including speed humps (Tier 1), intersection and midblock bulb-outs (Tier 2) and 'raised intersections' (Tier 1). Speed humps and midblock bulb-outs are among the common, lower-cost and versatile traffic calming measures applied on existing local residential streets across the City of Ottawa.

Bulb-outs are particularly versatile, as these can be implemented either midblock or at intersections and could occur across driveways, such as those recently introduced on Caroline Avenue, or potentially incorporate dedicated space for cyclists (i.e. cycle-friendly bulb-outs), as required.




A range of measures are proposed, as the implementation of more costly and disruptive measures need such as 'raised intersections' may not be feasible outside of an integrated road rehabilitation project.

The potential traffic calming plan developed for Hintonburg is provided in **Exhibit 5** below.

TUNNEY'S PASTURE



LEGEND

-  Primary Cut-through Route
-  Secondary Cut-through Route or Local Access
-  Existing Traffic Signal

TUNNEY'S PASTURE



LEGEND

- - - Congested Conditions during Weekday Peak Periods
- Existing or Planned Speed Hump
- Potential Speed Hump
- } Existing or Planned Bulb-out
- } Potential Bulb-out
- Potential 'Raised' Intersection
- Existing Traffic Signal
- ↑ Existing Vehicle Direction Flow
- ↑ Potential Vehicle Direction Flow

Wellington Village

Existing Conditions Review

Wellington Village is generally bound by Scott Street to the north, Holland Avenue to the east, Wellington Street West to the south, as well as Island Park Drive to the west. The western limit of the traffic calming plan for Wellington Village, as part of this NTC Strategy, was established as Carleton Avenue. This limit reflects the expected decrease in potential neighbourhood traffic infiltration from Tunney's Pasture beyond the site's immediate boundary streets.

Wellington Village has a higher potential for cut-through traffic as a result of its grid street pattern which acts as a 'sieve' to permit direct two-way vehicular connectivity between Scott Street and Wellington Street West. This street pattern does create challenges in achieving a robust traffic calming strategy by allowing traffic to shift to the 'next street over' and therefore required a more comprehensive review of the neighbourhood to mitigate these potential occurrences. Furthermore, the site's internal street network is aligned directly with local streets within Wellington Village further south, thereby increasing the likelihood of cut-through traffic.

Existing potential primary and secondary cut-through routes within Wellington Village are shown in **Exhibit 6** below. Ross Avenue is identified as a logical 'primary cut-through route', given its direct connectivity to the site. As indicated through the City's circulation comments received on December 17, 2025, the north leg of the Scott & Goldenrod/Smirle intersection will continue to serve as a bus-only access to the bus loop after LRT Stage 2 is open for full revenue service which will help to reduce its attractiveness of Smirle Avenue as a potential cut-through route. There is, however, some potential for cut-through traffic given the signalization of the Scott & Goldenrod/Smirle intersection and therefore this route remains as a 'primary cut-through route' for analysis purposes in this NTC Strategy. As identified in **Appendix A**, it is also noteworthy that there is some evidence of minor cut-through traffic patterns on the eastbound right-turn movement at Scott & Goldenrod/Smirle under both weekday morning and afternoon peak hour traffic, based on the traffic data collected at this intersection in May 2023 at the onset of the TIA.

All other streets within Wellington Village are identified as 'secondary cut-through routes' and are considered more indirect contributors to potential cut-through traffic from Tunney's Pasture.

A desktop survey of existing traffic management measures within Wellington Village identified a range of measures with varying degrees of effectiveness, including 'raised intersections', speed humps, bulb-outs (mid-block and at intersections), as well as seasonal measures such as 'flexible posts' and painted on-road messaging. Notably, Huron Avenue was reconstructed in 2025 to include short, raised center median segments and bulb-outs, both of which were implemented to add horizontal 'friction' for motorists.

The capacity analysis conducted as part of this TIA process indicated the need for upgrades to the Scott & Sir Frederick Banting/Ross intersection to accommodate a signalized and 'protected intersection' configuration at this location under Existing Conditions. These upgrades are further supported by the Scott Street Community Design Plan (CDP) which also recommended traffic signals at this location, while north-south turning movement prohibitions are recommended at the intersections of Scott Street with Sir Frederick Banting/Ross & Goldenrod/Smirle.

A 'gateway' 30km/h speed limit exists within Wellington Village and indicates that streets in this neighbourhood support low vehicular operating speeds which safely accommodate cyclists riding in mixed traffic where dedicated cycling facilities are not proposed.

Based on the configuration of the internal street pattern within Wellington Village and its connections to the arterial road network (i.e. Scott Street and Wellington Street West), the primary cut-through routes with respect to the subject site are as follows:

- Ross Avenue (Scott Street to Wellington Street West)
- Smirle Avenue (Scott Street to Wellington Street West)

Proposed Traffic Calming Plan for Wellington Village

A traffic calming plan for Wellington Village was developed with input from CPG Stream 1 members. Key aspects of this traffic calming plan are outlined below:

- Introduce traffic 'diverters' at the intersections of Spencer Street with Ross Avenue and Smirle Avenue to mitigate cut-through impacts associated with the two north-south primary cut-through routes. These traffic 'diverters' would serve as physical barriers to prevent cut-through traffic from travelling through Wellington




Village via Wellington Street West to either of these signalized intersections which facilitate direct or nearly direct vehicular connectivity directly into Tunney's Pasture.

- Restrict vehicle traffic to northbound left- and right-turns and no thru movements at the Scott & Sir Frederick Banting/Ross intersection to reduce opportunities for cut-through traffic through a combination of vehicle directional measures and prohibitive signage.
- Prohibit north-south vehicular movements at the Scott & Sir Frederick Banting/Ross intersection but permit pedestrian and cycling movements. Southbound thru movements would be prohibited through physical curb extensions configured as a 'modal filter' with an opening to except southbound thru cycling movements. Northbound thru vehicular movements would be banned through clearly posted prohibitive signage.
- Introduce speed humps, mid-block and intersection bulb-outs and potential raised median segments on streets with sufficiently wide pavement widths (i.e. generally pavement widths of at least 11 metres in width to accommodate 1.5-metre raised median and sufficient vehicle lane clearance on either side). It is proposed that intersection bulb-outs could be implemented in pairs and in conjunction with seasonal measures such as centreline 'flexible posts' for optimal effectiveness. Bulb-outs could also be used to frame on-street parking between blocks.

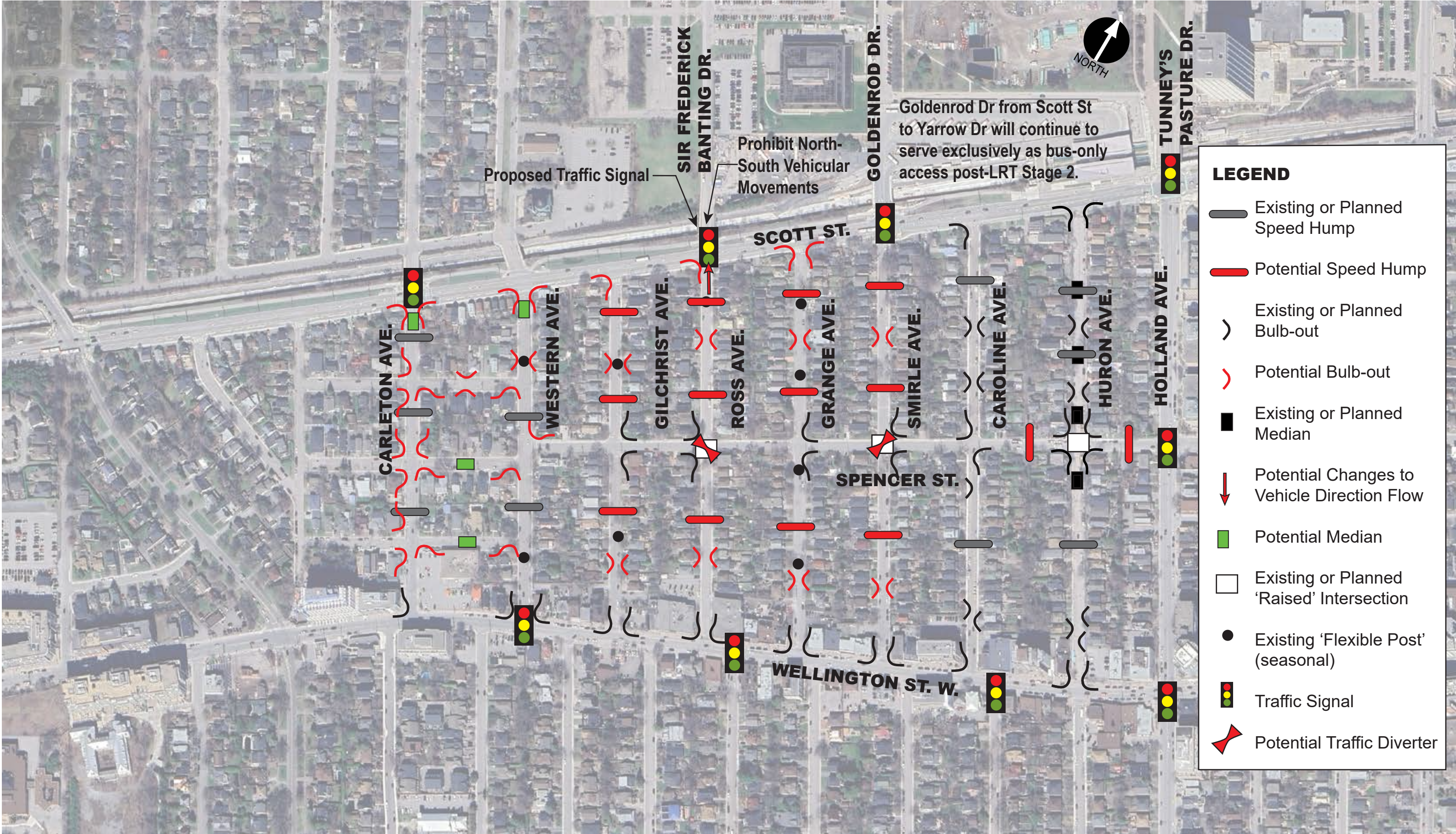
The proposed traffic calming plan developed for Wellington Village is illustrated in **Exhibit 7** below.

It should be noted that Carleton Avenue and Western Avenue between Scott Street and Wellington Street West are identified as key emergency response streets per Appendix D of the Traffic Calming Design Guidelines. Additional traffic calming measures on these streets will require careful consideration and consultation with City of Ottawa Emergency Services staff.

LEGEND

-  Primary Cut-through Route
-  Secondary Cut-through Route or Local Access
-  Traffic Signal
















Goldenrod Dr from Scott St to Yarrow Dr will continue to serve exclusively as bus-only access post-LRT Stage 2.

Proposed Traffic Signal

Prohibit North-South Vehicular Movements

LEGEND

-  Existing or Planned Speed Hump
-  Potential Speed Hump
-  Existing or Planned Bulb-out
-  Potential Bulb-out
-  Existing or Planned Median
-  Potential Changes to Vehicle Direction Flow
-  Potential Median
-  Existing or Planned 'Raised' Intersection
-  Existing 'Flexible Post' (seasonal)
-  Traffic Signal
-  Potential Traffic Diverter

Champlain Park

The Champlain Park community is located immediately west of the subject site. The portion of Champlain Park which will be reviewed in this study is limited to Kichi Zibi Mikan to the north, Tunney's Pasture to the east, Scott Street to the south and Island Park Drive to the west. Even though there are no existing or planned vehicular connections between Tunney's Pasture and Champlain Park, it is likely that this neighbourhood experiences an increase in cut-through traffic as a result of commuter traffic, some of which may be generated from the existing Tunney's Pasture development, navigating around widely-known congested conditions on Island Park Drive during the weekday peak periods.

Existing potential primary and secondary cut-through routes within Champlain Park are shown in **Exhibit 8** below.

Existing Conditions Review

Traffic count data collected on Island Park Drive in March/April 2025 to support of the overall TIA process indicates that peak direction volumes on this north-south arterial road are in the order of 800 to 1,000 vehicles during the weekday morning peak hour from Kichi Zibi Mikan to Scott Street, as identified in **Appendix A**. Volumes of this magnitude are an indicator that this two-lane road is approaching its capacity during this most constrained weekday peak hour and that there is an increased chance spillover traffic within adjacent neighbourhoods.

Existing traffic calming measures within Champlain Park consist of speed humps, curb extensions at select intersections, as well as 'flexible stakes' (seasonal). It is important to note that westbound right-turning vehicle prohibitions also exist at the intersections of Island Park with Clearview and Sunnymede on Monday to Friday from 3:30-6:00pm, while cycling movements are excepted.

Based on the configuration of the internal street pattern within Champlain Park and its connections to the arterial road network (i.e. Island Park Drive and Scott Street), the primary cut-through routes are most likely as follows:

- Northwestern Avenue and Clearview Avenue
- Carleton Avenue and Amanda Avenue
- Carleton Avenue and Sunnymede Avenue

Proposed Traffic Calming Plan for Champlain Park

A proposed traffic calming solution was developed with input from community members to introduce vehicle directional measures or 'friction' on primary cut-through, as outlined below:

- Replace existing 'flexible stakes' and hatched paint (seasonal traffic calming measures) with more permanent measures in the form of speed cushions on transit routes to create vertical 'friction' for passenger cars, without impeding local bus service travel times within the Champlain Park community;
- Introduce vehicle directional measures on key cut-through routes within the community on streets that continue to accommodate existing OC Transpo routes, including Clearview Avenue, Amanda Avenue and Keyworth Avenue, as well as permitting cyclists and pedestrian to travel in both directions; and
- More widespread and regularly-spaced use of speed humps about every 50 to 60 metres, as well as intersection and mid-block bulb-outs within the City-owned street network in Champlain Park, in accordance with the Local Residential Streets Traffic Calming Toolbox (2021).

The proposed traffic calming solutions outlined above leverage a full spectrum of measures which would complement the existing traffic calming infrastructure within the Champlain Park community and offer varying degrees of effectiveness and cost structures. In the event that more intrusive traffic calming solutions outlined above, including vehicle directional measures are not implemented, the remaining solutions would still offer improvements with respect to traffic calming measures across the neighbourhood over existing conditions.

The proposed measures would allow existing OC Transpo bus service routes to be maintained through the Champlain Park community and continue to promote bi-directional travel on all streets by active users.

The potential traffic calming solution developed for Champlain Park is illustrated in **Exhibit 9** below.



PONTIAC ST.

CLEARVIEW AVE.

Existing Westbound
Right-Turn Movement
Prohibitions
(Mon-Fri 3:30-6pm)

ISLAND PARK DR.

PATRICIA AVE. N.

DANIEL AVE.

KEYWORTH AVE.

COWLEY AVE.

CARLETON AVE.

NORTHWESTERN AVE.

Existing Westbound
Right-Turn Movement
Prohibitions
(Mon-Fri 3:30-6pm)





SUNNYMEDE AVE.

AMANDA AVE.

SCOTT ST.



LEGEND

-  Existing Transit Route
-  Primary Cut-through Route
-  Secondary Cut-through Route or Local Access
-  Existing Traffic Signal

Tunney's Pasture Site Servicing and
Public Road Redevelopment

Exhibit 8 – Existing Primary and Secondary
Cut-through Routes (Champlain Park)










PROJECT No. 139833

SCALE: 





LEGEND

-  Existing or Planned Speed Hump
-  Potential Speed Hump
-  Potential Speed Cushion
-  Existing or Planned Bulb-out
-  Potential Bulb-out
-  Potential Changes to Vehicle Direction Flow
-  Potential Contra-Flow Bike Lane
-  Existing 'Flexible Post' (seasonal)
-  Existing Traffic Signal

Monitoring

Monitoring will take place at reoccurring intervals to determine the effectiveness of any traffic calming measures implemented by the City within adjacent neighbourhoods, as recommended by this Neighbourhood Traffic Calming (NTC) Strategy, to determine if these measures achieve the intended results.

Cut-through traffic generated by the proposed development will be tracked through regular traffic data collection at key study area intersections. If necessary, adjustments to the strategy will be made based on data analysis to ensure its continued effectiveness in addressing traffic infiltration concerns.

It is important to recognize that traffic calming solutions proposed within adjacent neighbourhoods are not intended to resolve existing cut-through traffic issues, but rather to ensure that the Tunney's Pasture redevelopment does not exacerbate these existing issues.

Further details are provided in the Monitoring Plan which is included in **Appendix M** of the Tunney's Pasture & Public Road Redevelopment Transportation Impact Assessment (Arcadis, March 2026).

The monitoring program will focus on evaluating potential cut-through traffic exacerbation as a consequence of the subject development for key intersections directly bordering the site where there is evidence of thru traffic or where changes in intersection control could potentially result in increased traffic within adjacent neighbourhoods. The locations that will be monitored through the reoccurring collection of traffic count data are as follows:

- Parkdale & Burnside
 - Southbound left-turn & Westbound right-turn
- Scott & Goldenrod/Smirle
 - All movements to/from Smirle Avenue
- Scott & Sir Frederick Banting/Ross
 - All movements to/from Ross Avenue*

**It is expected that some of these movements will be restricted as a result of the 'protected intersection' configuration and modal filter proposed on the south leg of the intersection.*

More detailed investigations, such as license plate surveys, may be required at any of the above noted locations if significant increases in sidestreet activity are identified through a comparison of baseline traffic data collected at re-occurring intervals within the build-out timeframe of the subject site to verify whether these increases are in fact attributable to site-generated traffic. Generally in keeping with the Neighbourhood Traffic Calming component of the 2023 TIA Guideline Update, 'significant infiltration' will be generally defined as increases in sidestreet traffic of 50% or more relative to baseline conditions.

Traffic associated with the build-out of adjacent developments of significance will be determined with reference to site-generated traffic volumes projections from their respective TIAs so that these increases are not misinterpreted as cut-through traffic impacts.

Any recommended mitigation measures to address increases in cut-through traffic directly associated with the site will be limited to the boundary street segments or intersections directly bordering Tunney's Pasture and will not include the implementation of any additional traffic calming measures within adjacent neighbourhoods which are outside the scope of this Draft Plan of Subdivision application.

In general, nominal increases in thru traffic in the order of 10-20 vehicles per hour may warrant 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.

Conclusion

The Neighborhood Traffic Calming (NTC) Strategy for the Tunney's Pasture redevelopment provides potential solutions for mitigating cut-through traffic concerns in Mechanicsville, Hintonburg, Wellington Village and Champlain Park to complement measures being proposed within and on the periphery of the subject site, while promoting safer and more sustainable transportation options. Although the purpose of this strategy is not to resolve pre-existing traffic issues, its focus is instead on preventing the redevelopment of the subject site from exacerbating these patterns within adjacent neighborhoods. Through a combination of physical infrastructure modifications, regulatory changes, and active transportation enhancements, the strategy aims to preserve the integrity of local neighborhoods, while supporting the city's broader transportation goals. A robust monitoring plan and continued community engagement will support its success over the duration of the phased redevelopment process.

The proposed solutions and mitigation strategies investigated in the Neighbourhood Traffic Calming (NTC) Strategy will serve to limit the amount of cut-through traffic through a range of measures with varying degrees of intensity to suit the context, including high-friction, traffic-calmed streets and turning movement restrictions at the site's boundary street intersections. It is also noteworthy that in the near-term (Phase 1), the introduction of residential land uses within Tunney's Pasture will generate traffic opposite the existing peak flow of traffic which is less likely to utilize neighbourhood shortcuts and just 80 additional peak hour vehicular trips dispersed across the broader transportation network relative to pre-COVID-19 pandemic traffic levels. At full build-out, the site will ultimately generate far fewer automobile trips in comparison with pre-pandemic volumes, thereby significantly reducing opportunities for cut-through traffic.

Monitoring of key intersections along the site's boundary streets, including Parkdale & Burnside, Scott & Sir Frederick Banting/Ross and Scott & Goldenrod/Smirle, at reoccurring 5-year intervals will help to determine whether the off-site road modifications proposed through the Roadway Modification Application (RMA) drawings (see Appendix O of the TIA) are sufficient to mitigate any cut-through traffic impacts or whether more robust measures are required.

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Appendix A

Existing Traffic Volumes

