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14 April 2014

OUR REF: TO1170TOP00

Richcraft Group of Companies
2280 St. Laurent Boulevard
Ottawa, ON K1G 4K1

Attention: Phil Castro

Dear Mr. Castro:

**Re: 250/274 Parkdale Avenue Mixed-Use Development
CTS/TIS
Addendum #1**

This Addendum has been prepared to respond to the comments received from the City of Ottawa, dated November 22, 2013, with regard to the above-noted CTS/TIS.

Comment 1: *The Scott Street/Parkdale Avenue intersection currently operates at LoS C(E). With development at full occupancy, the level of service drops to LoS D(F). A NBLT on Parkdale Avenue is required to improve the LoS; however, the impact on the right of way should be reviewed. Also, there are concerns with the NBLT vehicles blocking the through movement when turning into the site access on Parkdale Avenue and onto Bullman Street. Auxiliary left turn lanes at these locations need to be considered.*

Response 1: With regard to an auxiliary northbound left-turn lane at the Scott/Parkdale intersection, the Official Plan (OP) identifies a 26 m right-of-way (ROW) protection for Parkdale Avenue, from the Ottawa River Parkway to Wellington Street West. With a 26 m ROW, a 3 m setback, a 2.5 m boulevard, a 2 m sidewalk and a 3.5 m travel lane can be accommodated on either side of centerline, with a 3.5 m center turn lane.

With regard to an auxiliary northbound left-turn lane at the Parkdale/Bullman intersection and at a proposed driveway connection to Parkdale Avenue, the Synchro analysis included in the original report indicated that the projected delays to the northbound approach at these locations will be negligible (i.e. 0 to 1 second of delay) without auxiliary left-turn lanes at these locations. Therefore, auxiliary northbound left-turn lanes at the Parkdale/Bullman and at a proposed driveway connection to Parkdale Avenue are not required.

Comment 2: *Please note that the proposed roadway modifications will require the delegated authority approval from the Manager of Development Review, Suburban Services-RMA report is required.*

Response 2: Noted, and the proponent has been advised.

Comment 3: *Provide recommendations to manage the distribution and mitigate the impact if site generated traffic in the tight grid of streets and intersections that is demonstrated to have traffic volumes issues. The study acknowledges that the development will generate significant vehicle volumes, although low in proportion to existing and background growth in volumes, but mitigation recommendation seem limited.*

Response 3: As mentioned in the original report and with respect to “cut-through” traffic, drivers may elect to use local community roadways if Parkdale Avenue is experiencing heavy traffic congestion (e.g. Spencer Street, Armstrong Street, Hamilton Avenue, etc.). However, when Parkdale Avenue is operating acceptably, the majority of site-generated traffic would likely use Parkdale Avenue. It should be noted that if 100% of the projected site-generated traffic were to only use local community roadways, the projected impact of the new 121 veh/h and 148 veh/h, distributed to 4 or 5 local roadways, equates to less than 1 new vehicle per minute per roadway during peak hours. During the other hours of the day/week, the impact would be far less. If this were to occur, the impact to local roadways would not be excessive.

With respect to mitigative measures, the City is currently constructing an approximate 2.1 billion dollar LRT from Tunney’s Pasture to Blair Road, which will be within approximately 350 m walking distance to/from the proposed site. This will ultimately increase person capacity to/from the proposed site/surrounding area and the City’s downtown central business district area, which will reduce the reliance on the private automobile and the need to increase roadway capacity.

However, if post-development monitoring proves neighbourhood “cut-through” traffic is an issue, traffic calming measures (e.g. speed humps, turn restrictions, etc.) can be implemented. It should be noted, traffic calming measures will apply to all road users, including local residents.

Comment 4: *Right-of-way protection on Parkdale should be sustained.*

Response 4: Noted, and the proponent has been advised.

Comment 5: *Demonstrate how a turning lane could be provided and that there is sufficient space for pedestrians and boulevard for trees illustrated on the site plan that accompanies the Zoning Amendment.*

Response 5: As mentioned previously, the OP identifies a 26 m ROW protection for Parkdale Avenue, from the Ottawa River Parkway to Wellington Street West. With a 26 m ROW, a 3 m setback, a 2.5 m boulevard, a 2 m sidewalk and a 3.5 m travel lane can be accommodated on either side of centerline, with a 3.5 m center turn lane.

Comment 6: *If more space is needed to meet sidewalk and boulevard requirements, they could be accommodated with a pedestrian easements or building setback at ground level.*

Response 6: Noted, and the proponent has been advised.

Comment 7: *Ensure that the building does not extend into the right-of-way protection area.*

Response 7: Noted, and the proponent has been advised.

Comment 8: *The parking lot entrance for the north towers should be provided from Parkdale and meet bylaw requirements.*

Response 8: It is our understanding that the City has recently decided that the parking garage entrance to the most northerly tower should be from Scott Street.

Comment 9: *The Bullman Ave garage access should meet bylaw and site triangles requirements.*

Response 9: Agreed, and the proponent has been advised.

Comment 10: *Clarity regarding the allocation and distribution of parking among residential, office and commercial uses and the overall parking provision is required. High turnover parking such as for the retail area needs to be provided in the upper level of the parking garage.*

Response 10: Noted, and the proponent has been advised.

Comment 11: *Identify on-street parking areas, and quantities and the potential impact that this development especially guest parking and retail parking will have on the local area.*

Response 11: Within the vicinity of the site, there are approximately 135 on-street parking spaces. The attached map identifies parking locations, time of day restrictions, parking time restrictions and paid vs. free parking.

With respect to potential impact, the proposed site will provide a total of 100 shared visitor/retail/commercial parking, which is not sufficient with respect to the City's By-Law requirements of 141 vehicle parking spaces for shared visitor/retail/commercial parking. Therefore, the potential impact to on-street parking is approximately 41 parking spaces.

Comment 12: *Clarify the location of the bicycle parking. Find opportunities to provide some at-grade bike parking.*

Response 12: Future Site Plan iterations should identify indoor and outdoor bicycle parking.

Comment 13: *Further exploration and recommendations for TDM measures (and environmental (LEED) measures) are required.*

Response 13: Potential TDM measures to reduce the amount of required parking and to reduce the reliance on the private automobile, in addition to the TDM measures identified in the original report, can include:

- *Shared Parking Arrangements* - The rationale is that peak parking requirements of each use may exist at different times, meaning that the combined parking space supply required can be less than the sum of the required parking supply for the individual uses. Therefore, depending on the specific uses proposed on this site, it may be possible to reduce overall parking requirements through the use of shared parking.
- *Preferential Parking* - The provision of preferred parking spaces for carpool or high-occupancy vehicles can be used to reduce overall vehicle travel demand to/from the site, and thus the number of required parking spaces.
- *Bicycle Facilities* - such as on-site bike rentals (e.g. a BIXI Bike station), bike repair shop, secure bike storage and bike parking. It should be noted that the proposed site is also located in close proximity to an existing multi-use pathway, which is considered advantageous for cycling.
- *Carshare Parking* - The provision of dedicated parking spaces on-site for carsharing operations can be considered as a method of reducing overall parking supply, the concept being that a single shared-use car can displace a certain number of individually-owned vehicles. Virtucar and Zipcar are two private companies currently offering carsharing services in the Ottawa area.
- *Paid Parking* - Parking cost is one of the major determinants of mode choice. In terms of the proposed permanent day-to-day redevelopment, pay parking at retail developments is generally seen as undesirable from a tenant and shopper perspective. However, depending on the daily cost for parking, pay parking at this location could result in spillover parking issues into the adjacent community.
- *Parking Cash-Out Programs* - Parking cash-out offers residents or employees the opportunity to exchange the value of their parking space (assuming free parking is originally provided) for cash. While California and the United Kingdom have enacted laws, which allow employers to undertake cash-out programs, it is unclear if a regulatory framework exists in Canada to allow this incentive to be implemented.

Comment 14: *Will facilities for change rooms etc, be provided for the non-residential uses?*

Response 14: This detail is not known at this time/stage of development.

Comment 15: *Will electric vehicle plug-ins be provided?*

Response 15: This detail is not known at this time/stage of development.

Comment 16: *What other measures beyond proximity to transit alter travel choice?*

Response 16: The nature of a mixed-use development alters travel choice, especially within an urban context, within close proximity to employment and other amenities. With approximately 16,000 ft² and 23,000 ft² of proposed retail and office type land uses, respectively, and given the close proximity of a large government employment hub (Tunney's Pasture), a significant number of future residents will chose to reside at the proposed site, to avoid they need to rely on a private automobile for daily commuting purposes. The concept of a mixed-use development is to provide an area where people can live, work and play. This theoretically minimizes the need for a private automobile, as most amenities are within walking distance in a mixed-use development.

In addition to proximity to transit, the proposed site is also located within an area where sidewalks are provided along both sides of all study area roadways and a multi-use pathway currently existing along Scott Street. These existing facilities will aide in altering travel mode choice.

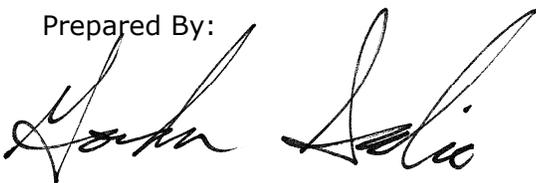
Comment 17: *How might interim BRT service on Scott Street during LRT construction affect or be affected by the construction and operation of the property if it is planned for 2015?*

Response 17: Summarized in the original report, approximately 85 and 105 new transit person trips are projected during the weekday morning and afternoon peak hours, respectively. This equates to approximately 15 to 20 new passengers per bus, if buses are to operate on 10 minute headways.

Based on the foregoing and given that that the subject Zoning By-Law Amendment reflects densities approved by the City through the Scott Street Secondary Plan process, the proposed 250/274 Parkdale Avenue residential development is recommended from a transportation perspective.

If there are any questions, please call.

Prepared By:



Gordon R. Scobie, P.Eng.
Project Engineer, Transportation
Ottawa Operations



Attachment

Existing Area On-Street Parking

250/274 Parkdale Avenue Mixed-Use Development – Area On-Street Parking

