PARSONS

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City of Ottawa 2017 TIA Guidelines

TIA Screening Form

Date	July 3, 2018
Project	116 York Street Hotel
Project Number	476797 - 01000

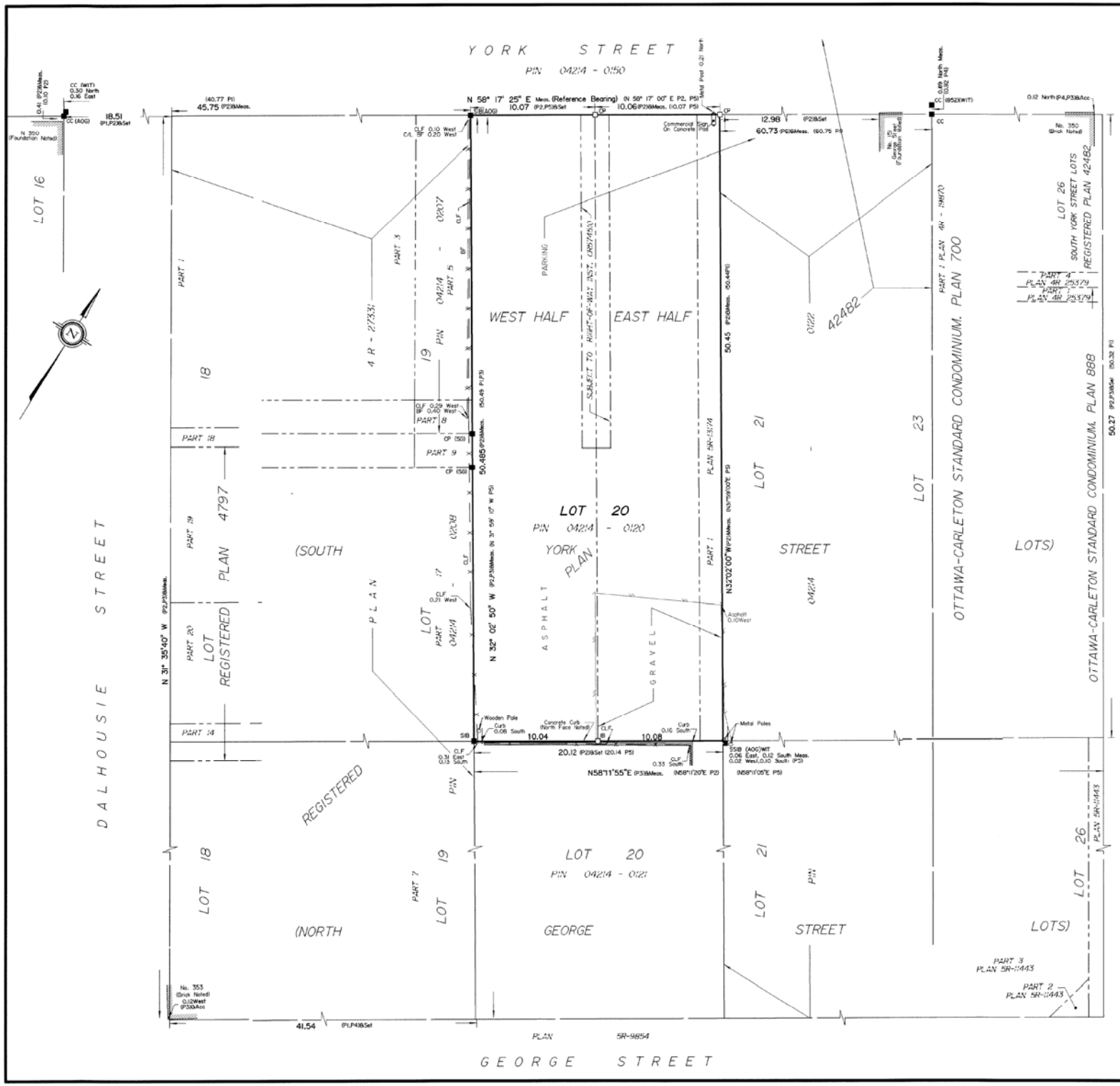
Results of Screening	Yes/No
Development Satisfies the Trip Generation Trigger	No (see attached addendum)
Development Satisfies the Location Trigger	Yes (see attached addendum)
Development Satisfies the Safety Trigger	Yes (see attached addendum)

Module 1.1 - Description of Proposed Development	
Municipal Address	116 York Street
Description of location	On south side of York Street in Byward Market, 45 m east of Dalhousie
Land Use	Hotel
Development Size	224 rooms and 63 parking space garage
Number of Accesses and Locations	Two-way driveway connects to York Street at east end of property, opposite raised landscaped median.
Development Phasing	One Phase
Buildout Year	2021/2022
Sketch Plan / Site Plan	See attached

Module 1.2 - Trip Generation Trigger		
Land Use Type	Hotel	
Development Size	224 rooms	
Trip Generation Trigger Met?	No	

Module 1.3 - Location Triggers		
Development Proposes a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit, or Spine Bicycle Networks (See Sheet 3)	No	
Development is in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone. (See Sheet 3)	Yes	
Location Trigger Met?	Yes	See attached addendum

Module 1.4 - Safety Triggers		
Posted Speed Limit on any boundary road	>80	km/h
Horizontal / Vertical Curvature on a boundary street limits sight lines at a proposed driveway	No	
A proposed driveway is within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions) or within auxiliary lanes of an intersection;	Yes	45 m east of Dalhousie/York intersection
A proposed driveway makes use of an existing median break that serves an existing site	No	
There is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development	No	
The development includes a drive-thru facility	No	
Safety Trigger Met?	Yes	See attached addendum



SURVEYOR'S REAL PROPERTY REPORT

PART 1 Plan of

LOT 20 (SOUTH YORK STREET)
REGISTERED PLAN 42482
CITY OF OTTAWA

Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

Scale 1 : 200

8.0 6.0 4.0 2.0 0 4 8 Metres

Metric

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

Surveyor's Certificate

I CERTIFY THAT :

1. This survey and plan are correct and in accordance with the Surveys Act, the Surveyors Act and the Land Titles Act and the regulations made under them.
2. The survey was completed on the 15th day of November, 2017.

Nov 20, 2017 — E. H. Herweyer

Date — Ontario Land Surveyor

PART 2

THIS PLAN MUST BE READ IN CONJUNCTION WITH SURVEY REPORT DATED: November 20, 2017

ANNIS, O'SULLIVAN, VOLLEBEKK LTD. grants to BAYVIEW HOSPITALITY INC. ("The Client"), their solicitors, mortgagees, and other related parties, permission to use original, signed, sealed copies of the Surveyor's Real Property Report in transactions involving The Client.

ASSOCIATION OF ONTARIO LAND SURVEYORS
PLAN SUBMISSION FORM
2029690

THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BY THE SURVEYOR In accordance with Regulation 1026, Section 29 (3).

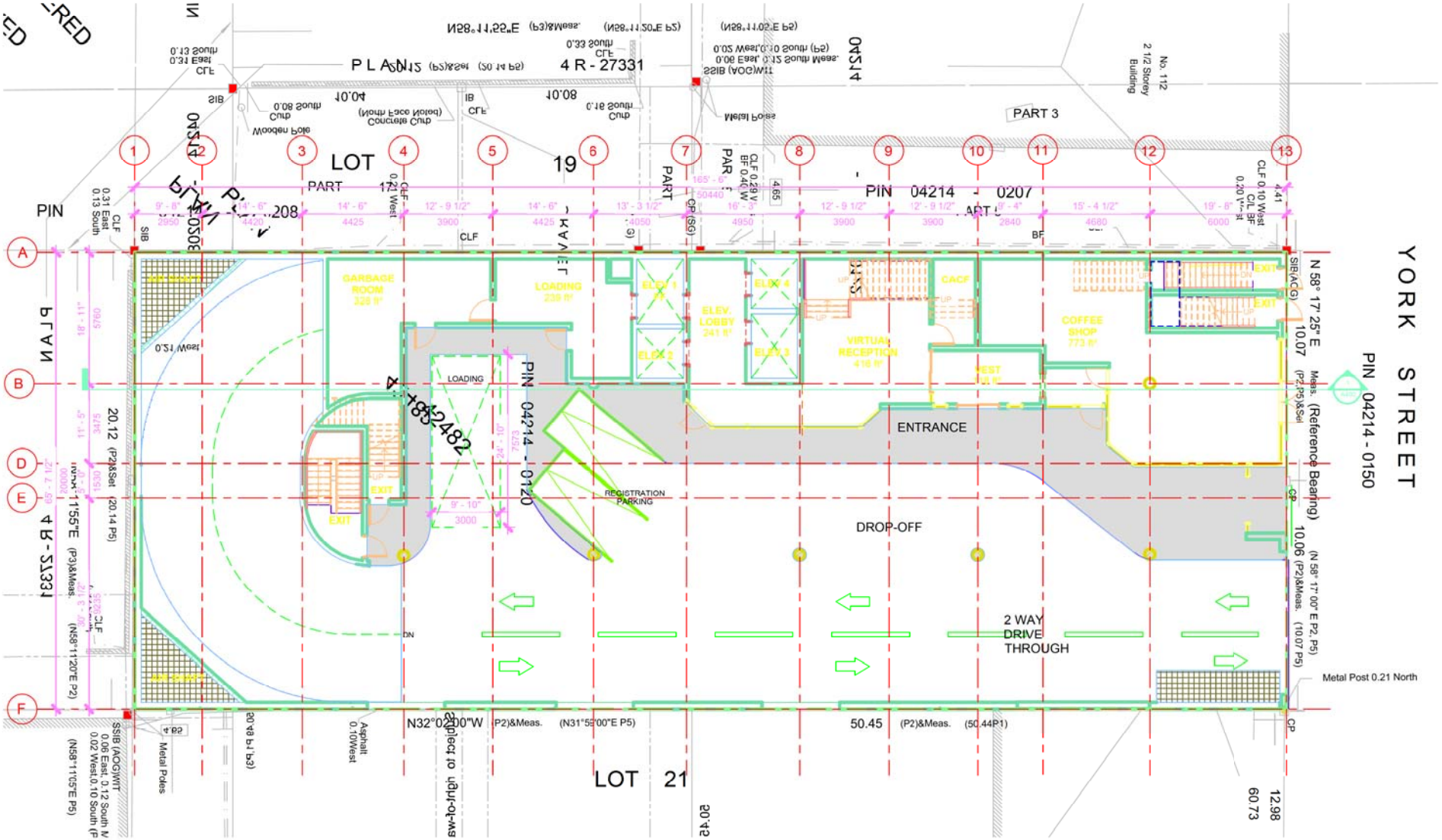
Notes & Legend

IB	Denotes	Survey Monument Planted
	-	Survey Monument Found
SIB	-	Standard Iron Bar
SSIB	-	Short Standard Iron Bar
	-	Iron Bar
CC	-	Cut Cross
CP	-	Concrete Pin
Meas.	-	Measured
ACC	-	Accepted
(WIT)	-	Witness
(ADG)	-	Annis, O'Sullivan, Vollebekk Ltd.
O UP	-	Utility Pole
BF	-	Board Fence
CLF	-	Chain Link Fence
CL	-	Centreline
∆ S	-	Sign
— OHW —	-	Overhead Wires
(P1)	-	Registered Plan 42482
(P2)	-	Plan 5R-13174
(P3)	-	Plan 4R-27331
(P4)	-	Plan 4R-19481
(P5)	-	(1692) Plan August 29, 2005
(P5)	-	(857) Plan May 6, 1992

Bearings are grid, derived from the Southerly limit of York Street, shown to be N 58°17'25"E on Plan by (SG) dated September 16, 2013. and are referred to the Central Meridian of MTM Zone 9 (76°30' West Longitude) NAD-83 (original).

ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
14 Concourse Gate, Suite 500
Nepean, Ont. K2E 7S6
Phone: (613) 727-0850 / Fax: (613) 727-1079
Email: Nepean@aovltd.com
Ontario Land Surveyors

Job No. 18416-17 BayviewHosp L120 PL42482 0 02 FS



1 GROUND FLOOR

1 : 100

PARSONS

1223 Michael Street North, Suite 100, Ottawa, Ontario K1J 7T2
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July 6, 2018

BY EMAIL: alnoor.gulamani@bayviewhospitality.com
Reference: 476797 - 01000

Bayview Ottawa Holdings Ltd.
c/o Bayview Hospitality Inc.
108 Chestnut Street
Toronto, ON M5G 1R3

Attention: Alnoor Gulamani, President

Dear Alnoor:

RE: Addendum to TIA Screening Form
116 York Street Hotel

Even though some of the TIA triggers are met for the above-noted hotel project, it is our opinion that this Addendum provides the rationale and technical support that a full Transportation Impact Assessment is not required, as well as all the relevant information for City staff to assess the proposal from a transportation perspective. The reasons for this opinion are:

RATIONALE

- As the site is currently occupied by an approximate 35 space public parking lot, the "net" site traffic generation resulting from the proposed hotel development will be relatively low at 45 vph two-way total during peak hours.
- We have conducted peak hour traffic counts for the adjacent (on Dalhousie) Andaz Hotel (as a proxy) and observed traffic operations at its parking lot entrance and at its drop-off lane in front of the hotel. We observed relatively low traffic generation, with taxi's comprising 15% to 45% of peak hour site traffic generation. As the Andaz Hotel has approximately 200 rooms and as the proposed hotel will have approximately 224 rooms, we expect the York Street Hotel's traffic generation and impact to be equally non-problematic.
- A 72 m^2 coffee shop is proposed for the ground floor. Its clientele are assumed to be either hotel guests or walk in traffic.
- The proposed site driveway connection is on York Street opposite a raised landscaped median. As such, its driveway will be right-in/right-out only. There are breaks in the median both east and west of the site that will safely accommodate left turns.
- The two-way peak hour traffic on York is significantly lower than on Dalhousie. On Dalhousie the two-way commuter peak hour volumes range from 740 veh/h to 810 veh/h. On York they are only 30% to 35% of these totals at 240 veh/h per period (See Attachment # 1 for current volumes).
- There are no existing or projected traffic operation issues at the adjacent signalized intersections of York/Dalhousie and York/Cumberland. The 2012 TIS (Novatech) done for the Andaz Hotel and a 280 unit condo building projected that at full development of that project plus background traffic growth to year 2022 would result in the York/Dalhousie intersection operating at LoS B-C (v/c = 0.66 to 0.8) during peak hours (see Attachment 2). We do not expect these levels of service to change meaningfully with the addition of 40 vph two-way total to York Street, and distributed between inbound and outbound movements and between east and west of the site.

- As shown on the Site Plan, the proposed drop-off/pick-up lane is internal to the site and not on York Street. This will be of benefit to maintaining smooth efficient traffic operations along York Street.

TECHNICAL DATA

The following is data/information that supports the foregoing rational for not completing a TIS.

- As the Andaz Hotel is of similar size and almost adjacent to the proposed hotel on York Street, its peak hour traffic generation was used as a "proxy" in estimating peak hour traffic generation from the proposed hotel. The Andaz's June 2018 peak hour traffic generation totaled 45 veh/h total and 58 veh/h two-way total during weekday morning and afternoon peak hours respectively, as depicted in Attachment 3. Of these totals, there were 17 and 8 two-way taxi trips per peak hour respectively. It is noteworthy that the 2012 Andaz TIS estimated peak hour vehicle trips, using ITE rates adjusted for active transportation modes, to be 42 veh/h and 47 veh/h respectively, which are almost the same (slightly lower) than the actual proxy counts. It is also noteworthy that the TRANS Trip Generation Manual does not contain trip rates for hotels;
- As the proposed York Street hotel has 224 rooms versus the Andaz's 200 rooms (12% more), applying a 12% increase to the Andaz proxy vehicle trip generation would result in the proposed York Street hotel generating 50 veh/h and 65 veh/h during weekday morning and afternoon peak hour respectively. When the existing two-way traffic from the current surface parking lot at 116 York Street is removed (5 veh/h and 20 veh/h respectively as per Attachment 4), the proposed hotel developments "net" peak hour traffic generation is approximately 45 veh/h two-way total during both peak hours. This is less than 1 new vehicle per minute during peak hours, and when distribution between inbound and outbound, and west to Dalhousie and east to Cumberland, would have no measurable or adjacent intersection operation;
- For the three years of collision history at the Dalhousie/York and Cumberland/York intersections, (from Andaz TIS), a total of 19 and 4 collisions respectively were recorded. The recommendations of that report was that neither these volumes nor any specific collision pattern met the City's warranted criteria for further analysis; and
- A summary of the MMLOS analysis of the adjacent Dalhousie/York signalized intersection is included in the following Table 1. It reveals that the pedestrian, bicycle and truck level of service targets are not met. The LoS A target for pedestrians is not achievable, however, the City could consider changes to the signal timing/phasing to improve it. The detailed analysis sheet is included as Attachment #5.

Table 1: MMLOS – Dalhousie/York Intersection

Intersection	Level of Service									
	Pedestrian (PLoS)		Bicycle (BLoS)		Transit (TLoS)		Truck (TkLoS)		Vehicle (LoS)	
	PLoS	Target	BLoS	Target	TLoS	Target	TkLoS	Target	LoS	Target
Dalhousie/York	D	A	D	B	C	D	F	D	B	E

SITE PLAN OVERVIEW

As shown on the attached Site Plan the site is self-contained in that a 61 space three level garage is proposed on site, as are a small truck/van loading area, a passenger drop-off/pick-up lane and 2 grade level parking spaces for temporary use for hotel guests. It is noteworthy that while 63 parking spaces are proposed, the By-Law requirement is for 0 spaces. This number of spaces are proposed to accommodate the anticipated needs of hotel patrons, particularly during tourist season (located in By-Ward Market) and potentially to replace the surface parking spaces

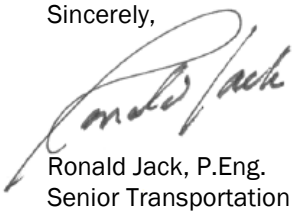
that would be lost with the site's development. With regard to bicycle parking, the By-Law requirement is for 15 spaces and we are advised that these will be provided.

Parsons ran vehicle turn templates for all related vehicle movements and provided feedback to the proponent and architect so that adjustments could be made to improve vehicle operation/movement. Changes were made to the grade level Site Plan such that two-way traffic could operate on the circular portion of the garage ramp (approaching mirrors required), and three- point turns for vehicles exiting the ground level parking/loading areas are minimized (see Attachment #6).

RECOMMENDATIONS

Given the combination of: the proposed hotel's "net" peak hour site traffic generation; its site access being right-in/right-out only, the good level of service and low collision history at adjacent intersections and the efficient/acceptable layout/operation of the on-site transportation components, the proposed Site Plan is recommended from a transportation perspective.

Sincerely,



Ronald Jack, P.Eng.
Senior Transportation Engineer

Attachments

Attachment 1:

Dalhousie/York and Cumberland/York Traffic Counts

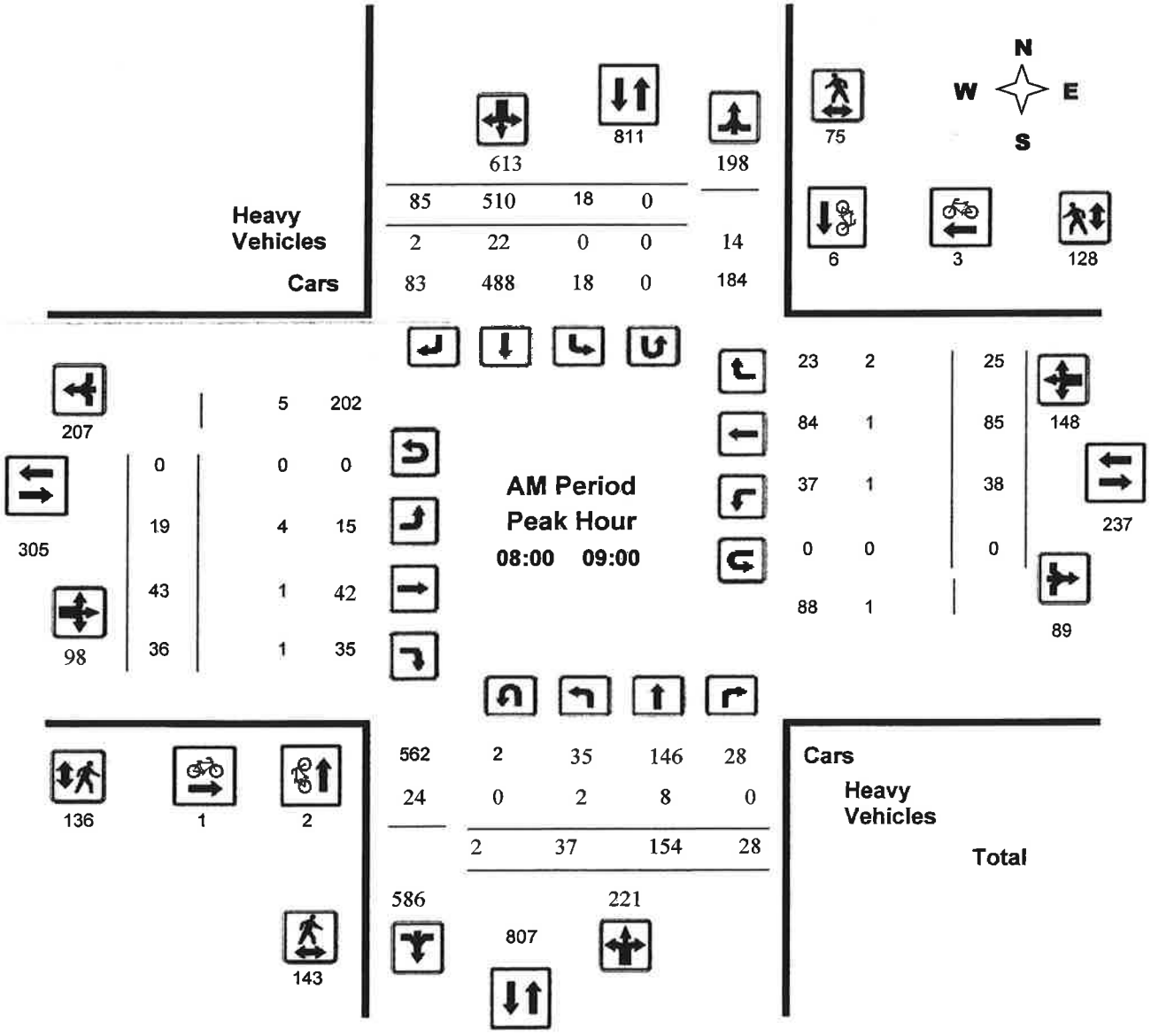
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

DALHOUSIE ST @ YORK ST

Survey Date: Wednesday, November 30, 2016 **WO No:** 36563

Start Time: 07:00 **Device:** Miovision



Comments

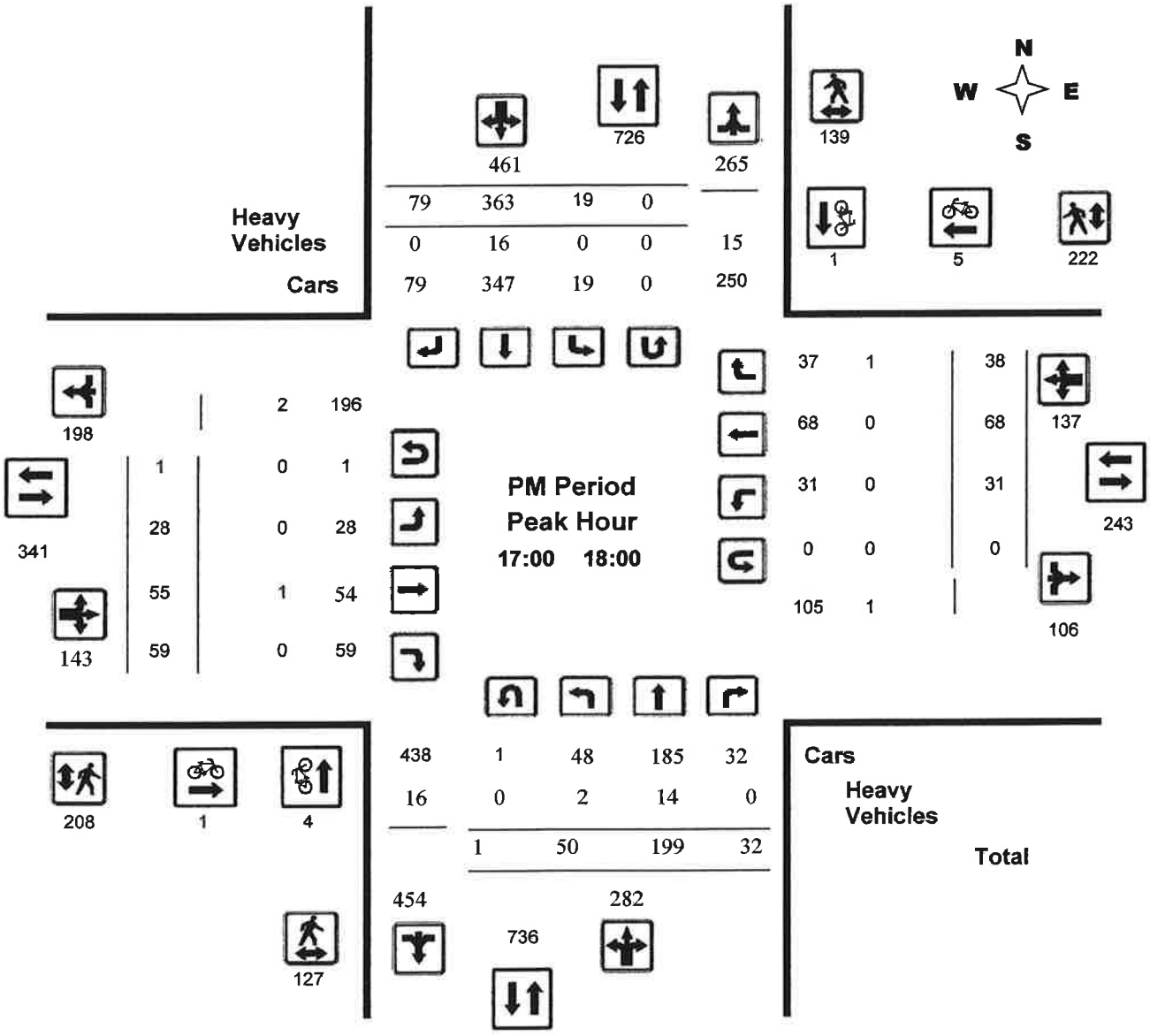
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

DALHOUSIE ST @ YORK ST

Survey Date: Wednesday, November 30, 2016 **WO No:** 36563

Start Time: 07:00 **Device:** Miovision



Comments

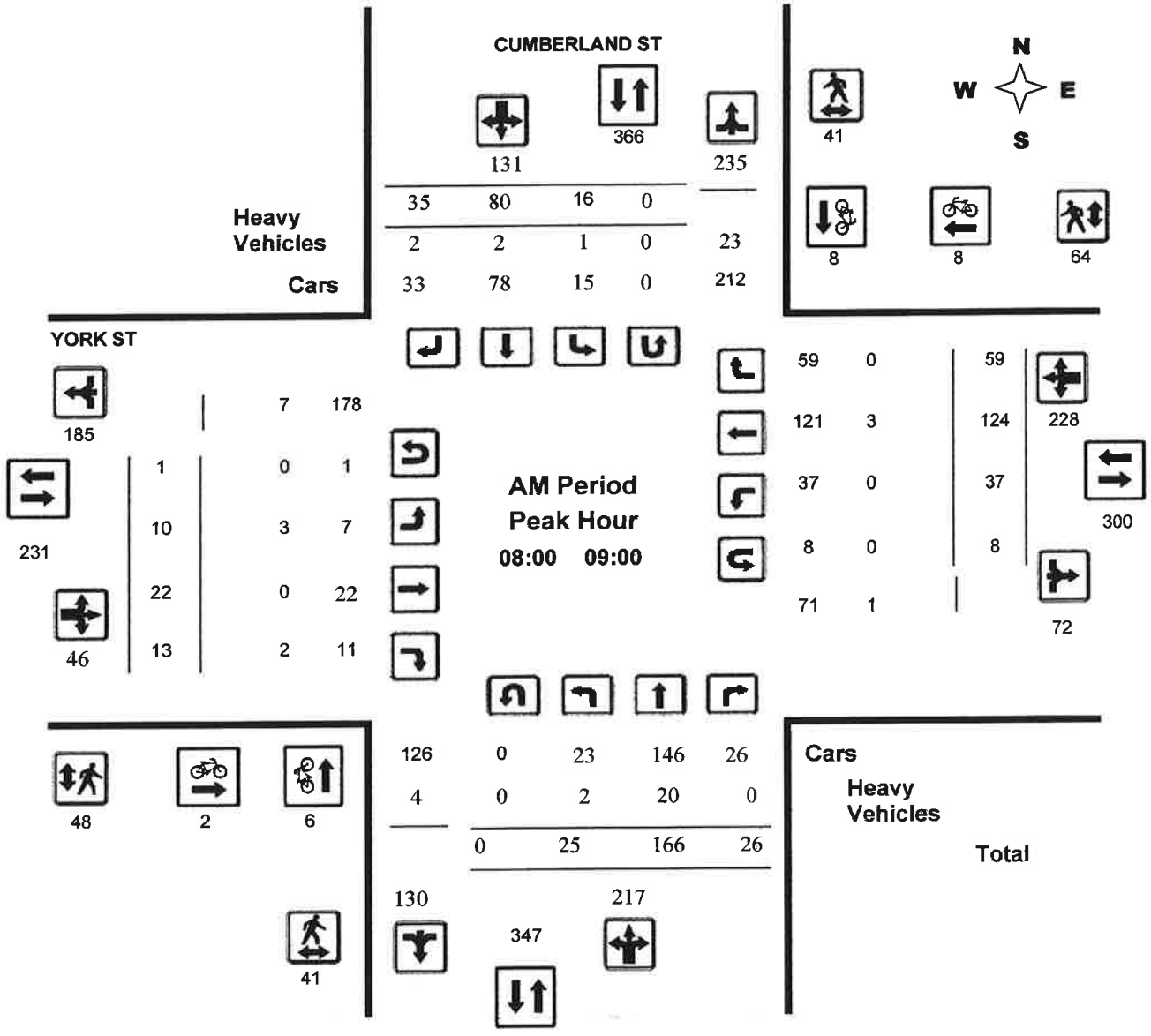
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

CUMBERLAND ST @ YORK ST

Survey Date: Thursday, April 26, 2018
Start Time: 07:00

WO No: 37798
Device: Miovision



Comments

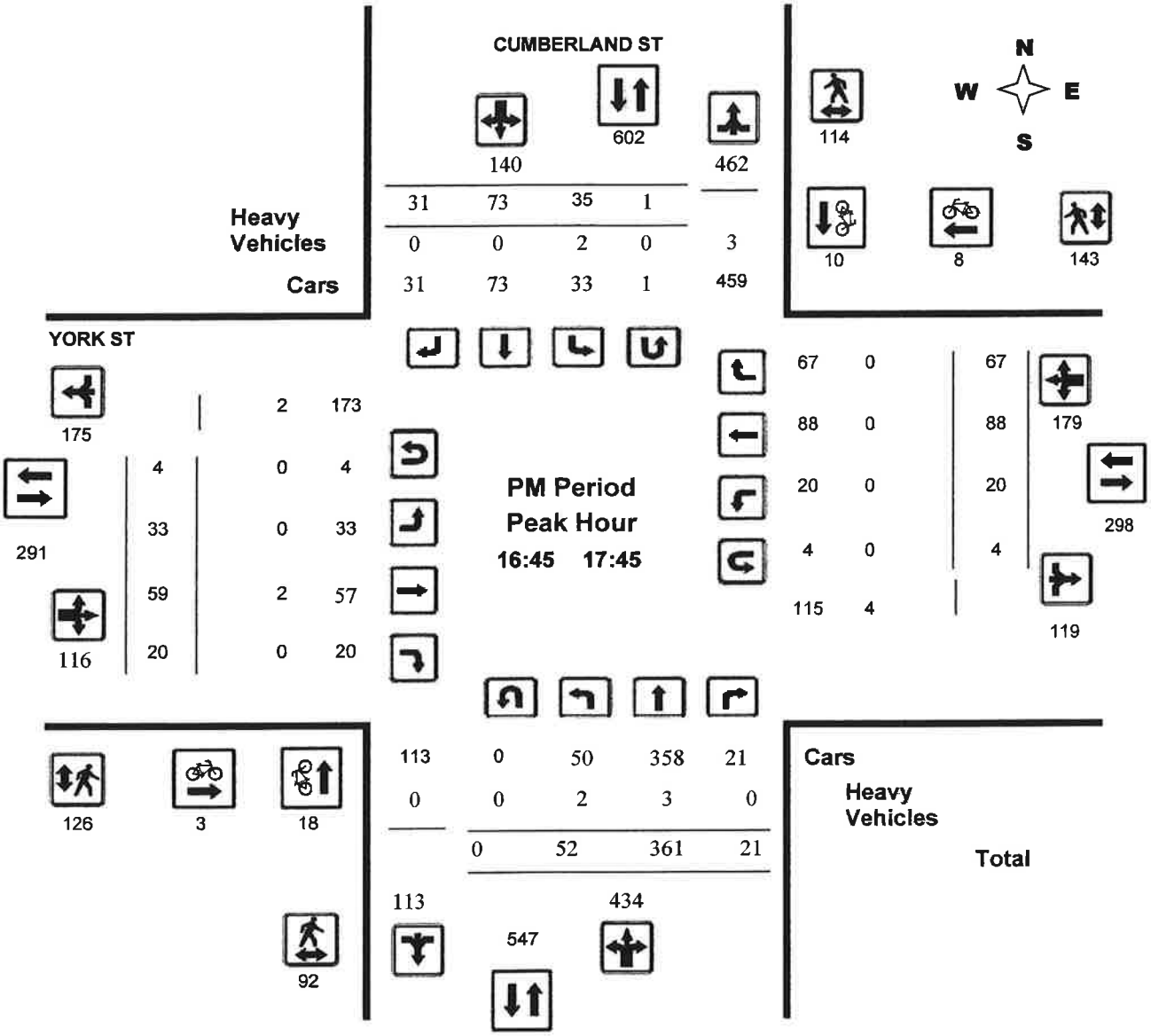
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

CUMBERLAND ST @ YORK ST

Survey Date: Thursday, April 26, 2018 **WO No:** 37798

Start Time: 07:00 **Device:** Miovision



Comments

Attachment 2

Projected 2022 level of service at York/Dalhousie

and York/Cumberland Intersection

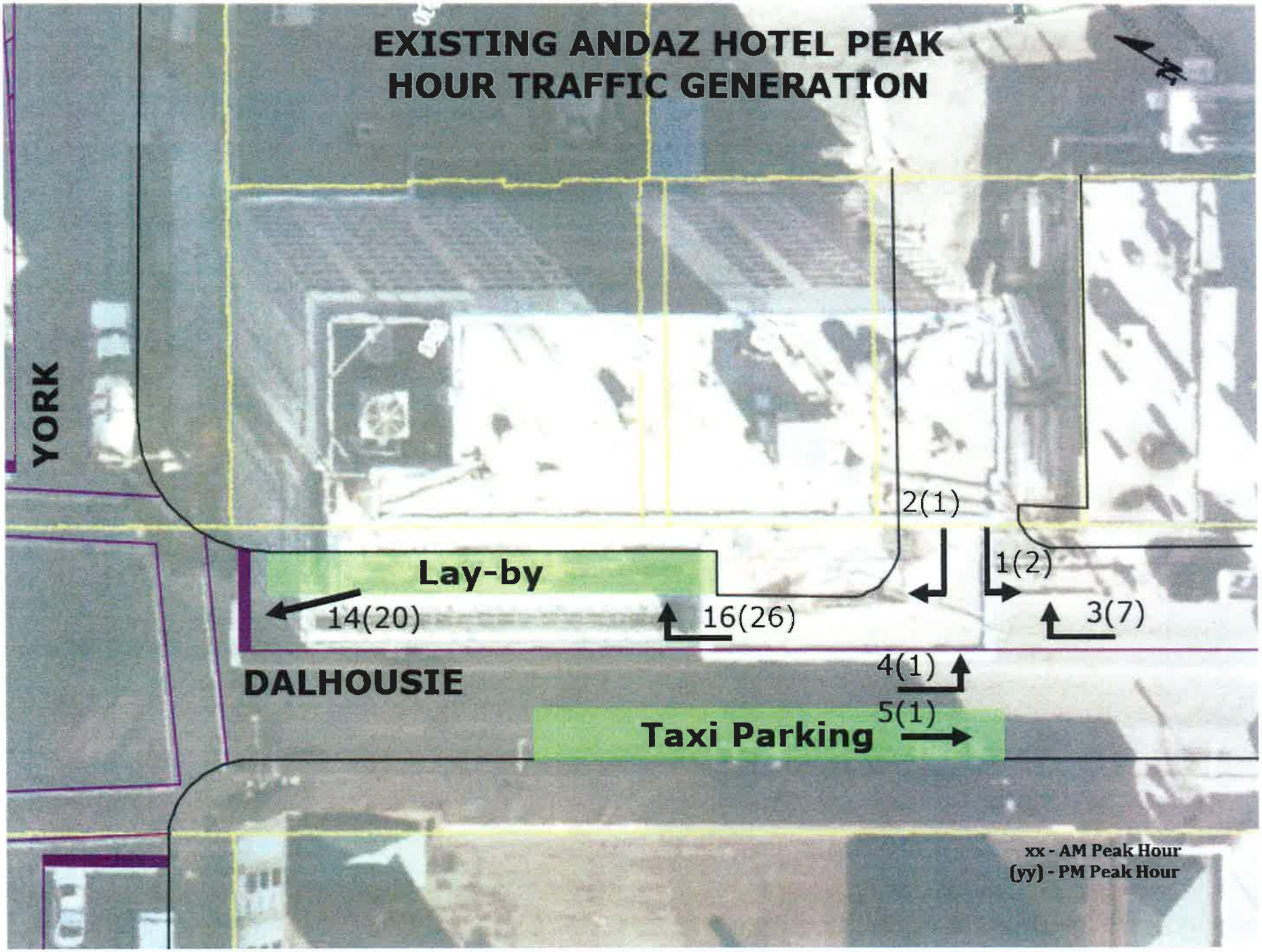
Table 13: Intersection Analysis – 2017 & 2022 Total Traffic (Phases 1, 2 and 3)

Intersection	AM Peak			PM Peak		
	Max. v/c or delay	LOS	movement	Max. v/c or delay	LOS	movement
Rideau / Nicholas	10 sec	A	NBR	37 sec	E	NBR
Rideau / Dalhousie	**1.00**	**F**	**SBT**	0.71	C	NBT
Dalhousie / Besserer	0.69	B	SBR	0.59	A	SBR
Besserer / Waller	0.47	A	SBT	0.86	D	NBR
Rideau / Waller	0.38	A	WBT	0.53	A	NBR
Rideau / Cumberland	0.66	B	WBT	0.76	C	NBT
George / Cumberland	0.50	A	EBT	0.54	A	EBT
York / Cumberland	0.64	B	WBT	0.62	B	WBT
York / Dalhousie	0.80	C	SBT	0.66	B	NBT
George / Dalhousie	0.62	B	SBT	0.97	E	NBT
Dalhousie / Hotel access[1]	15 sec	B	WBL/R	21 sec	C	WBL/R
York / Egress Lane[1]	9 sec	A	NBR	9 sec	A	NBR
George / Condo access[1]	10 sec	A	SBL/R	9 sec	A	SBL/R

1. Unsignalized (Stop control)

Attachment 3

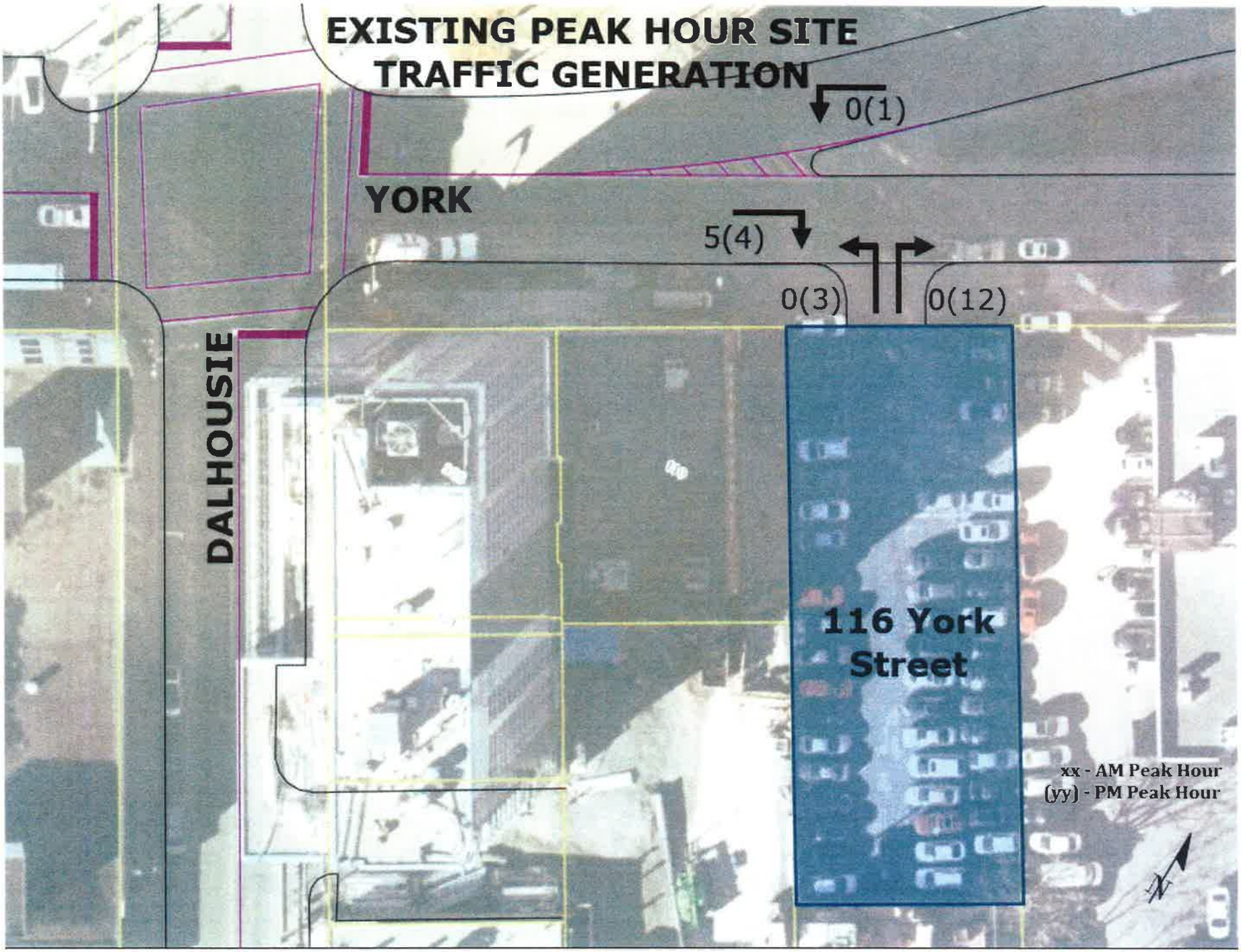
Andaz Hotel 2018 Peak Hour Traffic Count


EXISTING ANDAZ HOTEL PEAK HOUR TRAFFIC GENERATION
YORK
DALHOUSIE
Lay-by
14(20)
16(26)
2(1)
1(2)
3(7)
4(1)
5(1)
Taxi Parking
xx - AM Peak Hour
(yy) - PM Peak Hour

Attachment 4

116 York Parking Lot:

Existing 2018 Peak Hour Traffic Count


EXISTING PEAK HOUR SITE
TRAFFIC GENERATION
0(1)
YORK
5(4)
0(3)
0(12)
DALHOUSIE
116 York
Street
xx - AM Peak Hour
(yy) - PM Peak Hour
N

Attachment 5

Dalhousie/York

Multi-Modal Level of Service Analysis

Multi-Modal Level of Service - Intersections Form

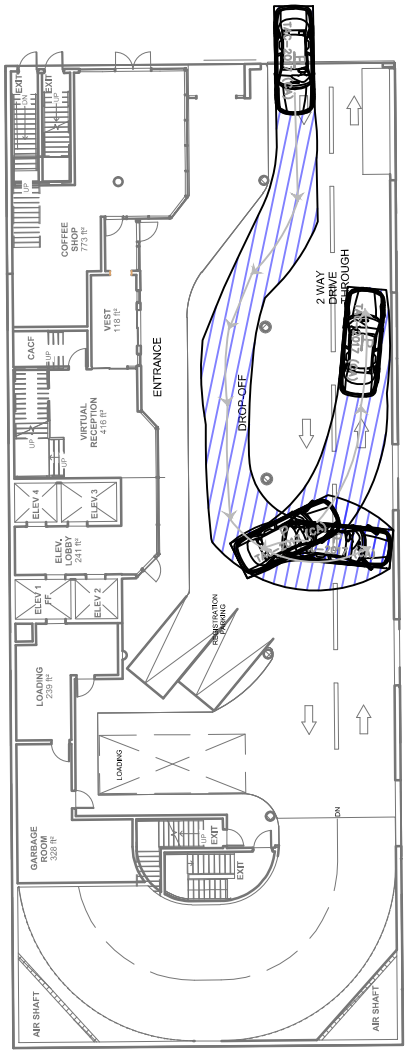
Consultant	**PARSONS**	**Project**	
Scenario	**Existing MMLoS**	**Date**	**7/5/2018**
Comments			

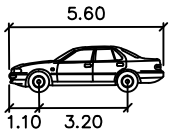
INTERSECTIONS		Dalhousie/York			
	Crossing Side	**NORTH**	**SOUTH**	**EAST**	**WEST**
Pedestrian	Lanes	0 - 2	0 - 2	0 - 2	0 - 2
	Median	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m
	Conflicting Left Turns	Permissive	Permissive	Permissive	Permissive
	Conflicting Right Turns	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control
	Right Turns on Red (RToR) ?	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed
	Ped Signal Leading Interval?	No	No	No	No
	Right Turn Channel	No Channel	No Channel	No Channel	No Channel
	Corner Radius	5-10m	3-5m	5-10m	3-5m
	Crosswalk Type	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings
	PETSI Score	**86**	**87**	**86**	**87**
	Ped. Exposure to Traffic LoS	**B**	**B**	**B**	**B**
	Cycle Length	100	100	100	100
	Effective Walk Time	20	20	50	50
	Average Pedestrian Delay	**32**	**32**	**13**	**13**
	Pedestrian Delay LoS	**D**	**D**	**B**	**B**
	Level of Service	**D**	**D**	**B**	**B**
		D			
	Approach From	**NORTH**	**SOUTH**	**EAST**	**WEST**
Bicycle	Bicycle Lane Arrangement on Approach	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic
	Right Turn Lane Configuration	≤ 50 m	≤ 50 m	≤ 50 m	≤ 50 m
	Right Turning Speed	≤ 25 km/h	≤ 25 km/h	≤ 25 km/h	≤ 25 km/h
	Cyclist relative to RT motorists	**D**	**D**	**D**	**D**
	Separated or Mixed Traffic	**Mixed Traffic**	**Mixed Traffic**	**Mixed Traffic**	**Mixed Traffic**
	Left Turn Approach	No lane crossed	No lane crossed	No lane crossed	No lane crossed
	Operating Speed	> 40 to ≤ 50 km/h	> 40 to ≤ 50 km/h	> 40 to ≤ 50 km/h	> 40 to ≤ 50 km/h
	Left Turning Cyclist	**B**	**B**	**B**	**B**
	Level of Service	**D**	**D**	**D**	**D**
		D			
Transit	Average Signal Delay	≤ 20 sec	≤ 20 sec	≤ 20 sec	≤ 20 sec
	Level of Service	**C**	**C**	**C**	**C**
		C			
Truck	Effective Corner Radius	< 10 m	< 10 m		
	Number of Receiving Lanes on Departure from Intersection	1	1		
	Level of Service	**F**	**F**	**-**	**-**
		F			
Auto	Volume to Capacity Ratio	0.61 - 0.70			
	Level of Service	**B**			

Attachment 6

Internal Vehicle Turn Templates

YORK STREET



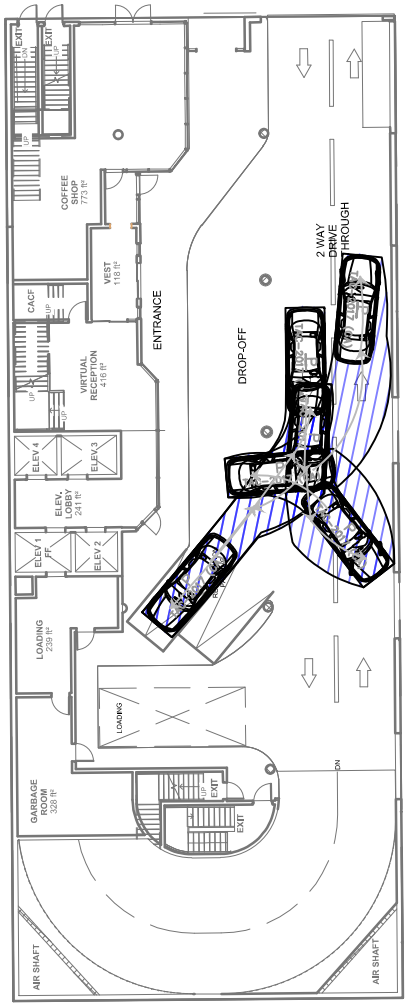


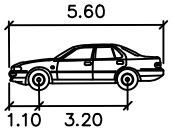
P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Passenger Vehicle Exiting Drop Off Loop (July 3, 2018)

YORK STREET

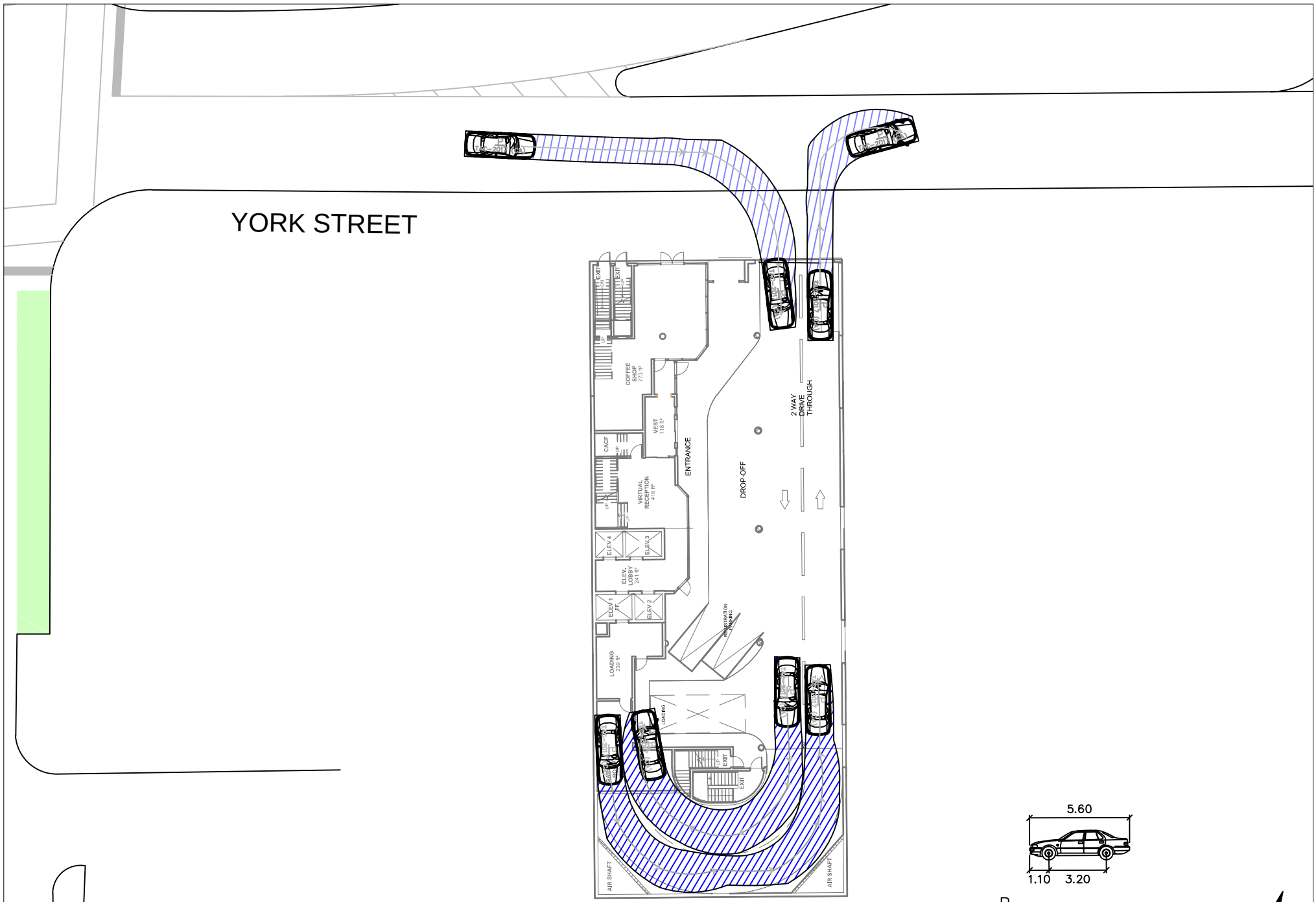




P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Passenger Vehicle Leaving Registration Parking Stall (July 3, 2018)

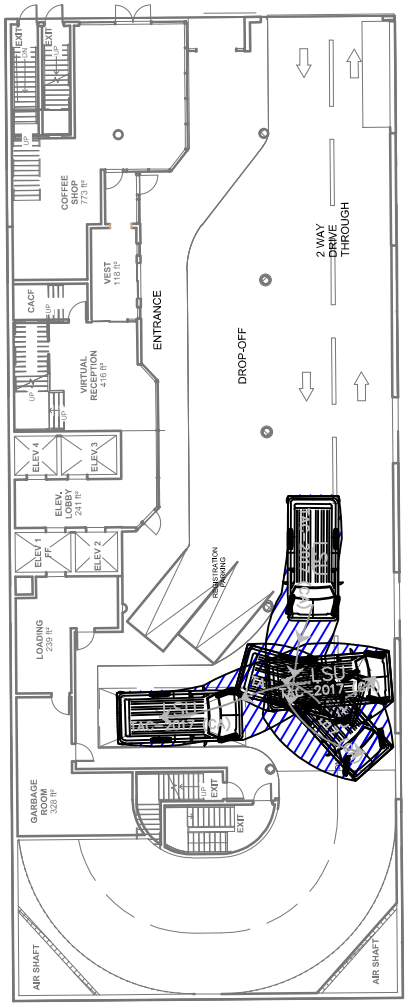


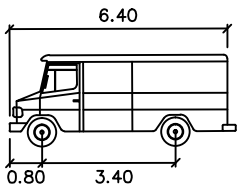
P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Passenger Vehicle Exiting/Entering Garage (July 3, 2018)

YORK STREET





LSU

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.3

Light Single Unit Truck Accessing Loading Dock (July 3, 2018)