MORRISON HERSHFIELD

FINAL REPORT

OCH 200-201 Friel Street

Transportation Impact Assessment Screening & Scoping Report

Ottawa, Ontario

Presented to:

City of Ottawa
110 Laurier Avenue West, Ottawa ON, K1P 1J1

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1. SCREENING FORM

The proposed development is located at 200-201 Friel Street, just off Rideau Street in Lowertown, Ottawa. The development will demolish the existing unused underground parking garage on-site and construct a high-rise apartment building that is approximately 20-storeys in height, with a 6-storey podium. The new residential building will be geared towards seniors and will be owned and operated by Ottawa Community Housing (OCH). It is anticipated that the portion of the site to be developed will not be severed from the existing sites at 200 and 201 Friel Street, which also feature OCH buildings.

As required by the City of Ottawa's 2017 Transportation Impact Assessment (TIA) Guidelines, a Screening Form was completed for the proposed development. The Screening Form satisfied the Trip Generation Trigger criteria outlined in the City's TIA Step 1 – Screening Form. Since only one trigger was met, a formal TIA, encompassing Step 1 – Screening and Step 2 – Scoping is required to accompany the development application. The Screening Form is provided on the subsequent pages.

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	200-201 Friel Street
Description of Location	Lowertown
Land Use Classification	Residential
Development Size (units)	160 residential units
Development Size (m^2)	20m^2 OCH management office 100-200m^2 community space (potential)
Number of Accesses and Locations	No new access or driveways
Phase of Development	Single Phase
Buildout Year	2025

If available, please attach a sketch of the development or site plan to this form.

2. Trip Generation Trigger

Considering the Development's Land Use type and Size (as filled out in the previous section), please refer to the Trip Generation Trigger checks below.

Land Use Type	Minimum Development Size
Single-family homes	40 units
Townhomes or apartments	90 units
Office	3,500 m^2
Industrial	5,000 m^2
Fast-food restaurant or coffee shop	100 m^2
Destination retail	1,000 m^2
Gas station or convenience market	75 m^2

** If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.*

If the proposed development size is greater than the sizes identified above, the Trip Generation Trigger is satisfied.

3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit or Spine Bicycle Networks?		X
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*		X

**DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA).*

If any of the above questions were answered with 'Yes,' the Location Trigger is satisfied.

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 km/hr or greater?		X
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		X
Is the proposed driveway 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)?		X
Is the proposed driveway within auxiliary lanes of an intersection?		X
Does the proposed driveway make use of an existing median break that serves an existing site?		X
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		X
Does the development include a drive-thru facility?		X

If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

5. Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?	X	
Does the development satisfy the Location Trigger?		X
Does the development satisfy the Safety Trigger?		X

If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).

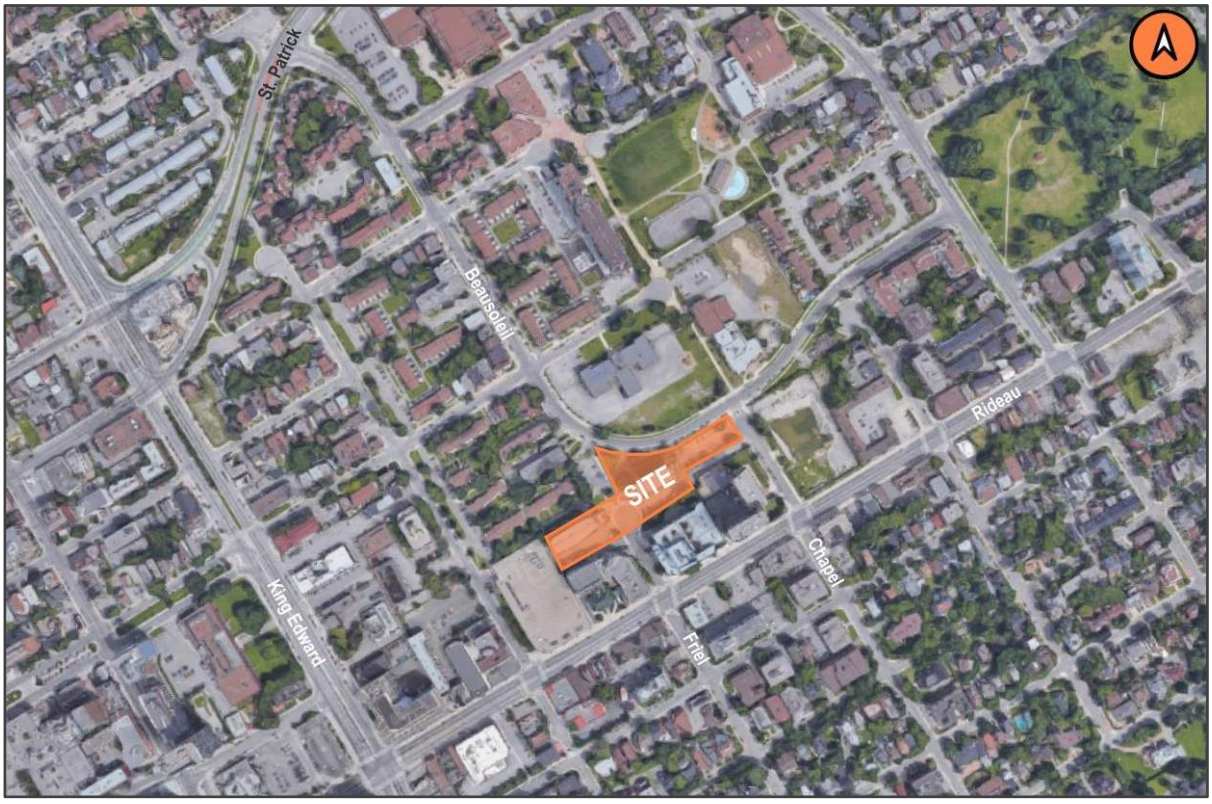
2. SCOPING

2.1 Existing and Planned Conditions

2.1.1 Proposed Development

The subject lands are located at 200-201 Friel Street, generally situated within the area bound by Chapel Street to the east, Nelson Street to the west, Beausoleil Drive to the north and Rideau Street to the south.

Figure 1: Site Location



Land Uses, Permitted Use and Relevant Planning Regulations

Please refer to the Planning Rationale submission for a detailed review of all land use requirements, including the City's New Official Plan (OP). In the New OP, the proposed development is located within the urban boundary and is part of the Downtown Core Transect as per Schedule A – Transect Areas. The Downtown Core Transect is intended to develop into healthy 15-minute communities within a highly mixed-use environmental.

Under Section 5.1.2 of the New OP, it states that the transportation network for the Downtown Core prioritizes walking, cycling and transit. Section 5.1.2.3 states that motor vehicle parking in the Downtown Core shall be managed as follows:

a. Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development;

b. New surface parking lots, and expansions to existing surface parking lots, shall be prohibited in the Downtown Core;

c. Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;

d. The City shall encourage car share parking and electric charging facilities in larger parking lots and parking garages; and

e. When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking.

In Subsection 3.3.2 (Development) of the Central and East Downtown Core Secondary Plan, the following provisions are identified related to transportation and parking

15. The City will ensure the provision of ample protected bicycle parking for residents, visitors and commuters. For further clarification, protected facilities do not include outdoor spaces.

17. Development will locate loading and other vehicular access infrastructure in a manner which does not compromise or otherwise negatively impact sustainable modes. Where possible, they should be accessed from within the building envelope and not the public right of way.

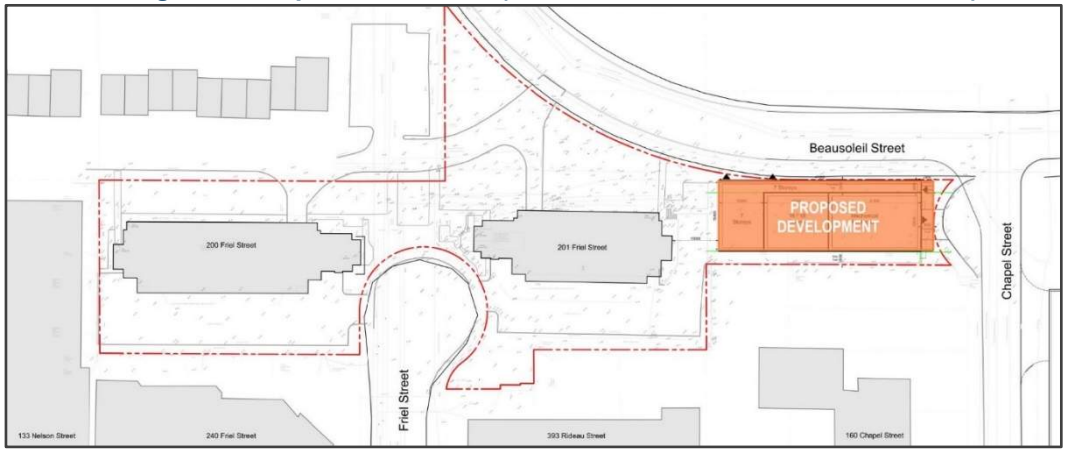
18. Development will minimize the provision of motor vehicle parking. Alternatives should be prioritized over increases in the parking supply. Examples of alternatives include the sharing of existing facilities within walking distance and various transportation demand management strategies. Zoning By-laws should review the maximum limit on parking spaces to support the City's Transportation Master Plan's modal targets for the area.

20. The City may require publicly accessible pedestrian routes through large development parcels to enhance connectivity for active modes, especially around rapid transit stations and mid-block locations. Existing and future mid-block routes should be supported by mid-block street crossing facilities for pedestrians. Above or below-grade pedway alternatives are generally discouraged.

Development Size and Location On Site

The proposed development is planned to include 160 residential units, 20m^2 office space for Ottawa Community Housing, and potentially up to 200m^2 of community space. The development is expected to be 20-storeys tall with a 6-storey podium and will be geared towards seniors. As shown in the site plan below, the development will be located in the northeastern corner of the existing site.

Figure 2: Proposed Site Plan *(Source: Diamond Schmitt Architects)*



Estimated Date of Occupancy

It is anticipated that construction will be completed in time for building occupancy by 2025.

Planned Phasing of Development

The development will be constructed in a single phase.

Parking Spaces

As shown in the figure below, 8 parking spaces are proposed for the new below-grade parking garage included as part of the new development. It is our understanding that previous discussions with the City have been held where the City agreed that this was the appropriate number of vehicular parking spaces for this building, given the usage of existing parking spaces at the 200-201 Friel Street site today. A breakdown of this previously completed and agreed-to analysis, taken from the *200/201 Friel Street, City of Ottawa, ON – Preliminary Planning Review*, is provided below.

Figure 3: Proposed Below-Grade Parking Garage *(Source: Diamond Schmitt Architects)*

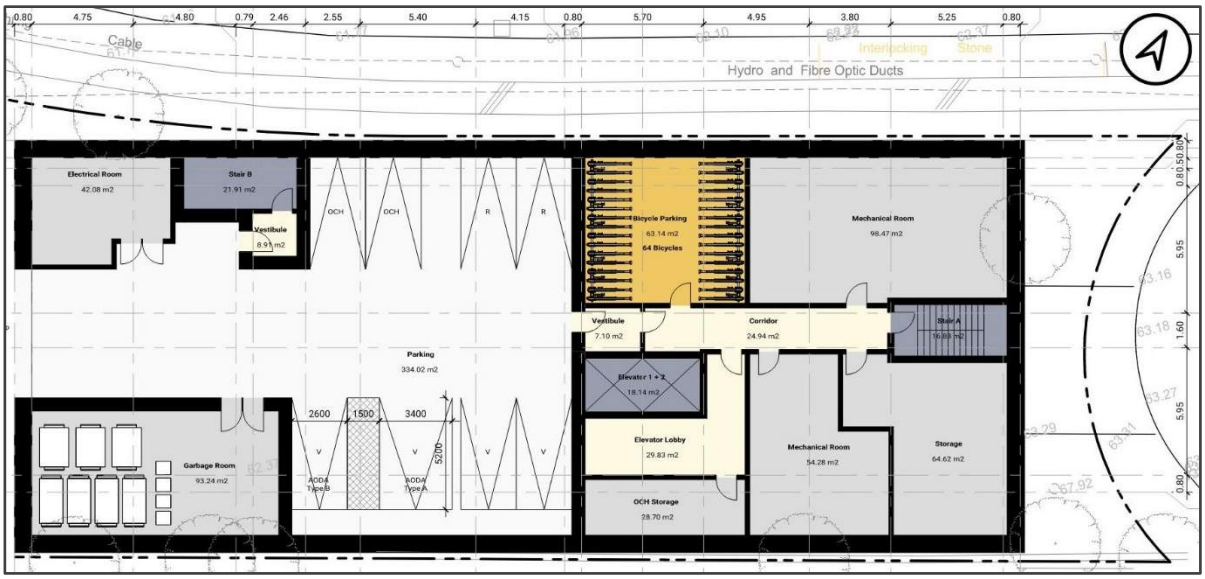


Table 1: Existing Off-Street Parking, 200-201 Friel Street

Site Address	No. of Storeys	No. of Dwelling Units	Existing Off-Street Parking	Parking Breakdown	
				Resident Parking	Additional Parking (Visitor / Staff)
200 Friel Street	13	80	Lot A – 37 spaces	28 spaces	9 spaces
201 Friel Street	13	75	Lot B – 28 spaces	25 spaces	3 spaces

- Current total parking supply is 65 spaces (53 resident, 12 visitor) for 155 units. This equates to a parking supply of 0.42 spaces per unit. The existing underground parking garage at the development site is currently not being used, so these parking spaces are not included in this count.
- Per OCH operations statistics, approximately 60% of spaces are vacant. Therefore approximately 26 spaces are used (0.17 spaces per unit).
- New development for 200-201 Friel Street would offer additional 8 spaces, for a total of 73 spaces across all buildings.

- New 160-unit development would require, per current Zoning provisions:
    - New resident supply: 74 spaces
    - New visitor supply: 15 spaces
    - Total new supply: 89 spaces
- Considered holistically, parking supply across all three buildings (2 existing, 1 new) would equal 0.24 parking spaces per unit. This parking supply would still be higher than required per the operational findings of OCH for parking usage. As per the City's New OP, no motor vehicle parking is required in new developments in the Downtown Core.

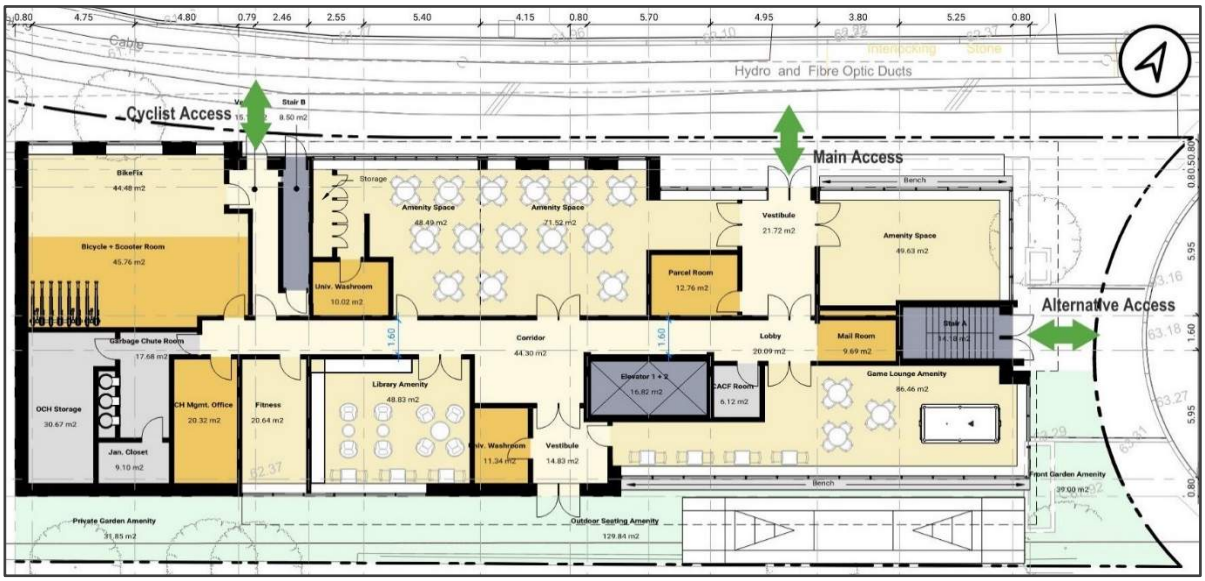
Access Points

The proposed site plan, as shown in Figure 2, depicts one vehicular access point which uses the existing driveway for 201 Friel Street. Vehicles would enter and exit the site from this driveway and enter the 1-storey below-grade parking garage (Figure 3) via the west side of the building. All on-site vehicular parking will be provided in the parking garage on the west side of the building, or in the existing parking facilities for the 200-201 Friel Street buildings. No new roadways or internal streets are proposed as part of this development. All vehicles using the parking garage (or the other existing parking on-site at 200-201 Friel Street) will use the signalized intersection of Rideau Street / Friel Street to access the site.

The main pedestrian access to the building is expected to be provided off Beausoleil Drive on the north side of the building. Additional access will be provided on the eastern side of the building off Chapel Street and at the northwestern corner of the building off Beausoleil Drive. It is likely that any drop-off / pick-up activity will take place at the northern end of Friel Street (i.e., where it takes place today for 200-201 Friel Street). A sidewalk cut-through is provided between the existing buildings at 200-201 Friel Street; it is likely that any pedestrians destined for the new development will use this sidewalk to connect to the sidewalk on Beausoleil Drive and enter the building.

Bike parking is provided in the below-grade parking garage, as well as on the main floor in the northwestern corner of the building. This makes it likely that cyclists will use either the parking garage or the access at the northwestern corner of the building closest to the main floor bike storage.

Figure 4: Proposed Main Floor *(Source: Diamond Schmitt Architects)*



2.1.2 Existing Conditions

Road Network

Friel Street is a 50 km/h, two-lane Local roadway with sidewalks on both sides, that extends from Laurier Avenue in the south to its termination at the subject site just north of Rideau Street. Within the vicinity of the subject site, two paid on-street parking spaces are provided on the east side of Friel Street. Friel Street has no truck route or cycling designation for its entire extent.

Chapel Street is a 50 km/h, two-lane Collector roadway with sidewalks on both sides, that extends from Lees Avenue in the south to Beausoleil Drive in the north. While there are no cycling facilities on Chapel Street, it is identified as a Suggested Route for its entire extent. Within the vicinity of the subject site, Chapel Street is classified as a Local roadway and has free on-street parking on the west side of the street. Chapel Street has no truck route designation for its entire extent.

Beausoleil Drive is a 50 km/h, two-lane Collector roadway with sidewalks on both sides, that extends from Cobourg Street in the east to St Patrick Street in the north. While there are no cycling facilities on Beausoleil Drive, it is identified as a Suggested Route from Chapel Street to St Patrick Street. Within the vicinity of the subject site, Beausoleil Drive has free on-street parking on the west and south side of the street. Beausoleil Drive has no truck route designation for its entire extent.

Rideau Street is a 50 km/h, four-lane Arterial roadway with sidewalks on both sides, that extends from Sussex Drive in the west to the Rideau River in the east. Beyond Sussex Drive and the Rideau River, Rideau Street continues as Wellington Street and Montreal Road, respectively. Rideau Street is classified as a full-season truck route from the Rideau River to Waller Street, and a restricted load truck route from Waller Street to Sussex Drive. Within the vicinity of the subject site, the curbside lanes on both sides of the roadway operate as transit-priority lanes during the peak hours and paid on-street parking during the off-peak hours.

Intersections

Rideau/Friel - The Rideau Street/Friel Street intersection is a signalized, four-legged intersection. The north and south approaches (Friel Street) consist of one lane each. The east and west approaches (Rideau Street) consist of two lanes, with the curbside lane a shared right-turn/transit priority lane and the median lane a through/left lane. Pedestrian crosswalks with 'ladder' style markings are provided on all approaches at this intersection.

The eastbound and westbound left turn movements are prohibited from 7:00 to 9:00 AM from Monday to Friday.

Rideau/Chapel - The Rideau Street/Chapel Street intersection is a signalized, four-legged intersection. The north and south approaches (Friel Street) consist of one lane in each direction. The east and west approaches (Rideau Street) consist of two lanes in each direction, with the curbside lane a shared right-turn/transit priority lane and the median lane a through/left lane. Pedestrian crosswalks with 'ladder' style markings are provided on all approaches at this intersection.

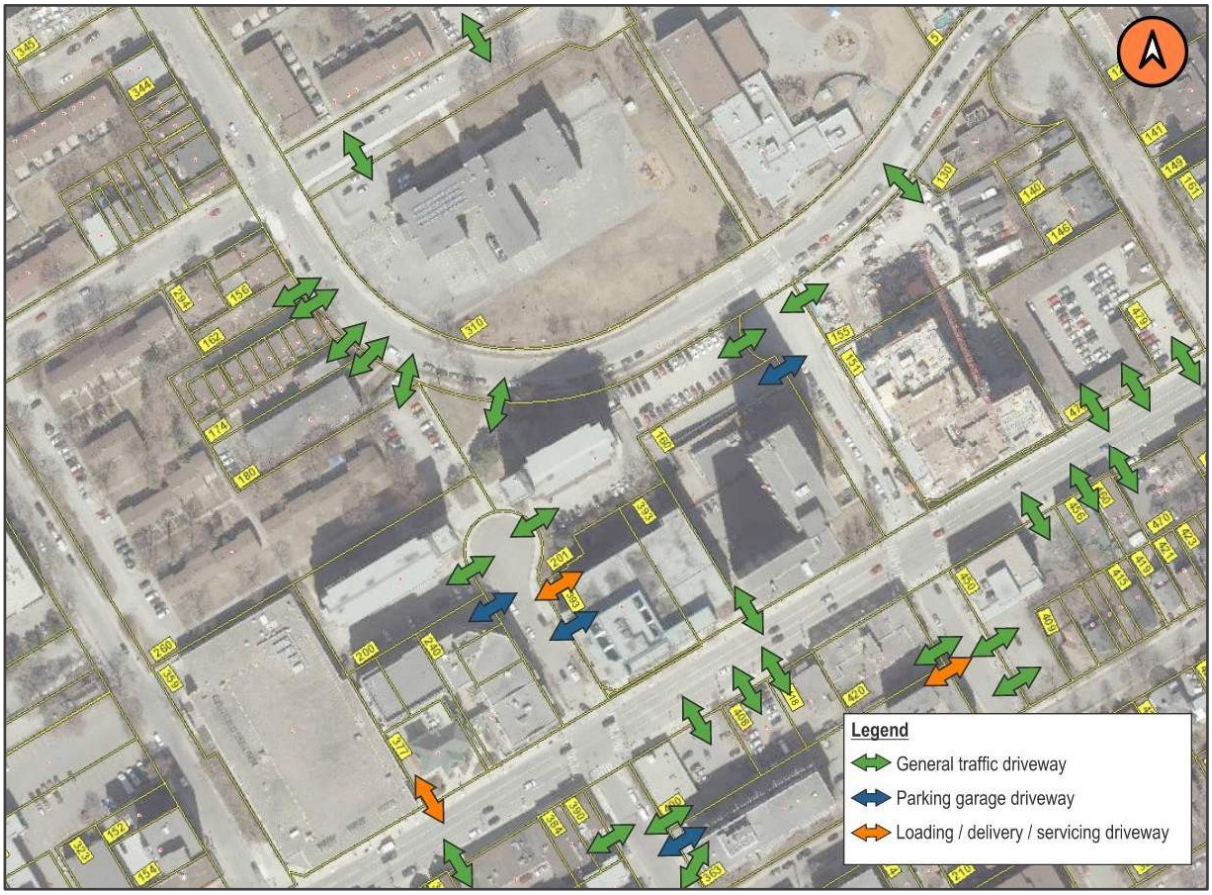
The eastbound and westbound left turn movements are prohibited from 7:00 to 9:00 AM and 3:30 PM to 5:30 PM from Monday to Friday.

Beausoleil/Chapel - The Beausoleil Drive/Chapel Street intersection is a stop-controlled, three-legged intersection. The east and west approaches (Beausoleil Drive) consist of one lane in each direction. The south approaches (Chapel Street) previously had one lane in each direction but has been closed to vehicular traffic, with only pedestrians and cycling access permitted. Pedestrian crosswalks with 'ladder' style markings are provided on all approaches at this intersection. Given the closure of the south leg to vehicles, the eastbound right turn and westbound left turn movements are prohibited.

Driveways

As show in **Figure 5**, there are 37 driveways that fall within a 200m boundary of the site. These exclude driveways that only serve a single private dwelling.

Figure 5: Nearby Driveways



- 5 driveways are located on Friel Street north of Rideau Street.
  - 2 driveways provide access to the proposed development site: one to 200 Friel Street and one to 201 Friel Street.
  - 2 driveways provide access to parking garages, one for 240 Friel Street and one for 393 Rideau Street.
  - 1 driveway provides loading and delivery access to 393 Rideau Street.
- 4 driveways are located on Friel Street south of Rideau Street, two providing access to commercial properties and two providing access to multi-unit residential properties.
- 3 driveways are located on Chapel Street north of Rideau Street.
  - 1 driveway provides access to the at-grade parking lot currently located on the development site. As part of this project this parking lot and access will be removed.
  - 1 driveway provides access to the parking garage for 160 Chapel Street.
  - 1 driveway access to 151 Chapel Street.
- 4 driveways are located on Chapel Street south of Rideau Street.
- 7 driveways are located on Beausoleil Drive, generally providing access to multi-unit residential properties.

- 12 driveways are located on Rideau Street, with one providing loading access and the remainder generally providing access to commercial properties.
- 2 driveways are located on York Street, one providing access to a multi-unit residential property and one providing access to York Street Public School.

Pedestrian Network

The pedestrian network in the vicinity of the site is well developed and offers sidewalks on both sides of all streets nearby. Most driveways do not have pedestrian facilities. There are two north-south pedestrian cut-throughs provided near the site: one that connects Friel Street to Beausoleil Drive through the 200-201 Friel Street site, and one that connects Beausoleil Drive to Murray Street, east of York Street Public School

Cycling Network

With regard to cycling facilities, there is a Suggested Route that runs north-south along Chapel Street and connects to the suggested route along Beausoleil Drive. This route has no cycling facilities, but follows Collector Streets that feature traffic calming measures. There are bike lanes that run north-south along Cobourg Street between Rideau Street and St Patrick Street, and east-west along Stewart Street (westbound) and Wilbrod Street (eastbound) between Cumberland Street and Cobourg Street. These bike lanes make up part of the City's Cross-Town Bikeways and the Winter-Maintained Cycling Network. Rideau Street east of Cobourg Street is identified as a cycling spine route as defined by the Ottawa Cycling Plan 2013. The existing cycling network within the vicinity of the proposed development, as sourced from GeoOttawa, is shown in the following **Figure 6**.

Figure 6: Existing Multi-Use Path/Cycling Network

Transit Network

OC Transpo currently provides high-order transit service through the heart of Lowertown on Rideau Street. The site will benefit from direct access to the numerous bus routes along Rideau Street (including Routes 7, 14, 15 and 18), as well as being approximately a 1 kilometre walk from Rideau Station on the Confederation Line LRT.

The following **Table 2** summarizes the existing stops, their associated routes and direction of travel. Given the numerous bus stops located within walking distance to/from the development site, only the ones located closest to the site for each route were included. In addition to OC Transpo, STO also provides service between downtown Ottawa and Hull, with a stop at Rideau/Cumberland that is served by STO Routes 31, 33, 35, 36, 37, 38 and 371.

Table 2: Transit Information

Stop #	Location (Distance from Development)	OC Transpo Route	Direction
#7591	Rideau / Chapel (120m)	7, 14, 15, 18	Westbound
#7593	Rideau / Friel (200m)	7, 14, 15, 18	Eastbound
#1692	Cobourg / Beausoleil (360m)	7, 19	Northbound
#6822	Cobourg / Beausoleil (350m)	7, 19	Southbound
#6828	Old St Patrick / De La Salle H.S. (470m)	6	Westbound
#6827	Old St Patrick / De La Salle H.S. (450m)	6	Eastbound
#8974	King Edward / York (500m)	56	Northbound
#8977	King Edward / York (550m)	56	Southbound
#3009	Rideau LRT Station (1 km)	Confederation Line	East/Westbound
#3009A	Rideau Station A (1 km)	5, 6, 7, 14, 15, 18	Westbound
#3009B	Rideau Station B (1.2 km)	5, 6, 7, 14, 15, 18	Eastbound
#7576	Dalhousie / Rideau Station D (900m)	6, 9	Southbound

The following **Figure 7** depicts the OC Transpo routes within the vicinity of the LeBreton Flats, and **Table 3** provides additional information with respect OC Transpo service identified in Table 1.

Figure 7: Transit Routes Within Study Area *(Source: OC Transpo System Map)*

Table 3: OC Transpo Route Information

Route	Origin/Destination	Service Type	Peak Hour Headway
1	Confederation Line (Tunney's Pasture ↔ Blair)	LRT	5 min
5	Billings Bridge ↔ Rideau	Local	30 min
6	Greenboro ↔ Rockcliffe	Frequent	~12 min
7	Carleton ↔ St Laurent	Frequent	~9 min
9	Rideau ↔ Hurdman	Local	15 min
14	St Laurent ↔ Tunney's Pasture	Frequent	15 min
15	Blair ↔ Parliament	Frequent	~9 min
18	St Laurent ↔ Rideau	Local	30 min
19	Parliament ↔ St Laurent	Local	30 min
56	King Edward ↔ Tunney's Pasture	Local	30 min

Area Traffic Management Measures

There are numerous traffic calming measures in place within the vicinity of the development. The closest is located at the intersection of Beausoleil/Chapel, which closed the south leg of the intersection to traffic and is now for pedestrians and cyclists only. This is one example of a location where vehicular traffic is restricted but active transportation is permitted. These are also provided at numerous locations south of Rideau Street at Nelson/Besserer and Cobourg/Besserer.

There are various locations close to the site that feature curb bulb-outs at intersections, such as the example here from Friel/Daly. These can also be seen at Friel/Besserer, Friel/Stewart, Friel/Wilbrod, Chapel/Stewart and Chapel/Wilbrod.

Peak Hour Travel Demands

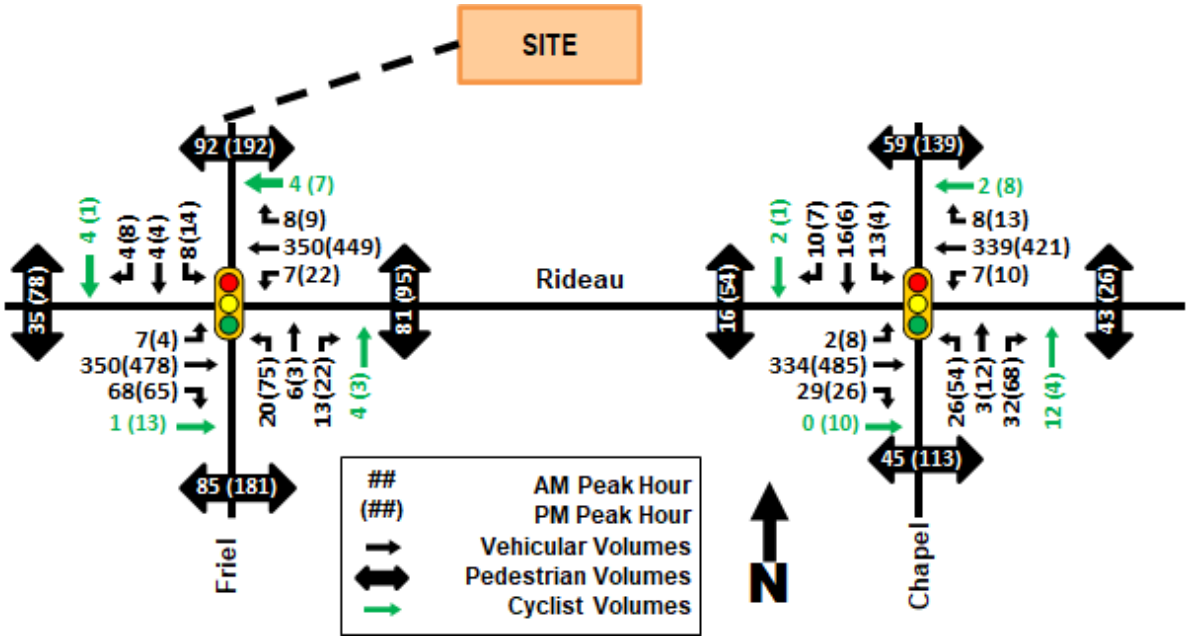
For the purpose of this assessment, only two study area intersections have been identified for intersection capacity analysis (traffic count date included in parentheses):

- Rideau/Friel (May 2017), signalized
- Rideau/Chapel (May 2017), signalized

These are the two closest intersections on the boundary streets of Friel Street and Chapel Street. As previously noted, there is an all-way stop control T-intersection at Beausoleil Drive and Chapel Street, however the third leg of this intersection is closed to vehicles, resulting in east-west operations that don't require review. Furthermore, using the City of Ottawa's TRANS Trip Generation Manual, it is anticipated that only 13 vehicular trips (AM peak hour) and 12 vehicular trips (PM peak hour) will be generated, therefore a widespread impact on traffic signal operations is not anticipated from this development.

The following **Figure 8** depicts observed weekday morning and afternoon peak hour volumes at the study area intersections.

Figure 8: Peak Hour Volumes, AM (PM)



Existing Road Safety Conditions

Available collision data for the years 2016 – 2020 was obtained from the City of Ottawa's Open Data Catalogue. The collision data includes all collisions occurring at the intersections and the roadway segments within the area surrounding the subject development site, including Friel Street and Chapel Street north of Rideau Street, Rideau Street from Friel Street to Chapel Street, and Beausoleil Drive from York Street to Cobourg Street.

The 5-year total number of recorded collisions within the study area is 36. Most collisions within the study area (25 incidents or 69%) resulted in property damage only, and the remaining collisions resulted in personal injuries (11 incidents or 31%). The most frequent types of collisions, as cited by police, were single motor vehicles (14 incidents or 39%), rear ends (7 incidents or 19%) and sideswipes (7 incidents or 19%). 9 collisions (25%) occurred when it was dark outside, and 7 collisions (19%) occurred when the road surface wasn't dry (i.e., snow, rain or slush).

It is noteworthy that within the five years of recorded collision data, there were 6 collisions involving pedestrians and 2 collisions involving cyclists. Fortunately, all the reported collisions involving pedestrians or cyclists were non-fatal; however, personal injuries were reported. 3 of the collisions involving pedestrians or cyclists occurred at Rideau/Chapel; 3 of the collisions occurred at Rideau/Friel; 1 collision with a pedestrian occurred on Rideau Street between Friel Street and Chapel Street, and 1 collision with a cyclist occurred on Beausoleil Drive between York Street and Cobourg Street. Of these collisions, one occurred in the rain, and one occurred in the snow. All other occurred in daylight with dry conditions.

When considering the requirement to accommodate all modes on Rideau Street, the four-lane cross-section is fairly small for pedestrians and cyclists to cross. The crosswalk markings at both intersections are 'ladder' markings, which are the highest scoring (i.e., best) crosswalk pavement markings according to the City's Multi-Modal Level of Service (MMLOS) Guidelines. One item to note is that neither signalized intersection provides leading pedestrian intervals (LPIs), which allow pedestrians to enter the crosswalk in advance of traffic, providing a better line of sight for drivers to see pedestrians. Given the heavy pedestrian volumes at this intersection, consideration should be given to implementing LPIs at both intersections.

2.1.3 Planned Conditions

The following section summarizes the known projects ongoing in and around the study area that may have a benefit or impact on residents of the proposed development. Information is taken from the City of Ottawa website, as well as through discussions with City of Ottawa staff. Where available, dates are provided on the progress of each project.

Active Transportation Projects

Cycling projects underway or planned in the area include:

- Removal of the westbound bike lane at intersection of St. Patrick Street and King Edward Avenue intersection to provide a westbound cycle track and appropriate treatment for crossing of channelized right turn. Construction expected to be completed by the end of 2023.
- Provision of a north-south bi-directional facility at the intersection of Wellington Street and Mackenzie Street to provide a connection to the Rideau Canal Eastern Pathway. Construction expected to be completed by the end of 2023. In addition, a bi-directional facility along the north side of Wellington Street connecting to the future cycle track on O'Connor Street has been proposed, however this will likely be looped into larger discussions about the future of Wellington Street in front of the Parliament Buildings.
- Provision of an east-west cycling connection across King Edward Avenue and York while continuing to restrict vehicular access. Public consultation was completed in May 2022.
- Provision of a westbound cycling facility on St Patrick Street between King Edward Avenue and Dalhousie Street.
- Provision of an eastbound bike lane on Old St Patrick Street between Beausoleil Drive and Cobourg Street, with a shared lane in the eastbound direction.
- Provision of cycling facilities on Murray Street from Sussex Drive to King Edward Avenue, and Cumberland Street from George Street to St Patrick Street. May include removal of on-street parking.

Transit Projects

With the completion of Ottawa's Confederation LRT line in 2019, there are no proposed or ongoing transit projects within the vicinity of the site. Construction work for the Stage 2 LRT extension of the Confederation Line is ongoing at the time of this study. While no construction on Stage 2 is located within the study area, the extension of the line will increase the usage of the Confederation Line, and may make transit more appealing.

The NCC has indicated an interest in pursuing a "Downtown Transit Loop" dating back to 2020, connecting the downtowns of Ottawa and Gatineau[1], as well as providing connections between Ottawa's Confederation Line and Gatineau's future West Gatineau Tramway.

Road Projects

No major road projects are identified within the study area for the near future, including road resurfacing and watermain/sewer renewals. It is worth noting that in 2016 the Downtown Ottawa Truck Tunnel Feasibility Study was completed, which identified a potential link between the Macdonald-Cartier Bridge

[1] https://ncc-ccn.gc.ca/news/national-capital-region-loop-the-idea-whose-time-has-come

and Highway 417. While there are currently no long term plans to construct the truck tunnel, if it were built it would likely reduce traffic volumes in Lowertown and on Rideau Street, as well as diverting a large number of heavy vehicles away from the area.

Other Area Development

Planned developments within the study area have been identified using the City's Development Application Search Tool. The following **Table 4** below summarizes planned and active developments within the vicinity of the subject development lands.

Table 4: Area Development

Location	Description	Status
112 Nelson	9 storeys, 176 units residential	Zoning By-law Amendment Application approved 2021, Site Plan Control Application pending
80 Nelson	2 buildings, 3-4 storeys, 46 units	Zoning By-law Amendment Application pending
151 Chapel	25 storeys, 633 units, 45,382m^2	Built and occupied
340 York	Ecole Sainte-Anne expansion (3 storeys, 1,682m^2)	Built and occupied
305 Rideau	13 storeys, 194 units	Built and occupied
333 King Edward	3 storeys, ,975 m^2 commercial	Built and occupied

2.2 Study Area and Time Periods

2.2.1 Study Area

The following study area intersections are proposed for this TIA:

- Rideau Street / Friel Street
- Rideau Street / Chapel Street

Given the low number of parking provided on-site today and proposed as part of this development, these two intersections should capture the majority of the projected traffic generated by the development. Traffic impacts outside these two intersections should be relatively small relative to existing traffic volumes.

2.2.2 Time Periods

Given the surrounding road network (e.g., Rideau Street, King Edward Avenue) typically experience the heaviest traffic volumes during the weekday morning and afternoon peak hours, this assessment considered weekday morning and afternoon peak hours for analysis purposes only.

2.2.3 Horizon Years

As noted in the TIA Screening Form, the buildout year for this development is expected to be 2025. Given the relatively low volume of traffic expected to be generated by the development (supported by the low level of additional parking provided) it is proposed that the only required horizon for additional analysis be 2030, which fulfills the build-out plus five years horizon set out in the TIA guidelines.

2.3 Exemptions Review

Given that the proposed development does not require any new connections to City of Ottawa roadways (i.e., it uses an existing access through the 201 Friel Street site), and the minimal vehicular traffic

expected to be generated (13 vph in the AM peak and 12 vph in the PM peak) it is proposed that this exempt the TIA from the following modules:

- 4.1.2 (Circulation and Access)
- 4.1.3 (New Street Network)
- 4.3 (Boundary Street Design)
- 4.4 (Access Intersections)
- 4.6 (Neighbourhood Traffic Management)
- 4.8 (Review of Network Concept)
- 4.9 (Intersection Design)

Given the previous discussions with the City of Ottawa on existing and projected parking usage of the site today that were used to advise the number of parking spaces provided on-site, it is proposed that this TIA also be exempt from Modules 4.2 (Parking) and 4.5 (Transportation Demand Management). The following **Table 5** summarizes the modules that are proposed for exemption.

Table 5: Module Exemption Review

Module	Element	Exemption Criteria	Status
Design Review			
4.1 Develop. Design	4.1.2 Circulation and Access	Required for Site Plans	**Exempt**
	4.1.3 New Street Network	Required for Plans of Subdivision	**Exempt**
4.2 Parking	4.2.1 Parking Supply	Required for Site Plans	**Exempt**
	4.2.2 Spillover Parking	Required for Site Plans where parking supply will be 15% below unconstrained demand	**Exempt**
4.3 Boundary Streets	Mobility	Proposed for exemption due to fewer than 20 vph generated during AM and PM peak hours.	**Exempt**
	Road Safety		
	Neighbourhood Traffic Management		
4.4 Access Intersections	4.4.1 Location and Design of Access		**Exempt**
	4.4.2 Intersection Control		
	4.4.3 Intersection Design		
Network Impact			
4.5 TDM	All Elements	Not required for non-residential Site Plans expected to have fewer than 60 employees and/or students on location at any given time	**Exempt**
4.6 Area Traffic Management	All Elements	Required when the development relies on local or collector streets for access and total volumes exceed ATM capacity thresholds	**Exempt**
4.8 Network Concept	All Elements	Required when development is projected to generate more than 200 person-trips during the peak hour, in excess of the equivalent volume permitted by the established zoning	**Exempt**
4.9 Intersection Design	All Elements	Proposed for exemption due to fewer than 20 vph generated during AM and PM peak hours.	**Exempt**