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April 23, 2014

**OUR REF:** TO3157TOA00

**BY EMAIL:** [mark.larose@urbanrisedevelopment.com](mailto:mark.larose@urbanrisedevelopment.com)

Urban Rise Development Inc.  
132 Putman Avenue  
Ottawa ON K1M 1Z7

**Attention: Mr. Mark Larose  
President**

Dear Sir:

## **RE: 67/71 Marquette Avenue Redevelopment Transportation Overview**

### **1. INTRODUCTION AND SCOPE OF WORK**

From the information provided, it is our understanding that Urban Rise Development is proposing to build a four-storey infill development containing 22 residential units located on a site at 67 and 71 Marquette Avenue in Vanier, Ottawa. The site currently contains two houses, which would be demolished.

The scope of Transportation Impact Assessment (TIA) required by the City in support of a development application is dependent on the peak hour traffic generation of the proposed development. It is estimated that the proposed development will generate approximately 5 to 10 vph two-way total during the weekday morning and afternoon peak hours. As this volume is less than the City's 75 vph threshold above which a detailed TIA is required, a more modest Transportation Overview is considered sufficient.

The focus of our report is therefore on any existing operational issues present in the vicinity of the proposed development, and on reviewing the proposed Site Plan from a transportation perspective.

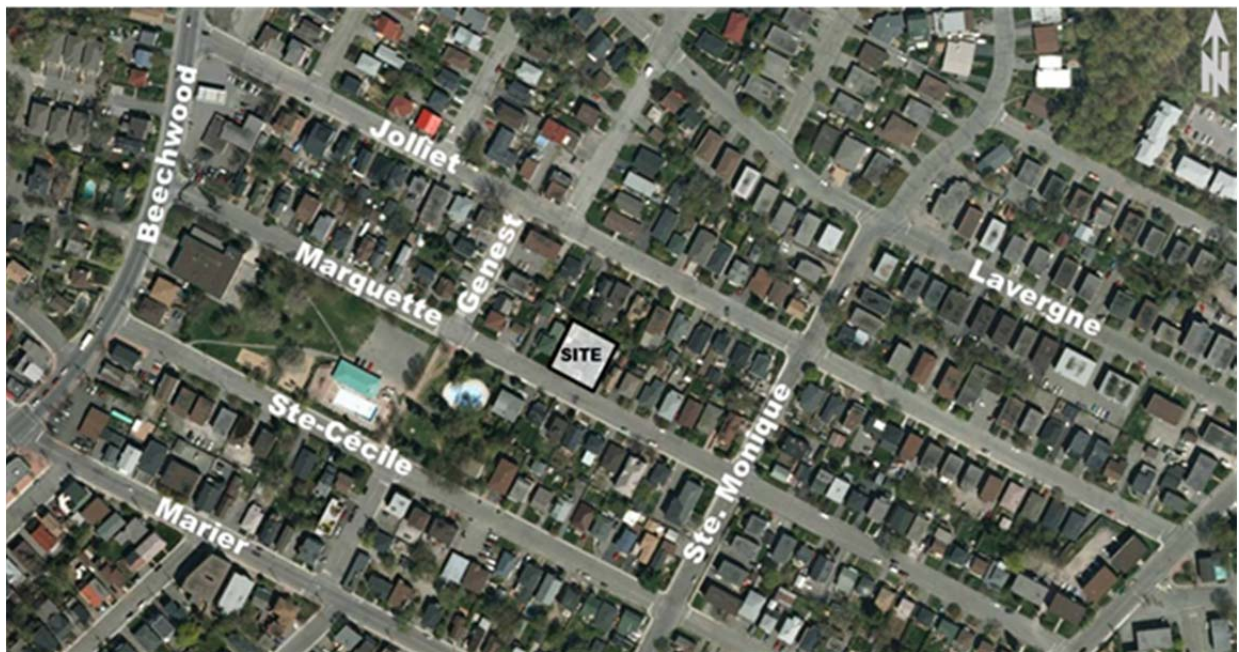
### **2. EXISTING CONDITIONS**

#### **2.1 Access and Geometry**

The site currently has access to Marquette Avenue via two driveway connections, one for each of the existing properties which comprise the subject site. Marquette Avenue is a two-way local street which extends from Beechwood Avenue in the northwest to Père-Blancs Avenue in the southeast. It has an 11 m wide pavement, with an un-posted speed limit of 50 km/h and a sidewalk on the south side of the road only. Approximately 45 m northwest of the proposed site is a three-legged intersection with Genest Street, which is all-way STOP controlled. In the vicinity of the site, the roadway is straight and level. Existing development

along the roadway is a mixture of single family and small multi-unit residential (converted houses and small apartment buildings), with driveway access to Marquette Avenue. Parking is generally accommodated within driveways and backyards, with on-street parking permitted on both sides of the roadway in the vicinity of the site. At the northeast corner of the unsignalized Beechwood/Marquette intersection (approximately 230 m away from the subject site), there is currently under construction a new residential condominium development containing approximately 130 units with ancillary ground floor retail uses. Figure 1 illustrates the existing site context.

**Figure 1: Site Context**



## 2.2 Pedestrians, Cyclists and Transit

A sidewalk is provided on the opposite (south) side of the Marquette Avenue from the subject site, which provides for pedestrian access. As a local street, cyclists are accommodated in mixed traffic on Marquette Avenue and there are no proposed cycling facilities identified. The proposed East-West Cross-Town Bikeway will run along Beechwood Avenue, which is located approximately 230 m northwest of the subject site. Père-Blancs Avenue, approximately 300 m to the southeast is identified as a community cycling route.

Local transit services in the vicinity of the site are provided along Beechwood Avenue (Routes 1 and 7) and Père-Blancs Avenue (Route 5), with bus stops on either roadway located approximately 300 m walking distance from the site.

### **2.3 Parking**

As indicated above, parking for properties along Marquette Avenue is provided within driveways and backyards. On-street parking is currently permitted on both sides of Marquette Avenue in the vicinity of the site, and an adequate supply appears to be available. Given our knowledge of the area, no additional site visits were undertaken to determine if any parking supply/demand issues exist during evenings or weekend time periods.

### **3. PROJECTED SITE TRAFFIC GENERATION**

Based on the site's location, the number of residential units to be constructed (22), and the number of parking spaces provided, the proposed development will likely generate in the range of 10-15 two-way trips during the weekday peak hours, of which 5-10 will be new vehicle trips. Given that the existing houses on the site likely generate less than 5 vehicle trips during this time period (based on the number of existing units and available parking), the net impact of the proposed development will be between 0 and 5 new vehicular trips during the peak hour. This level of trip making is significantly less than that which would require a formal TIA and will result in, at most, approximately 1 new automobile every 12 minutes on the adjacent road network.

### **4. SITE PLAN REVIEW**

The proposed Site Plan (attachment 1) indicates a single driveway connection to Marquette Avenue will be provided, roughly in the same location as the existing driveway serving No. 67 Marquette Avenue. This single driveway will replace the two existing driveways connecting to Marquette Avenue. The location of the proposed driveway does not meet the 3.0 m minimum setback required in the City's Private Approach By-Law, however a reduced setback (0.3 m as proposed) can be approved through Site Plan Control if there are no safety or traffic operations concerns. As there is no adjacent driveway and as sight lines are good, the 0.3 m setback is considered acceptable from a traffic operations perspective.

The proposed driveway is 3.0 m wide and leads to a single level of below-grade parking located at the rear of the property. The ramp width is sufficient for one-way travel only. While not ideal, given the low number of parking spaces served by the driveway and the fact that they are all designated resident parking spaces, users will familiarize themselves with the need to exercise caution and be prepared for oncoming vehicles. Installation of a convex mirror at the base of the ramp would be beneficial to permit drivers to see if another vehicle is about to access the ramp. The ramp grade (12% with 6% transitions at the top and bottom) is acceptable but will require installation and maintenance of a subsurface melting device by the developer/property owner. The setback from the top of the ramp to the property line along Marquette Avenue does not meet the requirements of the City's Private Approach By-law but is considered acceptable given the small number of parking spaces served, and existing traffic volumes, speeds and sight lines along Marquette Avenue.

Eleven (11) vehicle parking spaces are proposed, which according to the applicant meets the Zoning By-Law requirement. Two (2) required visitor parking spaces are not provided and will require a variance to be obtained. There appears to be an adequate supply of on-street parking available along Marquette Avenue, particularly with the recent addition of 10-15 new on-street parking spaces adjacent to the public park located on the next block to the northwest along Marquette Avenue. The elimination of an existing site driveway will result in the creation of additional on-street parking (1 additional space) directly in front of the proposed development. By-Law requirements are parking spaces at 2.6 m wide x 5.2 m long and circulation aisles at 6.7 m wide. A marginally narrower width is acceptable given the small number of parking spaces but consideration should be given to revising the Site Plan to accommodate the minimum By-Law dimensions.

Eleven (11) bicycle parking spaces are proposed, which meets Zoning By-Law requirements. These spaces are located on the ground level at the rear of the property and accessed via a pedestrian connection which runs along the east side of the building. The Site Plan does not indicate if the proposed bicycle parking is covered, which would increase its utility and attractiveness to residents. The addition of a small "post and ring" bicycle parking facility at the front of the building should also be considered to provide a convenient parking location for visitors.

## **5. FINDINGS AND RECOMMENDATIONS**

Based on the foregoing analysis of the proposed development, the following transportation-related findings and recommendations are offered:

- There are no existing traffic operational issues in the vicinity of the site which would be impacted by the proposed development;
- The proposed development is likely to generate in the range of 0-5 net new two-way vehicular trips during the weekday peak hours. This equates to approximately 1 new vehicle every 12 minutes on the surrounding road network;
- The proposed driveway width is sufficient to permit one-way vehicle travel only, but is considered acceptable given the small number of parking spaces provided on-site and the fact that they are all designated for residents. Safety measures such as a convex mirror at the base of the ramp to improve visibility and provide an indication of oncoming traffic should be installed to improve operations;
- The proposed driveway does not meet Private Approach By-Law requirements in terms of the setback from the adjacent property or the setback from the top of the ramp from Marquette Avenue. Given the low number of trips the proposed development will likely generate, combined with the low volume of traffic and good sightlines available along Marquette Avenue, the proposed location of the site driveway is considered both safe and acceptable;
- The proposed parking spaces and drive aisle width are slightly below the minimum dimensions required in the City's Zoning By-Law but are also considered acceptable

given the small number of parking spaces. Consideration should be given to revising the Site Plan to accommodate required dimensions;

- The proposed number of vehicle parking spaces meets By-Law requirements for resident parking, however the 2 required visitor parking spaces are not provided. Sufficient on-street parking along Marquette Avenue appears to be available, and the consolidation of the two existing driveways on the site will provide for an additional on-street parking space; and
- The proposed number bicycle parking spaces meets By-Law requirements. Consideration should be given to provide an enclosed bicycle parking facility for residents, and some additional bicycle parking at the front of the building for visitors.

Based on the foregoing, the proposed Site Plan is recommended from a transportation perspective.

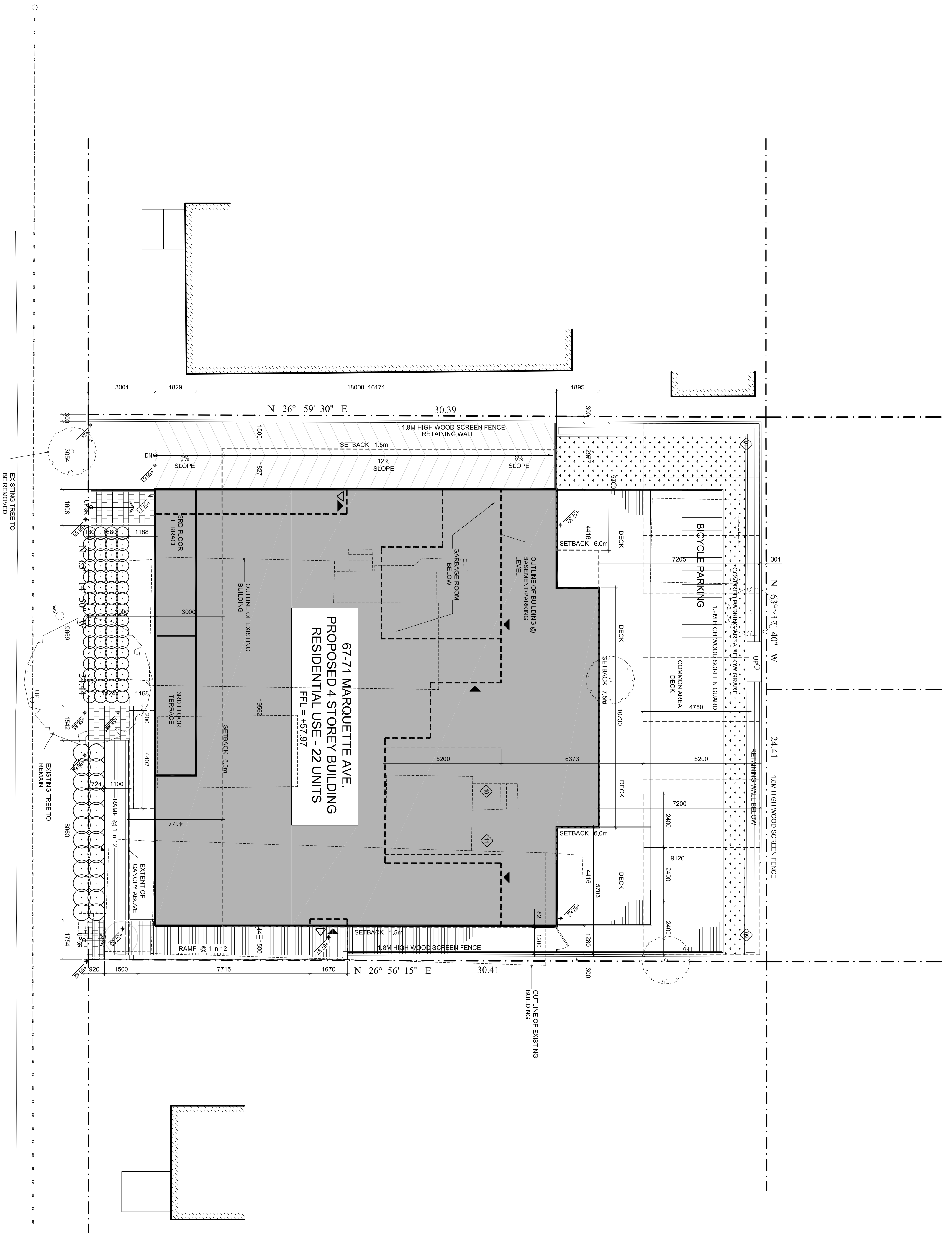
Please call if you have any questions.

Sincerely,



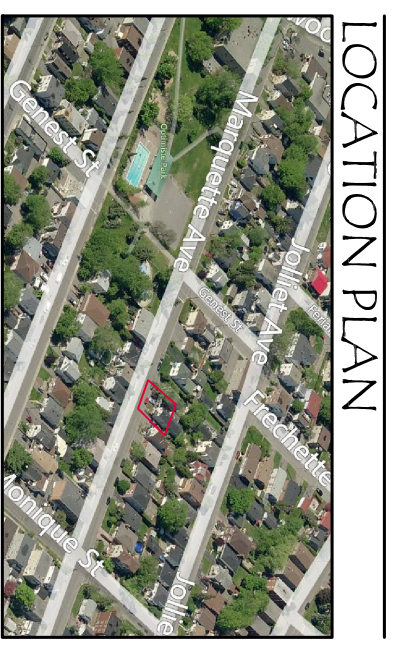
Paul Croft, MCIP, RPP  
Senior Transportation Planner  
Ottawa Operations  
Attachments

**Attachment 1**  
Proposed Site Plan



MARQUETTE AVENUE

67-71 MARQUETTE AVE.  
PROPOSED 4 STOREY BUILDING  
RESIDENTIAL USE - 22 UNITS  
F.F.L. = +57.97'



LOCATION PLAN

SITE STATISTICS

SITE INFORMATION BASED ON SURVEY PLAN PREPARED BY:  
ANNIS OSULLIVAN VOLLEBECK LTD.  
REFERENCE#: 14189-13

ZONING INFORMATION  
Zone: R4E  
Legal Description: LOTS 136 & 137 REGISTERED PLAN 4M-27 CITY OF OTTAWA  
Ltd. Area: 742.5 m<sup>2</sup>

PROPOSED USE  
Apartment Dwelling, low rise: 22 Units.  
Building Footprint Area: 372.4 m<sup>2</sup>  
Lot Footprint: 24.44 m  
Lot Coverage: 50.2%

BUILDING HEIGHT  
Permitted: 11 m MAXIMUM  
Proposed: 11 m

PROPERTY SETBACKS  
Front and Corner Yards: 6.0 m (0.6m when 2.1m from front property line)  
Rear Yard: 7.5m

GROSS FLOOR AREA  
Basement: 157.3 m<sup>2</sup>  
First Floor: 288.3 m<sup>2</sup>  
Second Floor: 203.3 m<sup>2</sup>  
Total GFA: 648.9 m<sup>2</sup>  
Total Building GFA: 1023.1 m<sup>2</sup>

AMENITY AREA  
Total Amenity Area: 204 m<sup>2</sup> 282.1 m<sup>2</sup>  
Total Comm. Amenity Area: 201 m<sup>2</sup> 205.2 m<sup>2</sup>  
Is At Ground Floor Level

PARKING  
Table 101, Area B (as per amendment 1779, By-law 2011-1-13)  
Uses Related - Residential, sentence (b):  

- Parking Required: 13
- Parking Provided: 11
- Visitor spaces: 2
- Barber-free parking space: 0

LEGEND

- ▲ BUILDING ENTRANCE
- ▽ BUILDING EXIT
- SC SHARED CONNECTION
- ⊕ FH FIRE HYDRANT
- PROPOSED SPACE ELEVATION
- UP → STAIR DIRECTION
- UP ← RAMP DIRECTION
- PARKING SPACE NUMBER
- TRAFFIC DIRECTION ARROW
- ↻ BARBER-FREE PARKING SPACE
- V VISITOR PARKING SPACE
- ISSUED/SEEN CURB
- CB CATCH-BASE
- MH MANHOLE
- FENCE
- TREE
- PARKING NUMBERING
- WINDOW WELL
- SIGNPOST

GENERAL NOTES

- A THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ALL DISCREPANCIES TO THE ARCHITECT.
- B DO NOT SCALE DRAWINGS.
- C ALL WORK SHALL COMPLY WITH THE ONTARIO BUILDING CODE AND THE REQUIREMENTS OF ALL APPLICABLE MUNICIPAL JURISDICTIONS.
- D THIS DRAWING IS THE EXCLUSIVE PROPERTY OF CHRISTOPHER SIMMONDS ARCHITECT INC. COPYRIGHT RESERVED.

PRELIMINARY SET  
NOT FOR  
CONSTRUCTION

NO.	DATE	ISSUED FOR	DESCRIPTION
01	xxx		

ARCHITECT'S SEAL: PROJECT NORTH:

PROJECT:  
67-71 MARQUETTE AVE.  
CAPITAL VIEW DEVELOPMENTS

Architect  
**Christopher Simmonds**  
THE ANNEX ARCHITECTS ST. OTTAWA, ON K1R4S1  
413.547.7288 PHONE / 413.547.7128 FAX  
csa@black.com

DRAWING TITLE:  
SITE PLAN

DATE: NOV. 8, 2013  
SCALE: 1:100  
DRAWN BY: JAH  
JOB No: 509-13

DRAWING No: SP-1