

October 6th, 2016

City of Ottawa
Planning and Growth Management Branch
110 Laurier Ave. W., 4th Floor
Ottawa, ON K1P 1J1

Attention: Mr. Wally Dubyk. C.E.T.
Project Manager, Infrastructure Approvals

Dear Sir:

Reference: 261-277 King Edward Avenue & 260 Murray Street
Transportation Overview – Addendum #1
Our File No. 112078

1.0 INTRODUCTION

A Transportation Overview was submitted to the City of Ottawa in April 2016, in support of a Site Plan Control application for a residential mixed-use development located at 261-277 King Edward Avenue. Following submission of the report, comments were received from the City in June 2016.

The purpose of this letter addendum is to review the revisions to the proposed site plan as a result of the comments received from the City.

2.0 REVISED DEVELOPMENT

Since the original submission, the site plan has been revised. The revised site plan has reduced the number of apartment units from 31 to 23, and increased the GFA for the retail component from 4,520 s.f. to 5,500 s.f. The revised site plan also removes the underground parking garage on Clarence Street, reduced the width of the Murray Street access to 3.6m, and reduced the number of spaces in the Murray Street parking garage to 19. The number of bicycle parking spaces have also been reduced to 14.

The revised site plan is included in **Appendix A**.

3.0 TRIP GENERATION

Trips generated by the revised development have been estimated using relevant peak hour trip generation rates identified in the *Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition*.

Trips generated by the previous proposal and the revised site plan during the weekday AM and PM peak hours are shown in the following table.

Table 1: Trip Generation

Land Use	ITE Code	Units or GFA (s.f.)	AM Peak (vph ¹)			PM Peak (vph)		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Previous Proposal</i>								
Apartment	220	31	3	13	16	13	7	20
Specialty Retail ²	826	4,520	2	2	4	6	7	13
Total			5	15	20	19	14	33
<i>Revised Proposal</i>								
Apartment	220	23	3	9	12	10	5	15
Specialty Retail ²	826	5,500	2	2	4	7	8	15
Total			5	11	16	17	13	30
Difference			-	-4	-4	-2	-1	-3

1. vph = vehicles per hour
2. No data for the AM peak hour of adjacent street traffic. Rate approximated using the AM to PM proportion of the Shopping Center land use (Code 820)

Based on the foregoing, the revised site plan is anticipated to decrease the overall number of trips from 20 to 16 during the AM peak hour and 33 to 30 during the PM peak hour. Consistent with the original report, the marginal increase in traffic volumes attributable to the additional trips generated by the proposed development is not anticipated to have any significant impact on the operating conditions at the surrounding intersections.

4.0 ON-SITE DESIGN

4.1 Proposed Access

The revised development has removed the parking garage accessed from Clarence Street. The width of the Murray Street access has been reduced to 3.6m at the property line. The City of Ottawa's *Zoning By-law* (ZBL) identifies a maximum width of 3.6m for a double traffic lane that leads to less than 20 parking spaces.

The revised site access is located approximately 3m from the easterly property line and 3.4m from the westerly property line, satisfying the minimum spacing requirements identified in the City of Ottawa's *Private Approach By-law*.

4.2 On-Site Parking

Since the original submission the minimum parking space rates identified in the City of Ottawa's ZBL have been updated. The subject site is now located in Area Y of Schedule 1A to the ZBL. Minimum parking space rates for the proposed development, based on the updated ZBL requirements, are identified in the following table.

Table 2: Parking Requirement

Land Use	Zoning By-law Rate	Parking Requirement
<i>Vehicle Parking</i>		
Residential Parking (Occupant)	0 spaces for the first twelve units 0.5 spaces per dwelling unit for the remainder	6 spaces
Residential Parking (Visitor)	0 spaces for the first twelve units 0.1 spaces per dwelling unit for the remainder	1 spaces
Retail Parking	1.25 spaces per 100m ² of GFA	6 spaces
Total		13 spaces
<i>Bicycle Parking</i>		
Residential Parking	0.5 spaces per dwelling unit	12 spaces
Retail Parking	1 spaces per 250m ² of GFA	2 spaces
Total		14 spaces

Based on the foregoing table, the ZBL identifies a requirement to provide 13 vehicle parking spaces. Section 3,(6),(c) of the ZBL identifies where all parking spaces provided or required for a permitted land use are located below grade in the same building as that land use, the parking required for that land use may be reduced by the lesser of 10 percent of the required parking spaces or 20 parking spaces. Based on the foregoing a reduction of 1 parking space is permitted, reducing the number of required parking spaces to 12. A total of 19 parking spaces are provided within the underground parking garage, exceeding the minimum requirement of the City's ZBL.

Based on the foregoing table, the ZBL identifies a requirement to provide 14 bicycle parking spaces for the proposed development. As shown on the revised site plan, two bicycle parking spaces are provided along Clarence Street and 12 bicycle parking spaces will be provided in an enclosure adjacent to the Murray Street access.

5.0 CONCLUSIONS AND RECOMMENDATIONS

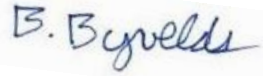
Based on the foregoing, the conclusions and recommendations of this Transportation Overview can be summarized as follows:

- The revised site plan is anticipated to decrease the overall number of trips from 20 to 16 during the AM peak hour and 33 to 30 during the PM peak hour. Consistent with the original report, the marginal increase in traffic volumes attributable to the additional trips generated by the proposed development is not anticipated to have any significant impact on the operating conditions at the surrounding intersections.
- The revised site access satisfies the minimum requirements identified in the City of Ottawa's *Private Approach By-law* and *Zoning By-law*.
- The proposed vehicle and bicycle parking spaces satisfy the minimum requirements identified in the City of Ottawa's *Zoning By-law*.

Yours truly,

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Prepared by:



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E.I.T.

APPENDIX A

REVISED SITE PLAN

