



Technical Memorandum

To: Wally Dubyk – City of Ottawa Date: 2020-10-06

Cc: Christopher Gordon – CGH Transportation
Curt Millar – InterRent No. 3 Limited Partnership

From: Mark Crockford, P.Eng. Project Number: 2019-20

Re: 473 Albert Street TIA Step 1 Additional Information

CGH Transportation has been retained to address the transportation impacts of the proposed redevelopment of 473 Albert Street. As part of the TIA process a Step 1 Screening Form has been prepared (see Attachment 1). The Screening Form identifies the need for a TIA based on the Trip Generation Trigger for a new development of this size and the Location Trigger. However, as this is a redevelopment from an office use to a residential land use, the net difference in trips would not trigger a full TIA. This memo has been prepared to discuss the triggers for the TIA requirements in general and illustrate the rationale for why they do not apply to this site and a full TIA is not required.

This letter is an update to the previously submitted letter on November 29, 2019. This letter considers the latest changes to the site plan and supersedes the previous letter.

Trip Generation Trigger

While the proposed development does meet the trip generation trigger, there is an existing land use that is being removed. Therefore, the net trip generation should be considered and not simply the trip generation of the proposed land use. The existing building is an office building with some ground floor retail. The proposed building would convert the existing uses into residential units. A comparative trip generation has been created to illustrate the net change in trip generation. For the residential land use the City of Ottawa’s preferred Trans trip generation rates have been applied. For all other land uses ITE Trip Generation Manual 10th Edition rates and equations have been applied. A factor of 1.28 has been applied to the base trip generation to convert to person trips. Table 1 summarizes the previous and updated trip generation.

Table 1: Trip Generation Comparison

Land Use / Scenario		GFA / Unit Count	AM Peak Hour	PM Peak Hour
Existing	Office	12,635 s.m.	201	200
	Restaurant	~400 s.m.	4	43
	Total	13,400 s.m.	205	243
Proposed	Residential	158 units	103	107
Net Trip Generation			-102 (-50%)	-136 (-56%)

The table above summarizes the existing and proposed trip generation and the net difference, showing that the trip generation of the proposed land uses would be significantly less than the previous site use. Therefore, the proposed redevelopment would cause a net reduction in the number of site generated trips. Based on this reduction in person trips to the site, the trip generation trigger of the Step 1 Screening Form would not be met.

Location Trigger

The Step 1 Screening form indicated that a Location Trigger was met as this development is within the “Central Area” Design Priority Area. While this may have special implications from a planning and zoning perspective, there are no special considerations from a transportation perspective. Therefore, there is no need to undertake a TIA due to the location trigger criteria.

Safety Trigger

The Step 1 Screening form indicated that a Safety Trigger was met as the existing access to this building is within 150 metres of a signalized intersection, the intersection of Bronson Avenue to the west of the site. The nearest intersection to the east, Bay Street at Albert Street, is more than 150 metres away. As shown previously the proposed reconfiguration of the existing building will represent a net reduction in trips by all modes from the site. The location and configuration of the existing access point will remain the same, a right in / right out only at the west end of the building. The access restrictions are enforced by the fact that Albert Street is a westbound one-way street. Additionally, there are no auxiliary turning lanes at the nearby intersection of Bronson Avenue and Albert Street. Based on the foregoing, the reconfiguration of this existing building will have no impacts on the nearby signalized intersections. Therefore, there is no need to undertake a TIA due to the location trigger criteria.

Access and Frontage Review

The existing access at the street level is 3.0 metres wide and leads to the underground parking. Three metres is typically only wide enough to accommodate a single direction of traffic. Therefore, a gate system will be installed at the underground parking entrance and exit. The system will prioritize the inbound traffic to ensure that traffic entering the site does not affect Albert Street operational performance. Further, conflicts between inbound and outbound vehicles will occur infrequently, as the trips generated by a residential development are expected to be one-directional. During the AM peak period, majority of the trips are expected to be outbound and during the PM peak period, most of the trips will be inbound. To further facilitate this, convex mirrors should be provided at the top and bottom of the existing underground parking ramp. Cyclists will be prohibited from using this ramp and will instead use the service elevator to access the underground bike parking. The proposed site plan has been included as Attachment 2.

The proposed site plan also considers an expanded truck loading and drop off area along the site frontage. This will ensure that drop offs and pick-ups do not interfere with the adjacent lane of westbound traffic.

While the site plan has been prepared to illustrate the conditions at the time of the anticipated site construction, it is acknowledged that the Albert Street Revitalization project is underway. The Albert Street Revitalization looks to update the Albert Street streetscape and implement many complete street

elements. As a result, no MMLOS is required for this segment of Albert Street. Additionally, an ultimate plan has been created to illustrate the interaction between the proposed redevelopment and the Albert Street frontage.

Upon completion, the 3-metre access width will remain. The ultimate condition will not change the interim condition access configuration, a gate system will prioritize the inbound traffic. Additionally, transit and active mode shares are expected to increase upon Albert Street revitalization, decreasing vehicle volumes at the site access in future horizons. The proposed parking area along Albert Street will be used for short term drop-offs and loading along the frontage of the site. The site plan with revitalized Albert Street frontage has been included as Attachment 3.

Conclusions

Based on the foregoing, no further Transportation Impact Analysis is required to support the proposed redevelopment of 473 Albert Street. Therefore, this development should proceed as proposed, from a transportation perspective.

If you have any comments or questions, please do not hesitate to contact the undersigned.

Prepared by:



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Reviewed by:



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Attachment 1

Step 1 TIA Screening Form

City of Ottawa 2017 TIA Guidelines
Step 1 - Screening Form

Date: 06-Oct-20
Project Number: 2019-20
Project Reference: InterRent 473 Albert

1.1 Description of Proposed Development	
Municipal Address	473 Albert Street
Description of Location	PLAN 3922 LOT 25 S PT LOT 23; PT LOT 24
Land Use Classification	Residential Fifth Density Zone
Development Size	158 apartment units; 47 existing underground vehicle parking spots, and approximately 79 bicycle parking spaces
Accesses	One already existing access on Albert Street (approximately 70 metres east of Albert / Bronson intersection)
Phase of Development	Single Phase
Buildout Year	2022
TIA Requirement	Full TIA Required

1.2 Trip Generation Trigger	
Land Use Type	Townhomes or apartments
Development Size	158 Units
Trip Generation Trigger	Yes

1.3 Location Triggers	
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?	No
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?	Yes
Location Trigger	Yes

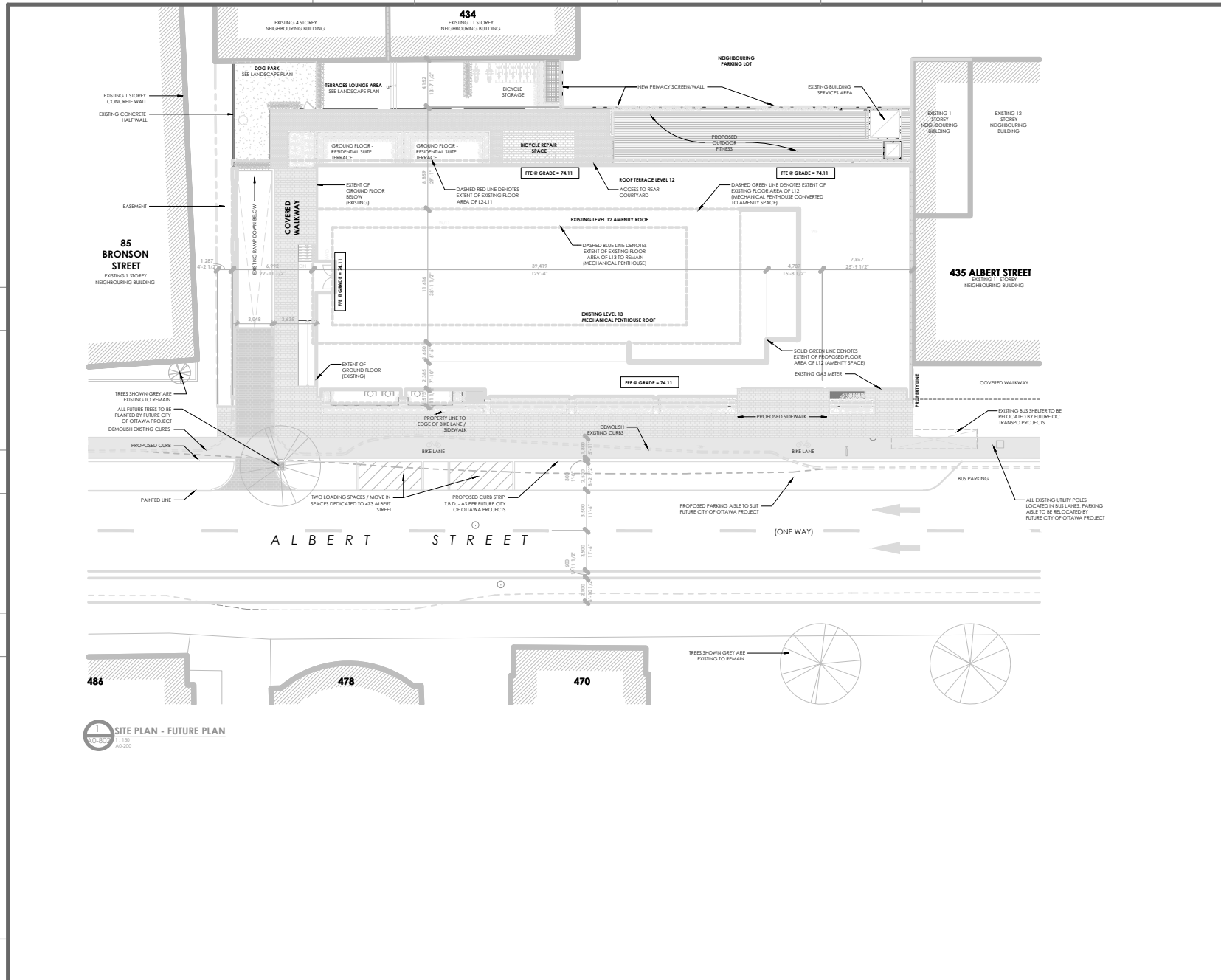
1.4. Safety Triggers	
Are posted speed limits on a boundary street are 80 km/hr or greater?	No
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	No It should be noted that a change in vertical grade on Albert Street to the west of the development, west of the intersection of Bronson Avenue and Albert Street is present. This is not considered a safety trigger however as Albert Street is a one-way street with vehicle travel directed to the west. As a result, this change in grade does not impact the access.
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)?	Yes
Is the proposed driveway within auxiliary lanes of an intersection?	No
Does the proposed driveway make use of an existing median break that serves an existing site?	No
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	No
Does the development include a drive-thru facility?	No
Safety Trigger	Yes

Attachment 2

Proposed Site Plan – Existing Frontage

Attachment 3

Proposed Site Plan - Albert Street Revitalization Frontage



SITE PLAN - FUTURE PLAN
1:100
A0-300

owner | propriétaire

structural engineer | ingénieur structure

MEP engineer | ingénieur MEP

civil engineer | ingénieur civil

landscape architect | architecte paysagiste



no revisions | date

stamp | timbre

architect | architecte

general notes | notes générales

1. CONTRACTOR SHALL VERIFY AND VERIFY ALL DIMENSIONS AND SPACES AS SHOWN AND REPORT TO THE ARCHITECT.
2. DIMENSIONS SHALL BE DRAWINGS.
3. MATERIALS SHALL BE AS SHOWN BY THE ARCHITECT.

project title

473 ALBERT
PROPOSED MIXED-USE RENOVATION
473 ALBERT STREET | OTTAWA | ONTARIO | CANADA

SITE PLAN - ALBERT STREET RENEWAL

project number | numéro du projet 159
drawn | dessiné CK / LJJ / MP
checked | vérifié JM / AR
date | date 09/15/20
scale | échelle 1 : 150



drawing number | numéro du dessin

A0-802

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