Technical Memorandum

To:	Wally Dubyk – City of Ottawa	Date:	2019-11-29
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.

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 uses. The existing building is an office building with some ground floor retail. The proposed building would convert the office portion of the building into residential units while maintaining some ground floor retail and office, along with a second-floor office. 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. Table 1 summarizes the previous and updated trip generation. A factor of 1.28 has been applied to the base trip generation to convert to person trips.

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	153 units	99	104
	Office	1,365 s.m.	22	22
	Restaurant	385 s.m.	4	41
	Total	**1,750 s.m. + 153 units**	**125**	**167**
Net Trip Generation			**-80 (-39%)**	**-76 (-31%)**

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 also 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.

Access and Frontage Review

With respect to the access configuration, there are two access configurations that need to be considered, the initial interim condition and the ultimate integration with the proposed Albert Street revitalization integrated into the access and loading configuration along the frontage of the site.

The existing access width at the street level is 7.3 metres. The existing access to the underground parking is 3.0 metres. This is typically only wide enough to accommodate a single direction of traffic. However, as this is an existing condition, and the building is not being reconstructed, but rather retrofitted, the access width will not be changed. By providing a 7.3 metre access width at the ground level a staging area is provided that will allow an inbound vehicle to wait within the site while an outbound vehicle is exiting via the ramp. To further facilitate this, convex mirrors should be provided at the top and bottom of the existing underground parking ramp. Additionally, this access currently functions with higher traffic volumes than are projected upon completion of the proposed conversion. Therefore, while the existing ramp does not meet current desirable widths, the proposed mitigation measures will only serve to improve the operations, while the reduction in site traffic will further limit conflicts along the ramp. This 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 picks, as well as any deliveries to the proposed restaurant, do not interfere with the adjacent land 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 streets 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.

The proposed site plan, with the Albert Street revitalization included along the frontage, has been considered. Upon completion, the access width will remain the same as the interim condition, 7.3 metres wide, allowing for continued use of the landing area described previously. The proposed parking area along Albert Street will also be used for short term drop-offs and loading along the frontage of the site. This plan 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:

Christopher Gordon, P. Eng.
CGH Transportation Inc.
P: 343-999-9117

Attachment 1

Step 1 TIA Screening Form

13 Markham Avenue
Ottawa ON K2G 3Z1

City of Ottawa 2017 TIA Guidelines
Step 1 - Screening Form

Date: 31-Jul-19
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	153 apartment units, 385 sq. m retail, 1363 sq. m office space, 47 existing underground vehicle parking spots, and approximately 63 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	153	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)?	No	
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	No	

TIA Plan Reports

On 14 June 2017, the Council of the City of Ottawa adopted new Transportation Impact Assessment (TIA) Guidelines. In adopting the guidelines, Council established a requirement for those preparing and delivering transportation impact assessments and reports to sign a letter of certification.

Individuals submitting TIA reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Ottawa's Official Plan, the Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines.

By submitting the attached TIA report (and any associated documents) and signing this document, the individual acknowledges that s/he meets the four criteria listed below.

CERTIFICATION

1. I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines;
2. I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;
3. I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and
4. I am either a licensed[1] or registered[2] professional in good standing, whose field of expertise [check √ appropriate field(s)] is either transportation engineering √ or transportation planning □.

[1,2] License of registration body that oversees the profession is required to have a code of conduct and ethics guidelines that will ensure appropriate conduct and representation for transportation planning and/or transportation engineering works.

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Tél. : 613-580-2424
Télécopieur: 613-560-6006

Dated at Newmarket (City) this 28 day of June, 2018.

Name: Mark Crockford
(Please Print)

Professional Title: Professional Engineer

Signature of Individual certifier that s/he meets the above four criteria

Office Contact Information (Please Print)
Address: 628 Haines Road
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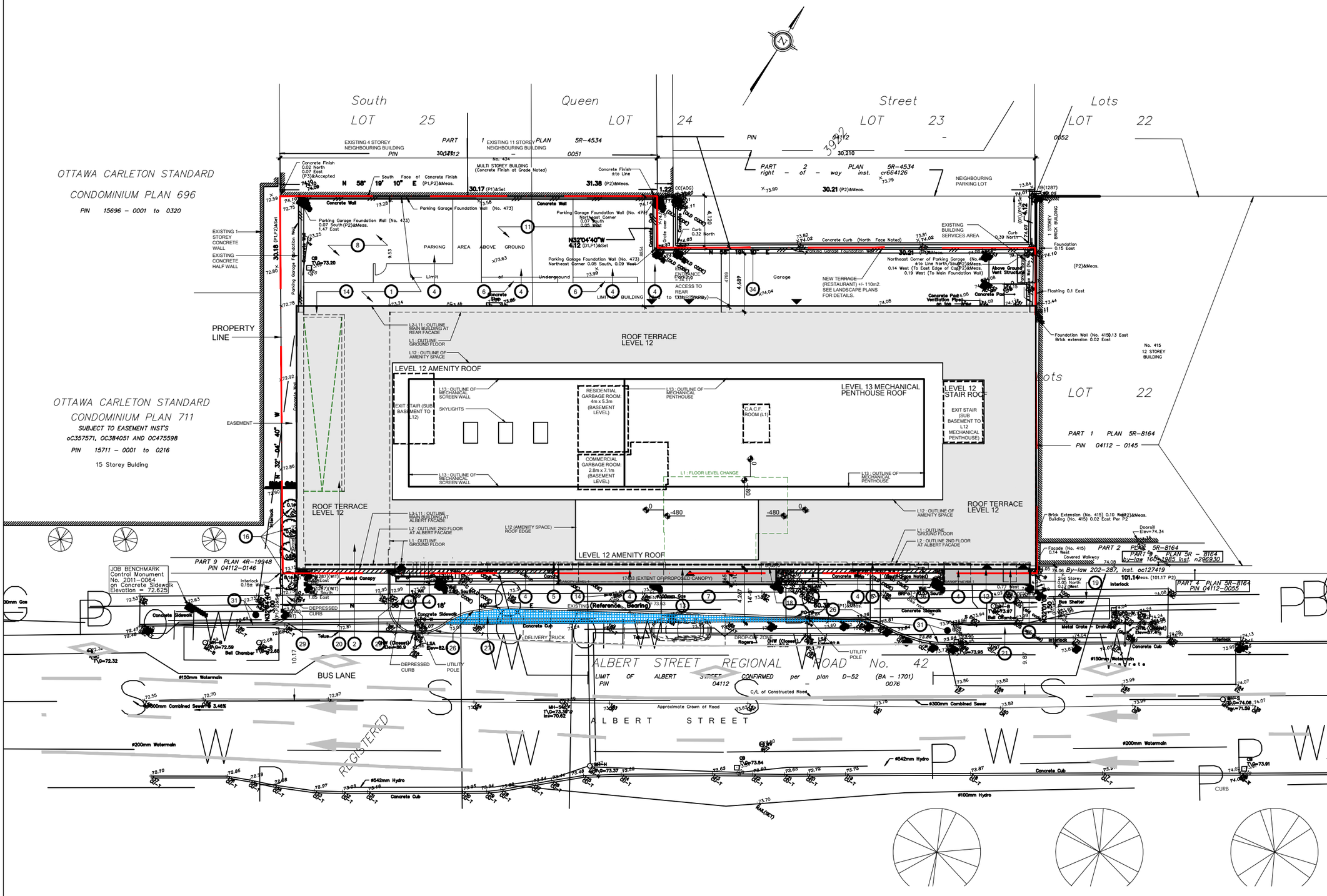
Telephone / Extension: (905) 251-4070
E-Mail Address: Mark.Crockford@CGHTransportation.com

Attachment 2

Proposed Site Plan – Existing Frontage


South
LOT 25
Queen
LOT 24
Street
LOT 23
Lots
LOT 22
OTTAWA CARLETON STANDARD CONDOMINIUM PLAN 696
PIN 15696 – 0001 to 0320
OTTAWA CARLETON STANDARD CONDOMINIUM PLAN 711
SUBJECT TO EASEMENT INST'S oC357571, OC384051 AND OC475598
PIN 15711 – 0001 to 0216
15 Storey Bulding
PROPERTY LINE
EASEMENT
EXISTING 4 STOREY NEIGHBOURING BUILDING
EXISTING 11 STOREY NEIGHBOURING BUILDING
MULTI STOREY BUILDING (Concrete Finish at Grade Noted)
NEIGHBOURING PARKING LOT
EXISTING BUILDING SERVICES AREA
EXISTING 1 STOREY CONCRETE WALL
EXISTING CONCRETE HALF WALL
PARKING AREA ABOVE GROUND
Underground Garage
ENTRANCE
ACCESS TO REAR
NEW TERRACE (RESTAURANT) +/- 110m2. SEE LANDSCAPE PLANS FOR DETAILS.
ROOF TERRACE LEVEL 12
LEVEL 12 AMENITY ROOF
LEVEL 13 MECHANICAL PENTHOUSE ROOF
LEVEL 12 STAIR ROOF
RESIDENTIAL GARBAGE ROOM: 4m x 5.3m (BASEMENT LEVEL)
COMMERCIAL GARBAGE ROOM: 2.8m x 7.1m (BASEMENT LEVEL)
C.A.C.F. ROOM (L1)
SKYLIGHTS
EXIT STAIR (SUB BASEMENT TO L12)
EXIT STAIR (SUB BASEMENT TO L12 MECHANICAL PENTHOUSE)
L1 : FLOOR LEVEL CHANGE
L12 (AMENITY SPACE) ROOF EDGE
L13 : OUTLINE OF MECHANICAL SCREEN WALL
L13 : OUTLINE OF MECHANICAL PENTHOUSE
L2-L11 : OUTLINE MAIN BUILDING AT REAR FACADE
L1 : OUTLINE GROUND FLOOR
L12 : OUTLINE OF AMENITY SPACE
L3-L11 : OUTLINE MAIN BUILDING AT ALBERT FACADE
L2 : OUTLINE 2ND FLOOR AT ALBERT FACADE
PART 1 PLAN 5R-4534
PART 2 PLAN 5R-4534 cr664126
PART 1 PLAN 5R-8164 PIN 04112 – 0145
PART 2 PLAN 5R-8164 PIN 04112-0095
PART 9 PLAN 4R-19948 PIN 04112-0146
JOB BENCHMARK Control Monument No. 2011-0064 on Concrete Sidewalk Elevation = 72.625
ALBERT STREET REGIONAL ROAD No. 42
LIMIT OF ALBERT STREET PIN 04112
CONFIRMED per plan D-52 (BA – 1701) – 0076
C/L of Constructed Road
Approximate Crown of Road
A L B E R T S T R E E T
BUS LANE
REGISTERED
By-law 202-287, Inst. oc127419
By-law 166-1985 Inst. n296930
#150mm Watermain
#200mm Watermain
#300mm Combined Sewer
#542mm Hydro
#100mm Hydro
Concrete Cub
Concrete Sidewalk
Metal Canopy
Bell Chamber
Bus Shelter
Metal Grate – Drainage
Interlock
Curb
Concrete Wall
Parking Garage Foundation Wall (No. 473)
Concrete Curb (North Face Noted)
Concrete Step
Concrete Pad
Above Ground Vent Structure
Flashing 0.1 East
Foundation Wall (No. 415) 0.13 East
Brick extension 0.02 East
No. 415 12 STOREY BUILDING
No. 434 MULTI STOREY BUILDING
11 STOREY BRICK BUILDING
Brick Extension (No. 415) 0.10 West
Building (No. 415) 0.02 East Per P2
Facade (No. 415) 0.14 West
Covered Walkway
Doorsill Elev=74.34
2nd Storey 0.05 North 0.12 West
Northeast Corner 0.07 South, 0.09 West
Northeast Corner of Parking Garage (No. 473) ±to Line North/South
0.14 West (To East Edge of Curb)
0.19 West (To Main Foundation Wall)
Northeast Corner 0.07 South (P2)&Meas. 1.47 East
Northeast Corner 0.05 South, 0.09 West
Curb 0.32 North
Curb 0.39 North
Foundation 0.15 East
Concrete Finish 0.02 North 0.07 East (P3)&Accepted
Concrete Finish ±to Line
Face of Concrete Finish (P1,P2)&Meas.
Limit of Underground Garage
Gate over Ramp (Open)
Gate over Ramp (Closed)
Overhead Door
Elev=73.20
Elev=72.59
Elev=82.59
Elev=82.9
Elev=82.5A
Elev=72.50
Elev=72.86
Elev=74.06
Elev=71.58
Elev=73.91
Elev=73.54
Elev=73.37
Elev=73.32
Elev=73.70
Elev=74.13
Elev=74.07
Elev=74.08
Elev=74.09
Elev=74.34
Elev=74.44
Elev=74.45
Elev=74.46
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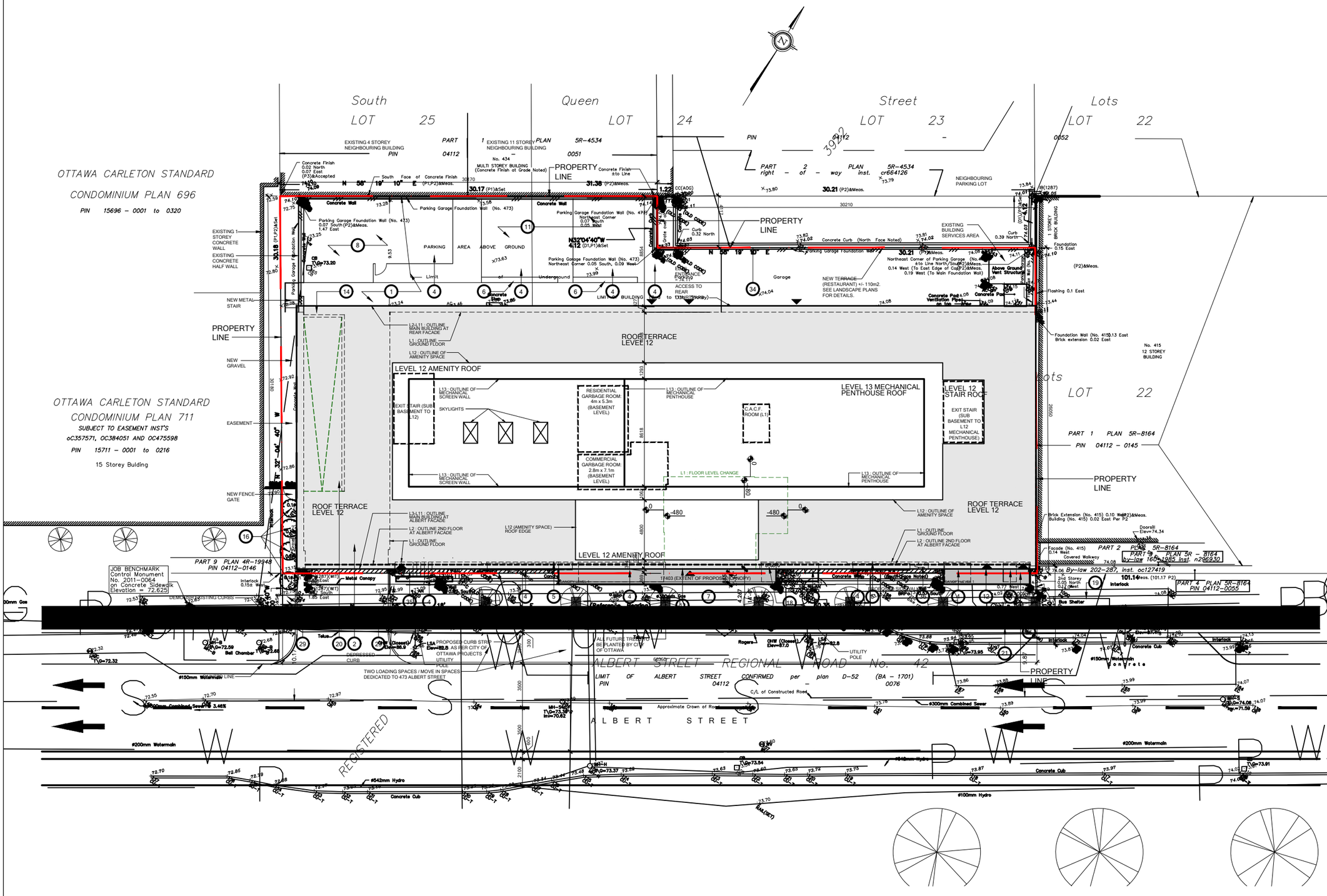
Elev=74.79
Elev=74.80
Elev=74.81
Elev=74.82
Elev=74.83

Attachment 3

Proposed Site Plan - Albert Street Revitalization Frontage



Notes:

REV:	DESCRIPTION:	BY:	DATE:
A	description	by	xx/xx/xx

STATUS: status

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13 Markham Ave
Ottawa, ON
K2G 3Z1
(343) 999-9117

CLIENT: InterRent No. 3 Limited Partnership
485 Bank St. Suite 207
Ottawa, ON
K2P 1Z2

ARCHITECT: Linebox Studio
126 York Street, Suite 503
Ottawa, ON
K1N 5T5

SITE: 473 Albert Street

TITLE: Site Plan - Future

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2019-12-03		

PROJECT NO:	DRAWING NO:	REVISION:
2019-20	002	

SITE PLAN