

**CARLING APARTMENTS  
1940 CARLING AVENUE  
OTTAWA, ONTARIO**

**TIA - STRATEGY DOCUMENT - ADDENDUM**

September 13, 2022

Prepared for:

2704183 Ontario Ltd.

740 TIS Addendum\_1.doc

**D. J. Halpenny & Associates Ltd.**

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**INTRODUCTION**

The owner of the property at 1940 Carling Avenue has retained D. J. Halpenny & Associates Ltd. to prepare a Transportation Impact Assessment report (TIA) for the Carling Avenue apartments. The development will consist of 64 rental apartment units. A TIA report was prepared dated February 18, 2022 which examined the impact of the apartment development on the surrounding roads and intersections.

This Addendum will be responding to City staff comments listed in the Site Plan Control Application Comments letter dated March 21, 2022 by Laurel McCreight, Planner. The comments were prepared following a review of the February 18, 2022 TIA report and are addressed in Comments 30 to 35 compiled by Transportation Engineering Services. The comments will be addressed in the following responses using the same number as presented in the March 21, 2022 letter.

**SITE PLAN CONTROL APPLICATION COMMENTS**

30. Comment: *Element 4.1.2 of the report states that large moving trucks would be temporarily parked in the curb side lane to load and unload and on the future bus/cycling lane on Carling Avenue. This is not supported as buses and cyclists would be forced to shift to the centre EB lane while trucks are stopped. The moving trucks must be accommodated on the site.*

Response: The TIA Element 4.1.2 discusses the circulation of traffic within the site and states that garbage trucks and small service vehicles can be accommodated on site. With a small parcel of land with an area of 1,451.03 m<sup>2</sup>, large moving trucks cannot be accommodated on site and must temporarily park in the outside lane of Carling Avenue in front of the main entrance to the building. Although infrequent, the large moving trucks (tractor-semitrailer) would block the outside lane. The May 10, 2017 traffic counts at the Carling/Iroquois intersection recorded during the peak AM hour 1 bicycle traveled eastbound past the site and during the peak PM hour 6 bicycles travelled past the site. With OC Transpo Frequent Route 85 travelling eastbound past the site with 15 minute service during the peak AM and PM hours, the large trucks would produce a minor impact on the operation of the eastbound lanes on Carling Avenue.

31. Comment: *Ensure that the provision and design of accessible parking is consistent with the AODA IASR Type A for one accessible parking space.*

Response: Not applicable to the TIA report.

32. Comment: *Show the full right of way requirement for Carling Avenue (22.25m) on the site plan. Ensure that building setbacks, retaining walls, parking spaces, etc. do not conflict with the full ROW widening requirement for Carling Avenue.*

Response: Not applicable to the TIA report.

33. Comment: *The segment MMLOS values from Table 4.1 are for future conditions. Existing conditions MMLOS should also be provided. Regarding the BLOS value, even in future conditions with a bike lane, an operating speed of 70 km/h (60 km/h + 10 km/h) would yield a BLOS of E not C.*

Response: Table 4.1 (Revised) presents a summary of the Carling Avenue MMLOS past the site for both the 2029 traffic and lane configuration as discussed in the February 18, 2022 TIA, and the existing 2017 traffic counts and lane configuration.

The BLOS for Carling Avenue for 2029 is a LOS C for a 70 km/h operating speed. Both the MMLOS Guidelines Addendum and the Multi-Modal Level of Service (MMLoS) Worksheets Version 1.0 Beta spread sheet from the City of Ottawa show the operating speed for a LOS C to be between “>50 and 70 km/h”

**TABLE 4.1 (Revised)**  
**MULTI-MODAL (MMLOS) SEGMENT SUMMARY TABLE - Carling Ave.**

STREET SEGMENT	Level of Service (LOS) – 2017 (2029)				
	Pedestrian	Bicycle	Transit	Auto	Truck
Calculated (Exhibit 4.1)	E (D)	F (C)	D (B)	-	A (A)
Target	(C)	(C)	(C)	-	(D)

34. Comment: *In Table 4.5, both Carling Ave intersections have a BLOS target B due to the minor road cycling designations (Iroquois Road and Sherbourne Road are both designated as cycling local routes).*

Response: The BLOS target was determined from Exhibit 22 of the Multi-Modal Level of Service Guidelines. The target was for an Arterial Mainstreet Zone designation. The BLOS was determined for a Spine Route which both Carling

Avenue and Maitland Avenue are designated as resulting in a BLOS target of C. Table 4.5 was not revised by this Addendum.

35. Comment: *To encourage transit usage, providing a prepaid Presto pass is a proven tool.*

Response: Not applicable to the TIA report.

Prepared by:

*David J. Halpenny*

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