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Proposed Multi-Use Development 137-141 George Street, 110-116 York Street, and 321-325 Dalhousie Street

Transportation Impact Assessment

**Proposed Multi-Use Development
137-141 George Street, 110-116 York Street,
and 321-325 Dalhousie Street
Transportation Impact Assessment**

Prepared By:

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January 2025

Novatech File: 112142
Ref: R-2023-169

January 24, 2025

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Ave. W., 4th Floor
Ottawa, Ontario K1P 1J1

Attention: Mr. Wally Dubyk
Transportation Project Manager, Infrastructure Approvals

Dear Mr. Dubyk:

Reference: 137-141 George Street, 110-116 York Street, and 321-325 Dalhousie Street
Transportation Impact Assessment
Novatech File No. 112142

We are pleased to submit the following Transportation Impact Assessment (TIA), in support of Site Plan Control applications at the above addresses, for your review and signoff. The structure and format of this report is in accordance with the City of Ottawa's *Revised Transportation Impact Assessment Guidelines* (June 2023).

If you have any questions or comments regarding this report, please feel free to contact Brad Byvelds, or the undersigned.

Yours truly,

NOVATECH



Joshua Audia, P.Eng.
Project Engineer | Transportation



Certification Form for Transportation Impact Assessment (TIA) Study Program Manager

TIA Plan Reports

On April 14, 2022, the Province's Bill 109 received Royal Assent providing legislative direction to implement the More Homes for Everyone Act, 2022 aiming to increase the supply of a range of housing options to make housing more affordable. Revisions have been made to the TIA guidelines to comply with Bill 109 and streamline the process for applicants and staff.

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 they meet the four criteria listed below.

Certification

- 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 (Update Effective July 2023);
- 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;
- 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

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Transportation Engineering Services
Planning, Real Estate and Economic Development
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Revision Date: June, 2023

Transportation Impact Assessment Guidelines

I am either a licensed or registered¹ professional in good standing, whose field of expertise [check appropriate field(s)]:

is either transportation engineering

or transportation planning.

Dated at this day of , 20.

(City)

Name:

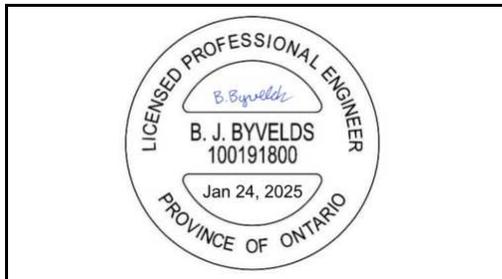
Professional Title:

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Signature of Individual certifier that they meet the above four criteria

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Stamp



¹ 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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EXECUTIVE SUMMARY

This Transportation Impact Assessment (TIA) has been prepared in support of Site Plan Control applications for the property located at 137-141 George Street, 110-116 York Street, and 321-325 Dalhousie Street. The subject site is approximately 1.15 acres in area, and is currently occupied by a two-storey commercial building and surface parking.

A Community Transportation Study/Transportation Impact Study (CTS/TIS) was prepared in 2013 in support of the 137-141 George Street, 110 York Street, and 321-325 Dalhousie Street property. The development at that time included a 14-storey hotel with 187 rooms, a 22-storey residential condominium with 282 units and approximately 11,800ft² of commercial space. The hotel has since been constructed (Andaz Hotel), and the residential building has been approved and recently initiated construction.

In 2018, a TIA was prepared in support of a Zoning By-law Amendment application for a 128 room expansion to the Andaz hotel on the 110 York Street site. Since approval of this zoning application, the proponent has purchased the adjacent 116 York Street site and the hotel expansion is being proposed on the two adjoining sites in lieu of the previously proposed expansion on 110 York Street only.

The subject site is surrounded by the following:

- York Street, followed by residential uses to the north,
- George Street, followed by commercial uses to the south,
- Future high-rise residential and existing commercial uses to the east, and
- The existing Andaz hotel and Dalhousie Street to the west.

The proposed development includes a 17-storey expansion of the existing Andaz hotel, which is located at 325 Dalhousie Street (i.e. immediately west of the subject site), and an expansion of the approved parking garage at 137-141 George Street and 321-325 Dalhousie Street. The extension of the parking garage will be completed as part of the 137-141 George Street residential development, which is currently under construction. The parking garage will contain a total of 307 parking spaces within four underground levels. The hotel expansion will be constructed following the residential building, and will include 154 additional hotel rooms.

A full-movement driveway to George Street was previously approved as part of the 137-141 George Street, 321-325 Dalhousie Street, and 110 York Street application described above. This driveway will provide access to a four-level underground parking garage that will serve both the existing Andaz hotel and proposed hotel expansion, as well as the proposed 22-storey residential building at 137-141 George Street. Hotel loading/deliveries and a second proposed garage ramp will be accessed via Dalhousie Street, immediately south of the existing Andaz hotel building.

The subject site is located within the 'ByWard Market' special district on Schedule B2 of the City of Ottawa's Official Plan. The implemented zoning for the property is 'Mixed-Use Downtown' (MD2), and the site is not located in any Community Design Plan or Secondary Plan areas. All boundary streets are located within the ByWard Market Public Realm Plan.

The study area for this report includes the boundary roadways Dalhousie Street, York Street, and George Street, as well as the following intersections:

- Dalhousie Street/York Street
- Dalhousie Street/George Street

The selected time periods for this TIA are the weekday AM and PM peak hours, as they represent the 'worst case' combination of site generated traffic and adjacent street traffic. This TIA considers the buildout year 2026 and five-year horizon 2031.

The conclusions and recommendations of this TIA can be summarized as follows:

Site-Generated Traffic

- The proposed development is estimated to generate 90 person trips (including 14 vehicle trips) during the AM peak hour, and 110 person trips (including 16 vehicle trips) during the PM peak hour.

Access Design

- A previously-approved full-movement driveway to George Street and a proposed full-movement driveway to Dalhousie Street will provide access to an underground parking garage that will serve the both the existing Andaz hotel and expansion, as well as the proposed 22-storey residential building at 137-141 George Street. The previously approved parking garage will be expanded to the west under the hotel at the 110-116 York Street property. Hotel loading/deliveries will access the site via the proposed Dalhousie Street access, immediately south of the existing Andaz hotel building. As the access to George Street has been previously approved, it has not been reviewed in this TIA.
- The proposed access to Dalhousie Street generally meets the provisions of the *Private Approach By-Law (PABL)*, except for Section 25(1)(p). This section identifies a minimum separation requirement of 3m between a private approach and the nearest property line, as measured at the street line. The proposed access will be adjacent to the existing Andaz building, but will be used by the hotel and the proposed expansion. Therefore, it is requested that the requirement be waived. The access will be separated from the southern property line by greater than 3m, meeting the requirement.

Development Design and Parking

- Entrances to the hotel expansion will connect to the existing sidewalk on York Street, connecting to the pedestrian network throughout the study area and the ByWard Market.
- The hotel zone on Dalhousie Street in front of the existing Andaz Hotel entrance will be maintained. A new curb ramp will be provided to provide improved accessibility within the hotel zone.
- The subject site is within a five-minute (400m) walk of bus stops on Dalhousie Street, Murray Street, Rideau Street, Sussex Drive, and King Edward Avenue, and within a 600m walk of Rideau LRT Station.
- All applicable required Transportation Demand Management (TDM)-supportive design and infrastructure measures in the TDM checklist are met.

- Loading will be internalized and accessed via the proposed driveway to Dalhousie Street. Two loading spaces are proposed adjacent to the south side of the hotel, and adjacent to the north side of the drive aisle leading to the underground parking garage. Loading trucks will drive forward into the Dalhousie Street access, turn around within the site, and drive forward out of the site. Garbage collection is also anticipated to occur within the proposed loading spaces.
- No on-site fire route is proposed as part of the development (i.e. fire trucks responding at the proposed development will be curbside on York Street).
- The proposed parking supply meets the minimum and maximum vehicle parking requirements, minimum bicycle parking requirements, and minimum loading requirements.

Boundary Streets

- The results of the segment MMLOS review can be summarized as follows:
 - No boundary streets meet the target pedestrian level of service (PLOS);
 - All boundary streets meet the target bicycle level of service (BLOS);
 - Dalhousie Street achieves a transit level of service (TLOS) E;
 - Dalhousie Street meets the target truck level of service (TkLOS).
- Dalhousie Street achieves a PLOS B on both sides of the roadway. The target PLOS A is only achievable if the operating speed is reduced to less than 30 km/h.
- York Street achieves a PLOS B on the north side of the roadway and a PLOS A on the south side of the roadway. A minimum sidewalk width of 3.0m is required to achieve the target PLOS A, based on observed peak hour pedestrian volumes. These improvements are likely to be addressed based on the planned modifications for York Street, per the *ByWard Public Realm Plan*.

Transportation Demand Management

- The following TDM measures will be considered by the proponent:
 - Display local area maps with walking/cycling access routes and key destinations at major entrances;
 - Display relevant transit schedules and route maps at entrances;
 - Provide on-site amenities/services to minimize mid-day or mid-commute errands.
- The proposed development is recommended from a transportation perspective.

1.0 SCREENING

1.1 Introduction

This Transportation Impact Assessment (TIA) has been prepared in support of Site Plan Control applications for the property located at 137-141 George Street, 110-116 York Street, and 321-325 Dalhousie Street. The subject site is approximately 1.15 acres in area, and is currently occupied by a two-storey commercial building and surface parking.

A Community Transportation Study/Transportation Impact Study (CTS/TIS) was prepared in 2013 in support of the 137-141 George Street, 110 York Street, and 321-325 Dalhousie Street property. The development at that time included a 14-storey hotel with 187 rooms, a 22-storey residential condominium with 282 units and approximately 11,800ft² of commercial space. The hotel has since been constructed (Andaz Hotel), and the residential building has been approved and recently initiated construction.

In 2018, a TIA was prepared in support of a Zoning By-law Amendment application for a 128 room expansion to the Andaz hotel on the 110 York Street site. Since approval of this zoning application, the proponent has purchased the adjacent 116 York Street site and the hotel expansion is being proposed on the two adjoining sites in lieu of the previously proposed expansion on 110 York Street only.

The subject site is surrounded by the following:

- York Street, followed by residential uses to the north,
- George Street, followed by commercial uses to the south,
- Future high-rise residential and existing commercial uses to the east, and
- The existing Andaz hotel and Dalhousie Street to the west.

An aerial of the vicinity around the subject site is provided in **Figure 1**.

1.2 Proposed Development

The proposed development includes a 17-storey expansion of the existing Andaz hotel, which is located at 325 Dalhousie Street (i.e. immediately west of the subject site), and an expansion of the approved parking garage at 137-141 George Street and 321-325 Dalhousie Street. The extension of the parking garage will be completed as part of the 137-141 George Street residential development, which is currently under construction. The parking garage will contain a total of 307 parking spaces within four underground levels. The hotel expansion will be constructed following the residential building, and will include 154 additional hotel rooms.

A full-movement driveway to George Street was previously approved as part of the 137-141 George Street, 321-325 Dalhousie Street, and 110 York Street application described above. This driveway will provide access to a four-level underground parking garage that will serve both the existing Andaz hotel and proposed hotel expansion, as well as the proposed 22-storey residential building at 137-141 George Street. Hotel loading/deliveries and a second proposed garage ramp will be accessed via Dalhousie Street, immediately south of the existing Andaz hotel building.

Figure 1: View of the Subject Site



The subject site is located within the 'ByWard Market' special district on Schedule B2 of the City of Ottawa's Official Plan. The implemented zoning for the property is 'Mixed-Use Downtown' (MD2), and the site is not located in any Community Design Plan or Secondary Plan areas. All boundary streets are located within the ByWard Market Public Realm Plan.

A copy of the site plan is included in **Appendix A**.

1.3 Screening Form

The City's 2017 TIA Guidelines identify three triggers for completing a TIA report, including trip generation, location, and safety. The criteria for each trigger are outlined in the City's TIA Screening Form, which is included in **Appendix B**. The trigger results are as follows:

- Trip Generation Trigger – The development is anticipated to generate more than 60 peak hour person trips; further assessment is **required** based on this trigger.
- Location Triggers – The development is located in a Protected Major Transit Station Area and a Design Priority Area; further assessment is **required** based on this trigger.
- Safety Triggers – The access locations are within 150m of Dalhousie Street/York Street and Dalhousie Street/George Street; further assessment is **required** based on this trigger.

2.0 SCOPING

2.1 Existing Conditions

2.1.1 Roadways

All roadways within the study area fall under the jurisdiction of the City of Ottawa.

Dalhousie Street is a collector roadway that generally runs on a north-south alignment between Boteler Street and Besserer Street. Within the study area, Dalhousie Street has a two-lane undivided urban cross-section, sidewalks on both sides of the roadway, and a posted speed limit of 30 km/h. South of St. Patrick Street, Dalhousie Street is designated as a truck route, allowing full loads. Street parking is permitted in select areas on both sides of Dalhousie Street, and is restricted to two-hour parking from 8:30am to 5:30pm each day.

York Street is a local roadway that generally runs on an east-west alignment, starting at Sussex Drive and terminating approximately 130m east of Beausoleil Drive, with a discontinuity at King Edward Avenue. Within the study area, York Street has a two-lane urban cross-section that is undivided from Dalhousie Street to the subject site, and divided east of the subject site. Sidewalks are provided on both sides of York Street, and the roadway has a posted speed limit of 30 km/h. York Street is not designated as a truck route. West of Dalhousie Street, perpendicular parking spaces are provided on the north side and parallel parking spaces are provided on the south side. East of Dalhousie Street, parallel parking spaces curbside and angle parking spaces in the centre median are provided. In all cases, parking is restricted to two-hour parking from 8:30am to 5:30pm each day.

George Street is a local roadway that generally runs on an east-west alignment between Sussex Drive and King Edward Avenue. Within the study area, George Street has a two-lane urban undivided cross-section, sidewalks on both sides of the roadway, and a posted speed limit of 30 km/h. Between Dalhousie Street and Cumberland Street, George Street is designated as a truck route, allowing full loads. Street parking is permitted in select areas on George Street, and is restricted to two-hour parking from 8:30am to 5:30pm each day.

The roadway of the greater area surrounding the subject site is illustrated in **Figure 2**.

Figure 2: Roadway Network



2.1.2 Intersections

Dalhousie Street/York Street

- Signalized four-legged intersection
- North/South Approaches (Dalhousie Street): one shared left turn/through/right turn lane
- East/West Approaches (York Street): one shared left turn/through/right turn lane
- Standard crosswalks on all approaches



Dalhousie Street/George Street

- Signalized four-legged intersection
- North Approach (Dalhousie Street): one shared left turn/through lane and one right turn lane
- South Approach (Dalhousie Street): one left turn lane and one shared through/right turn lane
- East Approach (George Street): one shared left turn/through/right turn lane
- West Approaches (George Street): one left turn lane and one shared through/right turn lane
- Zebra-striped crosswalks on all approaches (not shown in aerial)



2.1.3 Driveways

In accordance with the *TIA Guidelines*, a review of the existing adjacent driveways along the boundary roads are provided as follows:

Dalhousie Street, east side

- No driveways

Dalhousie Street, west side

- One driveway to a hotel at 350 Dalhousie Street

George Street, north side

- One driveway to public parking at 93 George Street
- One egress to a hotel at 350 Dalhousie Street
- One driveway to commercial uses at 171 George Street
- One driveway to residential uses at 179 George Street

George Street, south side

- One driveway to residential uses at 90 George Street
- Seven driveways to public parking lots within George Street ROW (between William Street and Cumberland Street)

2.1.4 Pedestrian and Cycling Facilities

Sidewalks are provided on both sides of Dalhousie Street, York Street, and George Street. In the greater area, sidewalks are generally provided on both sides of all streets within the ByWard Market. For cyclists, an existing bike lane on the west side of Cumberland Street is provided between George Street and Besserer Street. A new northbound cycle track was recently constructed on the east side of Cumberland Street between Rideau Street and George Street.

In the City of Ottawa’s primary cycling network, Dalhousie Street, York Street, and George Street do not have any cycling route designations. Based on the *City’s Transportation Master Plan Part 1 (2023)*, the nearest crosstown bikeway routes to the subject site include St. Patrick Street and Murray Street to the north, Cumberland Street to the east, and Sussex Drive to the west.

The existing pedestrian and cycling network of the greater area surrounding the subject site is illustrated in **Figure 3**.

Figure 3: Pedestrian and Cycling Network



2.1.5 Area Traffic Management

Within the study area, there are no Neighbourhood Traffic Calming studies that are in progress.

Area speed limit signs are posted on all study area roadways, indicating that all streets within the ByWard Market have a speed limit of 30 km/h. Centreline flex posts have been installed on Dalhousie Street north of Guigues Avenue (i.e. north of the study area). A bulbout and planter has been installed on the east side of Dalhousie Street immediately north of the existing loading/parking access serving the Andaz hotel, which narrows the roadway and delineates a 15-minute hotel zone between the bulbout and York Street.

2.1.6 Transit

The locations of relevant OC Transpo bus stops in the vicinity of the subject site are described in **Table 1**, and are shown in **Figure 4**. A summary of the various routes which serve the study area is included in **Table 2**. Detailed route information and an excerpt from the OC Transpo System Map are included in **Appendix C**.

Table 1: OC Transpo Transit Stops

Stop	Location	Routes Served
#2351	South side of Rideau Street, west of Cumberland Street	7, 12, 14, 15, 18, 616, 624
#3009	O-Train station, located under Rideau Street	1
#3009	A North side of Rideau Street, west of Dalhousie Street	5, 6, 7, 12, 14, 15, 18, 57, 61, 75, 114, 615, 616
	B North side of Rideau Street, east of Sussex Drive	5, 6, 7, 12, 14, 15, 18, 39, 45, 97, 602, 616, 624
	C East side of Colonel By Drive, south of Rideau Street	9
#6837	East side of Dalhousie Street, south of Clarence Street	6, 602
#6838	West side of Dalhousie Street, north of York Street	6, 9, 602
#7576	West side of Dalhousie Street, north of Rideau Street	6, 9, 602
#7596	North side of Rideau Street, west of Waller Street	7, 12, 14, 15, 18, 615, 616, 624
#8001	East side of Sussex Drive, south of Murray Street	9
#8974	East side of King Edward Avenue, south of York Street	56
#8977	West side of King Edward Avenue, south of York Street	56

Figure 4: OC Transpo Bus Stop Locations

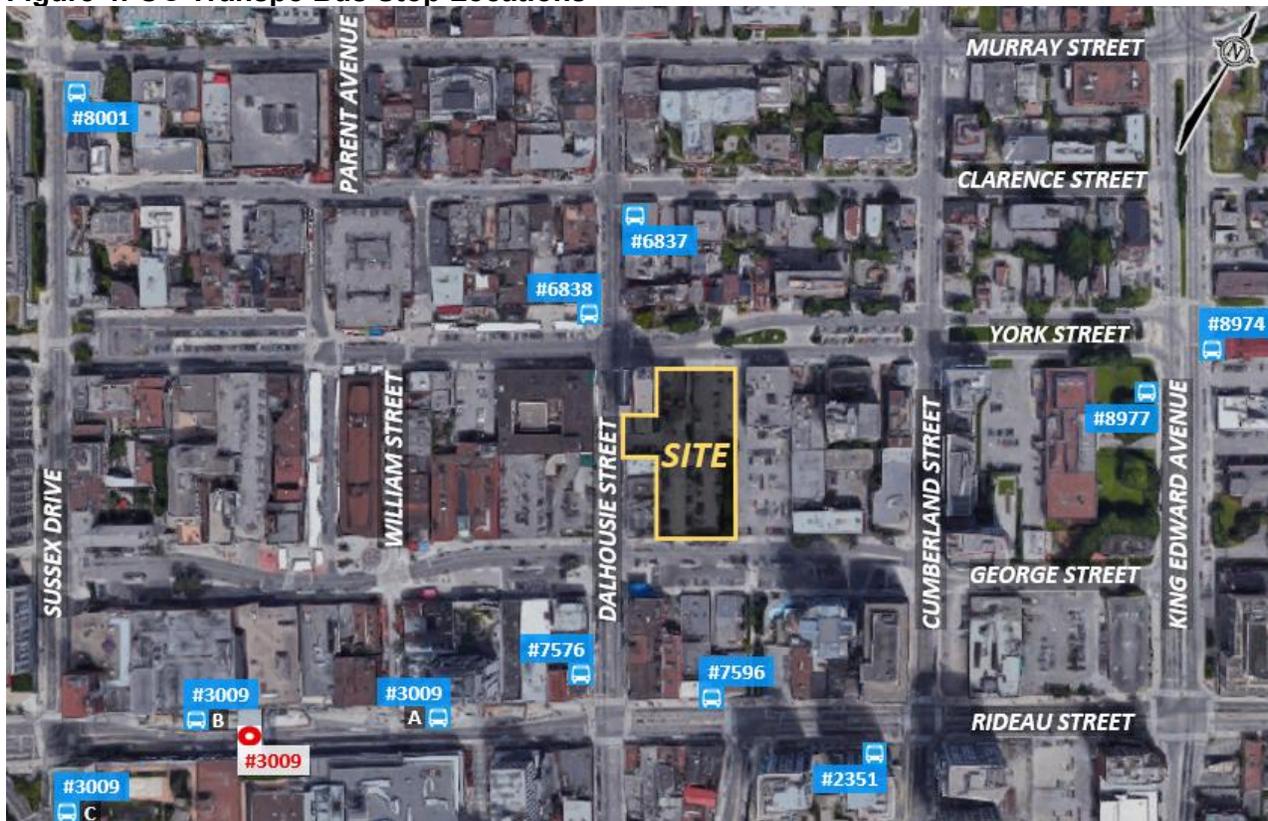


Table 2: OC Transpo Route Information

Route	From ↔ To	Frequency
1	Tunney's Pasture ↔ Blair (O-Train Line 1)	All day LRT service, seven days a week; 5- to 10-minute headways
5	Billings Bridge ↔ Rideau	All day service, seven days a week; 30-minute headways
6	Rockcliffe ↔ Greenboro	All day service, seven days a week; 15- to 30-minute headways
7	Carleton ↔ St. Laurent	All day service, seven days a week; 8- to 30-minute headways
9	Rideau ↔ Hurdman	All day service, seven days a week; 15- to 30-minute headways
12	Parliament ↔ Blair	All day service, seven days a week; 15- to 30-minute headways
14	St. Laurent ↔ Tunney's Pasture	All day service, seven days a week; 15- to 30-minute headways
15	Gatineau ↔ Blair	Peak period service, Monday to Friday; 15-minute headways
18	St. Laurent ↔ Parliament	All day service, seven days a week; 30-minute headways
56	Civic / King Edward ↔ Tunney's Pasture	12-hour service, seven days a week; 15- to 60-minute headways
39	Millennium ↔ Blair / La Cité	Only serves Rideau Station overnight, as these routes operate as an extension of O-Train Line 1 when the LRT is not running
45	Hospital ↔ Hurdman	
57	Bayshore / Crystal Bay ↔ Tunney's Pasture	
61	Terry Fox / Stittsville ↔ Tunney's Pasture / Gatineau	
75	Cambrian / Barrhaven Centre ↔ Tunney's Pasture / Gatineau	
97	Airport ↔ Hurdman	
114	Carlington ↔ Rideau	Select times only, Monday to Friday
602	Mackenzie King ↔ De La Salle H.S.	Service at select times on school days only
615	Parliament ↔ Lester B. Pearson H.S.	
616	Parliament ↔ Gloucester H.S.	
624	Rideau ↔ Gloucester H.S.	

Existing transit priority measures are implemented along Rideau Street, in the form of shared transit/ bike lanes in both directions. Additionally, the parking lane along southbound King Edward Avenue (from Bruyère Street to George Street) operates as a shared transit/bike lane during the PM peak period (3:30pm to 5:30pm on weekdays).

2.1.7 Existing Traffic Volumes

Weekday traffic counts completed by the City of Ottawa were used to determine the existing pedestrian, cyclist, and vehicular traffic volumes at the study area intersections. These counts were completed on the dates listed below:

- Dalhousie Street/York Street August 23, 2022
- Dalhousie Street/George Street March 21, 2019

It is noted that the cycling volumes observed at Dalhousie Street/George Street are lower than typical, as the count was not conducted during the summer months.

Based on the traffic count data collected, the approximate average annual daily traffic (AADT) of Dalhousie Street, York Street, and George Street is estimated as follows. AADT is presented in vehicles per day, or vpd.

- Dalhousie Street (at York Street): 9,910 vpd;
- York Street (at Dalhousie Street): 2,040 vpd;
- George Street (at Dalhousie Street): 3,200 vpd.

All traffic count data previously discussed are included in **Appendix D**. Traffic volumes within the study area are shown in **Figure 5**.

2.1.8 Collision Records

Historical collision data from the last five years available was obtained from the City’s Public Works and Service Department for the study area intersections and midblock segments. Copies of the collision summary reports are included in **Appendix E**.

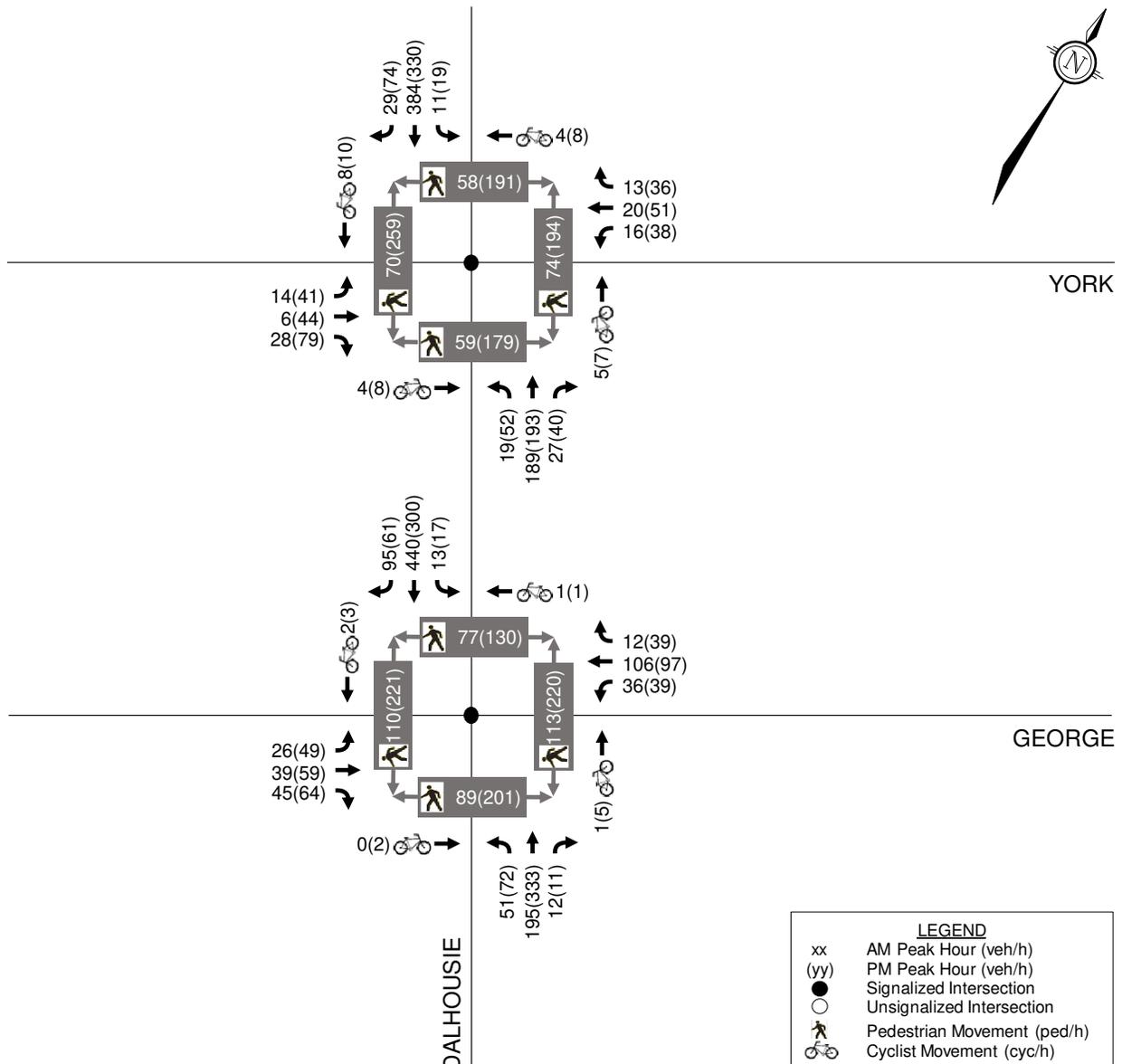
The collision data has been evaluated to determine if there are any identifiable collision patterns, which are defined in the *TIA Guidelines* as ‘more than six collisions in five years’ for any one movement. Therefore, any impact type with seven or more collisions is discussed in further detail. The number of collisions at each intersection from January 1, 2017 to December 31, 2021 is summarized in **Table 3**.

Table 3: Reported Collisions

Intersection or Segment	Impact Types						Total
	Approach	Angle	Rear End	Sideswipe	Turning Movement	SMV ⁽¹⁾ / Other	
Dalhousie Street/ York Street	-	-	4	4	2	6	16
Dalhousie Street/ George Street	1	2	9	6	5	3	26
Dalhousie Street btwn York Street & George Street	-	4	-	3	1	7	15
York Street btwn Dalhousie Street & Cumberland Street	-	4	-	2	1	11	18
George Street btwn Dalhousie Street & Cumberland Street	-	2	-	6	1	4	13

1. SMV = Single Motor Vehicle

Figure 5: Existing Traffic Volumes



Dalhousie Street/York Street

A total of 16 collisions were reported at this intersection over the last five years, of which there were four rear-end impacts, four sideswipe impacts, two turning movement impacts, and six single vehicle/other impacts. Five collisions resulted in injuries, but none caused fatalities. Twelve of the 16 collisions (75%) occurred in poor driving conditions. Three collisions involved pedestrians, and two collisions involved cyclists.

Of the three collisions involving pedestrians, one involved a northbound vehicle travelling through the intersection, one involved an eastbound right-turning vehicle, and one involved a westbound left-turning vehicle. Of the two collisions involving cyclists, one involved an eastbound vehicle sideswiping an eastbound cyclist, and one involved a westbound left-turning vehicle and an eastbound cyclist travelling through.

Dalhousie Street/George Street

A total of 26 collisions were reported at this intersection over the last five years, of which there was one approaching impact, two angle impacts, nine rear-end impacts, six sideswipe impacts, five turning movement impacts, and three single vehicle/other impacts. Six collisions resulted in injuries, but none caused fatalities. Nine of the 26 collisions (35%) occurred in poor driving conditions. Three collisions involved pedestrians, and one collision involved a cyclist.

Of the nine rear-end impacts, four involved northbound vehicles, four involved southbound vehicles, and one involved eastbound vehicles.

Of the three collisions involving pedestrians, one involved a northbound left-turning vehicle, one involved a southbound right-turning vehicle, and one involved an eastbound left-turning vehicle. The collision involving a cyclist was the result of a southbound vehicle sideswiping a southbound cyclist.

Dalhousie Street between York Street and George Street

A total of 15 collisions were reported along this segment over the last five years, of which there were four angle impacts, three sideswipe impacts, one turning movement impact, and seven single vehicle/other impacts. Two collisions resulted in injuries, but none caused fatalities. Seven of the 15 collisions (47%) occurred in poor driving conditions. No collisions involved pedestrians, and one collision involved a cyclist.

Of the seven single vehicle/other impacts, four involved an impact with an unattended vehicle, one involved an impact with a sign pole or parking meter, one involved an impact with the curb, and one was unknown. The collision involving a cyclist was the result of a northbound vehicle sideswiping a northbound cyclist.

York Street between Dalhousie Street and Cumberland Street

A total of 18 collisions were reported along this segment over the last five years, of which there were four angle impacts, two sideswipe impacts, one turning movement impact, and 11 single vehicle/other impacts. Two collisions resulted in injuries, but none caused fatalities. Seven of the 18 collisions (39%) occurred in poor driving conditions. One collision involved a pedestrian, and one collision involved a cyclist.

Of the 11 single vehicle/other impacts, two were reported with unknown parameters, eight involved a vehicle reversing (likely from the angle parking spaces within the median of York Street), and one involved an eastbound left turning vehicle impacting a westbound left turning cyclist (likely at the median break immediately west of the angle parking spaces. In the interest of reducing the frequency of impacts involving a vehicle reversing, consideration could be given to removing the angle parking within the median of this section of York Street. It should be noted that this is envisioned in the *ByWard Market Public Realm Plan*, which is discussed further in Section 2.2.1.

George Street between Dalhousie Street and Cumberland Street

A total of 13 collisions were reported along this segment over the last five years, of which there were two angle impacts, six sideswipe impacts, one turning movement impact, and four single vehicle/other impacts. One collisions resulted in injuries, but none caused fatalities. Eight of the 13 collisions (62%) occurred in poor driving conditions. No collisions involved pedestrians, and one collision involved a cyclist.

2.2 Planned Conditions

2.2.1 Planned Transportation Projects

In the City's *2013 Transportation Master Plan (TMP)*, the Affordable Rapid Transit and Transit Priority (RTTP) Network identifies Rideau Street as a Transit Priority Corridor with Continuous Lanes, and Dalhousie Street-Murray Street-St. Patrick Street as a Transit Priority Corridor with Isolated Measures. For Rideau Street, the *2013 TMP* identifies all-day bus lanes between Sussex Drive and Cumberland Street, and peak-period bus lanes between Cumberland Street and Charlotte Street. For the corridor including Dalhousie Street, the *2013 TMP* identifies transit signal priority and possible parking lane conversion for use by transit.

The 2031 RTTP Network Concept includes additional transit signal priority on King Edward Avenue from Sussex Drive to Rideau Street, which is planned to complement the existing southbound bus lane and further accommodate the large number of buses turning onto Rideau Street.

The *2023 TMP Part 1* includes an Active Transportation Project List (updated to March 2023). Within the vicinity of the subject site, the list identifies future implementation of cycling facilities on Cumberland Street from George Street to St. Patrick Street, and on Murray Street from Sussex Drive to Cumberland Street. City staff have also advised that, as part of the redevelopment at 151 George Street, a pedestrian crossover (PXO) to connect the Waller Mall to the north side of George Street is proposed.

The ByWard Market-Somerset Street East Neighbourhood Bikeway project includes planned cycling improvements along York Street east of Cumberland Street, and along Beausoleil Drive between York Street and Chapel Street. The project seeks to improve connectivity to the ByWard Market, and would permit cyclists on York Street to cross King Edward Avenue, which is currently not permitted without dismounting. Excerpts of the planned modifications to York Street are included in **Appendix F**.

The *ByWard Market Public Realm Plan* identifies significant modifications to York Street and George Street and their intersections with Dalhousie Street, subject to longer-term implementation. While it is anticipated that these modifications will be completed beyond the timeframe of this study, a summary of the planned modifications to Dalhousie Street, York Street, and George Street are summarized as follows, and relevant excerpts of the public realm plan are included in **Appendix F**.

- Within the study area, Dalhousie Street is planned to include enhancements such as additional landscaping and benches, on-street parking lanes defined by mountable curbs, and interlocking paving treatments across the roadway at certain intersections (including York Street and George Street).
- York Street is planned to include a shared promenade on the northern side of the ROW and the roadway on the southern side, with significant landscaping on both sides of the roadway. These modifications will be achieved by removing the central median.
- George Street is planned to include widened pedestrian amenities and significant landscaping on the north side of the ROW. The roadway will be shifted south to be aligned with George Street east of Cumberland Street, by removing the perpendicular parking areas that are currently within the George Street ROW.

2.2.2 Other Area Developments

In proximity of the proposed development, there are multiple other developments that have recently been completed, are under construction, approved, or are in the approval process. Developments significant enough to require a transportation study and distribute new trips through the study area of this TIA are summarized as follows.

110 York Street, 137-141 George Street, and 321-325 Dalhousie Street

A Community Transportation Study/Transportation Impact Study was prepared by Novatech in December 2012, with a TIA addendum prepared by Novatech in July 2018. The 2018 TIA addendum included 282 high-rise dwellings and 11,805 ft² of ground-floor commercial at 137-141 George Street and 321 Dalhousie Street, 187 hotel rooms at 325 Dalhousie Street, and a 11,805 ft² convenience market at 321 Dalhousie Street. The addendum also included a 128-room hotel at 110 York Street, which is being superseded by this TIA. The hotel at 325 Dalhousie Street is complete, and operated as the Andaz hotel.

Above ground, the high-rise residential development at 137-141 George Street has been approved, and proposed changes to the underground parking garage necessitate a separate Site Plan Control application. The proposed hotel expansion and approved high-rise developments will utilize the same accesses to the parking garage at 137-141 George Street (approved) and 321 Dalhousie Street (proposed). The approved development at 137-141 George Street will be constructed prior to the proposed hotel expansion.

245 Rideau Street

A Transportation Brief was prepared by Delcan/Parsons in October 2013, with subsequent addenda submitted in May 2015 and July 2015, in support of a mixed-use development. A TIA addendum dated May 2019 was prepared by Novatech in support of a mixed-use development as well. Most recently, a Traffic Impact Statement dated April 2020 was prepared by Novatech, in support of a solely residential development, with approximately 727 dwellings. This development is currently under construction. The most recent traffic study estimated that the development would generate approximately 243 to 363 person trips during the peak hours.

2.3 Study Area and Time Periods

The study area for this report includes the boundary roadways Dalhousie Street, York Street, and George Street, as well as the following intersections:

- Dalhousie Street/York Street
- Dalhousie Street/George Street

The selected time periods for this TIA are the weekday AM and PM peak hours, as they represent the 'worst case' combination of site generated traffic and adjacent street traffic. This TIA considers the buildout year 2026 and five-year horizon 2031.

2.4 Access Design

A previously-approved full-movement driveway to George Street and a proposed full-movement driveway to Dalhousie Street will provide access to an underground parking garage that will serve the both the existing Andaz hotel and expansion, as well as the proposed 22-storey residential building at 137-141 George Street. The previously approved parking garage will be expanded to the west under the hotel at the 110-116 York Street property. Hotel loading/deliveries will access the site via the proposed Dalhousie Street access, immediately south of the existing Andaz hotel building.

The primary access to vehicle parking is considered to be the approved full-movement driveway to George Street. The extended parking garage and secondary access to Dalhousie Street will be constructed as part of the 137-141 George Street development, with the proposed hotel expansion to follow. The location of the full-movement access to George Street will be in a similar location as an existing gated access to the same parking lot at 137 George Street. As the access to George Street has been previously approved, it has not been reviewed in this TIA.

The proposed access to Dalhousie Street will replace the current temporary parking lot access at 137 George Street. The access will be reconstructed in the same location and will be designed in accordance with City standards. The proposed design of the loading access to Dalhousie Street has been evaluated using the relevant provisions of the City's *Private Approach By-Law* (PABL).

Section 25(1)(a) of the PABL identifies that a maximum of one two-way private approach is permitted for sites with 34m or less of frontage. The proposed loading access to Dalhousie Street meets this requirement.

Section 25(1)(c) of the PABL identifies a maximum width requirement of 9.0m for any two-way private approach, as measured at the street line. The width of the proposed access to Dalhousie Street is approximately 6.0m, meeting this requirement.

Section 25(1)(p) of the PABL identifies a minimum separation requirement of 3m between a private approach and the nearest property line, as measured at the street line. The proposed access will be adjacent to the existing Andaz building, but will be used by the hotel and the proposed expansion. Therefore, it is requested that the requirement be waived. The access will be separated from the southern property line by greater than 3m, meeting the requirement.

Section 25(1)(u) of the PABL identifies that a maximum grade of 2% is permitted for the first 9m inside the property line, for any private approach that serves a parking area of more than 50 parking spaces. This requirement will be met by the proposed access to Dalhousie Street, as a grade of approximately 1.2% is proposed within the first 9m of the Dalhousie Street ROW.

2.5 Development-Generated Travel Demand

2.5.1 Trip Generation

The number of peak hour person trips generated by the proposed development has been estimated using the *ITE Trip Generation Manual, 11th Edition*, which includes the Hotel land use (land use 310). The fitted curve equation has been used in estimating the number of peak hour trips generated by the proposed development. Any trips generated by the existing development have not been subtracted, for the purposes of maintaining a conservative study.

The *TRANS O-D Survey Report* identifies the subject as being located within the Ottawa Centre district. The mode shares for all trips to/from/within Ottawa Centre during the peak hours have been considered for this review, and can be summarized as follows:

- Auto Driver: 29% to 31% during the peak hours;
- Auto Passenger: 8% to 9% during the peak hours;
- Transit: 46% to 47% during the peak hours;
- Cyclist: 3% to 4% during the peak hours;
- Pedestrian: 12% to 13% during the peak hours.

The subject site is located within 600m of Rideau Station, which is served by O-Train Line 1. For the purposes of preparing a TIA, proposed developments within this distance to a rapid transit station are considered to be Transit-Oriented Developments (TOD). TOD mode shares have a significant transit share, given a site’s proximity to rapid transit, and can be summarized as follows:

- Auto Driver: 15% during both peak hours;
- Auto Passenger: 5% during both peak hours;
- Transit: 65% during both peak hours;
- Non-Auto: 15% during both peak hours (assumed 5% cyclist and 10% pedestrian).

The 15% auto driver share has been assumed for this development, with an increase to the auto passenger share to reflect that the site is a hotel and an increased prevalence of pick-ups/drop-offs are anticipated. As the subject site is also located within the ByWard Market, the pedestrian share has also been increased. The transit share has subsequently been decreased. In summary, the assumed mode shares of the proposed development are 15% auto driver, 15% auto passenger, 40% transit, 5% cyclist, and 25% pedestrian.

As the *ITE Trip Generation Manual* estimates trip generation in vehicles per hour, a trip to person trip adjustment factor of 1.28 has been applied, consistent with the City’s *TIA Guidelines*. The estimated number of peak hour trips generated by the proposed hotel expansion are shown in **Table 4** and **Table 5**.

Table 4: Proposed Development – Peak Hour Trip Generation

Land Use	ITE Code	Units	AM Peak Hour (pph ⁽¹⁾)			PM Peak Hour (pph)		
			IN	OUT	TOT	IN	OUT	TOT
Hotel	310	154 rooms	50	40	90	56	54	110

1. pph: Person Trips per Peak Hour

Table 5: Proposed Development – Peak Hour Trips by Mode Share

Travel Mode	Mode Share	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOT	IN	OUT	TOT
Peak Hour Person Trips		50	40	90	56	54	110
Auto Driver	15%	8	6	14	8	8	16
Auto Passenger	15%	8	6	14	8	8	16
Transit	40%	20	16	36	23	21	44
Cyclist	5%	2	2	4	3	3	6
Pedestrian	25%	12	10	22	14	14	28

From the previous tables, the proposed development is estimated to generate 90 person trips (including 14 vehicle trips) during the AM peak hour, and 110 person trips (including 16 vehicle trips) during the PM peak hour.

2.5.2 Trip Distribution and Assignment

As the proposed development is projected to generate 14 to 16 vehicle trips during the peak hours, and no intersection analysis is required per Section 2.6, the site-generated volumes have not been distributed to the study area intersections.

Previous traffic studies in support of 137-141 George Street and 110 York Street estimated a significantly higher number of trips generated by the proposed hotel expansion than presented in this TIA. The 2018 TIA prepared in support of the hotel expansion estimated site-generated volumes of 127 person trips (including 31 vehicle trips) during the AM peak hour and 144 person trips (including 36 vehicle trips) during the PM peak hour. Therefore, no new recommendations for the George Street access are anticipated. Some trips generated by the hotel expansion are anticipated to enter and exit the site via the new Dalhousie Street access.

2.6 Exemptions Review

This module reviews possible exemptions from the final TIA, as outlined in the *TIA Guidelines*. The applicable exemptions for this site are shown in **Table 6**.

Table 6: TIA Exemptions

Module	Element	Exemption Criteria	Status
4.1 Development Design	4.1.2 Circulation and Access	<ul style="list-style-type: none"> Required for site plan control and zoning by-law amendment applications 	Not Exempt
	4.1.3 New Street Networks	<ul style="list-style-type: none"> Required for draft plan of subdivision applications 	Exempt
4.2 Parking	<i>All elements</i>	<ul style="list-style-type: none"> Required for site plan control and zoning by-law amendment applications 	Not Exempt
4.6 Neighbourhood Traffic Calming	<i>All elements</i>	<ul style="list-style-type: none"> If all of the following criteria are met: <ol style="list-style-type: none"> Access is provided to a collector or local roadway Application is for zoning by-law amendment or draft plan of subdivision Development generates more than 75 vehicle trips Site trip infiltration is expected, and site traffic will increase peak hour volumes by 50% or more along the route between the site and an arterial roadway The subject street segment is adjacent to two or more of the following significant sensitive land uses: <ul style="list-style-type: none"> School (within 250m walking distance) Park Retirement/older adult facility Licensed child care centre Community centre 50+% of adjacent properties along the route(s) are occupied by residential lands and at least ten dwellings are occupied 	Exempt

Module	Element	Exemption Criteria	Status
4.7 Transit	4.7.1 Transit Route Capacity	<ul style="list-style-type: none"> Required when proposed development generates more than 75 transit trips 	Exempt
	4.7.2 Transit Priority Requirements	<ul style="list-style-type: none"> Required when proposed development generates more than 75 vehicle trips 	Exempt
4.8 Network Concept	<i>All elements</i>	<ul style="list-style-type: none"> Required when proposed development generates more than 200 person trips during the peak hour in excess of the equivalent volume permitted by established zoning 	Exempt
4.9 Intersection Design	<i>All elements</i>	<ul style="list-style-type: none"> Required when proposed development generates more than 75 vehicle trips 	Exempt

The following modules are included in this TIA report:

- Module 4.1: Development Design
- Module 4.2: Parking
- Module 4.3: Boundary Streets
- Module 4.5: Transportation Demand Management

3.0 BACKGROUND NETWORK TRAVEL DEMAND

3.1 General Background Growth Rate

A review of older traffic counts from 2016 indicate that peak hour traffic volumes for most movements have reduced between 2016 and 2019/2022. The subject site is also located within an inner urban area. For these reasons, no background growth has been applied to the study area roadways Dalhousie Street, York Street, and George Street.

3.2 Other Area Developments

In proximity of the proposed development, there are multiple other developments that have recently been completed, are under construction, approved, or are in the approval process. Based on the City’s Development Application Search Tool, most development applications in the surrounding areas are not significant enough to require a transportation study, and therefore those developments have not been listed in this TIA. Developments significant enough to require a transportation study and distribute new trips through the study area of this TIA are summarized as follows. Relevant excerpts of the traffic studies in support of the below are included in **Appendix G**.

137-141 George Street, 110 York Street, and 321-325 Dalhousie Street

A Community Transportation Study/Transportation Impact Study was prepared by Novatech in December 2012, with a TIA addendum prepared by Novatech in July 2018. The 2018 TIA addendum included 282 high-rise dwellings and 11,805 ft² of ground-floor commercial at 137-141 George Street and 321 Dalhousie Street, 187 hotel rooms at 325 Dalhousie Street, and a 11,805 ft² convenience market at 321 Dalhousie Street. The addendum also included a 128-room hotel at 110 York Street, which is being superseded by this TIA.

245 Rideau Street

A Transportation Brief was prepared by Delcan/Parsons in October 2013, with subsequent addenda submitted in May 2015 and July 2015, in support of a mixed-use development. A TIA addendum dated May 2019 was prepared by Novatech in support of a mixed-use development as well. Most recently, a Traffic Impact Statement dated April 2020 was prepared by Novatech, in support of a solely residential development, with approximately 727 dwellings. This development is currently under construction. The most recent traffic study estimated that the development would generate approximately 243 to 363 person trips during the peak hours.

The projected traffic volumes generated by the other area developments listed above are included in **Figure 6**. These traffic volumes have been added to the existing traffic volumes to represent the 2026/2031 background traffic volumes, which are included in **Figure 7**.

Figure 6: Other Area Development-Generated Traffic Volumes

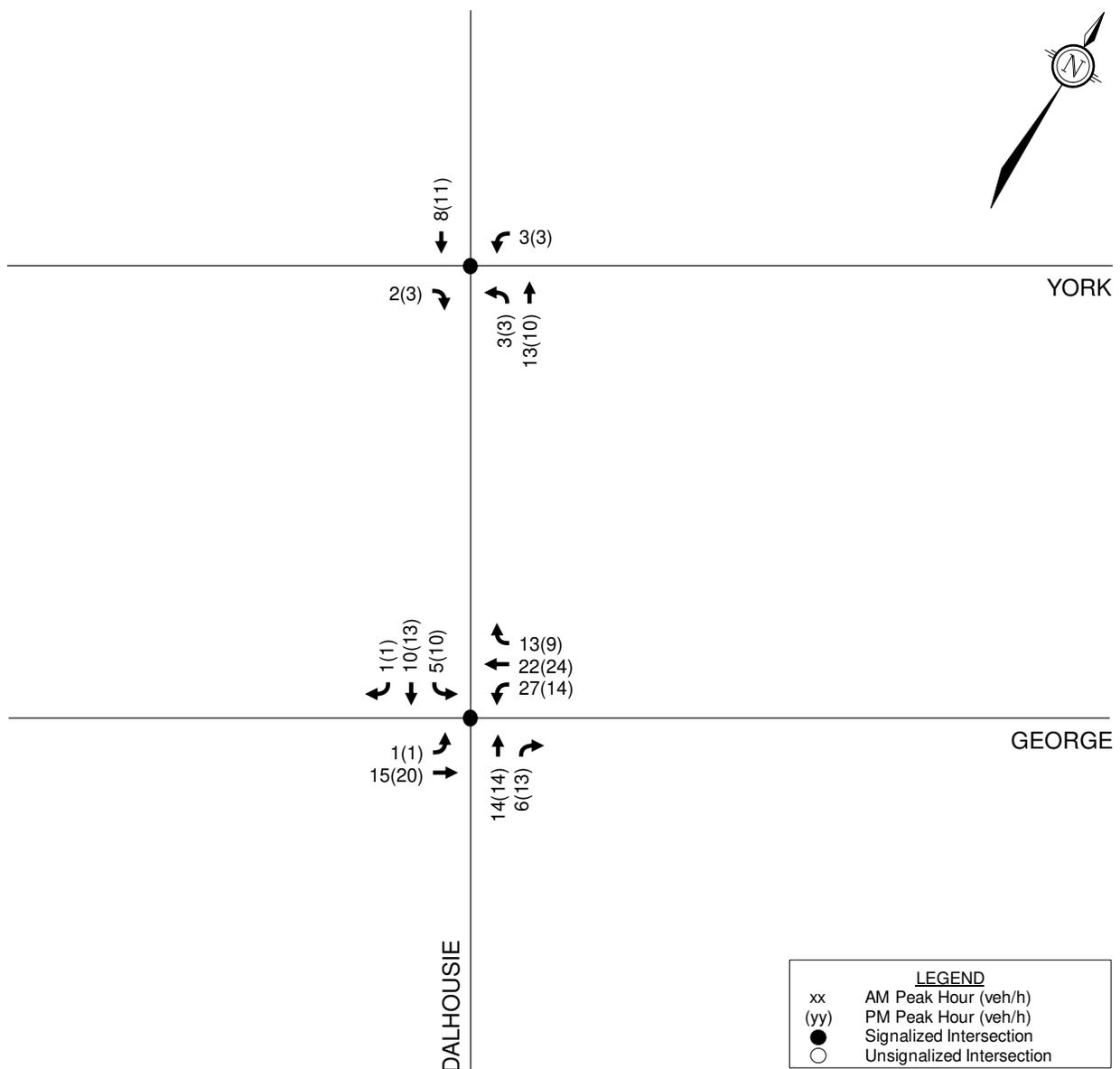
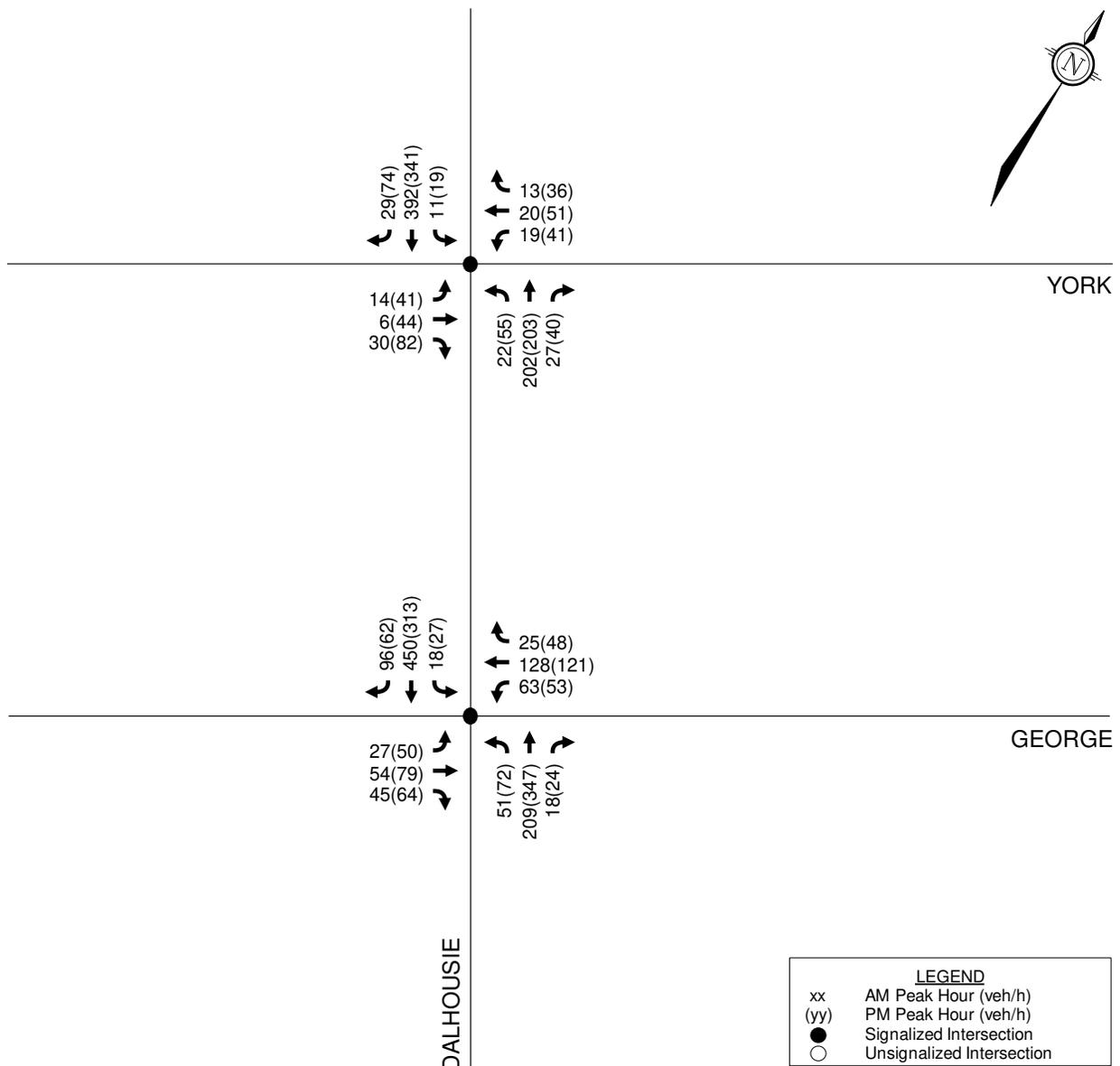


Figure 7: 2026/2031 Background Traffic Volumes



3.3 Demand Rationalization

The Demand Rationalization module includes identifying any locations and approaches where total auto demand is projected to exceed capacity, and what reduction in peak hour volumes are required for demand to meet capacity. However, determining whether any approach has volumes that exceed capacity requires intersection capacity analysis, which is outside the scope of this TIA (as shown in **Table 6**).

4.0 ANALYSIS

4.1 Development Design

4.1.1 Design for Sustainable Modes

Entrances to the hotel expansion will connect to the existing sidewalk on York Street, connecting to the pedestrian network throughout the study area and the ByWard Market.

A total of nine interior bicycle parking spaces for the hotel and 159 interior bicycle parking spaces for the residences are proposed within the underground parking garage. A total of five exterior bicycle parking spaces are proposed for the ground-floor retail spaces at 137-141 George Street.

The hotel zone on Dalhousie Street in front of the existing Andaz Hotel entrance will be maintained. A new curb ramp will be provided to provide improved accessibility within the hotel zone.

The subject site is within a five-minute (400m) walk of bus stops on Dalhousie Street, Murray Street, Rideau Street, Sussex Drive, and King Edward Avenue, and within a 600m walk of Rideau LRT Station. These are served by a multitude of OC Transpo routes, as listed in **Table 2**.

A review of the City's *Transportation Demand Management (TDM)-Supportive Development Design and Infrastructure Checklist* has been conducted. A copy of the non-residential TDM checklist is included in **Appendix H**. All applicable required TDM-supportive design and infrastructure measures in the TDM checklist are met. In addition to the required measures, the following 'basic' or 'better' measures will be included by the development:

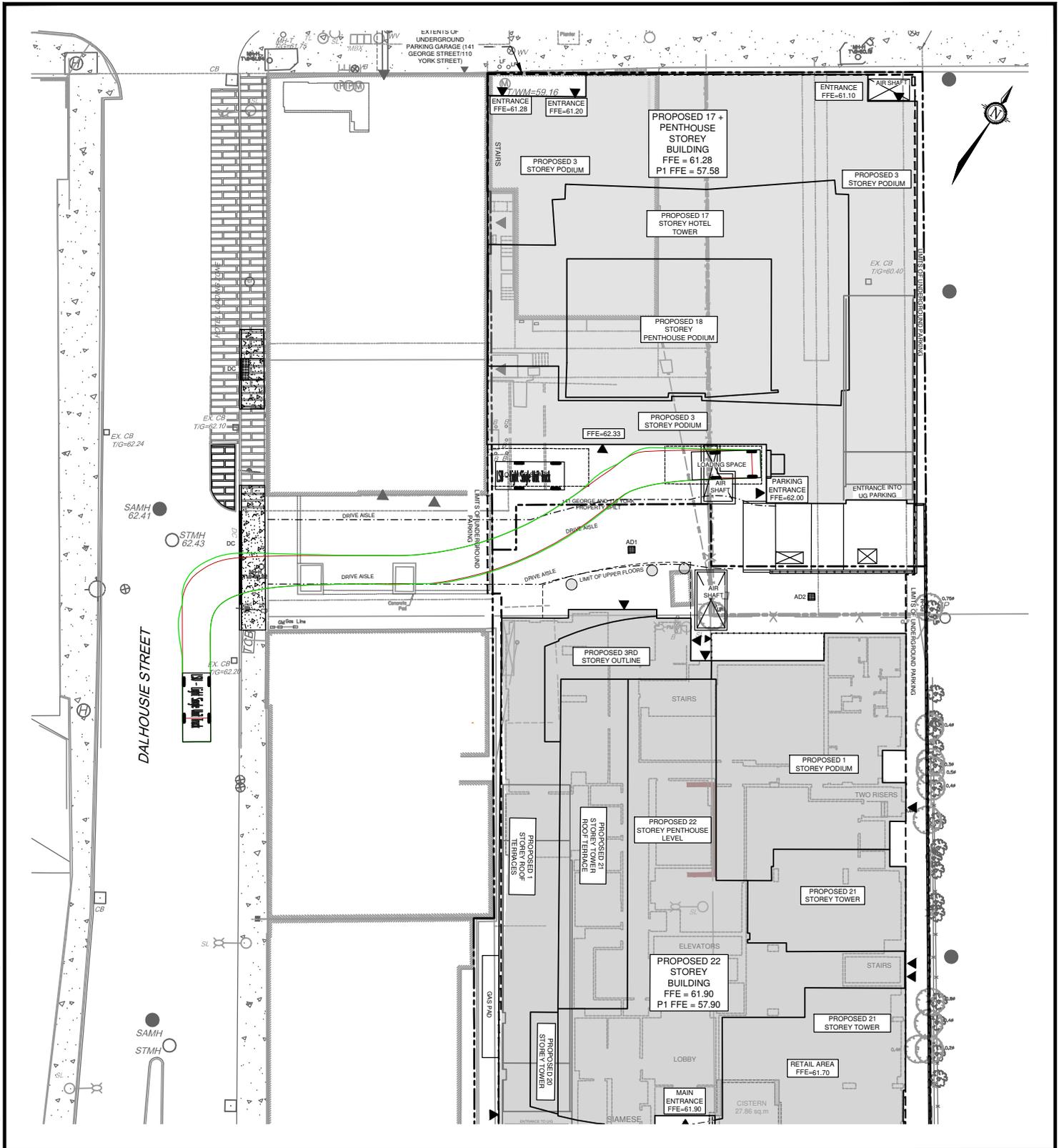
- Locate building close to the street, and do not locate parking areas between the street and building entrances;
- Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations;
- Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort;
- Provide safe, direct, and attractive walking routes from building entrances to nearby stops;
- Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones;
- Provide on-site amenities to minimize mid-day or mid-commute errands.

4.1.2 Circulation and Access

Loading will be internalized and accessed via the proposed driveway to Dalhousie Street. Two loading spaces are proposed adjacent to the south side of the hotel, and adjacent to the north side of the drive aisle leading to the underground parking garage. Turning movements for loading trucks have been prepared using a Light Single Unit (LSU) design vehicle, and are included in **Figures 8** through **11**. Loading trucks will drive forward into the Dalhousie Street access, turn around within the site, and drive forward out of the site. Garbage collection is also anticipated to occur within the proposed loading spaces.

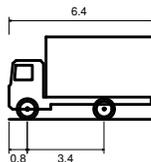
No on-site fire route is proposed as part of the development (i.e. fire trucks responding at the proposed development will be curbside on York Street).

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LSU - Light Single Unit Truck

Overall Length	6.400m
Overall Width	2.600m
Overall Body Height	3.650m
Min Body Ground Clearance	0.445m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.300m

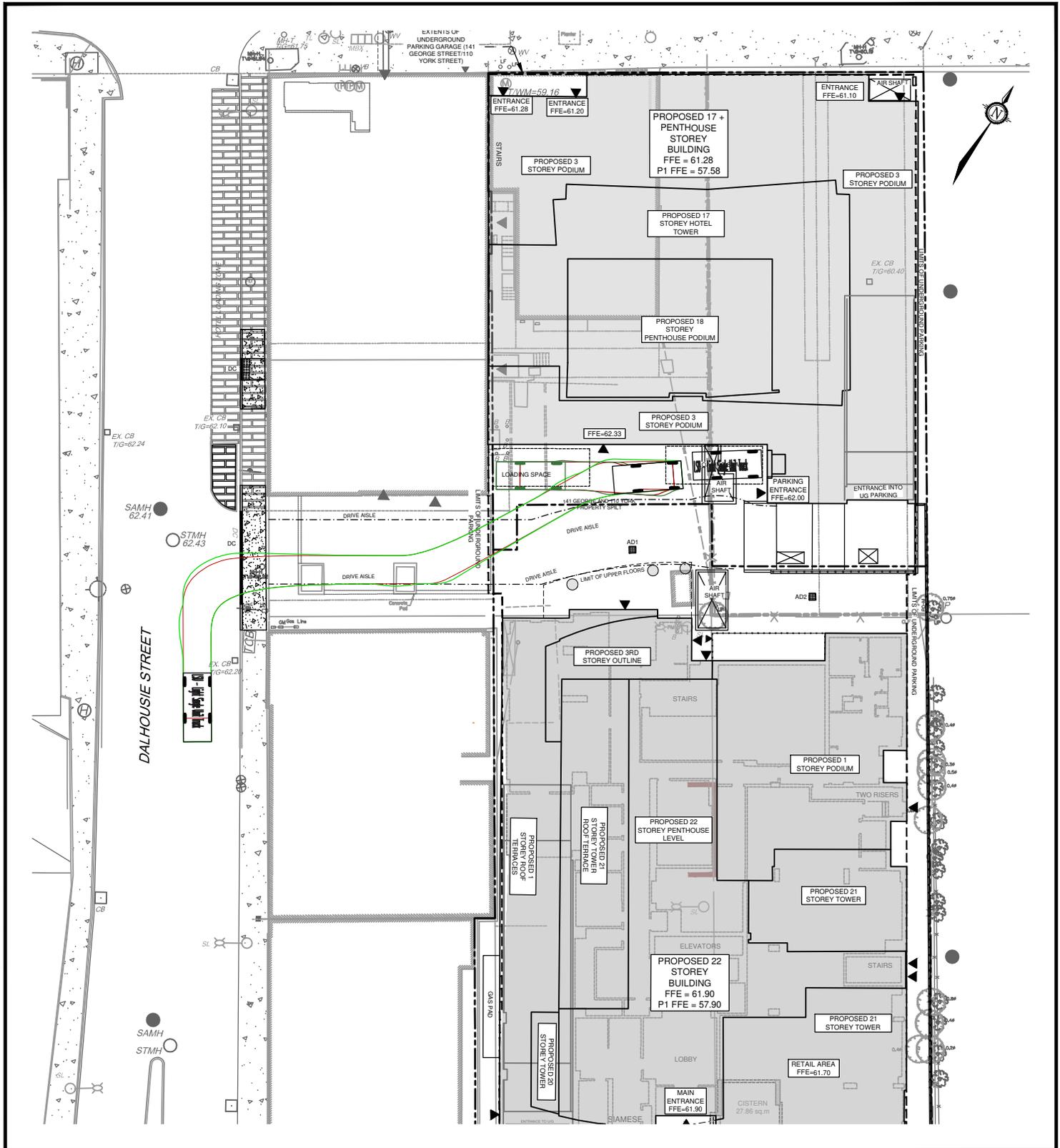
110-116 YORK STREET

TURNING MOVEMENT (LSU)



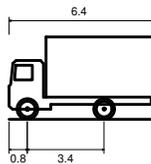
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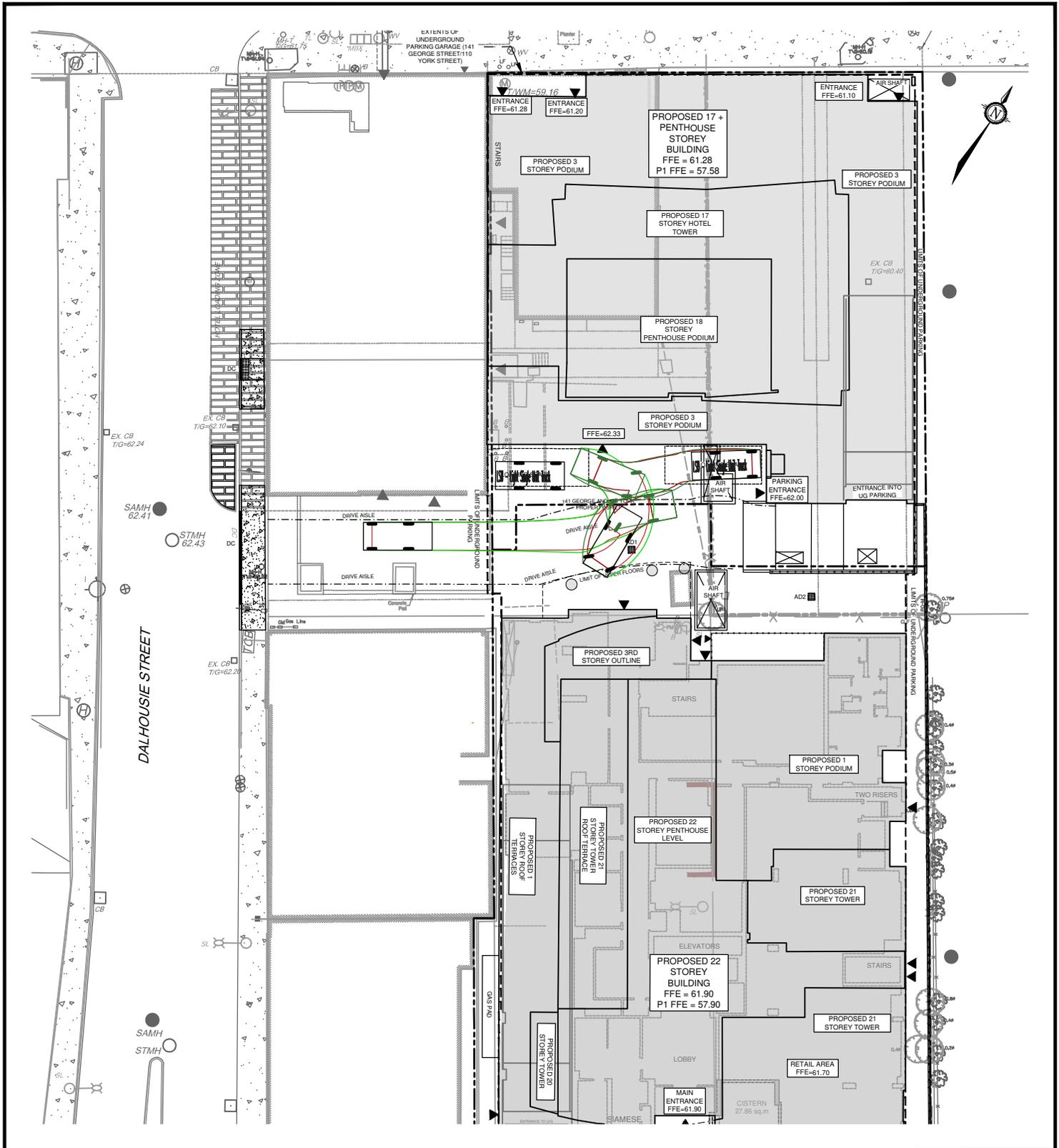
110-116 YORK STREET

TURNING MOVEMENT
 (LSU)



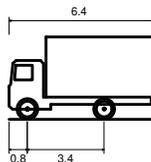
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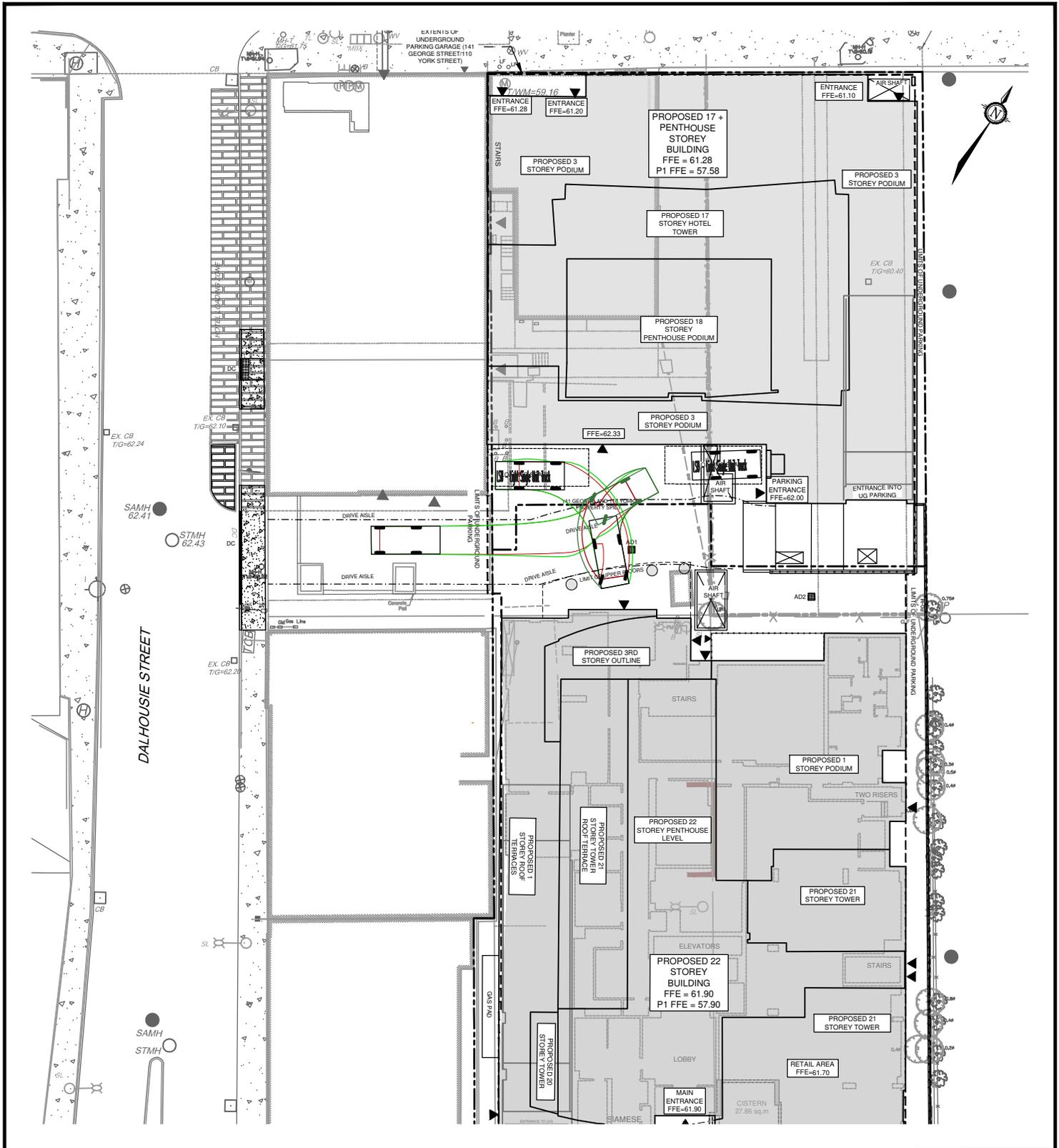
110-116 YORK STREET

TURNING MOVEMENT (LSU)



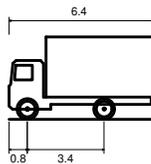
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DEC 2024	112142	FIGURE 10

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Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.300m

110-116 YORK STREET

TURNING MOVEMENT
 (LSU)



DATE	JOB	FIGURE
DEC 2024	112142	FIGURE 11

4.2 Parking

The subject site is located in Area A on Schedule 1 and Area Z on Schedule 1A of the City's *Zoning By-Law (ZBL)*. Within Area Z, there is no requirement for vehicle parking for hotels or residents of residential developments. As the parking garage will be shared between the existing/proposed hotel at 321-325 Dalhousie Street and 110-116 York Street and the mixed use development at 137-141 George Street, the proposed vehicle parking supply and requirements have been reviewed considering the overall development. A summary of the parking review is included in **Table 7**.

Table 7: Required and Proposed Parking

Land Use	Rate	Units/GFA	Required	Provided
<i>Minimum Vehicle Parking (Section 101/102 of ZBL)</i>				
Hotel	No requirement in Area Z	154 rooms	-	134
High-Rise Dwelling	No requirement for residents, and 0.083 spaces per unit for visitors (per Urban Exception #2031)	297 units	- 25	148 25
Retail Store	No requirement in Area Z	468 m ²	-	0
Total			25	307
<i>Maximum Vehicle Parking (Section 103 of ZBL)</i>				
Hotel	No maximum requirement in Area Z	154 rooms	-	134
High-Rise Dwelling	1.5 per dwelling (combined resident/visitor)	297 units	446	173
Retail Store	1.0 per 100 m ² GFA	468 m ²	5	0
Total			451	307
<i>Minimum Bicycle Parking (Section 111 of ZBL)</i>				
Hotel	1.0 per 1,000 m ² GFA	7,186 m ²	8	9
High-Rise Dwelling	0.5 per dwelling	297 units	149	157
Retail Store	1.0 per 250 m ² GFA	468 m ²	2	5
Total			157	171
<i>Minimum Loading Space (Section 113 of ZBL)</i>				
Hotel	2 required when GFA is 5,000-9,999 m ²	7,186 m ²	2	2
High-Rise Dwelling	No loading requirements	297 units	-	0
Retail Store	None required when GFA is less than 2,000 m ²	468 m ²	-	0
Total			2	2

From the previous table, the proposed parking supply meets the minimum and maximum vehicle parking requirements, minimum bicycle parking requirements, and minimum loading requirements.

4.3 Boundary Streets

This section provides a review of the boundary streets Dalhousie Street, York Street, and George Street, using complete streets principles. The *Multi-Modal Level of Service (MMLOS) Guidelines*, produced by IBI Group in October 2015, were used to evaluate the levels of service for each alternative mode of transportation, based on existing conditions. Per Exhibit 22 of the *MMLOS Guidelines*, the boundary streets have been evaluated based on the targets for roadways within the Central Area. It is noted that Exhibit 22 of the *MMLOS Guidelines* identifies identical targets for roadways within 600m of a rapid transit station, which also applies to the boundary streets.

A detailed segment MMLOS review of the boundary streets is included in **Appendix I**. A summary of the segment MMLOS analysis is provided below in **Table 8**.

Table 8: Segment MMLOS Summary

Segment	PLOS		BLOS		TLOS		TkLOS	
	Actual	Target	Actual	Target	Actual	Target	Actual	Target
Dalhousie Street	B	A	A	D	E	-	B	E
York Street	B	A	A	B	-	-	-	-

The results of the segment MMLOS review can be summarized as follows:

- No boundary streets meet the target pedestrian level of service (PLOS);
- All boundary streets meet the target bicycle level of service (BLOS);
- Dalhousie Street achieves a transit level of service (TLOS) E;
- Dalhousie Street meets the target truck level of service (TkLOS).

Dalhousie Street achieves a PLOS B on both sides of the roadway. Exhibit 4 of the *MMLOS Guidelines* identifies that, for roadways with average curb lane volumes greater than 3,000 vpd, a PLOS A is only achievable if the operating speed is reduced to less than 30 km/h.

York Street achieves a PLOS B on the north side of the roadway and a PLOS A on the south side of the roadway. Exhibit 4 of the *MMLOS Guidelines* identifies that the target PLOS A can be achieved on the north side of York Street if a boulevard with a minimum width of 0.5m is provided. Based on the crowding criteria outlined in Table 1 of the City’s *Addendum to the MMLOS Guidelines*, a minimum sidewalk width of 3.0m is required to achieve the target PLOS A, based on observed peak hour pedestrian volumes. These improvements are likely to be addressed based on the planned modifications for York Street, per the *ByWard Public Realm Plan*.

4.4 Transportation Demand Management

4.4.1 Context for TDM

The proposed development is an expansion of the Andaz hotel, with an additional 154 hotel rooms being proposed. As the residential building at 137-141 George Street was previously approved and is currently under construction, TDM measures have not been reviewed for the residential development.

Customers of the hotel that are travelling to/from destinations within the ByWard Market are anticipated to travel as pedestrians, which is reflected by the assumed pedestrian mode share of 25% that was outlined in Section 2.5.1. An auto passenger share of 15% and transit share of 40% were assumed to reflect the anticipated pick-ups/drop-offs to the hotel or arrivals/departures to Rideau Station. For example, customers may take a taxi, ride-hailing service, or transit from the Ottawa International Airport to the proposed development.

4.4.2 Need and Opportunity

The subject site is located within the ‘ByWard Market’ special district on Schedule B2 of the City of Ottawa’s Official Plan. The implemented zoning for the property is ‘Mixed-Use Downtown’ (MD2), and the site is not located in any Community Design Plan or Secondary Plan areas.

The assumed mode shares of 15% driver, 15% passenger, 40% transit, 5% cyclist, and 25% pedestrian are generally consistent with the TOD mode shares identified by the City. Based on the subject site's location within the ByWard Market, proximity to nearby tourist attractions and amenities, and proximity to rapid transit, it is anticipated that these mode shares will be met. Failure to meet the driver share by 10% (i.e. a 25% driver share) would result in an approximate increase of 14 to 16 vehicle trips during the peak hours.

4.4.3 TDM Program

A review of the non-residential *TDM Measures Checklist* has been conducted by the proponent, and the completed checklist is included in **Appendix H**. The proponent will consider the following TDM measures:

- Display local area maps with walking/cycling access route and key destinations at major entrances;
- Display relevant transit schedules and route maps at entrances;
- Provide on-site amenities/services to minimize mid-day or mid-commute errands.

5.0 CONCLUSIONS AND RECOMMENDATIONS

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

Site-Generated Traffic

- The proposed development is estimated to generate 90 person trips (including 14 vehicle trips) during the AM peak hour, and 110 person trips (including 16 vehicle trips) during the PM peak hour.

Access Design

- A previously-approved full-movement driveway to George Street and a proposed full-movement driveway to Dalhousie Street will provide access to an underground parking garage that will serve the both the existing Andaz hotel and expansion, as well as the proposed 22-storey residential building at 137-141 George Street. The previously approved parking garage will be expanded to the west under the hotel at the 110-116 York Street property. Hotel loading/deliveries will access the site via the proposed Dalhousie Street access, immediately south of the existing Andaz hotel building. As the access to George Street has been previously approved, it has not been reviewed in this TIA.
- The proposed access to Dalhousie Street generally meets the provisions of the *Private Approach By-Law (PABL)*, except for Section 25(1)(p). This section identifies a minimum separation requirement of 3m between a private approach and the nearest property line, as measured at the street line. The proposed access will be adjacent to the existing Andaz building, but will be used by the hotel and the proposed expansion. Therefore, it is requested that the requirement be waived. The access will be separated from the southern property line by greater than 3m, meeting the requirement.

Development Design and Parking

- Entrances to the hotel expansion will connect to the existing sidewalk on York Street, connecting to the pedestrian network throughout the study area and the ByWard Market.

- The hotel zone on Dalhousie Street in front of the existing Andaz Hotel entrance will be maintained. A new curb ramp will be provided to provide improved accessibility within the hotel zone.
- The subject site is within a five-minute (400m) walk of bus stops on Dalhousie Street, Murray Street, Rideau Street, Sussex Drive, and King Edward Avenue, and within a 600m walk of Rideau LRT Station.
- All applicable required Transportation Demand Management (TDM)-supportive design and infrastructure measures in the TDM checklist are met.
- Loading will be internalized and accessed via the proposed driveway to Dalhousie Street. Two loading spaces are proposed adjacent to the south side of the hotel, and adjacent to the north side of the drive aisle leading to the underground parking garage. Loading trucks will drive forward into the Dalhousie Street access, turn around within the site, and drive forward out of the site. Garbage collection is also anticipated to occur within the proposed loading spaces.
- No on-site fire route is proposed as part of the development (i.e. fire trucks responding at the proposed development will be curbside on York Street).
- The proposed parking supply meets the minimum and maximum vehicle parking requirements, minimum bicycle parking requirements, and minimum loading requirements.

Boundary Streets

- The results of the segment MMLOS review can be summarized as follows:
 - No boundary streets meet the target pedestrian level of service (PLOS);
 - All boundary streets meet the target bicycle level of service (BLOS);
 - Dalhousie Street achieves a transit level of service (TLOS) E;
 - Dalhousie Street meets the target truck level of service (TkLOS).
- Dalhousie Street achieves a PLOS B on both sides of the roadway. The target PLOS A is only achievable if the operating speed is reduced to less than 30 km/h.
- York Street achieves a PLOS B on the north side of the roadway and a PLOS A on the south side of the roadway. A minimum sidewalk width of 3.0m is required to achieve the target PLOS A, based on observed peak hour pedestrian volumes. These improvements are likely to be addressed based on the planned modifications for York Street, per the *ByWard Public Realm Plan*.

Transportation Demand Management

- The following TDM measures will be considered by the proponent:
 - Display local area maps with walking/cycling access routes and key destinations at major entrances;
 - Display relevant transit schedules and route maps at entrances;
 - Provide on-site amenities/services to minimize mid-day or mid-commute errands.

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

NOVATECH

Prepared by:



Joshua Audia, P.Eng.
Project Engineer | Transportation

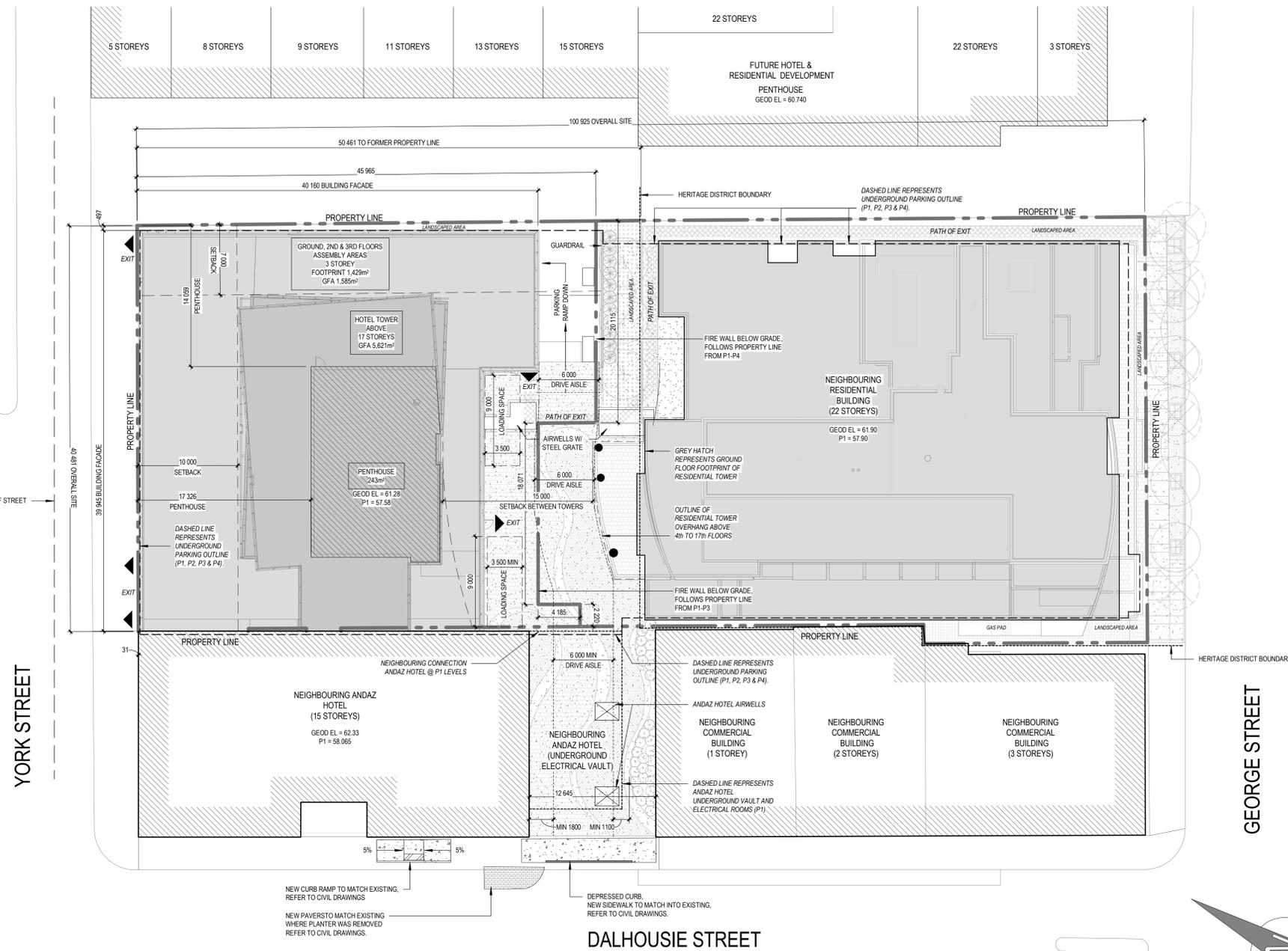
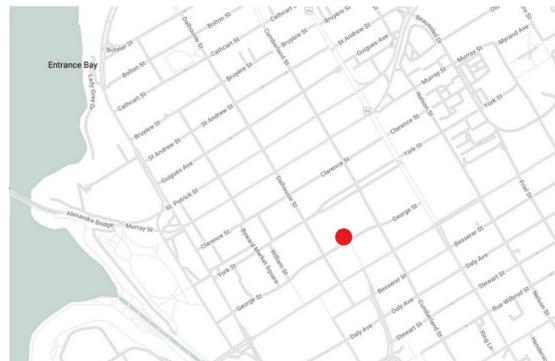
Reviewed by:



Brad Byvelds, P.Eng.
Senior Project Manager | Transportation

APPENDIX A

Site Plan



NOTES		
<ul style="list-style-type: none"> FOR EXISTING SITE CONDITIONS, SEE SURVEY PLAN BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD., SUBMITTED SEPERATELY. FOR NEW GRADES AND SITE SERVICES, SEE CIVIL ENGINEERING PLANS BY NOVATECH ENGINEERING CONSULTANTS, SUBMITTED SEPERATELY. FOR NEW LANDSCAPING DESIGN, SEE LANDSCAPING PLANS BY JAMES B. LENNOX & ASSOCIATES, SUBMITTED SEPERATELY. 		
OCCUPANCY	UNITS / STOREYS	PROPOSED ZONING GFA
Hotel Rooms	4th to 12th floors (11 rooms/floor) 13th to 17th floors (11 rooms/floor)	404m ² x 9 floors 397m ² x 5 floors TOTAL = 5,621m ² 19 of 154 units (12%) provided
Assembly Hotel Administration	Ground floor 2nd floor 3rd floor	611m ² /floor 874m ² /floor 100m ² /floor TOTAL = 1,585m ²
TOTAL		7,206m²

MIXED-USE WITH GROUND FLOOR COMMERCIAL - ZONING - MD2 (2031) S307 (COMBINED WITH 141 GEORGE STREET)		
ZONING RULE	REQUIREMENT	PROVIDED
Minimum lot area	No minimum	Combined lots 141 George Street = 3,109.10m ² 110 York = 520.72m ² 116 York = 1,015.88m ² = 4,645.70m ²
Minimum lot width	No minimum	40.47m along York Street
Minimum front yard	No minimum	0.03m
Minimum interior side yard	No minimum	West side connected to adjacent hotel. 0.48m on East side of building.
Minimum rear yard	No minimum	Combined lot with 141 George Street. 5.38m and 5.75m
Maximum building height	12m high within 9m from York. 52m high overall 12m high within 8m from back. As per OUTDATED Schedule 489; not including 116 York.	12.6m within 10m from York and Podium. 54.3m Tower.
Maximum floor space index	Not applicable	-
Minimum width of landscape area	No minimum except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces, or outdoor commercial patio, the whole yard must be landscaped	Yard used for required driveway, aisles and loading spaces, otherwise whole yard to be landscaped.
Provisions for buildings 10 storeys and higher (By-law 2019-353)	Not applicable. As per Exception 2919 (By-law 2023-502)	-
Ground floor use	100% of ground floor fronting a street (excluding lobby area, mechanical room, and access to other floors for a minimum depth of 3m, must be occupied by permitted use.	100% of ground fronting York Street (excluding exits from other floors) for a minimum depth of 3m, is occupied by permitted Hotel use. Total gross area of lobbies, mechanical rooms and access to other floors must not exceed 50% of ground floor gross area. Hotel lobby may be included in the calculation of ground floor frontage. As per Exception 2919 (By-law 2023-502)

AMENITY AND PARKING REQUIREMENTS ZONING - MD2 (2031) S307 (COMBINED WITH 141 GEORGE STREET)		
ZONING MECHANISM	REGULATION	PROPOSED
Shared Parking 141 GEORGE	None required for Hotel, Residential or Commercial use.	P1 30 spaces P2 44 spaces P3 44 spaces P4 47 spaces 6.0m drive aisle provided.
	25 visitor parking spaces required	
110 & 116 YORK		P1 20 spaces P2 40 spaces P3 40 spaces P4 40 spaces
		Total: 305 spaces shared between building users. 141 George 165 spaces 110 York 140 spaces
Barrier-Free Parking (110-116 York)	Requires 4 barrier-free spaces (Traffic and Parking By-Law 2017-301)	1 provided on every parking level. Total: 4 spaces
Minimum Bicycle Parking	Hotel: 1 per 1,000m ² of GFA 7,186m ² GFA / 1,000m ² = 8 bicycle parking spaces	9 indoor spaces provided.
Loading	2 spaces required. Minimum 3.3m width of a loading space. As per Exception 2919 (By-law 2023-502)	2 outdoor spaces provided.

SITE PLAN AT GROUND
1:250

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- These drawings are to be read in conjunction with all material relevant to the project.

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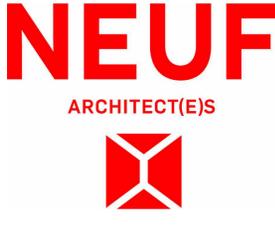
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Seal



Project
110-116 YORK STREET

Location
OTTAWA

No.
13098.00

NO	REVISION	DATE (yyyy.mm.dd)
E	FOR COORDINATION	2023.06.12
F	FOR CLIENT REVIEW	2023.06.15
G	FOR CLIENT REVIEW	2023.07.07
H	FOR HERITAGE DEMOLITION PERMIT REVIEW	2023.09.18
J	FOR HERITAGE DEMOLITION PERMIT REVIEW	2023.09.28
K	FOR COORDINATION	2023.10.10
M	FOR COORDINATION	2023.12.04
O	FOR COORDINATION	2024.05.02
V	FOR CLIENT REVIEW	2024.09.10
W	FOR SITE PLAN APPLICATION	2024.09.23
DD	FOR COORDINATION	2024.10.23
JJ	FOR COORDINATION	2024.11.15
LL	FOR COORDINATION	2024.11.22
NM	FOR SITE PLAN APPLICATION	2024.11.25
PP	FOR COORDINATION	2024.12.02
QQ	FOR CLIENT REVIEW	2024.12.04

Drawn by
SJ

Checked by
LH

DATE (aa.mm.jj)
MAY 2023

Scale
As indicated

SITE PLAN

Revision
QQ

Dwg Number
A100



NOTES

- FOR EXISTING SITE CONDITIONS, SEE SURVEY PLAN BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD., SUBMITTED SEPARATELY.
- FOR NEW GRADES AND SITE SERVICES, SEE CIVIL ENGINEERING PLANS BY NOVATECH ENGINEERING CONSULTANTS, SUBMITTED SEPARATELY.
- ZONING GFA INCLUDES AREA MEASURED FROM THE INTERIOR FACE OF EXTERIOR WALLS TO THE EXTERIOR FACE OF PARTY WALLS SEPARATING DIFFERENT USES, AS DEFINED IN CITY OF OTTAWA ZONING BY-LAW DEFINITION (2008-250).

SOLID WASTE COLLECTION REQUIREMENTS		
ZONING MECHANISM	REGULATION	PROPOSED
Residential Waste	Garbage (Compacted) = 0.053y/unit Require 16y ³ Recycling (GMP) = 0.018y/unit Require 6y ³ Recycling (Fibres) = 0.038y/unit Require 12y ³ Organics = 240L container/50 units Require 8 containers	Garbage (Compacted) = 6 x 3y ³ containers Total = 18y ³ Recycling (GMP) = 2 x 3y ³ containers Total = 6y ³ Recycling (Fibres) = 4 x 3y ³ containers Total = 12y ³ Organics = 7 x 240L containers Total = 1680L

OCCUPANCY	UNITS / STOREYS	PROPOSED ZONING GFA
Residential (Rental)	297 units / Ground to 21st floors	Ground = 1 caretaker unit = 90m ² (excluded) 2 nd = 16 units = 939m ² 3 rd = 16 units = 946m ² 4 th - 11 th = 15 units/floor = 934m ² /floor 12 th = 15 units = 932m ² 13 th - 17 th = 15 units/floor = 934m ² /floor 18 th = 14 units = 876m ² 19 th & 20 th = 14 units = 851m ² 21 st = 12 units = 772m ² TOTAL = 18,309m ² (without Ground)
	Minimum 15% (44 units) required to be Barrier-Free (BF) to be distributed throughout residential storeys.	8 x Studios (18F units = 15%) 191 x 1 Bedroom (318F units = 16%) 98 x 2 Bedroom (158F units = 15%) 478F units = 15%
Commercial	Ground	Commercial = 453m ² Office = 72m ²
TOTAL		18,834m²

MIXED-USE WITH GROUND FLOOR COMMERCIAL - ZONING - MD2 (2031) S307		
ZONING RULE	REQUIREMENT	PROVIDED
Minimum lot area	No minimum	3,109.10m ²
Minimum lot width	No minimum	42.45m on George Street, 40.40 on back portion.
Minimum front yard	No minimum, 1m maximum.	0.72m on George Street
Minimum interior side yard	No minimum	0.70m on West side of building, 1.94m on East side of building.
Minimum rear yard	No minimum	6.29m to one storey volume, 5.47m to 4th to 17th floor overhang.
Maximum building height	70m as per Schedule 307. No projections permitted beyond building height.	70m all inclusive.
Maximum floor space index	Not applicable	Not applicable
Minimum width of landscape area	No minimum except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces, or outdoor commercial patio, the whole yard must be landscaped	Whole yard to be landscaped.
Provisions for buildings 10 storeys and higher (By-law 2019-353)	Minimum lot area for an interior lot: 1350m ² Minimum interior side and rear yard setback for a tower: 7.5m Minimum separation distance between towers on the same lot: 15m.	Minimum lot area met. Site Plan Approval received. Not applicable.
Parking Garage permission	100% of ground floor fronting a street (excluding mechanical room, pedestrian and vehicular access) for a minimum depth of 3m, must be occupied by permitted use.	100% of ground fronting George Street for a minimum depth of 3m, is occupied by permitted Commercial use and Office use.
Ground floor use	100% of ground floor fronting a street (excluding lobby area, mechanical room and access to other floors) for a minimum depth of 3m, must be occupied by select uses. Total gross area of lobbies, mechanical rooms and access to other floors must not exceed 50% of ground floor gross area. Min. 50% of ground floor to be occupied by permitted use subject to a separate and direct access to abutting street.	100% of ground fronting George Street for a minimum depth of 3m, is occupied by permitted Commercial use. Total gross area of lobbies, mechanical rooms and access to other floors does not exceed 50% of ground floor gross area. Area of permitted Commercial use exceeds 50% of gross floor area and has separate direct access to George Street.

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Seal



Project
141 GEORGE STREET

Location
 OTTAWA No. 12810

NO	REVISION	DATE	(yyyy.mm.dd)
XX	FOR COORDINATION	2024.05.09	
YY	FOR COORDINATION	2024.05.14	
ZZ	RE-ISSUED FOR SITE PLAN APPROVAL	2024.05.16	
CCC	FOR TENDER	2024.05.23	
FFF	FOR REVISED FOUNDATION PERMIT	2024.07.03	
LLL	SITE PLAN REVISION RESPONSE	2024.08.26	
LLL	FOR COORDINATION	2024.10.23	
MMM	RE-ISSUED FOR SITE PLAN APPROVAL	2024.11.07	
NNN	FOR COORDINATION	2024.11.15	
OOO	FOR COORDINATION	2024.11.22	
RRR	RE-ISSUED FOR FOUNDATION PERMIT	2024.12.09	
TTT	FOR COORDINATION	2025.01.13	
VVV	RE-ISSUED FOR SITE PLAN APPROVAL	2025.01.24	

Drawn by
 SJ

Checked by
 LH

DATE (aa.mm.jj)
 FEB 2023

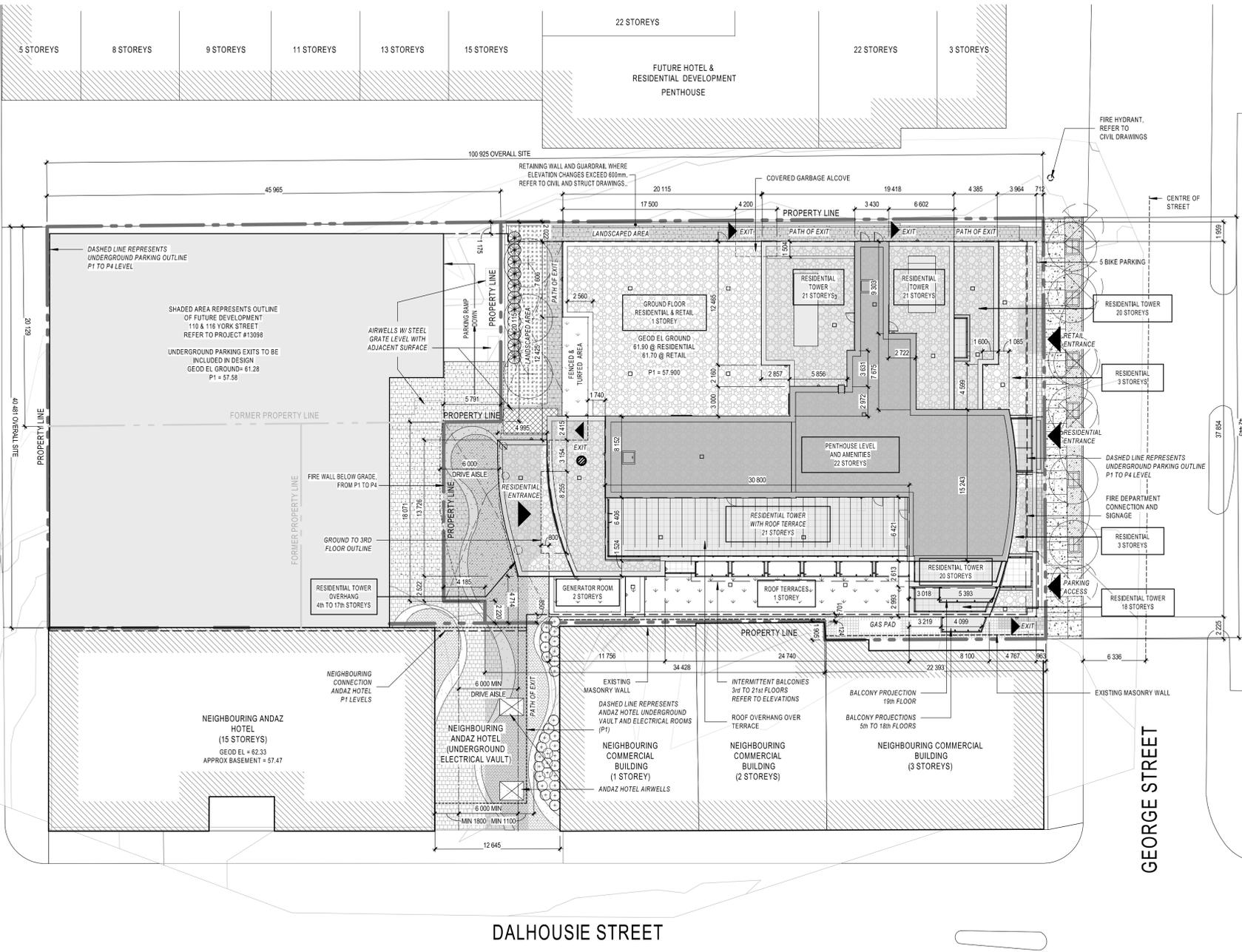
Drawing Title
SITE PLAN

Scale
 As indicated

Revision
VVV

Dwg Number
A100

16814

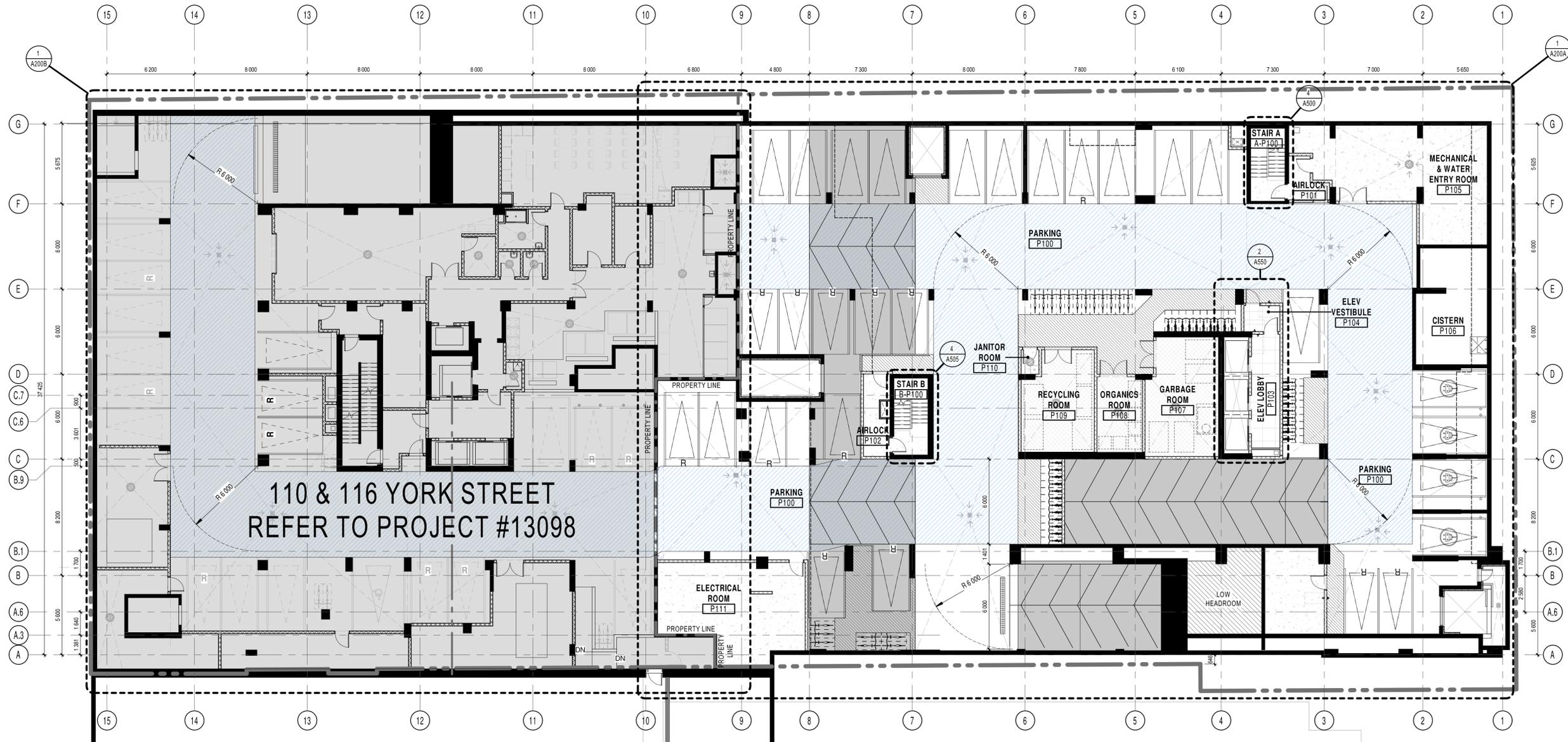


SITE PLAN
 1 : 250

AMENITY AND PARKING REQUIREMENTS ZONING - MD2 (2031) S307 (PARKING COMBINED WITH FUTURE 110 & 116 YORK STREET DEVELOPMENT)				
ZONING MECHANISM	REGULATION	ORIGINAL PROPOSAL 1 STOREY PARKING (DEC 7, 2012)	PROPOSED 5 STOREY PARKING (JUN 6, 2023)	NEWLY PROPOSED 4 STOREY PARKING (DEC 2024)
Residential Parking 141 GEORGE	None Required 6m drive aisle required.	Hotel & Condos 5 exterior 225 interior	P2 26 spaces P3 51 spaces P4 32 spaces P5 52 spaces	P3 44 spaces P4 21 spaces 6.0m drive aisle provided.
110 & 116 YORK	Residential Area Z (By-law 2016-249); no more than 20 visitor spaces are required per building. Exception #2031, 0.083 spaces x 297 units = 25 visitor parking spaces 6m drive aisle required.	P1 2 spaces P2 23 spaces	P2 2 spaces P3 23 spaces	P4 25 spaces 6.0m drive aisle provided.
Commercial Parking 141 GEORGE	None Required 6.7m drive aisle required.		P1 5 spaces.	None Required.
Hotel Parking 141 GEORGE	None Required 6m drive aisle required.		P1 25 spaces	P1 29 spaces P2 44 spaces 6.0m drive aisle provided.
110 & 116 YORK			P1 20 spaces P2 41 spaces	P1 20 spaces P2 41 spaces
Barrier-Free Parking Combined 141 GEORGE & 110 & 116 YORK	300-399 spaces requires 4 barrier-free spaces (Traffic and Parking By-Law 2017-301)		Total: 220 spaces	Total: 246 spaces 141 George 164 spaces 110 York 143 spaces
Minimum Bicycle Parking 141 GEORGE	Residential: 0.5 spaces x 297 units = 149 bicycle parking spaces Retail: 1 space per 250m ² of GFA = 488m ² GFA / 250m ² = 1.952 = 2 bicycle parking spaces Hotel: 1 per 100m ² of GFA = 48,800m ² GFA / 100m ² = 488 = 7 bicycle parking spaces Minimum 50% to be horizontal racks.	Condo 141 Interior Retail: 5 (Exterior)	Residential: 16 (P1) 64 (P2) 66 (P3) Retail: 5 (Exterior)	Residential: 63 (P1) 63 (P2) 31 (P3) Total 157 spaces Retail: 5 (Exterior)
Maximum parking	1.5 per dwelling unit Limited to 448 space for 297 units. (combined with visitor) 1 per 100m ² of Commercial gross area. Limited to 5 spaces.		Total: 148 spaces	Total: 171 spaces 76 (-44%) vertical mount.
Minimum driveway width	6m		6m	6m
Minimum aisle width	6m		6m	6m
Loading	Exception #2031; None Required.		NA	NA
Amenities Areas	Amenity Area - 6m ² per unit = 297 units x 6m ² = 1,782m ² Communal Amenity Area : Exception #2031; minimum 40% of the required total Amenity Area = 1,782m ² x 0.4 = minimum 713m ² Layout of Communal Amenity Area - aggregated into areas up to 54m ²		Total Balconies = 1,555m ² Ground = 35m ² 2 nd = 99m ² 3 rd = 89m ² 4 th to 17 th = 75m ² /floor 18 th = 77m ² 19 th = 85m ² 20 th = 75m ² 21 st = 85m ² Total Communal = 729m ² Ground floor = 220m ² 2 nd = 195m ² 21 st = 341m ² Total = 2,284m ²	Total Balconies = 1,727m ² 2 nd = 110m ² 3 rd = 113m ² 4 th = 50m ² 5 th to 17 th = 82m ² /floor 18 th = 80m ² 19 th = 97m ² 20 th = 84m ² 21 st = 82m ² Total Communal = 773m ² Ground floor = 432m ² 22 nd = 341m ² Total = 2,500m ²

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PC2024-0200
 D070-12-10199



325 DALHOUSIE HOTEL

P1 OVERALL FLOOR PLAN
1:150

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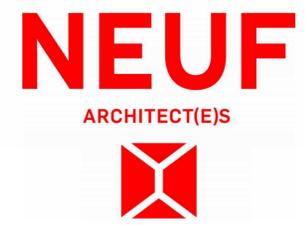
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Scale



Client
141 GEORGE STREET

Location
OTTAWA

No.
12810

NO	REVISION	DATE (yyyy.mm.dd)
CCC	FOR TENDER	2024.05.23
FFF	FOR REVISED FOUNDATION PERMIT	2024.07.03
GGG	FOR TENDER - ADDENDUM 02	2024.07.09
III	SITE PLAN REVISION RESPONSE	2024.08.26
LLL	FOR COORDINATION	2024.10.23
MMM	RE-ISSUED FOR SITE PLAN	2024.11.07
	APPROVAL	
NNN	FOR COORDINATION	2024.11.15
OOO	FOR COORDINATION	2024.11.22
RRR	RE-ISSUED FOR FOUNDATION PERMIT	2024.12.09
SSS	RE-ISSUED FOR SITE PLAN APPROVAL	2024.12.17
TTT	FOR COORDINATION	2025.01.13
UUU	FOR COORDINATION	2025.01.17
VVV	RE-ISSUED FOR SITE PLAN APPROVAL	2025.01.24

Drawn by
SJ

Checked by
LH

DATE (aa.mm.jj)
SEP 2022

Scale
1 : 150

Drawing Title
PARKING LEVEL 1 OVERALL FLOOR PLAN

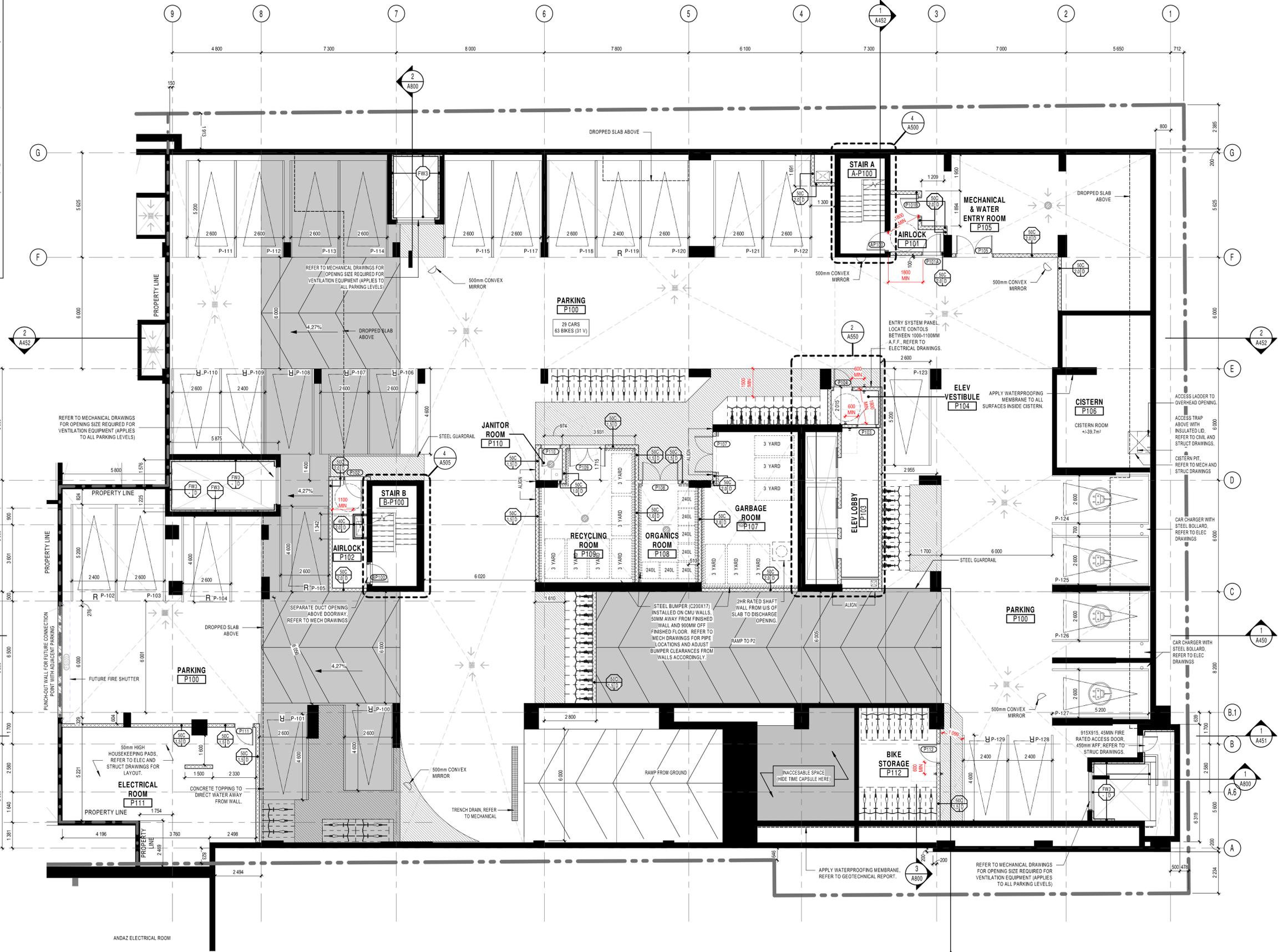
Revision
VVV

Dwg Number
A200

PC2024-0200
D070-12-12-0199
16814

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- REFER TO PAGE A001 FOR ALL PARTITION ASSEMBLY TYPES AND SYMBOL LEGENDS.
- REFER TO PAGE A004 FOR ADDITIONAL REQUIREMENTS IN RESIDENTIAL UNIT BATHROOMS.
- REFER TO PAGE A700 FOR ALL UNIVERSAL AND BARRIER-FREE CONSTRUCTION STANDARDS AND REQUIREMENTS AS PER OBC REGULATIONS.
- REPLACE ALL G.W.B. WITH MOISTURE-RESISTANT G.W.B. IN ALL PARTITIONS THAT ENCLOSE BATHROOMS, WASHROOMS, SHOWERS, TUB ROOM AND ANY OTHER HUMID AREA. REFER TO ARCHITECTURAL SPECIFICATIONS FOR PRODUCT DESCRIPTIONS.
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- ARCH. RESIDENTIAL LEVEL 61 990 = GEODETIC LEVEL 61.9m
- ARCH. RETAIL LEVEL 61 700 = GEODETIC LEVEL 61.7m
- REFER TO ELECTRICAL DRAWINGS FOR FIRE RATED WOOD BACKBOARD LOCATIONS REQUIRED ON WALLS FOR EQUIPMENT INSTALLATION.



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 T 613 226 4556 goodevestructural.com

Landscape Architect
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 T 613 722 6198 jba.ca

Civil
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 210, Michael Cowling Drive, Suite 203, Ottawa ON K2M 1P6
 T 613 234 9643 novatech-eng.com

Architect
NEUF Architectes INC.
 1175 West Street, 4th floor, Ottawa ON K1N 9J1
 T 514 847 1117 NEUFarchitectes.com

Scale



Client
141 GEORGE STREET

Location
 OTTAWA

NO	REVISION	DATE (yyyy.mm.dd)
DDD	FOR SHORING COORDINATION	2024.06.03
FFF	FOR REVISED FOUNDATION PERMIT	2024.07.09
GGG	FOR TENDER - ADDENDUM 02	2024.07.09
III	SITE PLAN REVISION RESPONSE	2024.08.26
LLL	FOR COORDINATION	2024.10.23
MMM	RE-ISSUED FOR SITE PLAN	2024.11.07
AAA	APPROVAL	
NNN	FOR COORDINATION	2024.11.15
OOO	FOR COORDINATION	2024.11.22
RRR	RE-ISSUED FOR FOUNDATION	2024.12.09
PPP	PERMIT	
SSS	RE-ISSUED FOR SITE PLAN	2024.12.17
TTT	FOR COORDINATION	2025.01.13
UUU	FOR COORDINATION	2025.01.17
VVV	RE-ISSUED FOR SITE PLAN	2025.01.24
AAA	APPROVAL	

Drawn by
 SJ

Checked by
 LH

DATE (aa.mm.jj)
 SEP 2022

Drawing Title
PARKING LEVEL 1 FLOOR PLAN (GEORGE)

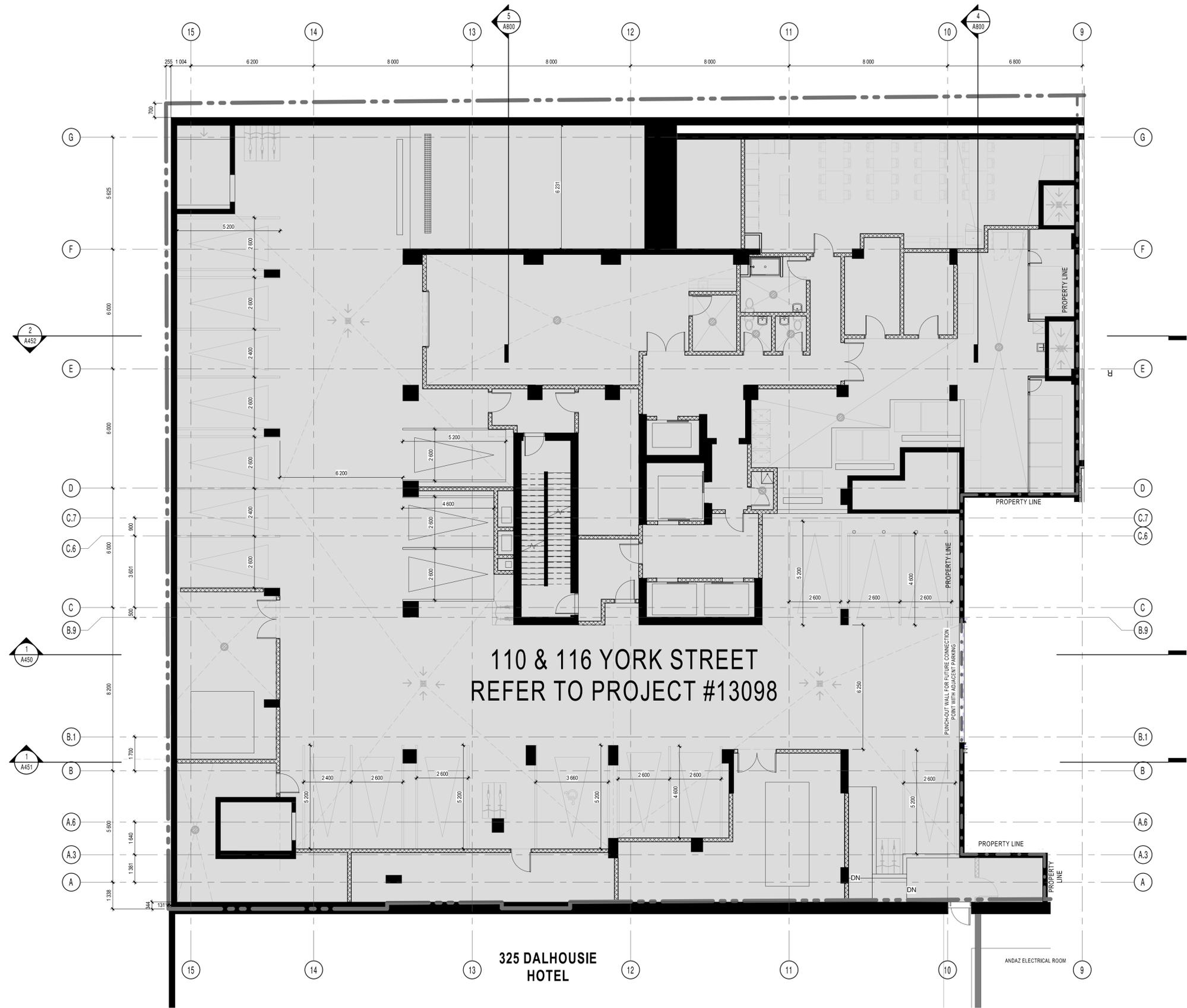
Revision
VVV

Dwg Number
A200A

PC2024-0200 D070-12-12-0199

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Architect
NEUF Architectes INC.
 1175 Peel Street, 6th floor, Ottawa ON K1N 9J1
 T 514 847 1117 NEUFarchitectes.com

Seal



Client



Project

141 GEORGE STREET

Location

OTTAWA 12810

NO REVISION DATE (yyyy.mm.dd)

JAA	FOR COORDINATION	2024.05.21
CCC	FOR TENDER	2024.05.23
DDD	FOR SHORING COORDINATION	2024.06.03
FFF	FOR REVISED FOUNDATION PERMIT	2024.07.03
III	SITE PLAN REVISION RESPONSE	2024.08.26
LLL	FOR COORDINATION	2024.10.23
MMM	RE-ISSUED FOR SITE PLAN APPROVAL	2024.11.07
NNN	FOR COORDINATION	2024.11.15
OOO	FOR COORDINATION	2024.11.22
RRR	RE-ISSUED FOR FOUNDATION PERMIT	2024.12.09
SSS	RE-ISSUED FOR SITE PLAN APPROVAL	2024.12.17
TTT	FOR COORDINATION	2025.01.13
VVV	RE-ISSUED FOR SITE PLAN APPROVAL	2025.01.24

Drawn by SJ Checked by LH

DATE (aa.mm.jj) FEB 2024 Scale As indicated

Drawing Title

PARKING LEVEL 1 FLOOR PLAN (YORK)

Revision Dwg Number

VVV A200B

16814

P1B FLOOR PLAN (YORK)

1:100



APPENDIX B

TIA Screening Form

City of Ottawa 2017 TIA Guidelines TIA Screening

1. Description of Proposed Development

Municipal Address	110-116 York Street
Description of Location	SE corner of York Street and Dalhousie Street
Land Use Classification	Hotel (expansion)
Development Size (units)	154 rooms
Development Size square metre (m ²)	-
Number of Accesses and Locations	2 (George St, Dalhousie St)
Phase of Development	1
Buildout Year	2026

If available, please attach a sketch of the development or site plan to this form.

2. Trip Generation Trigger

Considering the Development’s Land Use type and Size (as filled out in the previous section), please refer to the Trip Generation Trigger checks below.

Table notes:

1. Table 2, Table 3 & Table 4 TRANS Trip Generation Manual
2. Institute of Transportation Engineers (ITE) Trip Generation Manual 11.1 Ed.

Land Use Type	Minimum Development Size
Single-family homes	60 units
Multi-Use Family (Low-Rise) ¹	90 units
Multi-Use Family (High-Rise) ¹	150 units
Office ²	1,400 m ²
Industrial ²	7,000 m ²
Fast-food restaurant or coffee shop ²	110 m ²
Destination retail ²	1,800 m ²
Gas station or convenience market ²	90 m ²

Transportation Impact Assessment Guidelines

If the proposed development size is equal to or greater than the sizes identified above, the Trip Generation Trigger is satisfied.

3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the Transit Priority Network, Rapid Transit network or Cross-Town Bikeways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)? ²	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If any of the above questions were answered with ‘Yes,’ the Location Trigger is satisfied.

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 kilometers per hour (km/h) or greater?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 metre [m] of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the proposed driveway within auxiliary lanes of an intersection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the proposed driveway make use of an existing median break that serves an existing site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

² Hubs are identified in Schedules B1 to B8 of the City of Ottawa Official Plan. PMTSAs are identified in Schedule C1 of the Official Plan. DPAs are identified in Schedule C7A and C7B of the Official. See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA.

Transportation Impact Assessment Guidelines

	Yes	No
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the development include a drive-thru facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

5. Summary

Results of Screening	Yes	No
Does the development satisfy the Trip Generation Trigger?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the development satisfy the Location Trigger?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the development satisfy the Safety Trigger?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).

APPENDIX C

OC Transpo Route Maps

 EAST
EST

○ Blair



○ Cyrville

○ St-Laurent

○ Tremblay
■ VIA

○ Hurdman  SOUTH
SUD → 

○ Lees

24 min. ○ uOttawa

○ Rideau

○ Parliament
Parlement

○ Lyon

○ Pimisi

○ Bayview **2**

○ Tunney's Pasture

 WEST
OUEST

5

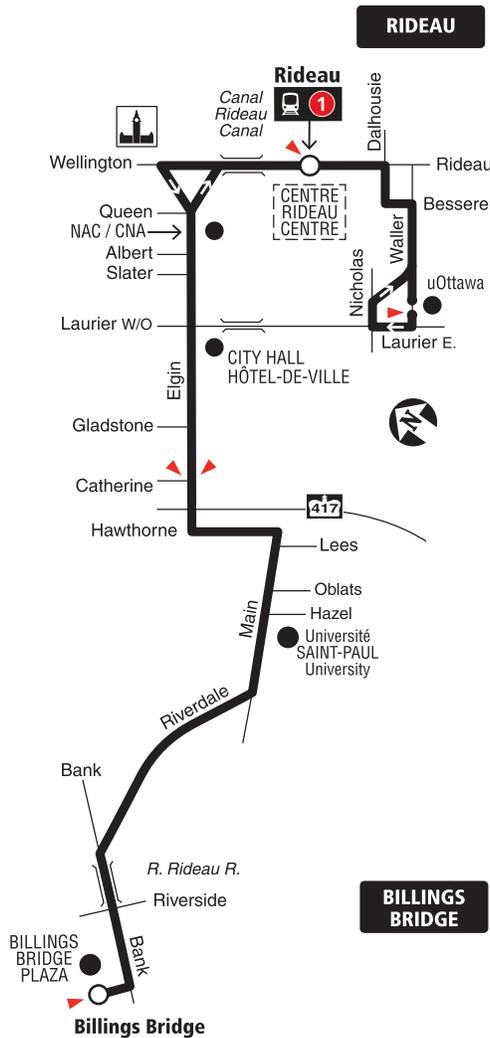
BILLINGS BRIDGE RIDEAU

Local

7 days a week / 7 jours par semaine

All day service

Service toute la journée



- Station
- ▲ Timepoint / Heures de passage

08.2020



Schedule / Horaire 613-560-1000

Text / Texto* 560560

plus your four digit bus stop number / plus votre numéro d'arrêt à quatre chiffres

*Standard message rates may apply / Les tarifs réguliers de messagerie texte peuvent s'appliquer

Customer Service
Service à la clientèle 613-560-5000

Lost and Found / Objets perdus 613-563-4011

Security / Sécurité 613-741-2478

Effective April 26, 2020

En vigueur 26 avril 2020



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6

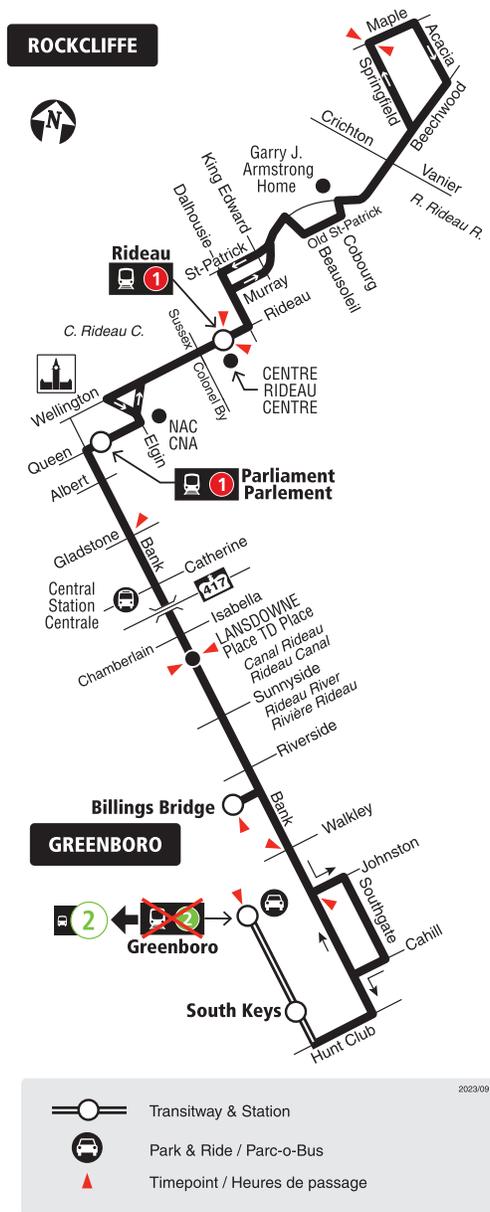
ROCKCLIFFE GREENBORO

Fréquent

7 days a week / 7 jours par semaine

All day service

Service toute la journée



2023.09



Schedule / Horaire 613-560-1000

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Service à la clientèle **613-560-5000**

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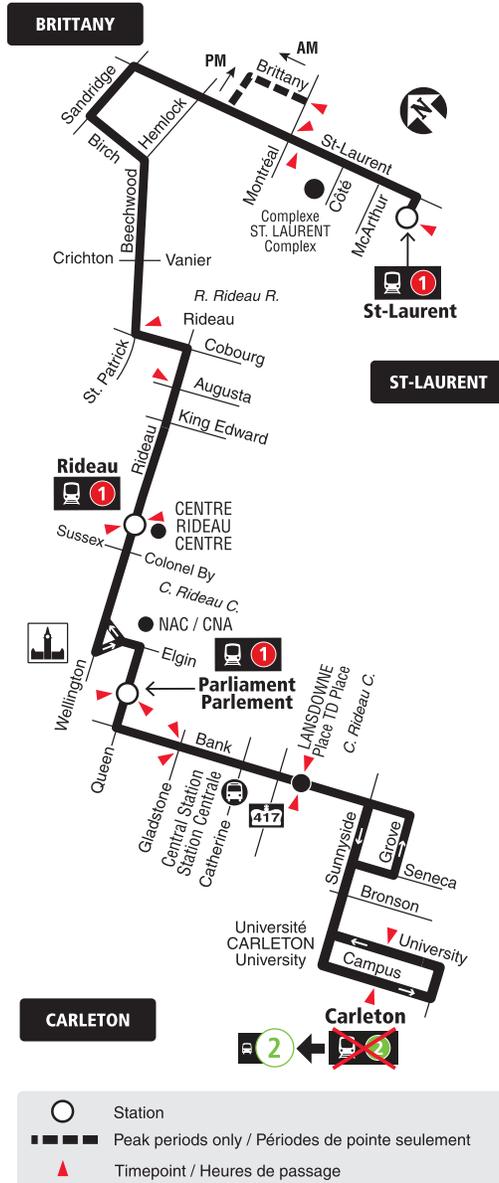
7

CARLETON ST-LAURENT

Fréquent

7 days a week / 7 jours par semaine

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Service toute la journée



2020.08



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9

RIDEAU HURDMAN



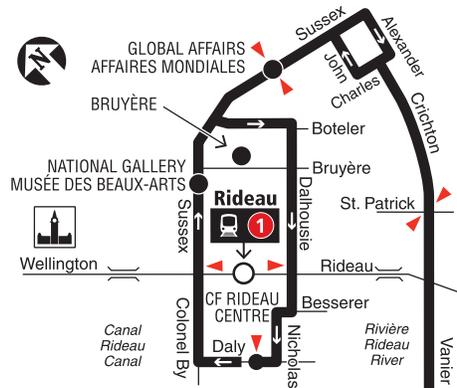
Local

7 days a week / 7 jours par semaine

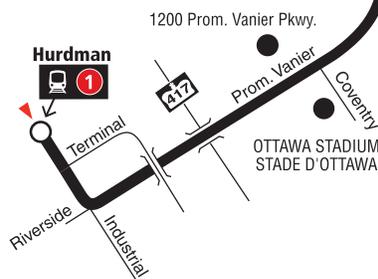
All day service

Service toute la journée

RIDEAU



HURDMAN



- Station
- ▲ Timepointe / Heures de passage

2020.04



Schedule / Horaire 613-560-1000

Text / Texto 560560

plus your four digit bus stop number / plus votre numéro d'arrêt à quatre chiffres

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En vigueur 26 avril 2020



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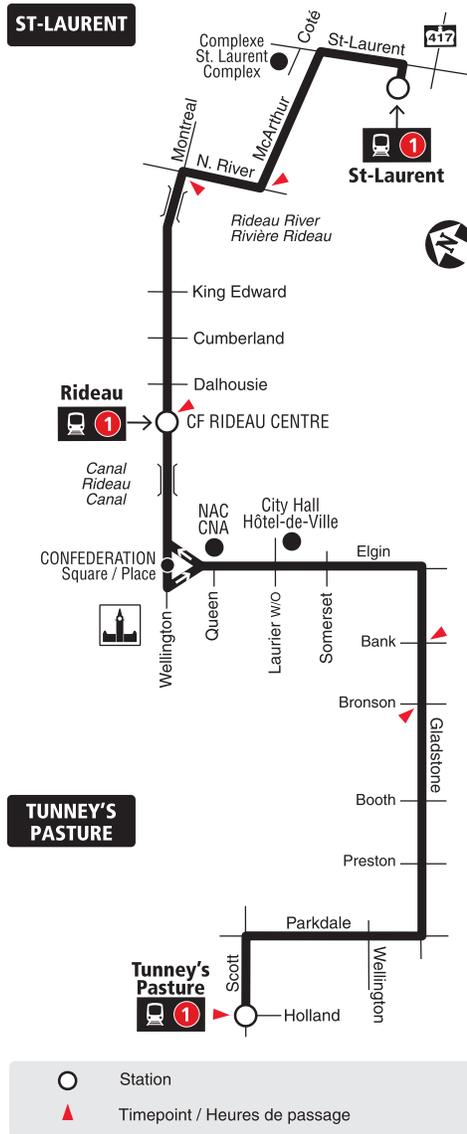
14

ST-LAURENT TUNNEY'S PASTURE

Fréquent

7 days a week / 7 jours par semaine

All day service
Service toute la journée



2020.09



Schedule / Horaire..... 613-560-1000

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Lost and Found / Objets perdus..... 613-563-4011

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**Fall 2020
Automne 2020**



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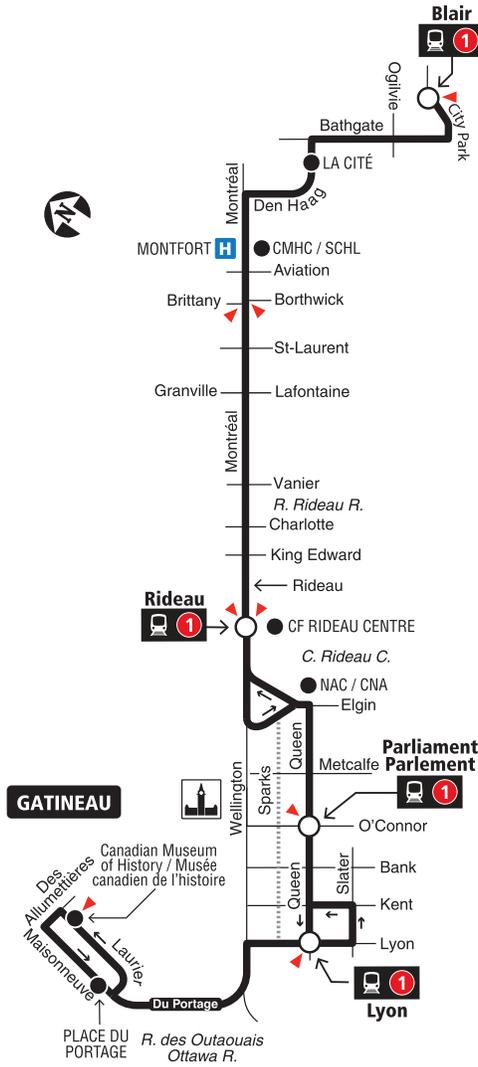
15

GATINEAU BLAIR

Local

Monday to Friday / Lundi au vendredi
Peak Periods
Périodes de pointe

BLAIR



GATINEAU

- Station
- ▲ Timepoint / Heures de passage

04.2023

04.2023



Schedule / Horaire 613-560-1000

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En vigueur 23 avril 2023



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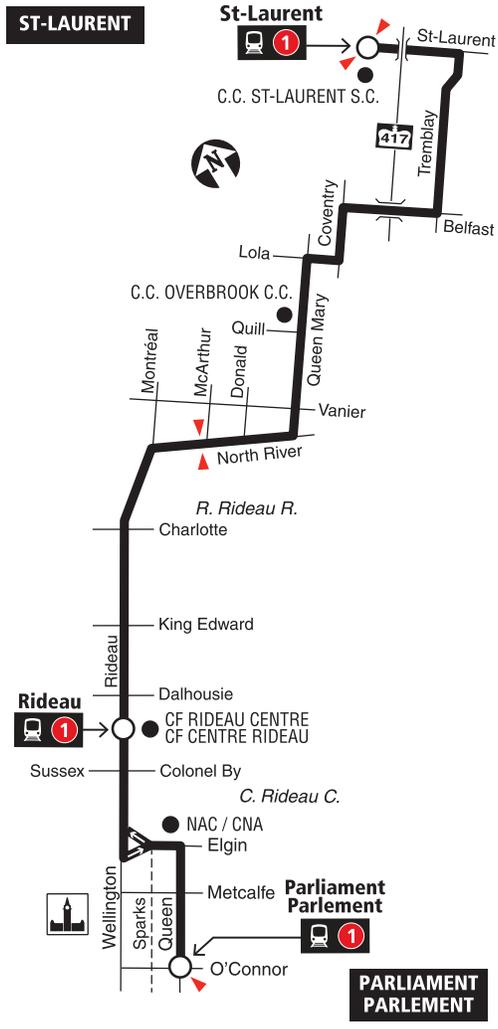


18

ST-LAURENT PARLIAMENT PARLEMENT

Local

7 days a week / 7 jours par semaine
All day service
Service toute la journée



○ Station
▲ Timepoint / Heures de passage

2023.08

2023.08

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*Standard message rates may apply / Les tarifs réguliers de messagerie texte peuvent s'appliquer

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- Lost and Found / Objets perdus **613-563-4011**
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Effective August 27, 2023
En vigueur 27 août 2023

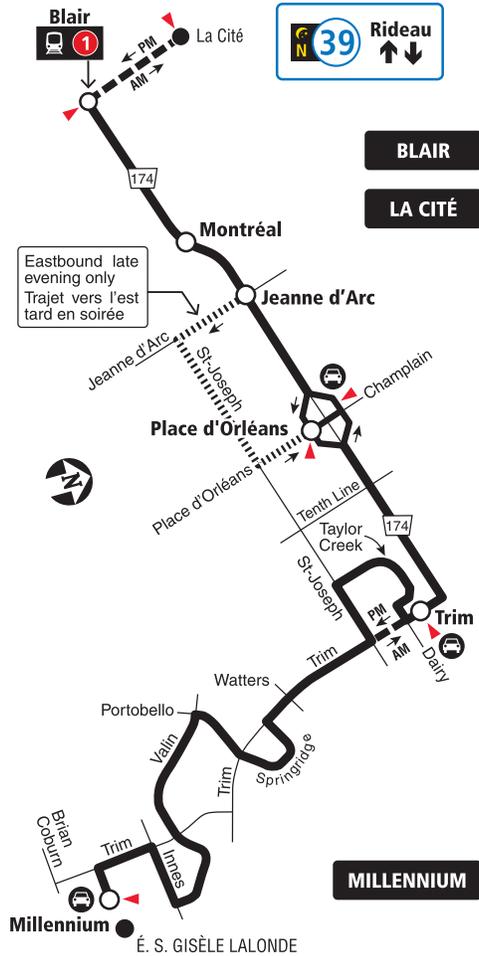
39

Rapide

MILLENNIUM BLAIR LA CITÉ

7 days a week / 7 jours par semaine

All day service and limited overnight
Service toute la journée et limité la nuit



- Station
- Peak periods / Périodes de pointe
- Park & Ride / Parc-o-bus
- Timepoint / Heures de passage

When O-Train Line 1 is not running overnight, Route 39 will be extended downtown to Rideau Station. / Lorsque la ligne 1 de l'O-Train ne circule pas la nuit, le circuit 39 sera prolongée au centre-ville jusqu'à la station Rideau.

2019.07

Future route after O-Train Line 1 is open
Trajet du circuit après l'ouverture de la Ligne 1 de l'O-Train

Lost and Found / Objets perdus..... 613-563-4011
Security / Sécurité 613-741-2478

INFO 613-741-4390
octranspo.com

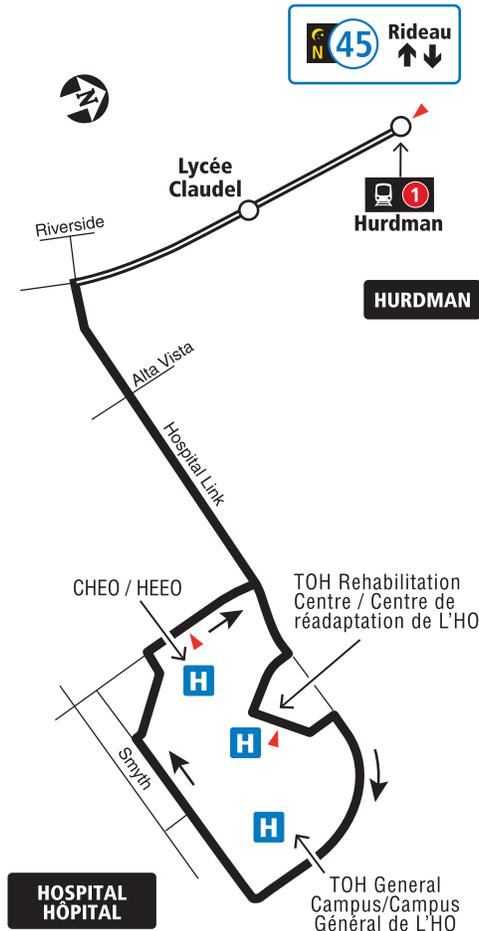
45

HOSPITAL HÔPITAL HURDMAN

Rapid^e

7 days a week / 7 jours par semaine

All day and limited overnight service
Service toute la journée et limité la nuit



Transitway & Station
 Timepointe / Heures de passage

When O-Train Line 1 is not running overnight, Route 45 will be extended downtown to Rideau Station. / Lorsque la ligne 1 de l'O-Train ne circule pas la nuit, le circuit 45 sera prolongée au centre-ville jusqu'à la station Rideau.

2019.07

Future route after O-Train Line 1 is open
Trajet du circuit après l'ouverture de la Ligne 1 de l'O-Train

Lost and Found / Objets perdus..... 613-563-4011
 Security / Sécurité..... 613-741-2478

INFO 613-741-4390
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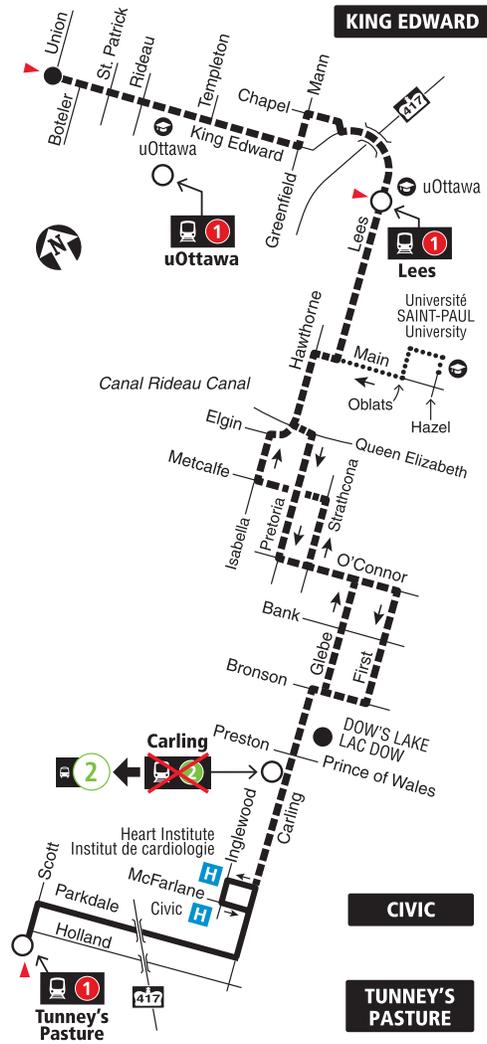


56

CIVIC KING EDWARD TUNNEY'S PASTURE

Local

7 days a week / 7 jours par semaine



- Station
- 7 days a week / 7 jours par semaine
- Monday to Friday only (Peak periods)
Lundi au vendredi seulement (Périodes de pointe)
- Some trips / Quelques trajets
- Timepoint / Heures de passage

2021.06

Schedule / Horaire 613-560-1000
Text / Texto* 560560
plus your four digit bus stop number / plus votre numéro d'arrêt à quatre chiffres
*Standard message rates may apply / Les tarifs réguliers de messagerie texte peuvent s'appliquer

- Customer Service / Service à la clientèle **613-741-4390**
- Lost and Found / Objets perdus **613-563-4011**
- Security / Sécurité **613-741-2478**

**Effective June 20, 2021
En vigueur 20 juin 2021**

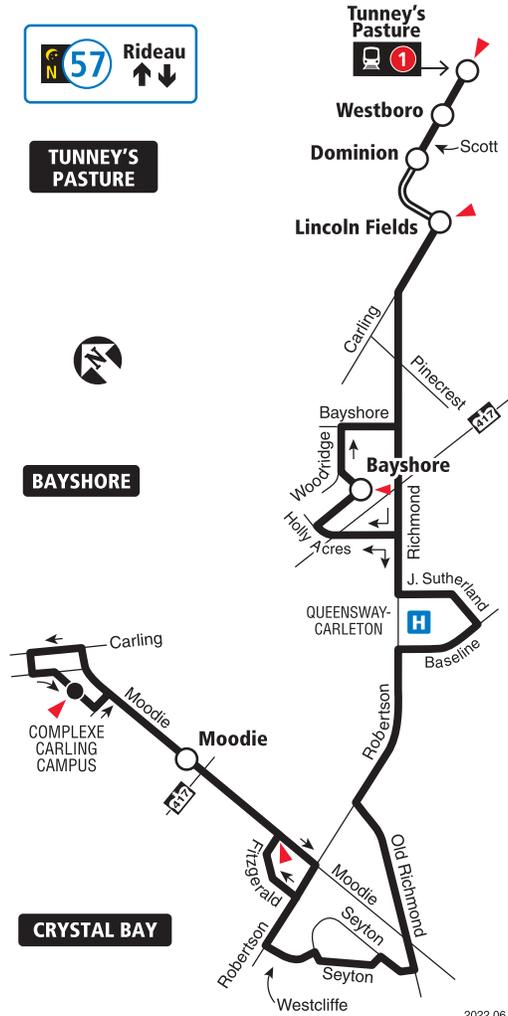


BAYSHORE CRYSTAL BAY TUNNEY'S PASTURE

Rapid^e

7 days a week / 7 jours par semaine

All day and limited overnight service
Service toute la journée et limité la nuit



Transitway & Station
 Timepoint | Heures de passage

When O-Train Line 1 is not running overnight, Route 57 will be extended downtown to Rideau Station. / Lorsque la Ligne 1 de l'O-Train ne circule pas la nuit, le circuit 57 sera prolongée au centre-ville jusqu'à la station Rideau.

2022.06

2022.06

Schedule / Horaire 613-560-1000
Text / Texto* 560560
plus your four digit bus stop number / plus votre numéro d'arrêt à quatre chiffres
*Standard message rates may apply / Les tarifs réguliers de messagerie texte peuvent s'appliquer

Customer Service
 Service à la clientèle **613-560-5000**
 Lost and Found / Objets perdus **613-563-4011**
 Security / Sécurité **613-741-2478**

Effective June 26, 2022
En vigueur 26 juin 2022

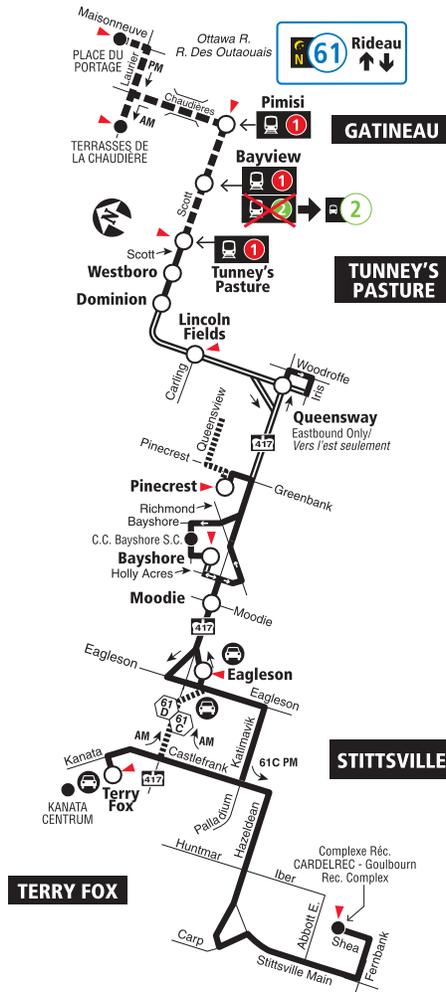


**TERRY FOX
STITTSVILLE**
**TUNNEY'S PASTURE
GATINEAU**

Rapid

7 days a week / 7 jours par semaine

All day service and limited overnight
Service toute la journée et limité la nuit



- Transitway & Station
- Peak trips / Trajets de pointe
- Selected time periods / Périodes sélectionnées
- Park & Ride / Parc-o-bus
- Timepoint / Heures de passage

When O-Train Line 1 is not running overnight, Route 61 will be extended downtown to Rideau Station. / Lorsque la Ligne 1 de l'O-Train ne circule pas la nuit, le circuit 61 sera prolongée au centre-ville jusqu'à la station Rideau.

2022.06

Schedule / Horaire 613-560-1000
Text / Texto* 560560
plus your four digit bus stop number / plus votre numéro d'arrêt à quatre chiffres
*Standard message rates may apply / Les tarifs réguliers de messagerie texte peuvent s'appliquer

Customer Service
Service à la clientèle **613-560-5000**

Lost and Found / Objets perdus **613-563-4011**

Security / Sécurité **613-741-2478**

Effective June 26, 2022
En vigueur 26 juin 2022

INFO 613-560-5000
octranspo.com



CAMBRIAN BARRHAVEN C. TUNNEY'S PASTURE GATINEAU

7 days a week / 7 jours par semaine
All day service and limited overnight
Service toute la journée et limité la nuit



2022.06

When O-Train Line 1 is not running overnight, Route 75 will be extended downtown to Rideau Station. / Lorsque la Ligne 1 de l'O-Train ne circule pas la nuit, le circuit 75 sera prolongée au centre-ville jusqu'à la station Rideau.

2022.06

Schedule / Horaire 613-560-1000
Text / Texto* 560560
plus your four digit bus stop number / plus votre numéro d'arrêt à quatre chiffres
*Standard message rates may apply / Les tarifs réguliers de messagerie texte peuvent s'appliquer

Customer Service
 Service à la clientèle **613-560-5000**

Lost and Found / Objets perdus **613-563-4011**

Security / Sécurité **613-741-2478**

Effective June 26, 2022
En vigueur 26 juin 2022

OC Transpo INFO 613-560-5000
 octranspo.com

97

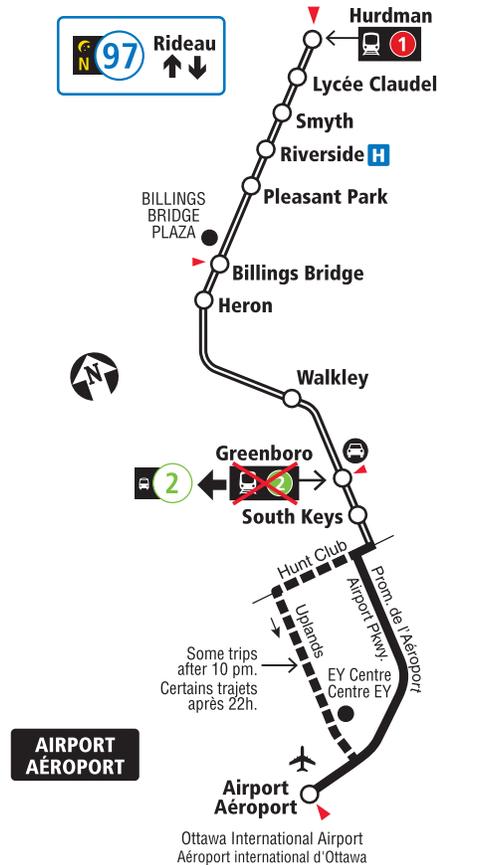
AIRPORT / AÉROPORT HURDMAN

Rapid^e

7 days a week / 7 jours par semaine

All day service and limited overnight
Service toute la journée et limité la nuit

HURDMAN



When O-Train Line 1 is not running overnight, Route 97 will be extended downtown to Rideau Station. / Lorsque la ligne 1 de l'O-Train ne circule pas la nuit, le circuit 97 sera prolongée au centre-ville jusqu'à la station Rideau.

2020.04

Schedule / Horaire..... 613-560-1000
Text / Texto560560
plus your four digit bus stop number / plus votre numéro d'arrêt à quatre chiffres

Customer Service
 Service à la clientèle 613-741-4390

Lost and Found / Objets perdus..... 613-563-4011

Security / Sécurité 613-741-2478

Effective May 3, 2020
En vigueur 3 mai 2020

OC Transpo INFO 613-741-4390
 octranspo.com

114

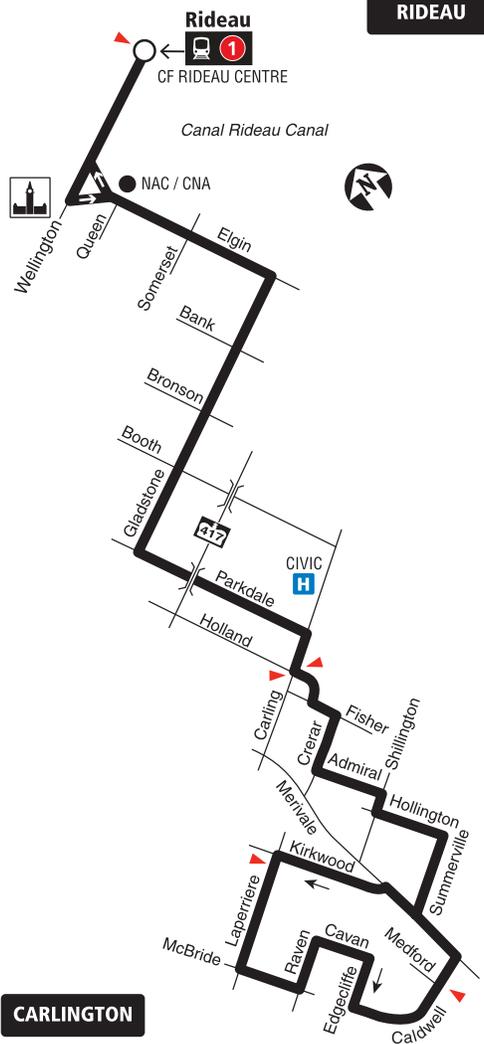
CARLINGTON RIDEAU

Local

Monday to Friday / Lundi au vendredi

Selected trips only

Trajets sélectionnés seulement



- Station
- ▲ Timepoint / Heures de passage

2020.08



Schedule / Horaire..... 613-560-1000

Text / Texto 560560

plus your four digit bus stop number / plus votre numéro d'arrêt à quatre chiffres

Customer Service

Service à la clientèle 613-560-5000

Lost and Found / Objets perdus..... 613-563-4011

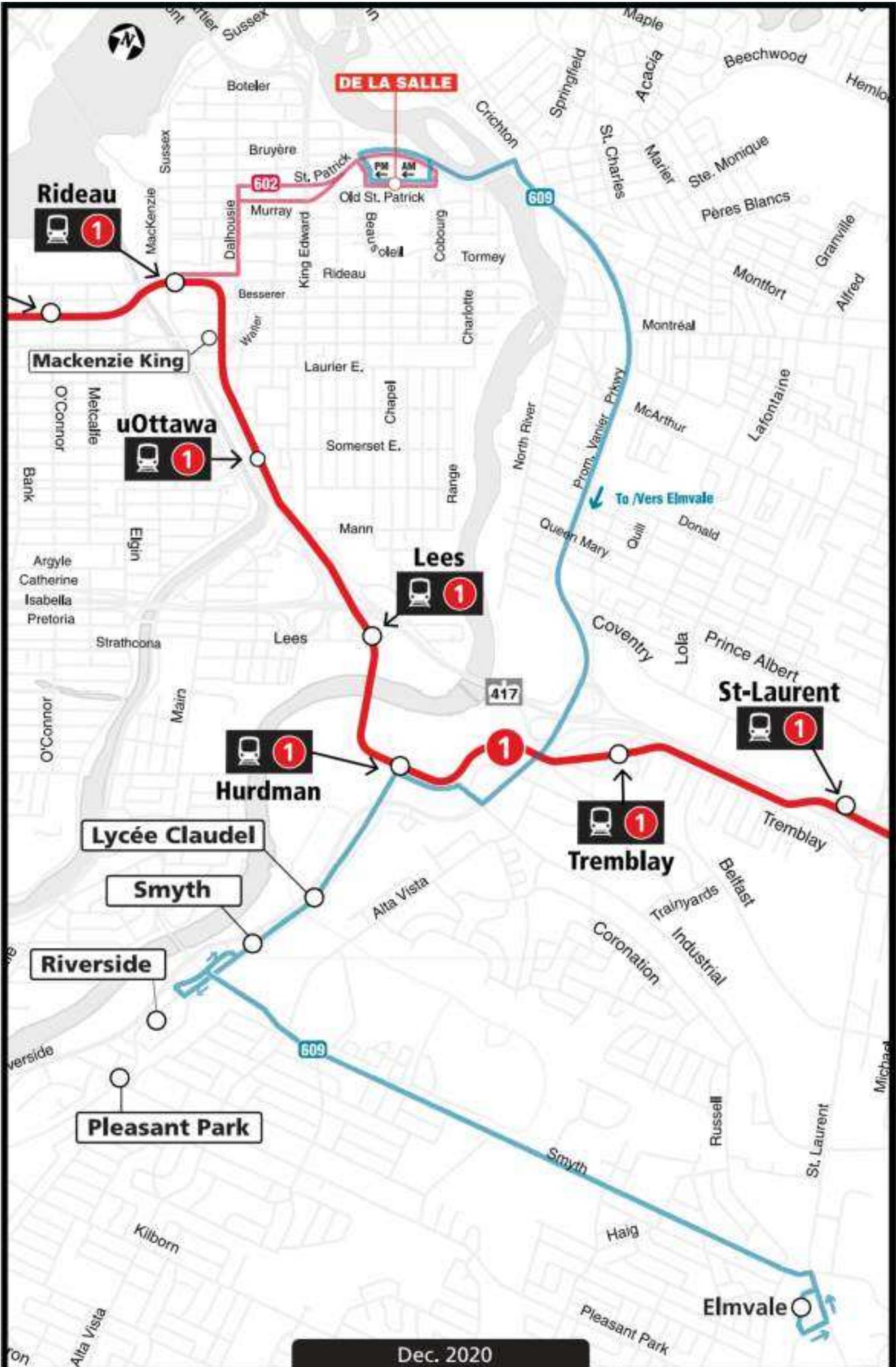
Security / Sécurité 613-741-2478

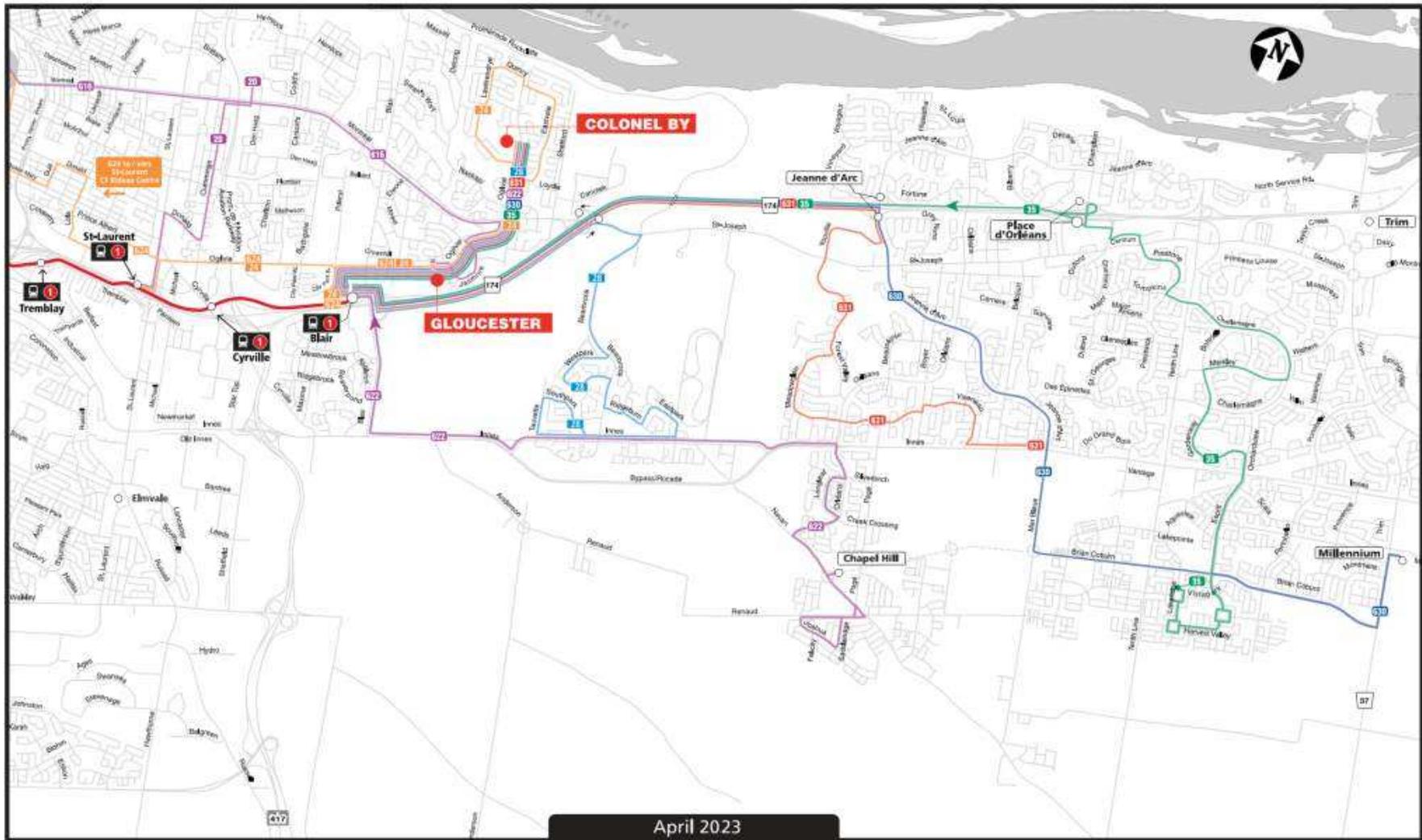
Effective Fall 2020

En vigueur automne 2020



INFO 613-560-5000
octranspo.com







APPENDIX D

Traffic Count Data

Turning Movement Count - Peak Hour Diagram

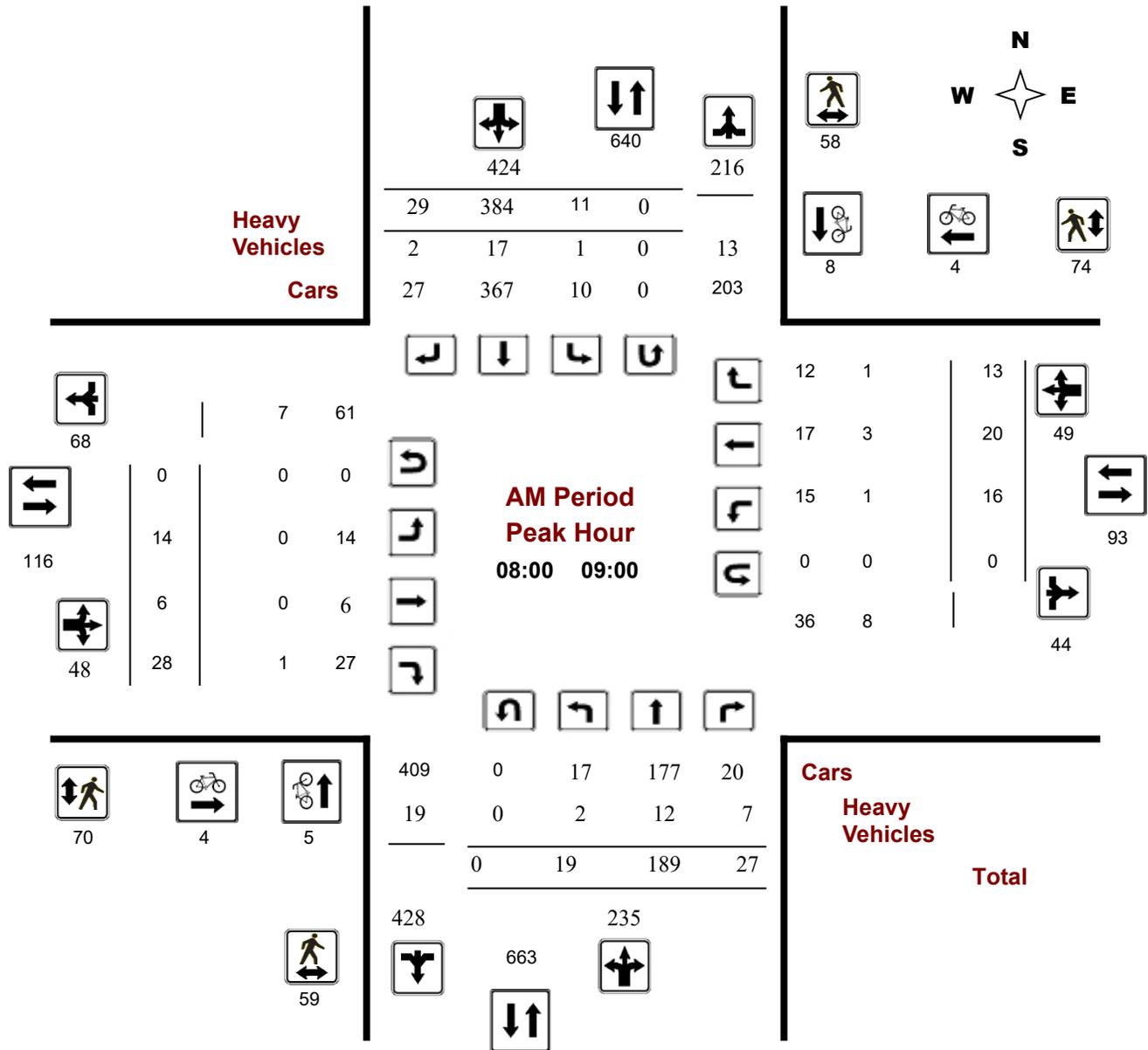
DALHOUSIE ST @ YORK ST

Survey Date: Tuesday, August 23, 2022

Start Time: 07:00

WO No: 40517

Device: Miovision



Comments

Turning Movement Count - Peak Hour Diagram

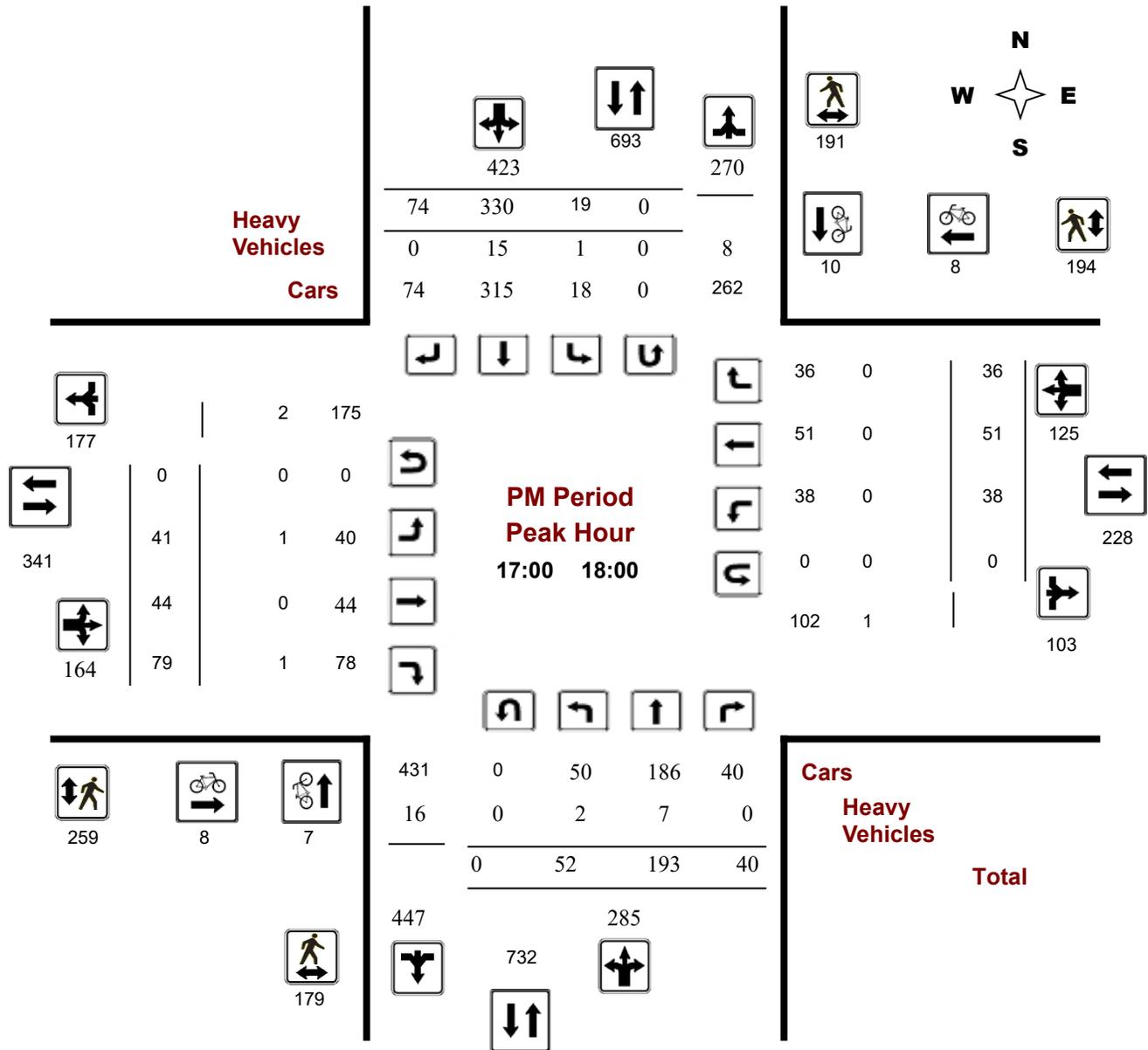
DALHOUSIE ST @ YORK ST

Survey Date: Tuesday, August 23, 2022

Start Time: 07:00

WO No: 40517

Device: Miovision



Comments



Transportation Services - Traffic Services

Turning Movement Count - Study Results

DALHOUSIE ST @ YORK ST

Survey Date: Tuesday, August 23, 2022

WO No: 40517

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, August 23, 2022

Total Observed U-Turns

AADT Factor

Northbound: 8	Southbound: 1	.90
Eastbound: 1	Westbound: 2	

Period	Northbound				Southbound				STR TOT	Eastbound				Westbound				STR TOT	Grand Total		
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT		LT	ST	RT	EB TOT	LT	ST	RT	WB TOT				
07:00 08:00	19	180	13	212	15	384	19	418	630	7	5	23	35	23	8	9	40	75	705		
08:00 09:00	19	189	27	235	11	384	29	424	659	14	6	28	48	16	20	13	49	97	756		
09:00 10:00	19	151	10	180	5	327	31	363	543	13	13	28	54	27	31	19	77	131	674		
11:30 12:30	37	151	20	208	14	321	61	396	604	39	39	53	131	29	50	26	105	236	840		
12:30 13:30	46	162	28	236	23	298	64	385	621	43	31	61	135	25	64	37	126	261	882		
15:00 16:00	37	215	19	271	11	333	51	395	666	31	37	66	134	27	49	19	95	229	895		
16:00 17:00	35	180	26	241	15	322	44	381	622	38	46	73	157	39	44	23	106	263	885		
17:00 18:00	52	193	40	285	19	330	74	423	708	41	44	79	164	38	51	36	125	289	997		
Sub Total	264	1421	183	1868	113	2699	373	3185	5053	226	221	411	858	224	317	182	723	1581	6634		
U Turns	8				1				9				1				2		3		12
Total	264	1421	183	1876	113	2699	373	3186	5062	226	221	411	859	224	317	182	725	1584	6646		

EQ 12Hr 367 1975 254 **2608** 157 3752 518 **4429** **7036** 314 307 571 **1194** 311 441 253 **1008** **2202** **9238**
 Note: These values are calculated by multiplying the totals by the appropriate expansion factor. **1.39**

AVG 12Hr 330 1778 229 **2347** 141 4423 611 **3986** **6332** 283 276 514 **1075** 280 397 228 **907** **1982** **8314**
 Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor. **.90**

AVG 24Hr 432 2329 300 **3075** 185 5794 800 **5222** **8295** 371 362 673 **1408** 367 520 299 **1188** **2596** **10891**
 Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor. **1.31**

Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.

Turning Movement Count - Peak Hour Diagram

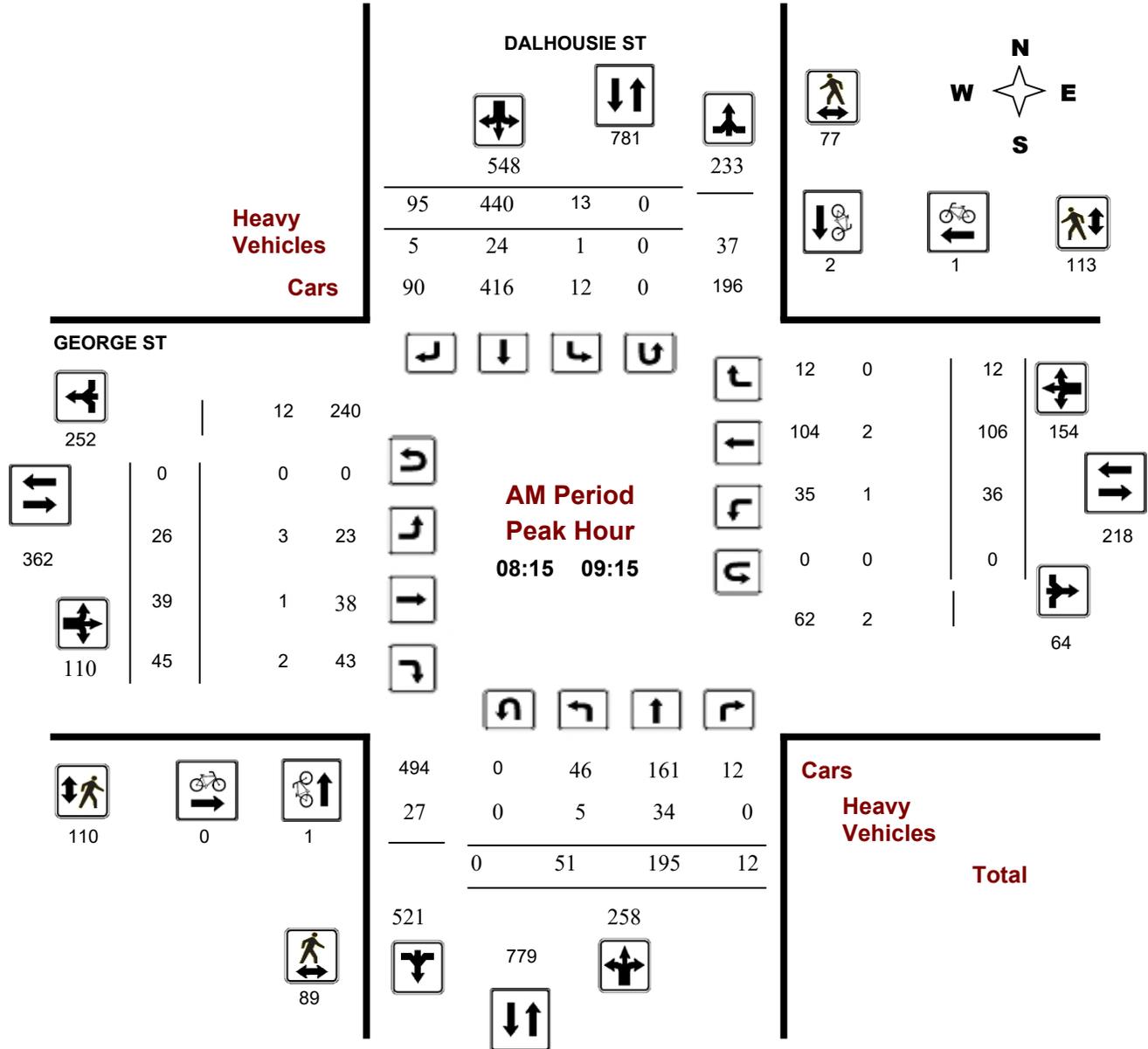
GEORGE ST @ DALHOUSIE ST

Survey Date: Thursday, March 21, 2019

Start Time: 07:00

WO No: 38458

Device: Miovision





Transportation Services - Traffic Services

Turning Movement Count - Study Results

GEORGE ST @ DALHOUSIE ST

Survey Date: Thursday, March 21, 2019

WO No: 38458

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Thursday, March 21, 2019

Total Observed U-Turns

AADT Factor

Northbound: 2 Southbound: 5
 Eastbound: 2 Westbound: 1

1.00

DALHOUSIE ST

GEORGE ST

Period	DALHOUSIE ST					GEORGE ST					STR TOT	Grand Total							
	Northbound			Southbound		Eastbound			Westbound										
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	29	148	9	186	11	485	66	562	748	22	50	50	122	26	77	16	119	241	989
08:00 09:00	49	177	11	237	9	471	90	570	807	23	31	44	98	37	105	13	155	253	1060
09:00 10:00	59	191	20	270	21	330	77	428	698	30	59	68	157	27	97	22	146	303	1001
11:30 12:30	48	187	12	247	14	298	76	388	635	22	62	86	170	30	76	21	127	297	932
12:30 13:30	66	155	18	239	21	280	79	380	619	31	57	59	147	33	71	26	130	277	896
15:00 16:00	57	236	10	303	17	295	80	392	695	31	67	68	166	26	102	32	160	326	1021
16:00 17:00	69	323	10	402	20	307	70	397	799	46	55	68	169	36	95	36	167	336	1135
17:00 18:00	99	260	16	375	18	307	71	396	771	58	58	69	185	33	110	37	180	365	1136
Sub Total	476	1677	106	2259	131	2773	609	3513	5772	263	439	512	1214	248	733	203	1184	2398	8170
U Turns				2				5	7				2				1	3	10
Total	476	1677	106	2261	131	2773	609	3518	5779	263	439	512	1216	248	733	203	1185	2401	8180
EQ 12Hr	662	2331	147	3143	182	3854	847	4890	8033	366	610	712	1690	345	1019	282	1647	3337	11370
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.													1.39						
AVG 12Hr	624	2197	139	2962	172	3633	798	4609	8033	345	575	671	1593	325	960	266	1552	3337	11370
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.													1						
AVG 24Hr	817	2878	182	3880	225	4759	1045	6037	9917	451	753	879	2087	426	1258	348	2034	4121	14038

Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor. **1.31**

Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.

APPENDIX E

Collision Records



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 To: December 31, 2021

Location: DALHOUSIE ST @ YORK ST

Traffic Control: Traffic signal

Total Collisions: 16

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Feb-19, Sun,11:48	Clear	SMV other	Non-fatal injury	Dry	West	Turning left	Pick-up truck	Pedestrian	1
2017-May-06, Sat,23:56	Rain	Sideswipe	P.D. only	Wet	North	Pulling away from shoulder or curb	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-May-24, Wed,00:13	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Sep-04, Mon,00:41	Clear	Turning movement	P.D. only	Dry	North	Making "U" turn	Unknown	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-May-18, Fri,01:33	Clear	Other	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Stopped	Police vehicle	Other motor vehicle	
2018-May-19, Sat,22:29	Rain	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Jul-14, Sat,02:41	Rain	SMV other	Non-fatal injury	Wet	North	Going ahead	Automobile, station wagon	Pedestrian	2
2018-Jul-14, Sat,19:15	Clear	Sideswipe	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jul-19, Thu,14:59	Clear	Turning movement	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Cyclist	0
					East	Going ahead	Bicycle	Other motor vehicle	
2018-Aug-21, Tue,22:29	Rain	Sideswipe	Non-fatal injury	Wet	East	Changing lanes	Automobile, station wagon	Cyclist	0
					East	Going ahead	Bicycle	Other motor vehicle	
2019-Jun-13, Thu,22:00	Clear	Other	P.D. only	Dry	South	Reversing	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Jun-11, Thu,02:39	Rain	SMV other	P.D. only	Wet	South	Going ahead	Police vehicle	Skidding/sliding	0
2021-Sep-21, Tue,09:03	Clear	Rear end	P.D. only	Dry	North	Turning right	Unknown	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 To: December 31, 2021

Location: DALHOUSIE ST @ YORK ST

Traffic Control: Traffic signal

Total Collisions: 16

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-Oct-01, Fri,18:50	Clear	Rear end	P.D. only	Dry	South	Turning right	Unknown	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2021-Dec-18, Sat,23:10	Clear	Rear end	P.D. only	Loose snow	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2021-Dec-22, Wed,16:21	Snow	SMV other	Non-fatal injury	Wet	East	Turning right	Automobile, station wagon	Pedestrian	1



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 To: December 31, 2021

Location: GEORGE ST @ DALHOUSIE ST

Traffic Control: Traffic signal

Total Collisions: 26

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Feb-28, Tue,20:57	Clear	SMV other	Non-fatal injury	Dry	North	Turning left	Pick-up truck	Pedestrian	1
2017-May-12, Fri,17:41	Clear	Sideswipe	P.D. only	Dry	West	Unknown	Automobile, station wagon	Other motor vehicle	0
					West	Unknown	Automobile, station wagon	Other motor vehicle	
2017-Jun-16, Fri,12:53	Clear	Turning movement	P.D. only	Dry	North	Turning left	Bus (other)	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Jul-06, Thu,16:30	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2017-Aug-12, Sat,06:35	Clear	Angle	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Sep-24, Sun,02:48	Clear	SMV other	Non-fatal injury	Dry	South	Turning right	Automobile, station wagon	Pedestrian	1
2017-Oct-30, Mon,13:39	Clear	Rear end	P.D. only	Dry	North	Changing lanes	Unknown	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2017-Dec-23, Sat,08:20	Clear	Angle	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Jun-22, Fri,18:07	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Jul-07, Sat,11:36	Clear	Sideswipe	P.D. only	Dry	East	Overtaking	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Jul-28, Sat,14:45	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Nov-18, Sun,17:11	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Unknown	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Dec-13, Thu,06:16	Clear	SMV other	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Pedestrian	1



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 To: December 31, 2021

Location: GEORGE ST @ DALHOUSIE ST

Traffic Control: Traffic signal

Total Collisions: 26

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-20, Sun,02:30	Snow	Turning movement	P.D. only	Loose snow	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2019-Mar-02, Sat,02:33	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-May-03, Fri,12:57	Clear	Sideswipe	P.D. only	Dry	North	Overtaking	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Delivery van	Other motor vehicle	
2019-Aug-03, Sat,11:00	Clear	Rear end	P.D. only	Dry	South	Unknown	Unknown	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-07, Sat,22:20	Clear	Sideswipe	Non-fatal injury	Dry	South	Unknown	Unknown	Cyclist	0
					South	Going ahead	Bicycle	Other motor vehicle	
2019-Nov-03, Sun,00:28	Clear	Approaching	P.D. only	Wet	North	Unknown	Automobile, station wagon	Other motor vehicle	0
					South	Unknown	Automobile, station wagon	Other motor vehicle	
2019-Dec-13, Fri,10:10	Clear	Sideswipe	P.D. only	Dry	North	Pulling away from shoulder or curb	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Feb-18, Tue,07:53	Snow	Turning movement	P.D. only	Loose snow	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Apr-12, Sun,17:30	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2020-Jun-16, Tue,20:20	Clear	Turning movement	P.D. only	Dry	South	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Mar-25, Thu,16:57	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Passenger van	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 To: December 31, 2021

Location: GEORGE ST @ DALHOUSIE ST

Traffic Control: Traffic signal

Total Collisions: 26

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Oct-10, Sun, 14:34	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Oct-29, Fri, 14:33	Clear	Turning movement	P.D. only	Dry	West	Turning right	Pick-up truck	Other motor vehicle	0
					West	Turning right	Delivery van	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 To: December 31, 2021

Location: DALHOUSIE ST btwn YORK ST & GEORGE ST

Traffic Control: No control

Total Collisions: 15

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2017-Jun-26, Mon,00:00	Clear	SMV unattended vehicle	P.D. only	Dry	Unknown	Unknown	Unknown	Unattended vehicle	0
2017-Aug-03, Thu,17:50	Clear	Angle	P.D. only	Dry	East North	Reversing Stopped	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2018-Jan-28, Sun,00:00	Clear	SMV unattended vehicle	P.D. only	Dry	South	Reversing	Automobile, station wagon	Unattended vehicle	0
2018-Apr-20, Fri,23:00	Clear	Turning movement	P.D. only	Dry	South South	Making "U" turn Going ahead	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2018-Aug-05, Sun,03:35	Clear	Sideswipe	Non-fatal injury	Dry	South South	Going ahead Going ahead	Automobile, station wagon Passenger van	Other motor vehicle Other motor vehicle	0
2018-Nov-20, Tue,08:48	Snow	SMV unattended vehicle	P.D. only	Loose snow	North	Going ahead	Municipal transit bus	Unattended vehicle	0
2019-Feb-16, Sat,12:50	Clear	Angle	P.D. only	Wet	West North	Turning right Going ahead	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2019-Jun-10, Mon,12:32	Clear	Sideswipe	Non-fatal injury	Dry	North North North	Stopped Going ahead Going ahead	Pick-up truck Bicycle Intercity bus	Cyclist Other motor vehicle Cyclist	0
2019-Nov-01, Fri,00:00	Clear	SMV unattended vehicle	P.D. only	Dry	Unknown	Unknown	Unknown	Unattended vehicle	0
2019-Dec-22, Sun,02:28	Clear	Sideswipe	P.D. only	Dry	North North	Merging Going ahead	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2020-Jan-11, Sat,14:05	Rain	Angle	P.D. only	Wet	West North	Going ahead Going ahead	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2020-Sep-23, Wed,13:10	Clear	Angle	P.D. only	Dry	West South	Turning right Going ahead	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2021-Apr-14, Wed,12:30	Clear	SMV other	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other	0



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 To: December 31, 2021

Location: DALHOUSIE ST btwn YORK ST & GEORGE ST

Traffic Control: No control

Total Collisions: 15

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Apr-30, Fri,21:44	Clear	SMV other	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Curb	0
2021-Nov-12, Fri,22:36	Clear	SMV other	P.D. only	Dry	North	Reversing	Automobile, station wagon	Pole (sign, parking meter)	0



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 To: December 31, 2021

Location: GEORGE ST btwn DALHOUSIE ST & CUMBERLAND ST

Traffic Control: No control

Total Collisions: 13

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Jan-29, Sun,04:44	Clear	SMV unattended vehicle	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Unattended vehicle	0
2017-May-10, Wed,00:00	Clear	SMV unattended vehicle	P.D. only	Dry	Unknown	Reversing	Automobile, station wagon	Unattended vehicle	0
2017-May-28, Sun,03:50	Clear	Angle	P.D. only	Dry	South East	Reversing Stopped	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2017-Sep-30, Sat,02:25	Clear	Angle	P.D. only	Dry	North West	Turning right Overtaking	Unknown Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2017-Oct-13, Fri,10:00	Clear	Sideswipe	Non-fatal injury	Dry	North North	Unknown Unknown	Unknown Bicycle	Cyclist Other motor vehicle	0
2017-Nov-14, Tue,09:53	Clear	Turning movement	P.D. only	Dry	East East	Pulling away from shoulder or curb Turning right	Automobile, station wagon Truck - dump	Other motor vehicle Other motor vehicle	0
2017-Dec-18, Mon,12:00	Snow	Sideswipe	P.D. only	Slush	West West	Pulling away from shoulder or curb Going ahead	Passenger van Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2018-Nov-14, Wed,23:28	Clear	Sideswipe	P.D. only	Dry	West West	Pulling away from shoulder or curb Going ahead	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2018-Dec-05, Wed,18:40	Clear	SMV unattended vehicle	P.D. only	Dry	South	Turning right	Automobile, station wagon	Unattended vehicle	0
2019-Jul-03, Wed,16:40	Clear	Sideswipe	P.D. only	Dry	East East	Unknown Going ahead	Unknown Moped	Other motor vehicle Other motor vehicle	0
2019-Oct-10, Thu,08:11	Clear	Sideswipe	P.D. only	Dry	West West	Pulling away from shoulder or curb Going ahead	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 To: December 31, 2021

Location: GEORGE ST btwn DALHOUSIE ST & CUMBERLAND ST

Traffic Control: No control

Total Collisions: 13

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Nov-30, Sat,21:29	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Unknown	Automobile, station wagon	Other motor vehicle	
2021-Sep-12, Sun,13:30	Clear	Other	P.D. only	Dry	West	Reversing	Passenger van	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	

Location: YORK ST btwn DALHOUSIE ST & YORK ST EB/WB SPLIT

Traffic Control: No control

Total Collisions: 3

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Feb-05, Sun,01:22	Clear	Sideswipe	P.D. only	Dry	East	Going ahead	Unknown	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Apr-16, Tue,11:11	Clear	SMV unattended vehicle	P.D. only	Dry	North	Reversing	Truck - closed	Unattended vehicle	0
2021-Sep-20, Mon,19:31	Clear	Other	P.D. only	Dry	West	Reversing	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	

Location: YORK ST EB btwn YORK ST WB & CUMBERLAND ST

Traffic Control: No control

Total Collisions: 5

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Mar-15, Wed,10:29	Snow	SMV unattended vehicle	P.D. only	Loose snow	North	Reversing	Pick-up truck	Unattended vehicle	0
2018-Mar-07, Wed,20:49	Clear	SMV unattended vehicle	P.D. only	Wet	West	Reversing	Police vehicle	Unattended vehicle	0
2018-Mar-16, Fri,16:30	Clear	Angle	P.D. only	Dry	North	Reversing	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jun-09, Sun,20:30	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Passenger van	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 To: December 31, 2021

Location: YORK ST EB btwn YORK ST WB & CUMBERLAND ST

Traffic Control: No control

Total Collisions: 5

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Aug-20, Fri,00:00	Clear	SMV unattended vehicle	P.D. only	Dry	Unknown	Unknown	Unknown	Unattended vehicle	0

Location: YORK ST WB btwn YORK ST EB & CUMBERLAND ST

Traffic Control: No control

Total Collisions: 10

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2017-Jan-23, Mon,20:30	Clear	SMV unattended vehicle	P.D. only	Dry	West	Unknown	Unknown	Unattended vehicle	0
2017-Jul-25, Tue,08:40	Rain	Angle	P.D. only	Wet	North West	Reversing Going ahead	Automobile, station wagon Pick-up truck	Other motor vehicle Other motor vehicle	0
2018-Feb-14, Wed,13:30	Clear	SMV unattended vehicle	P.D. only	Wet	North	Reversing	Automobile, station wagon	Unattended vehicle	0
2018-Jul-06, Fri,00:23	Clear	Angle	P.D. only	Dry	West North	Reversing Stopped	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2019-Feb-08, Fri,15:00	Clear	Angle	P.D. only	Wet	North West	Reversing Stopped	Delivery van Delivery van	Other motor vehicle Other motor vehicle	0
2019-Aug-11, Sun,11:08	Clear	Other	Non-fatal injury	Dry	West East	Turning left Turning left	Pick-up truck Bicycle	Cyclist Other motor vehicle	0
2019-Oct-10, Thu,14:00	Clear	Sideswipe	P.D. only	Dry	West West	Going ahead Stopped	Truck - tractor Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2020-Oct-14, Wed,15:26	Clear	Other	P.D. only	Dry	East West	Reversing Stopped	Pick-up truck Pick-up truck	Other motor vehicle Other motor vehicle	0
2021-Feb-02, Tue,15:58	Clear	SMV other	Non-fatal injury	Dry	North	Reversing	Pick-up truck	Pedestrian	1
2021-Jun-02, Wed,18:20	Clear	Other	P.D. only	Dry	South West	Reversing Going ahead	Unknown Automobile, station wagon	Other motor vehicle Other motor vehicle	0

APPENDIX F

Excerpts of ByWard Market Public Realm and Bikeway Plans

ByWard Market—Somerset St E Neighbourhood Bikeway Marché By—Parcours cyclable du secteur de la rue Somerset Est

Proposed Enhancements

- Signalized crossing of King Edward Ave at York St for people cycling in both directions
- Traffic calming measures on York St east of Cumberland St and Beausoleil Dr between York St and Chapel St
 - Speed humps
 - Raised crossing at York St and Nelson St
 - Bulb-outs
- Westbound bike lane
 - York St west of King Edward Ave
 - Beausoleil Dr west of Chapel St
- Improved intersection for people cycling to/from pathway at Beausoleil Dr and Chapel St
- Wayfinding for people cycling – pavement markings and signage
- Street parking removed:
 - North side of York St between King Edward Ave and Cumberland St
 - North side of Beausoleil Dr between Chapel St and York St

Améliorations proposées

- Passage signalisé de l'avenue King Edward à la rue York pour les cyclistes circulant dans les deux directions
- Mesures de modération de la circulation sur la rue York à l'est de la rue Cumberland et sur la promenade Beausoleil entre la rue York et la rue Chapel
 - Dos d'âne
 - Passage surélevé à rue Nelson et rue York
 - Avancées de trottoir
- Bande cyclable dans le sens ouest
 - Rue York à l'ouest de l'avenue King Edward
 - Promenade Beausoleil à l'ouest de la rue Chapel
- Amélioration de l'intersection pour les cyclistes qui se rendent ou reviennent sur le sentier, à l'angle de la promenade Beausoleil et de la rue Chapel
- Faciliter l'orientation pour les cyclistes — Repères sur la chaussée et signalétiques
- Élimination du stationnement sur rue :
 - Côté Nord de la rue York entre l'avenue King Edward et la rue Cumberland
 - Côté Nord de la promenade Beausoleil entre la rue Chapel et la rue York

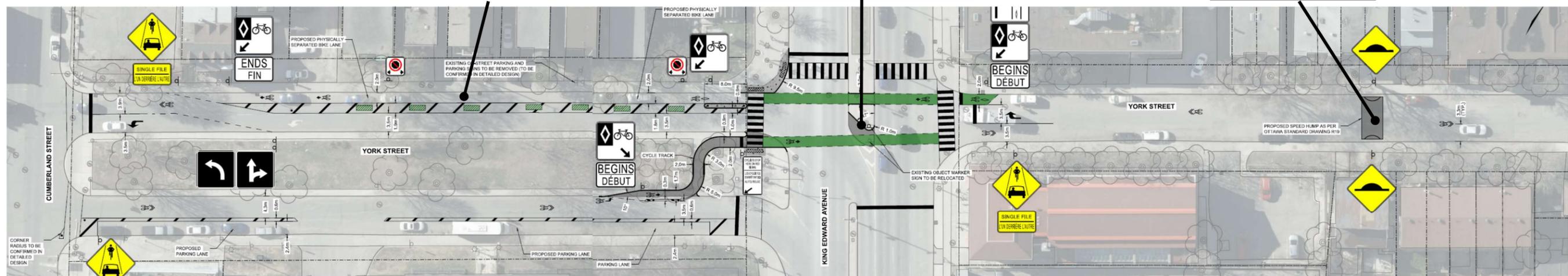


Bulb-out at Waverley Street and Cartier Street
Avancées de trottoir sur la rue Waverley et la rue Cartier

Removal of on-street parking and bike lane
Retrait du stationnement sur rue et de la bande cyclable

Signalized crossing for people cycling
Passage signalisé pour les cyclistes

Speed hump
Dos d'âne



Design Concept

York Street is a Grand Promenade linking upper and lower town. It has a beautiful, unifying paving pattern and is framed by tall arching trees. The Lawn and Gardens is a garden street with seating with expansive green lawns.

Parkette
The existing trees are maintained in a small parkette with pea gravel surface surrounded by unit paver sidewalks. Tables and chairs provide seating

Barrier Curbs
York Street has standard barrier curbs along the roadway in this area

Paving
A bold interlocking paving pattern is provided along the pedestrian promenade

Lawns and Driveways
Existing driveways and lawn areas are maintained along the north side of the promenade

Cumberland Crossing
Details on the pedestrian promenade crossing of Cumberland to be determined at Detailed Design stage

Sidewalk
On the south side, the sidewalk jogs to preserve existing trees along York near King Edward

Gateway
A seating area and public art opportunity terminate the promenade at King Edward



Parking
On-street parking lines both sides of the street

Trees
Supercanopy trees line the street to create a grand scale and formality. Existing trees are maintained wherever possible

Seating
Benches are provided along the promenade

Shared Promenade
The pedestrian promenade is 6m wide and is designed to be shared with vehicles in the centre of the blocks, in order to provide vehicular access to existing properties on the north side of York. At block ends, the promenade is pedestrian only. Promenade paving is flush, there are no curb depression

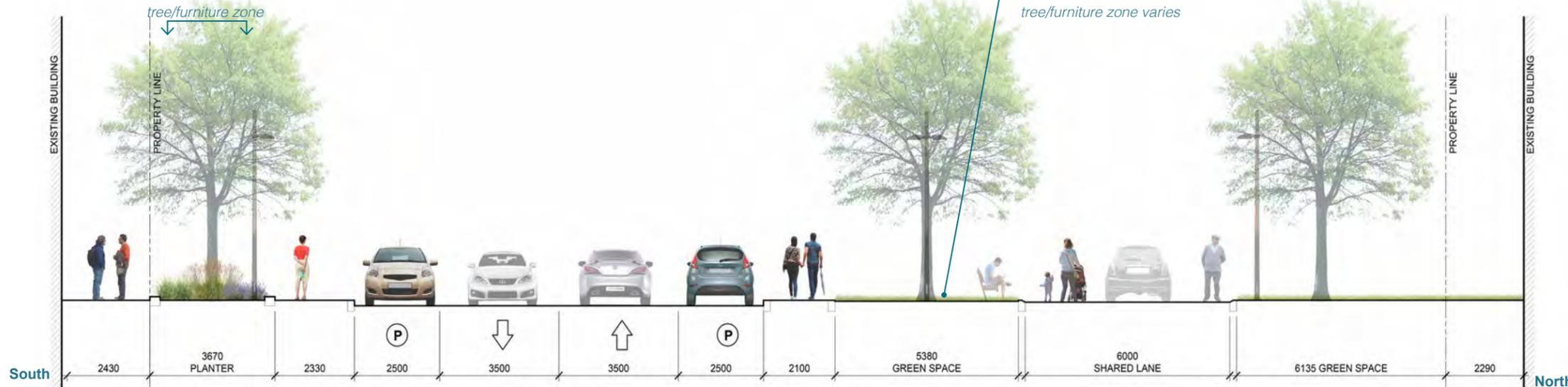
Lawns
Lawns are large, long, consolidated areas that provides large soil volumes for trees

Bollards
Bollards at each end of the shared vehicular portion of the promenade define the driving area and guide vehicles to/from York Street

- What We Heard**
- be bold and creative to attract people
 - pedestrian-only
 - no parking
 - potentially a one way street with parking
 - no loss of parking
 - ensure the trees will grow

- Current Issues**
- Angle parking along the road makes this area feel like a parking lot
 - The central grass island is surrounded by roads and parking, making it more difficult to access and less desirable as public space
 - More predominantly residential uses with some commercial

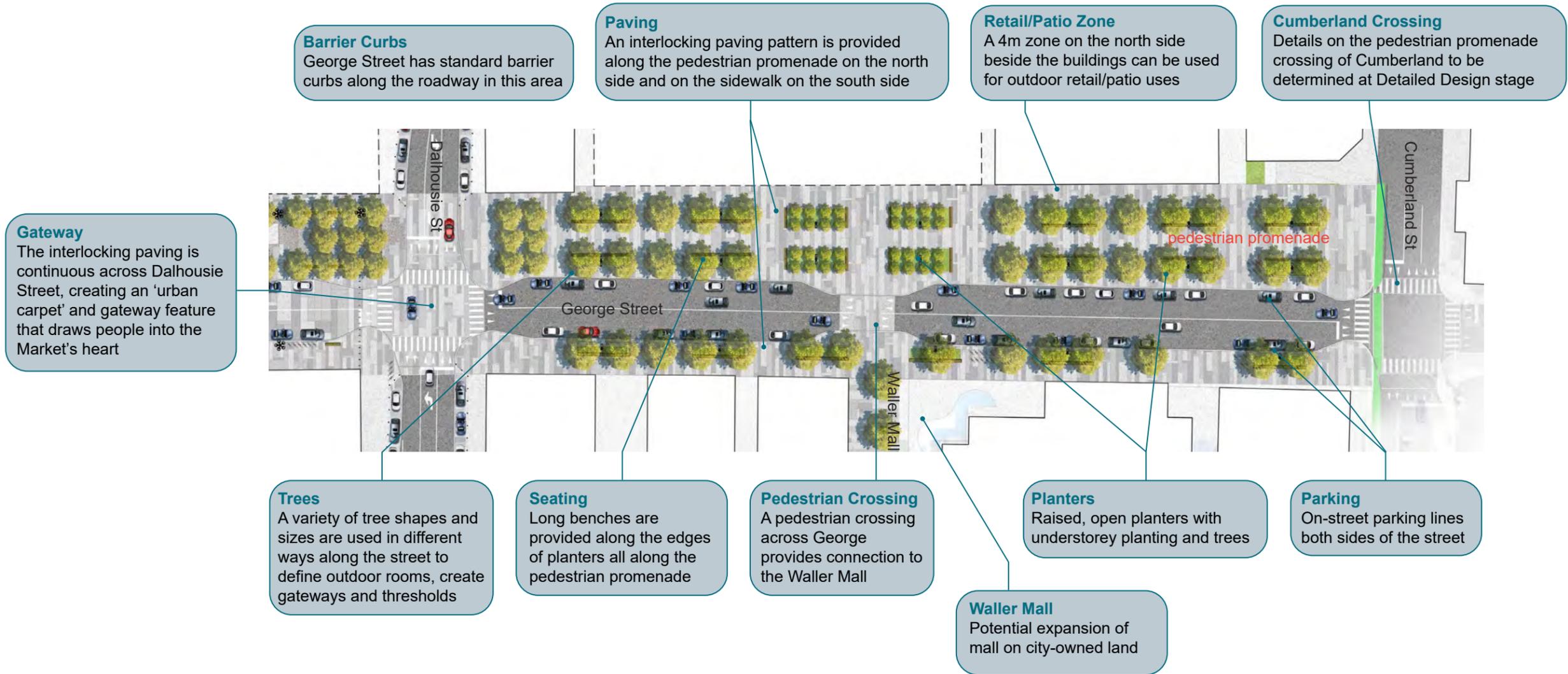
Typical Cross Section in the York Street Lawn and Gardens Area (looking west to Sussex)



Design Concept

George Street is a Promenade designed as a flexible public space to accommodate a variety of programming. It has dedicated areas for youth and families. The Promenade and Gardens marks a transition to a greener street and provides lots of seating.

The long term preferred concept assumes that buildings will infill what are currently parking lots on the north side of George Street.



What We Heard

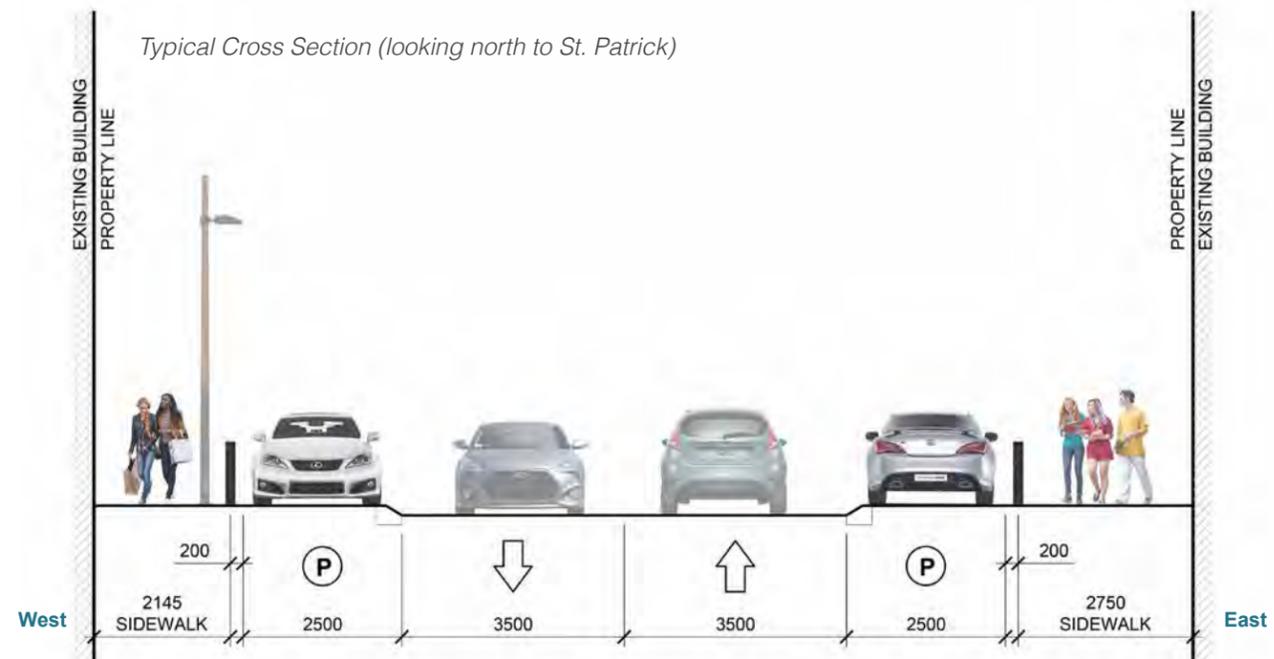
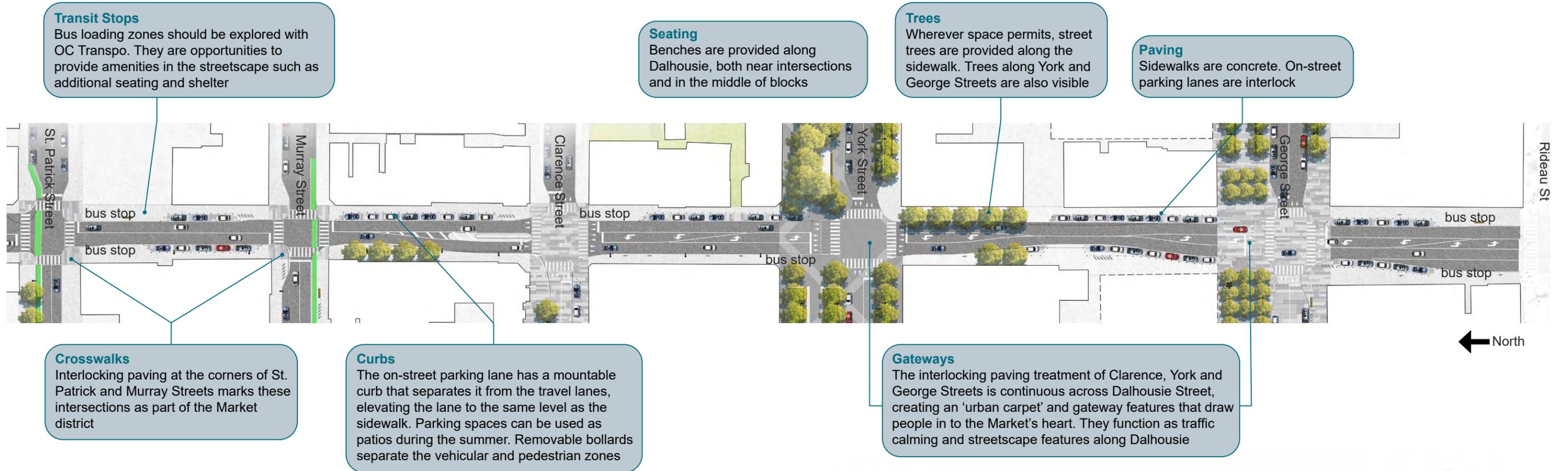
- dedicate a lot of space for pedestrians
- close the street to traffic, make it all pedestrian
- one way streets
- keep the parking
- provide public art

Current Issues

- today this area is not perceived as part of the core Market area, but it has tremendous potential to infill and intensify
- some residential uses without retail at grade
- traffic/pedestrian/cyclist safety concerns - high collision rate
- opportunity to reclaim portions of city-owned land by Waller Mall (used by condominium)

Design Concept

Dalhousie Street is enhanced as a neighbourhood main street with new trees and plenty of seating.

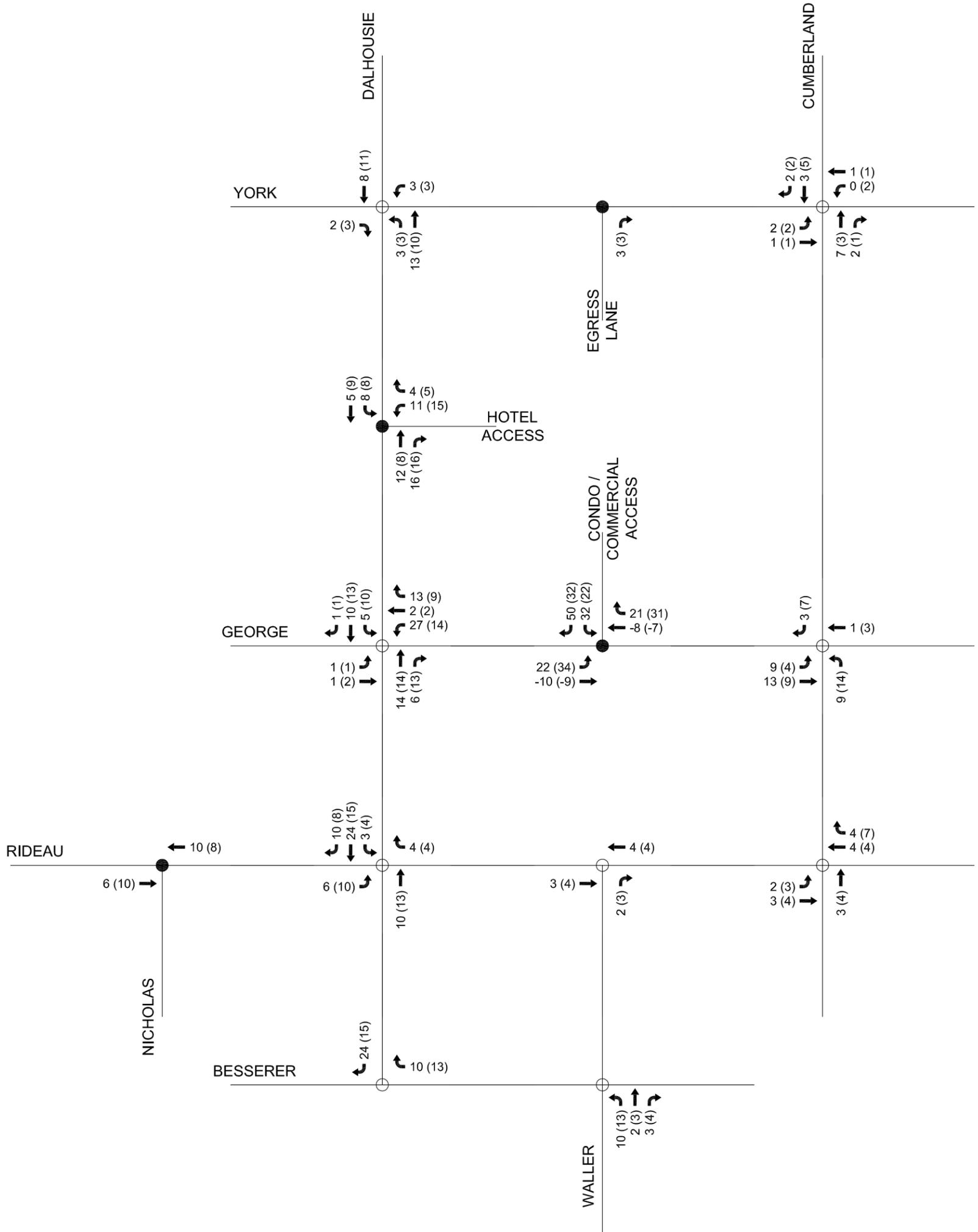


- What We Heard**
- busy and congested but works well
 - consider all modes of travel
 - more trees wherever they are feasible

- Current Issues**
- The narrow right of way works hard to accommodate travel lanes, on-street parking on both sides and sidewalks
 - There are very few trees along Dalhousie
 - traffic/pedestrian/cyclist safety concerns - high collision rate

APPENDIX G

Other Area Developments



M:\2012\112142\CAD\Design\Figures\Traffic.dwg, FIG 13, Dec 04, 2012 - 9:55am, bbyvelids

NOVATECH
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LEGEND	
●	Unsignalized Intersection
○	Signalized Intersection
xx VPH	AM Peak Hour
(xx) VPH	PM Peak Hour

141 GEORGE STREET
2017 - 2022 TOTAL SITE
TRAFFIC

DEC 2012 112142 FIGURE # 13

3. Response to City Comments

TRANSPORTATION

Comment 48a: The City has made recent changes to Cumberland Street. There is now a southbound right-turn lane on Cumberland Street between Rideau Street and George Street.

Response 48a: With the City's recent change to make Cumberland Street a two-way street, we have reassigned existing traffic and conducted an existing conditions level of service analysis. The new lane arrangements, reassigned traffic volumes, and level of service analysis results follow, with the SYNCHRO analysis included as Appendix A.

Figure 2: New Existing Lane Configuration

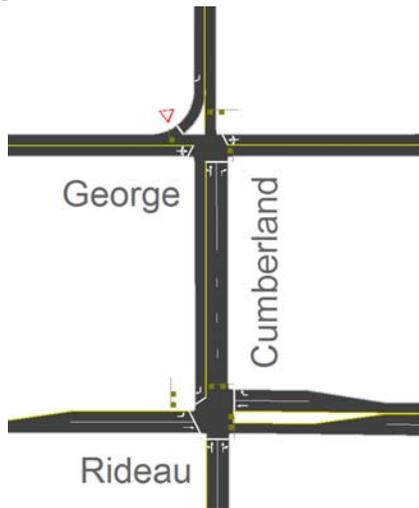


Figure 3: Existing Intersection Volumes – Assumed Volumes along Southbound Cumberland

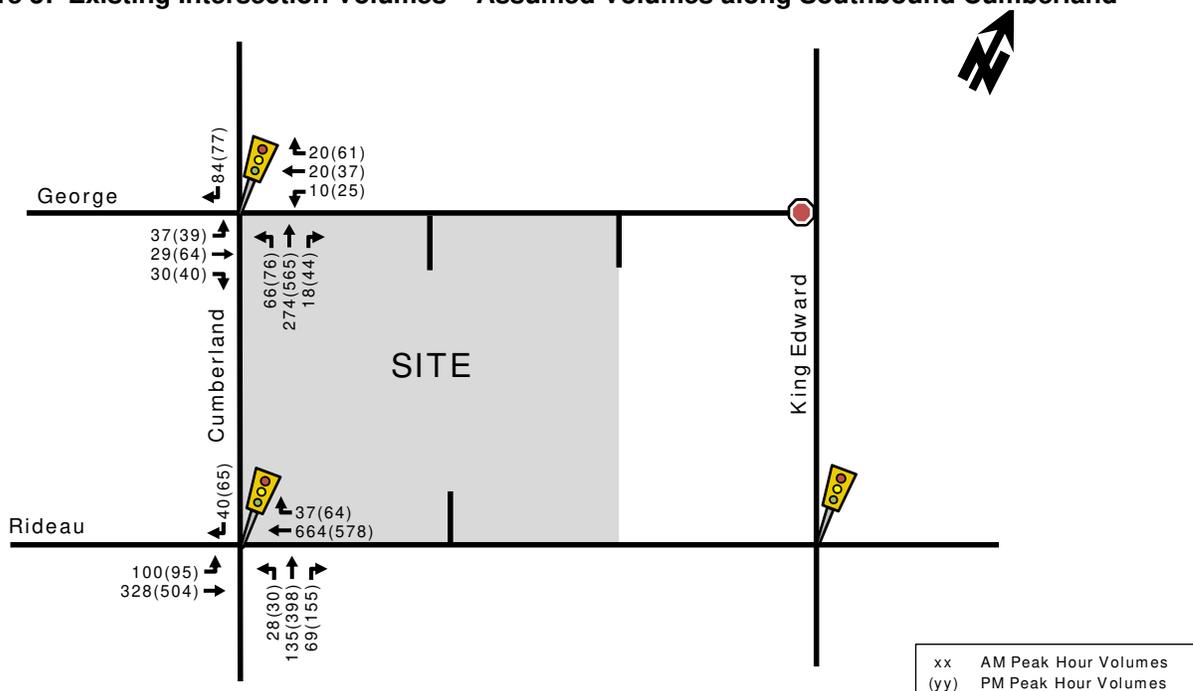


Figure 5: Total Projected Intersection Volumes (new existing plus site-generate traffic)

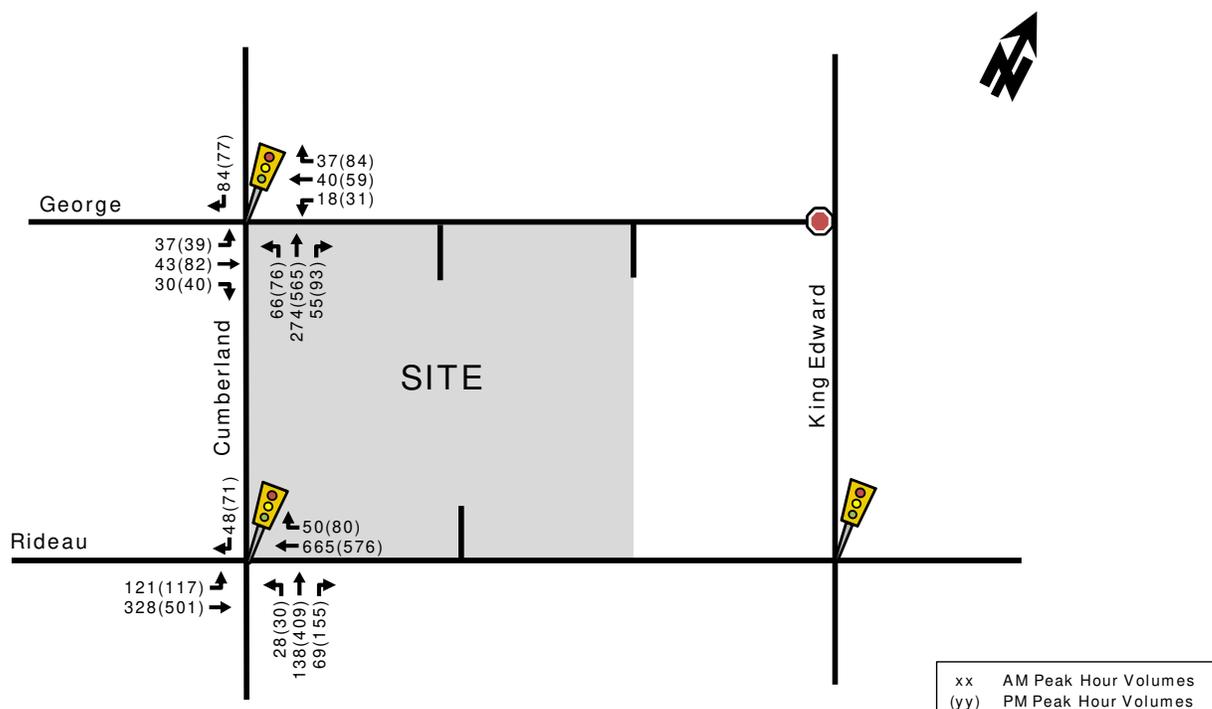


Table 3: Projected Intersection Performance (new existing plus site-generated traffic)

Intersection	Weekday AM Peak (PM Peak)					
	Critical Movement			Intersection 'as a whole'		
	LoS	max. v/c or avg. delay (s)	Movement	Delay (s)	LoS	v/c
Cumberland/George	A(B)	0.41(0.70)	EBT(EBT)	12.8(33.1)	A(B)	0.38(0.67)
Cumberland/Rideau	D(E)	0.89(0.95)	WBT(NBT)	28.4(46.9)	D(D)	0.81(0.90)

Note: Analysis of signalized intersections assumes a PHF of 0.95 and a saturation flow rate of 1800 veh/h/lane.

As can be seen in Table 3, with the lane reduction and additional traffic, the key intersections continue to operate in the LoS 'A' to LoS 'D' range for the intersections 'as a whole', and the critical northbound through movement at the Rideau/Cumberland intersection continues to operate at LoS 'E', and v/c of 0.95, which is the same as existing conditions.

Comment 49: In the SYNCHRO files, the lane configuration for Cumberland Street does not reflect existing geometry. Please update and revise.

Response 49: The new lane configuration for Cumberland Street is included in the revised existing and projected SYNCHRO analysis provided herein (Appendices A and B).

Comment 50: The proposed road modifications (on-street lay-by and northbound lane removal on Cumberland Street) will require the delegated authority approval from the General Management Branch. The following information must be submitted in order to initiate the Road Modification Agreement (RMA) process and, the following must be completed prior to obtaining a building permit:

- a) A conceptual cost estimate;



April 24th, 2020

City of Ottawa
Planning and Growth Management Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario K1P 1J1

Attention: Mr. Wally Dubyk
Project Manager, Infrastructure Approvals

Dear Mr. Dubyk:

Reference: 245 Rideau Street
Traffic Impact Statement
Our File No. 113195

1.0 Introduction

A Transportation Brief, dated October 2013, and subsequent Addendum #2, dated May 2015, and Addendum #3, dated July 2015, were prepared by Delcan/Parsons in support of a Site Plan Control application for 245 Rideau Street. Addendum #4, dated May 2019, was prepared by Novatech to review impacts of a revised site plan, as well as provide Multi-Modal Level of Service analysis for the boundary roadways.

This Traffic Impact Statement has been prepared to address the transportation impacts of subsequent revisions to the previously approved site plan for 245 Rideau Street. The proposed changes to the site plan include the internal conversion of Tower A to remove 208 hotel rooms and provide an additional 167 residential units. A new mezzanine floor has been added to the previously proposed commercial unit (Metro). Tower B is consistent with the previously approved Site Plan. No changes to the previously approved underground parking ramp are proposed. A copy of the revised site plan is included in **Appendix A**.

2.0 Trip Generation

This section provides a review of the anticipated trip generation from the revised development, compared to the previously approved development.

As the Metro grocery store is on-site today, and will be replaced by a grocery store of approximately the same size, it is assumed that there is no net increase in site traffic generation associated with the grocery store component. As such, the grocery store component is not identified in either the previously approved traffic generation or the revised traffic generation.

Consistent with the previous Addendum #4, trips generated by the approved hotel have been calculated using Land Use Code 310 in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. As part of the previously approved Transportation Brief and subsequent Addendums, traffic counts were conducted at nearby residential developments. Consistent with the previous reports, traffic generated by the proposed residential development has

been estimated using the aforementioned survey data. Relevant excerpts from the previously approved Transportation Brief for 245 Rideau Street are included in **Appendix B**.

Trips generated by the previously approved hotel and proposed residential units, based on ITE rates (hotel) and local survey data (residential), are summarized in the following table.

Table 1: ITE (Hotel)/Local Survey (Residential) Trip Generation

Land Use	Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
<i>Previously Approved Development</i>							
Residential ¹	560	24	60	84	33	23	56
Hotel	208	65	45	110	64	61	125
<i>Proposed Development</i>							
Residential ¹	727	31	78	109	43	30	73
Hotel	0	-	-	-	-	-	-

1. Surveyed rates from 200 Rideau Street and 200/238 Besserer Street, conducted as part of Transportation Brief dated October 2013

Person trips generated by the residential land use have been calculated using observed modal shares based on the 2011 TRANS O-D Survey Report. Based on the TRANS report, the following modal shares were observed in the Central Area:

- 30% Auto Driver,
- 5% Auto Passenger,
- 20% Transit, and
- 45% Non-Auto Modes.

Person trips generated by the previously approved hotel were calculated using a 1.28 ITE trip to person trip adjustment factor, consistent with the City's 2017 Transportation Impact Assessment (TIA) Guidelines. Person trips generated by the previously approved hotel and revised residential units are estimated in the following table.

Table 2: Person Trip Comparison

Land Use	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
<i>Previously Approved Development</i>						
Residential	78	202	280	110	77	187
Hotel	83	58	141	82	78	160
Total	161	260	421	192	155	347
<i>Proposed Development</i>						
Residential	102	261	363	143	100	243
Hotel	-	-	-	-	-	-
Total	102	261	363	143	100	243
Difference	-59	1	-58	-49	-55	-104

Based on the foregoing, the revised development is anticipated to result in approximately 58 less person trips during the weekday AM peak hour and 104 less person trips during the weekday PM peak hour. As such, the intersection analysis presented in the previous addendums are considered a conservative representation of intersection operations following build-out.

APPENDIX H

Transportation Demand Management

TDM-Supportive Development Design and Infrastructure Checklist:
Non-Residential Developments (office, institutional, retail or industrial)

Legend	
REQUIRED	The Official Plan or Zoning By-law provides related guidance that must be followed
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
1. WALKING & CYCLING: ROUTES		
1.1 Building location & access points		
BASIC	1.1.1 Locate building close to the street, and do not locate parking areas between the street and building entrances	<input checked="" type="checkbox"/>
BASIC	1.1.2 Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	<input checked="" type="checkbox"/>
BASIC	1.1.3 Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	<input checked="" type="checkbox"/>
1.2 Facilities for walking & cycling		
REQUIRED	1.2.1 Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations (<i>see Official Plan policy 4.3.3</i>)	<input checked="" type="checkbox"/>
REQUIRED	1.2.2 Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible (<i>see Official Plan policy 4.3.12</i>)	<input checked="" type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3 Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks (<i>see Official Plan policy 4.3.10</i>)	<input checked="" type="checkbox"/>
REQUIRED	1.2.4 Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps (<i>see Official Plan policy 4.3.10</i>)	<input checked="" type="checkbox"/>
REQUIRED	1.2.5 Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians (<i>see Official Plan policy 4.3.11</i>)	<input checked="" type="checkbox"/>
BASIC	1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	<input checked="" type="checkbox"/>
BASIC	1.2.7 Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	<input type="checkbox"/>
BASIC	1.2.8 Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	<input type="checkbox"/>
1.3 Amenities for walking & cycling		
BASIC	1.3.1 Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	<input type="checkbox"/>
BASIC	1.3.2 Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
2. WALKING & CYCLING: END-OF-TRIP FACILITIES		
2.1 Bicycle parking		
REQUIRED	2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (<i>see Official Plan policy 4.3.6</i>)	<input checked="" type="checkbox"/>
REQUIRED	2.1.2 Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (<i>see Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
REQUIRED	2.1.3 Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (<i>see Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
BASIC	2.1.4 Provide bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met), plus the expected peak number of customer/visitor cyclists	<input type="checkbox"/>
BETTER	2.1.5 Provide bicycle parking spaces equivalent to the expected number of commuter and customer/visitor cyclists, plus an additional buffer (e.g. 25 percent extra) to encourage other cyclists and ensure adequate capacity in peak cycling season	<input type="checkbox"/>
2.2 Secure bicycle parking		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single office building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (<i>see Zoning By-law Section 111</i>)	<input type="checkbox"/> - N/A
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met)	<input type="checkbox"/>
2.3 Shower & change facilities		
BASIC	2.3.1 Provide shower and change facilities for the use of active commuters	<input type="checkbox"/>
BETTER	2.3.2 In addition to shower and change facilities, provide dedicated lockers, grooming stations, drying racks and laundry facilities for the use of active commuters	<input type="checkbox"/>
2.4 Bicycle repair station		
BETTER	2.4.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
3. TRANSIT		
3.1 Customer amenities		
BASIC	3.1.1 Provide shelters, lighting and benches at any on-site transit stops	<input type="checkbox"/>
BASIC	3.1.2 Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	<input type="checkbox"/>
BETTER	3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	<input type="checkbox"/>
4. RIDESHARING		
4.1 Pick-up & drop-off facilities		
BASIC	4.1.1 Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	<input checked="" type="checkbox"/>
4.2 Carpool parking		
BASIC	4.2.1 Provide signed parking spaces for carpools in a priority location close to a major building entrance, sufficient in number to accommodate the mode share target for carpools	<input type="checkbox"/>
BETTER	4.2.2 At large developments, provide spaces for carpools in a separate, access-controlled parking area to simplify enforcement	<input type="checkbox"/>
5. CARSHARING & BIKESHARING		
5.1 Carshare parking spaces		
BETTER	5.1.1 Provide carshare parking spaces in permitted non-residential zones, occupying either required or provided parking spaces (<i>see Zoning By-law Section 94</i>)	<input type="checkbox"/>
5.2 Bikeshare station location		
BETTER	5.2.1 Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
6. PARKING		
6.1 Number of parking spaces		
REQUIRED	6.1.1 Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	<input checked="" type="checkbox"/>
BASIC	6.1.2 Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	<input type="checkbox"/>
BASIC	6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (<i>see Zoning By-law Section 104</i>)	<input type="checkbox"/>
BETTER	6.1.4 Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (<i>see Zoning By-law Section 111</i>)	<input type="checkbox"/>
6.2 Separate long-term & short-term parking areas		
BETTER	6.2.1 Separate short-term and long-term parking areas using signage or physical barriers, to permit access controls and simplify enforcement (i.e. to discourage employees from parking in visitor spaces, and vice versa)	<input type="checkbox"/>
7. OTHER		
7.1 On-site amenities to minimize off-site trips		
BETTER	7.1.1 Provide on-site amenities to minimize mid-day or mid-commute errands	<input checked="" type="checkbox"/>

TDM Measures Checklist:
Non-Residential Developments (office, institutional, retail or industrial)

Legend	
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance
★	The measure is one of the most dependably effective tools to encourage the use of sustainable modes

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
1. TDM PROGRAM MANAGEMENT		
1.1 Program coordinator		
BASIC	★	1.1.1 Designate an internal coordinator, or contract with an external coordinator <input type="checkbox"/>
1.2 Travel surveys		
BETTER		1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress <input type="checkbox"/>
2. WALKING AND CYCLING		
2.1 Information on walking/cycling routes & destinations		
BASIC		2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances <input checked="" type="checkbox"/>
2.2 Bicycle skills training		
<i>Commuter travel</i>		
BETTER	★	2.2.1 Offer on-site cycling courses for commuters, or subsidize off-site courses <input type="checkbox"/>
2.3 Valet bike parking		
<i>Visitor travel</i>		
BETTER		2.3.1 Offer secure valet bike parking during public events when demand exceeds fixed supply (e.g. for festivals, concerts, games) <input type="checkbox"/>

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
3. TRANSIT		
3.1 Transit information		
BASIC	3.1.1 Display relevant transit schedules and route maps at entrances	<input checked="" type="checkbox"/>
BASIC	3.1.2 Provide online links to OC Transpo and STO information	<input type="checkbox"/>
BETTER	3.1.3 Provide real-time arrival information display at entrances	<input type="checkbox"/>
3.2 Transit fare incentives		
<i>Commuter travel</i>		
BETTER	3.2.1 Offer preloaded PRESTO cards to encourage commuters to use transit	<input type="checkbox"/>
BETTER ★	3.2.2 Subsidize or reimburse monthly transit pass purchases by employees	<input type="checkbox"/>
<i>Visitor travel</i>		
BETTER	3.2.3 Arrange inclusion of same-day transit fare in price of tickets (e.g. for festivals, concerts, games)	<input type="checkbox"/>
3.3 Enhanced public transit service		
<i>Commuter travel</i>		
BETTER	3.3.1 Contract with OC Transpo to provide enhanced transit services (e.g. for shift changes, weekends)	<input type="checkbox"/>
<i>Visitor travel</i>		
BETTER	3.3.2 Contract with OC Transpo to provide enhanced transit services (e.g. for festivals, concerts, games)	<input type="checkbox"/>
3.4 Private transit service		
<i>Commuter travel</i>		
BETTER	3.4.1 Provide shuttle service when OC Transpo cannot offer sufficient quality or capacity to serve demand (e.g. for shift changes, weekends)	<input type="checkbox"/>
<i>Visitor travel</i>		
BETTER	3.4.2 Provide shuttle service when OC Transpo cannot offer sufficient quality or capacity to serve demand (e.g. for festivals, concerts, games)	<input type="checkbox"/>

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
4. RIDESHARING		
4.1 Ridematching service		
<i>Commuter travel</i>		
BASIC	★ 4.1.1 Provide a dedicated ridematching portal at OttawaRideMatch.com	<input type="checkbox"/>
4.2 Carpool parking price incentives		
<i>Commuter travel</i>		
BETTER	4.2.1 Provide discounts on parking costs for registered carpools	<input type="checkbox"/>
4.3 Vanpool service		
<i>Commuter travel</i>		
BETTER	4.3.1 Provide a vanpooling service for long-distance commuters	<input type="checkbox"/>
5. CARSHARING & BIKESHARING		
5.1 Bikeshare stations & memberships		
BETTER	5.1.1 Contract with provider to install on-site bikeshare station for use by commuters and visitors	<input type="checkbox"/>
<i>Commuter travel</i>		
BETTER	5.1.2 Provide employees with bikeshare memberships for local business travel	<input type="checkbox"/>
5.2 Carshare vehicles & memberships		
<i>Commuter travel</i>		
BETTER	5.2.1 Contract with provider to install on-site carshare vehicles and promote their use by tenants	<input type="checkbox"/>
BETTER	5.2.2 Provide employees with carshare memberships for local business travel	<input type="checkbox"/>
6. PARKING		
6.1 Priced parking		
<i>Commuter travel</i>		
BASIC	★ 6.1.1 Charge for long-term parking (daily, weekly, monthly)	<input type="checkbox"/>
BASIC	6.1.2 Unbundle parking cost from lease rates at multi-tenant sites	<input type="checkbox"/>
<i>Visitor travel</i>		
BETTER	6.1.3 Charge for short-term parking (hourly)	<input type="checkbox"/>

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
7. TDM MARKETING & COMMUNICATIONS		
7.1 Multimodal travel information		
<i>Commuter travel</i>		
BASIC ★	7.1.1 Provide a multimodal travel option information package to new/relocating employees and students	<input type="checkbox"/>
<i>Visitor travel</i>		
BETTER ★	7.1.2 Include multimodal travel option information in invitations or advertising that attract visitors or customers (e.g. for festivals, concerts, games)	<input type="checkbox"/>
7.2 Personalized trip planning		
<i>Commuter travel</i>		
BETTER ★	7.2.1 Offer personalized trip planning to new/relocating employees	<input type="checkbox"/>
7.3 Promotions		
<i>Commuter travel</i>		
BETTER	7.3.1 Deliver promotions and incentives to maintain awareness, build understanding, and encourage trial of sustainable modes	<input type="checkbox"/>
8. OTHER INCENTIVES & AMENITIES		
8.1 Emergency ride home		
<i>Commuter travel</i>		
BETTER ★	8.1.1 Provide emergency ride home service to non-driving commuters	<input type="checkbox"/>
8.2 Alternative work arrangements		
<i>Commuter travel</i>		
BASIC ★	8.2.1 Encourage flexible work hours	<input type="checkbox"/>
BETTER	8.2.2 Encourage compressed workweeks	<input type="checkbox"/>
BETTER ★	8.2.3 Encourage telework	<input type="checkbox"/>
8.3 Local business travel options		
<i>Commuter travel</i>		
BASIC ★	8.3.1 Provide local business travel options that minimize the need for employees to bring a personal car to work	<input type="checkbox"/>
8.4 Commuter incentives		
<i>Commuter travel</i>		
BETTER	8.4.1 Offer employees a taxable, mode-neutral commuting allowance	<input type="checkbox"/>
8.5 On-site amenities		
<i>Commuter travel</i>		
BETTER	8.5.1 Provide on-site amenities/services to minimize mid-day or mid-commute errands	<input checked="" type="checkbox"/>

APPENDIX I

MMLOS Analysis

Segment MMLOS Analysis

This section provides a review of the boundary streets Dalhousie Street, York Street, and George Street, using complete streets principles. The *Multi-Modal Level of Service (MMLOS) Guidelines*, produced by IBI Group in October 2015, were used to evaluate the levels of service for each alternative mode of transportation on the boundary streets. Evaluation of the boundary streets is based on existing conditions, and are based on the targets for roadways within 600m of a rapid transit station/within the Central Area.

Exhibit 4 of the *MMLOS Guidelines* and Table 1 of the *City's Addendum to the MMLOS Guidelines* have been used to evaluate the segment pedestrian level of service (PLOS) of the boundary streets. Exhibit 22 of the *MMLOS Guidelines* identifies a target PLOS A for Dalhousie Street, York Street, and George Street. The results of the segment PLOS analysis are summarized in **Table 1** and **Table 2**.

Exhibit 11 of the *MMLOS Guidelines* has been used to evaluate the segment bicycle level of service (BLOS) of the boundary streets. Exhibit 22 of the *MMLOS Guidelines* identifies a target BLOS B for York Street, and a target BLOS D for Dalhousie Street and George Street. The results of the segment BLOS analysis are summarized in **Table 3**.

Exhibit 15 of the *MMLOS Guidelines* has been used to evaluate the segment transit level of service (TLOS) of the boundary streets. The boundary streets do not have a transit route designation, and therefore do not have a target TLOS. However, Dalhousie Street has still been evaluated for TLOS, as transit service is provided on that street. The results of the segment TLOS analysis are summarized in **Table 4**.

Exhibit 20 of the *MMLOS Guidelines* has been used to evaluate the segment truck level of service (TkLOS) of the boundary streets. Exhibit 22 of the *MMLOS Guidelines* identifies a target TkLOS D for Dalhousie Street, a target TkLOS E for George Street, and no target for York Street. Dalhousie Street and George Street have been evaluated, as they are designated truck routes. The results of the segment TkLOS analysis are summarized in **Table 5**.

Table 1: PLOS Segment Analysis

Sidewalk Width	Boulevard Width	Avg. Daily Curb Lane Traffic Volume	Presence of On-Street Parking	Operating Speed ⁽¹⁾	PLOS
Dalhousie Street (York Street to George Street, east side)					
> 2.0m	0m	> 3,000 vpd	Yes	40 km/h	B
Dalhousie Street (York Street to George Street, west side)					
≥ 2.0m	0m	> 3,000 vpd	Yes	40 km/h	B
York Street (Dalhousie Street to Cumberland Street, north side)					
≥ 2.0m	0m	≤ 3,000 vpd	N/A	40 km/h	B
York Street (Dalhousie Street to Cumberland Street, south side)					
≥ 2.0m	> 2.0m	≤ 3,000 vpd	N/A	40 km/h	A

1. Operating speed is assumed to equal posted speed limit

Table 2: PLOS Crowding Analysis

Effective Sidewalk Width	Approximate Platoon Flow	PLOS
Dalhousie Street (York Street to George Street, east side)		
3.0m	< 250 ped/h	A
Dalhousie Street (York Street to George Street, west side)		
3.0m	< 500 ped/h	B
York Street (Dalhousie Street to Cumberland Street, north side)		
2.0m	< 250 ped/h	B
York Street (Dalhousie Street to Cumberland Street, south side)		
2.5m	< 250 ped/h	B

Table 3: BLOS Segment Analysis

Road Class	Route Type	Bikeway Type	Travel Lanes	Operating Speed	BLOS
Dalhousie Street (York Street to George Street)					
Collector	No Class	Mixed Traffic	2	40 km/h	A
York Street (Dalhousie Street to Cumberland Street)					
Local	Local Route	Mixed Traffic	2	40 km/h	A

Table 4: TLOS Segment Analysis

Facility Type	Exposure to Congestion Delay, Friction, and Incidents			TLOS
	Congestion	Friction	Incident Potential	
Dalhousie Street (York Street to George Street)				
Mixed Traffic – Moderate Parking/Driveway Friction	Yes	Medium	Medium	E

Table 5: TkLOS Segment Analysis

Curb Lane Width	Number of Travel Lanes Per Direction	TkLOS
Dalhousie Street (York Street to George Street)		
≥ 3.7m	1	B