

D. J. Halpenny & Associates Ltd.

CONSULTING TRANSPORTATION ENGINEERS

March 13, 2019

File: 118-674

Kelby Lodoen Unseth, MCIP, RPP
Planning, Infrastructure and Economic Department
City of Ottawa
110 Laurier Avenue West
Ottawa, ON K1P 1J1

**RE: COMMERCIAL DEVELOPMENT – 1850 Walkley Road ON
Traffic Impact Assessment Report – Technical Circulation Comments - 2**

Dear Mr. Lodoen Unseth:

This letter is in response to the technical circulation comments stated in your letter of February 7, 2019 to Jonah Bonn of Holzman Consultants Inc. The comments in the Transportation Engineering Services section contain four comments which will be addressed below:

1. Comment – The suggested 24% transit modal share is high for the proposed development.
Response – The site is located within the Alta Vista area. As mentioned in the TIA report, the modal share was determined from the review of the *National Capital Region Travel Trends* prepared by the IBI Group. The report states that for the 2011 peak AM hour trend, the transit share was 24%. The *2011 NCR Household Origin-Destination Survey* for the Alta Vista area determined peak AM trips are 30% from the district and 17% to the district. The peak PM trips are 17% from the district and 23% to the district. With the site located on Walkley Road which provides transit service by the site, the site located east of the Walkley Transitway station, and identified as located on the Bus Rapid Transit (BRT) line as shown on Schedule D in the City of Ottawa Official Plan, we are of the opinion that the 24% transit share is appropriate for the site.
2. Comment – Provide justification for the suggested 60% pass-by ratio. It is recommended that traffic data from existing Marcello's Market & Deli be used for forecasting.
Response – The pass-by ratio was determined by examining statistical data provided by the Institute of Transportation Engineers and examining the area and surrounding roadway network. Marcello's Market and Deli is a small retail store/restaurant with a small number of sit-down seating and a drive-through window. Examining the pass-by rate for a Fast-Food Restaurant with Drive-Through Window (ITE 934) shows the pass-by ratio between 43% and 62% with an average of 49%. The data is presented in the *Trip Generation Handbook, 3rd Edition*. The site consists of both the deli and an office building with the pass-by ratio applied only to the Deli land use. We are of the opinion that the 60% pass-by ratio is appropriate, but a trip analysis determined that if the pass-by ratio was reduced to the 49% average, the number of new peak hour trips onto Walkley would increase by 6 peak AM hour trips and 5 peak PM hour trips as shown in the table below.

PRIMARY AND PASS-BY TRIPS

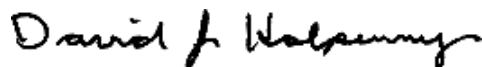
UNIT TYPE	WEEKDAY PEAK AM HR.			WEEKDAY PEAK PM HR.		
	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
Marcello's Market & Deli						
Primary Trips	21 (27)	12 (15)	9 (12)	19 (24)	11 (14)	8 (10)
Pass-By Trips	32 (26)	18 (15)	14 (11)	29 (24)	17 (14)	12 (10)
Office Building						
Primary Trips (100%)	14	12	2	14	2	12
Total Trips	67	42	25	62	30	32

Note: 60% Pass-By Ratio XX
49% Pass-By Ratio (XX)

With the 2018 traffic counts obtained from the City of Ottawa along Walkley Road showing peak AM hour traffic of 2,767 vehicles and during the peak PM hour 3,285 vehicles, the additional 5 or 6 new trips would result in a negligible impact on the analysis results. Obtaining traffic data from Marcello's would not be practical since they would not have pass-by trip data, and pass-by trip data would only be usable if the Marcello's is in the same type of neighbourhood and along a road of the same type and traffic. We do not feel that the pass-by data warrants a revision to the report.

- Comment – The PLOS target for an employment area is “C” for a speed of 60 km./h. and an AADT greater than 3,000 vehicles. A boulevard 2 m or greater is required.
Response – The existing sidewalk is adjacent to the curb. The Site Plan in the Site Plan Application does not propose any modifications to the existing curb and sidewalk.
- Comment – Reserve a 2.0 m corridor for a future cycle track and a minimum 1.0 m buffer.
Response – The details for a future cycle track will be provided on the Site Plan

Yours truly



David J. Halpenny, M. Eng., P. Eng.

c.c. Wally Dubyk, City of Ottawa
 Jonah Bonn, Holzman Consultants