

Technical Memorandum

To: Wally Dubyk
Copy: Daniel Boulanger
From: Matthew Mantle/Andrew Harte.

Date: 29 June 2018
Project: 476805-01000

Re: 506 Gladstone Avenue – TIA Impacts

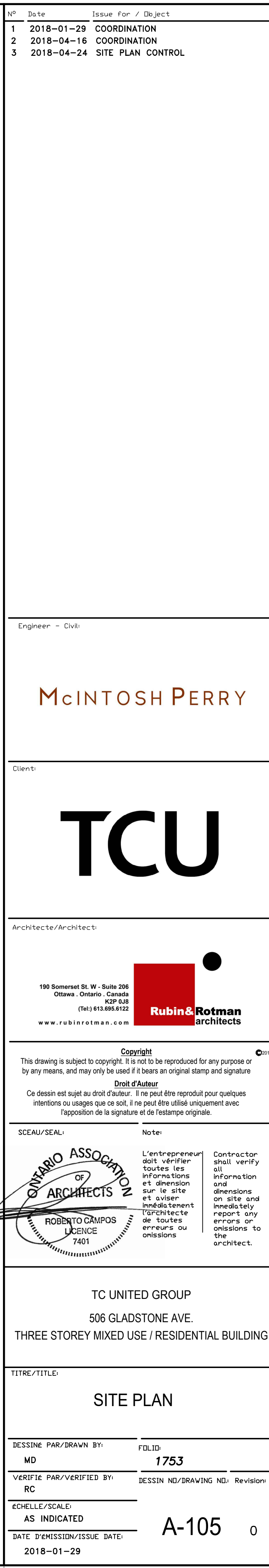
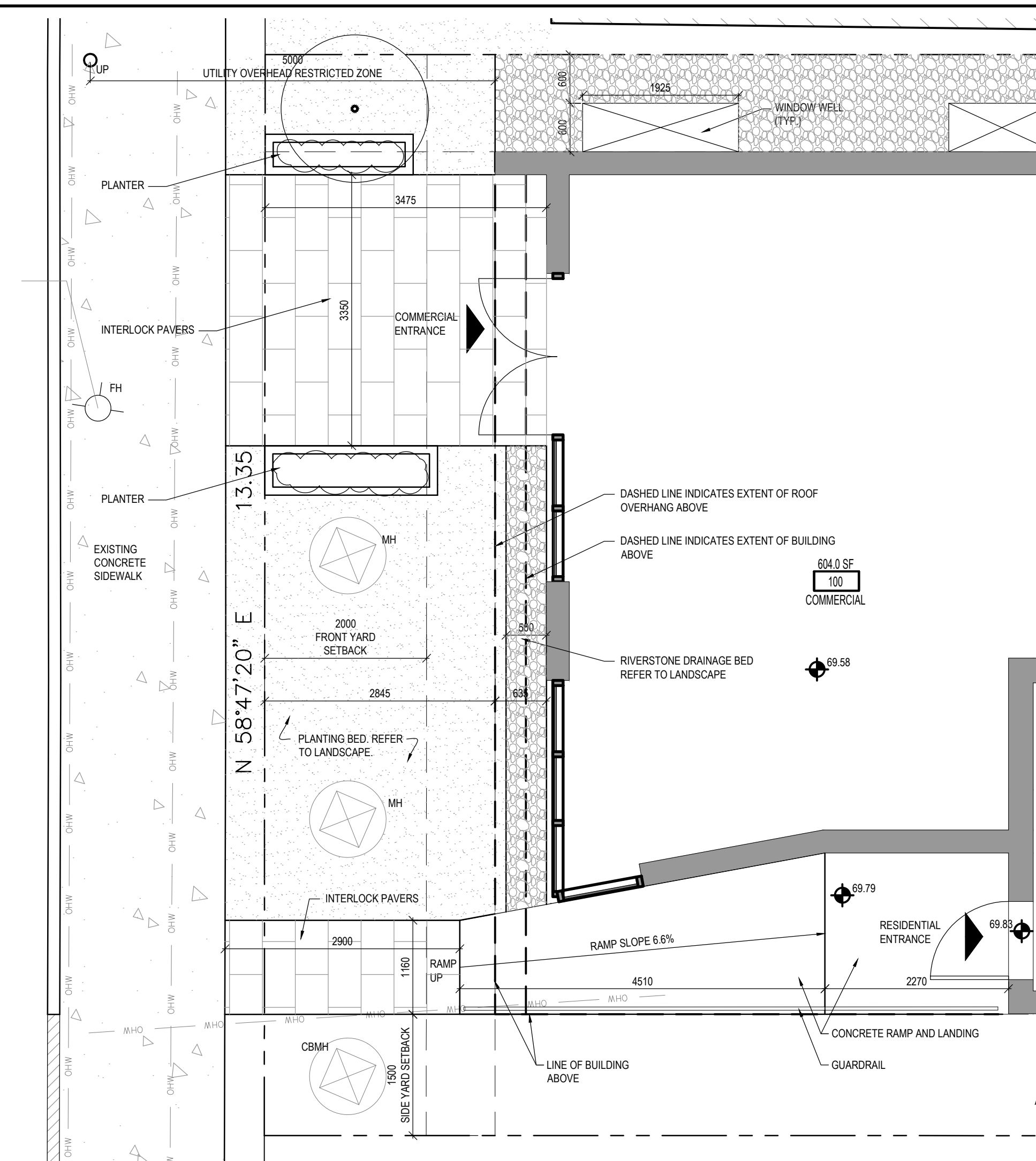
1. INTRODUCTION

This memo has been prepared to address the Traffic Impact Assessment Screening Form triggers related to the redevelopment of 506 Gladstone Avenue. The existing 506 Gladstone Avenue site consists of a 2-storey residential building. The proposed development will redevelop the site to a 3-storey residential building containing 13 residential units and a single commercial unit with approximately 200m² of area located on the ground floor.

The subject property is located on Gladstone Avenue between Lyon Street North and Bay Street, as illustrated in Figure 1 below. The site application meets the safety and location triggers in the screening form due to the traditional mainstreet zoning of Gladstone Avenue, cycling routes, and the proximity to adjacent signalized intersections. The screening form was prepared by Rubin & Rotman Architects for the subject development and is provided as an attachment. Figure 2 illustrates the proposed site plan.

Figure 1: Local Context





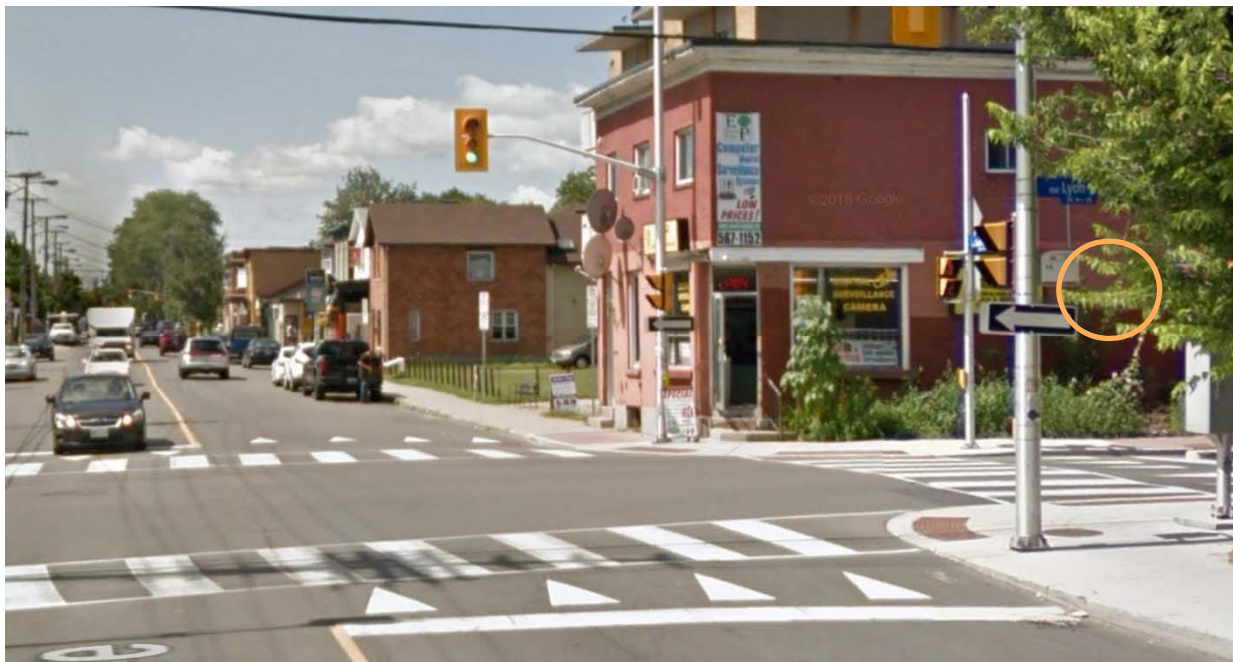
2. TRANSIT

Currently the site is serviced by OC Transpo route 14, which operates on an interval of 15 minutes between 6:30AM to around midnight. The bus stops near the proposed development are located within 50m, on Gladstone Avenue and provide services for both eastbound and westbound directions. The nearest stop is located to the north east corner of the property approximately 20m west of Lyon Street North and Gladstone Avenue intersection, which can be seen attached to the light pole in Figure 3. The nearest stop servicing eastbound traffic is located at the north east corner of Lyon Street North and Gladstone attached to the traffic pole, as shown in Figure 4.

Figure 3: Bus Stop - Westbound



Figure 4: Bus Stop - Eastbound



PARSONS

The site is anticipated to generate few additional transit trips and the existing bus stops and services will likely be able to accommodate any transit trips that will be generated by the redevelopment. No modifications to existing bus facilities recommended.

3. CYCLING

Gladstone Avenue is designated as a cycling spine route, along with Lyon Street and Bay Street. No changes are proposed to the existing shared use roadway, the existing access (shared with adjacent site), no parking is provided, significantly reducing the likelihood of a conflict between vehicles at the driveway and cyclists on the roadway.

4. PARKING

Gladstone Avenue is classified as an Inner Urban Mainstreet (Schedule 1A, City of Ottawa Official Plan, Zoning By-Law No. 2008-250). As the site is located on an Inner Urban Mainstreet, the parking requirements are reduced. The parking requirements are being met by providing zero (0) off street parking facilities given that the commercial unit has a floor area of approximately 200m² and the building is less than 4-storeys tall with 13 residential units.

On-street parking is restricted along the frontage of the site, due to the transit stop and fire hydrant locations. On the opposite side of the street and west of the site, on-street parking is restricted to 2-hours between 7am and 7pm, with permit holders exempt.

The site is also proposed to have eight (8) bicycle parking spaces meeting the minimum required spaces.

5. CONCLUSION

In summary, the transportation impacts of the proposed redevelopment of 506 Gladstone Avenue are as follows:

- The site will consist of a 200m² commercial/retail unit, and 12 residential units;
- No parking will be provided on site;
- Eight (8) bicycle parking spaces will be provided on site;
- Existing bus facilities can support the redevelopment;
- No impact to the cycling spine route along Gladstone Avenue is anticipated; and
- On-street parking is available in the area, including City permits to stay beyond the current 2-hour restrictions between 7am and 7pm.

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

Prepared By:



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Reviewed By:



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Senior Transportation Engineer

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	506 Gladstone Avenue, Ottawa ON
Description of Location	Lot 1, Part 7, Plan 4R-14925
Land Use Classification	TM 14 H(17)
Development Size (units)	13 units
Development Size (m ²)	213m ²
Number of Accesses and Locations	1
Phase of Development	Site Plan Control Application
Buildout Year	2018-2019

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.

Land Use Type	Minimum Development Size
Single-family homes	40 units
Townhomes or apartments	90 units
Office	3,500 m ²
Industrial	5,000 m ²
Fast-food restaurant or coffee shop	100 m ²
Destination retail	1,000 m ²
Gas station or convenience market	75 m ²

** If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.*

If the proposed development size is 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 City's Transit Priority, Rapid Transit or Spine Bicycle Networks?		X
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*	X	

*DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA).

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 km/hr or greater?		X
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		X
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?	Existing drive aisle to remain shared with adjacent property	
Is the proposed driveway within auxiliary lanes of an intersection?		
Does the proposed driveway make use of an existing median break that serves an existing site?		
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		
Does the development include a drive-thru facility?		X

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

5. Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?		X
Does the development satisfy the Location Trigger?	X	
Does the development satisfy the Safety Trigger?		X

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).