



Technical Memorandum

To: Wally Dubyk, City of Ottawa Date: 2020-04-24

Cc: Dylan Desjardins (TCU), Karen Griffith (Hobin)

From: Andrew Harte, P.Eng Project Number: 2018-68

Re: 36 Robinson Avenue – SPA Revisions Transportation Review

1 Introduction

The proposed development at 36 Robinson Avenue was originally proposed as a residential building with 193 apartment units, 74 vehicle parking spaces and 100 bicycle parking spaces. A Transportation Impact Assessment was completed in support of the application, dated March 2019. Subsequent to the submission, revisions have been made to the development resulting in a reduction of the apartment unit count (down to 153 units), an increase in vehicle parking (up to 87 spaces) and a reduction in bike parking (down to 77 spaces). This memo will review the net impact related to the March 2019 TIA and note any differences that increase the effect of the development to the surrounding community and transportation network.

2 Trip Generation and Mode Shares

The 2009 TRANS Trip Generation residential trip generation rates for mid-rise apartment dwellings were used to project the new trips from the proposed development and will be used for the updated unit counts. Table 1 summarizes the March 2019 trip generation and the revised unit count. The mode share rates are also the same as the March 2019 TIA, although at the time, the non-auto was not split out into cycling and walking mode shares. This has been updated in the tables.

Table 1: Trip Generation by Mode

March 2019 Trip Generation							
Travel Mode	Mode Share	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto Driver	20%	6	19	25	17	10	27
Auto Passenger	5%	2	5	6	4	3	7
Transit	50%	15	48	63	42	26	68
Cycling	10%	3	9	12	8	5	13
Walking	15%	5	14	19	13	8	21
Total	100%	30	95	125	84	51	138
Revised SPA Trip Generation							
Travel Mode	Mode Share	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto Driver	20%	5	15	20	13	8	21
Auto Passenger	5%	1	4	5	3	2	5
Transit	50%	12	38	50	33	21	54
Cycling	10%	2	8	10	7	4	11
Walking	15%	4	11	15	10	6	16
Total	100%	24	75	99	66	41	107

Overall, the unit reduction produces approximately 26-31 less people trips during the peak hours, and specifically 5-6 less cars per peak hour. The change in trips remains consistent with the March 2019 TIA's conclusions and recommendations.

3 Parking Supply

The site revisions include an increase in the vehicle parking and reductions in bike parking on site. In total, an additional 10 vehicle spaces will be provided in the underground parking lot for a combined 87 spaces for residents and visitors. As a result, the bike parking has been reduced by 23 spaces for residents. The ratio for the site becomes 0.48 vehicle spaces per residential unit (excluding the 14 visitor parking spaces) and 0.5 bike spaces per residential unit. The ratio is approximately a 0.1 increase for vehicle spaces and a similar ratio for bike spaces outlined in the March 2019 TIA.

4 TDM Impacts

The March 2019 TIA did not assess the network impacts of the site as it was excluded during the Step 1 Screening and Step 2 Scoping stages of the TIA process. Notwithstanding, it is noted that an increased parking ratio and physical space count will increase the vehicle numbers along Robinson Avenue when compared to the March 2019 TIA. Otherwise the similar ratio of bike parking spaces should maintain the level of active mode travel and it will only be reduced due to lower unit counts.

5 Conclusion

Overall, the revised site plan and resulting impacts remain consistent with the March 2019 TIA and no further updates are required. It is recommended that, from a transportation perspective, the proposed development applications proceed.

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