

April 24<sup>th</sup>, 2020

City of Ottawa  
Planning and Growth Management Department  
110 Laurier Avenue West, 4<sup>th</sup> 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**

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## **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, 9<sup>th</sup> 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
Previously Approved Development							
Residential <sup>1</sup>	560	24	60	84	33	23	56
Hotel	208	65	45	110	64	61	125
Proposed Development							
Residential <sup>1</sup>	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
<b>Total</b>	<b>161</b>	<b>260</b>	<b>421</b>	<b>192</b>	<b>155</b>	<b>347</b>
<i>Proposed Development</i>						
Residential	102	261	363	143	100	243
Hotel	-	-	-	-	-	-
<b>Total</b>	<b>102</b>	<b>261</b>	<b>363</b>	<b>143</b>	<b>100</b>	<b>243</b>
<b>Difference</b>	<b>-59</b>	<b>1</b>	<b>-58</b>	<b>-49</b>	<b>-55</b>	<b>-104</b>

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.

### 3.0 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). Minimum vehicular and bicycle parking spaces for the revised development are identified in the ZBL and are summarized in the following table.

**Table 3: Vehicle and Bicycle Parking Requirements**

Land Use	Rate	Units/GFA	Requirement	Proposed
<b>Vehicle Parking</b>				
Residential	Resident: No parking required <sup>1</sup>	727	0	317
	Visitor: 0.1 per unit in excess of 12, no more than 30 total		30	30
Commercial	No parking required <sup>1</sup>	2,958m <sup>2</sup>	0	38
<b>Total</b>			<b>30</b>	<b>385</b>
<b>Bicycle Parking</b>				
Residential	0.5 per unit	727	364	364
Commercial	1 per 250m <sup>2</sup> of GFA	2,958m <sup>2</sup>	12	12
<b>Total</b>			<b>376</b>	<b>376</b>

1. Zoning By-law Section 101 (2)

The proposed vehicular and bicycle parking spaces adhere to the requirements of the City's ZBL.

### 4.0 Conclusions

The general findings of the foregoing Traffic Impact Statement are summarized as follows:

- The revised development is anticipated to result in a net decrease in person trips generated by the subject site during the weekday AM and PM peak hours.
- The intersection analysis presented in the previous addendums are considered a conservative representation of intersection operations following build-out.
- The proposed vehicular and bicycle parking spaces adhere to the requirements of the City's ZBL.

Yours truly,

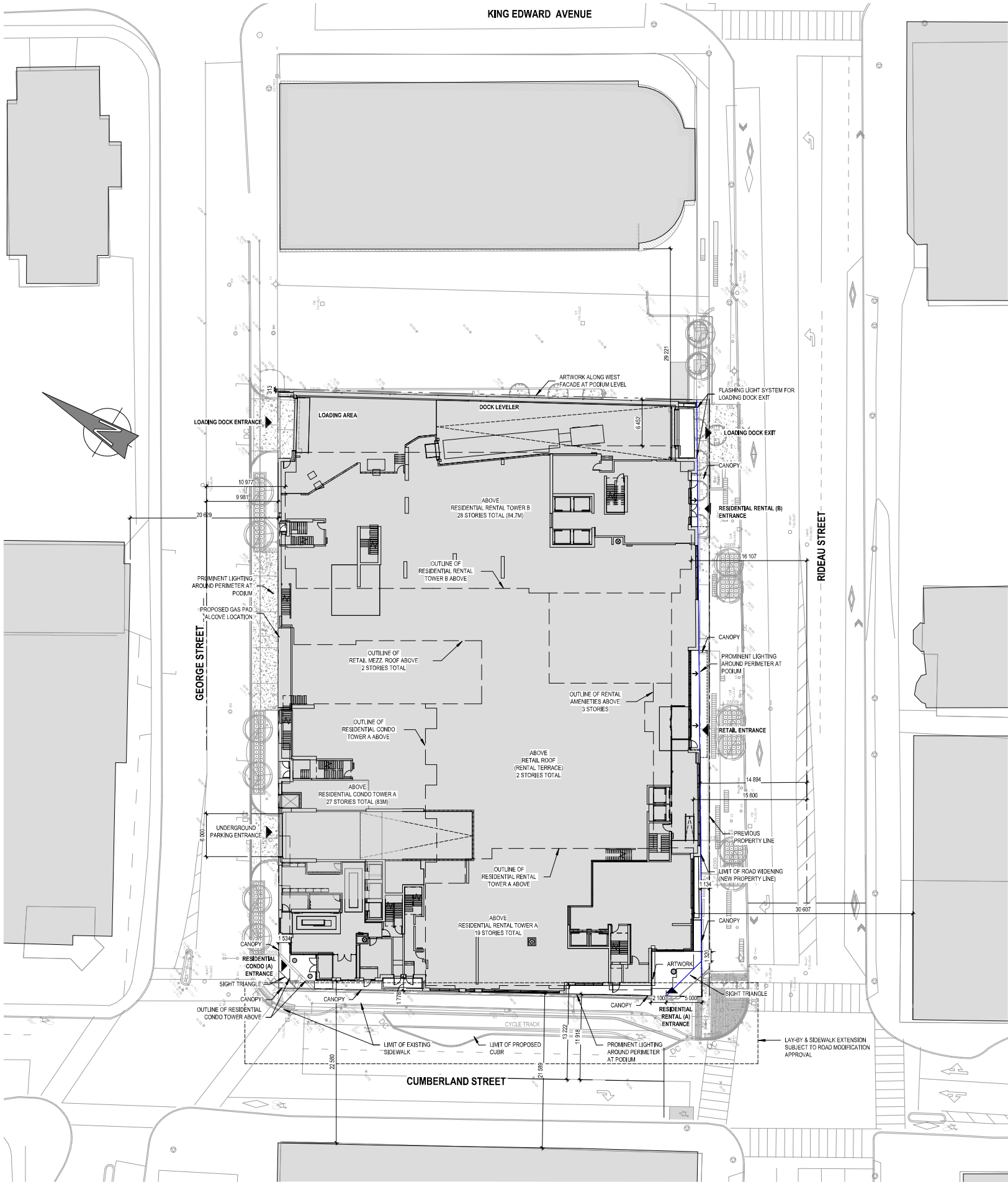
**NOVATECH**



Brad Byvelds, P. Eng.  
Project Coordinator | Transportation/Traffic

# Appendix A

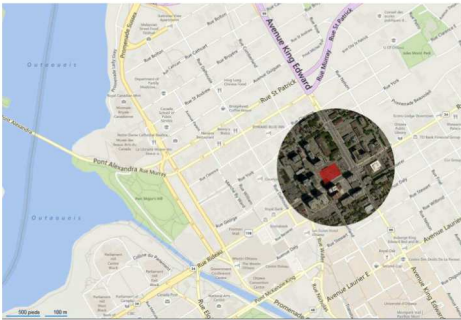
Revised Site plan



SITE PLAN  
1:300

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 PLAN BY NOVATECH ENGINEERING, SUBMITTED SEPARATELY.
- FOR PROPOSED VEGETATION AND LANDSCAPE INFORMATION SEE LANDSCAPE ARCHITECTURE PLAN BY JAMES B. LENNOX & ASSOCIATES, SUBMITTED SEPARATELY.



MIXED-USE WITH GROUND FLOOR COMMERCIAL, THREE RESIDENTIAL TOWERS (CONDO AND RENTAL) ZONING - MDS4		
ZONING MECHANISM	REGULATION	PROPOSED
Minimum lot area	No minimum	4575m <sup>2</sup>
Minimum lot width	No minimum	46.136m
Minimum front yard and corner side yard	No minimum	Cumberland Street: 0m Corner Side Yard - Rideau Street: 0m Corner Side Yard - George Street: 0m
Maximum building height	As per schedule 84	83m to 84.7m including mechanical penthouse
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	0m
Commercial use at ground floor	100% of the ground floor along Rideau Street (excluding mechanical / lobby areas) must be occupied by commercial uses.	100% of the ground floor along Rideau Street (excluding mechanical / lobby areas) is occupied by commercial uses.

NBR UNITS / STOREYS	PREVIOUS PROPOSAL (2015)	PREVIOUS PROPOSAL (2019)	ACTUAL PROPOSAL (2020)
TOWER A CONDO	202 UNITS / 26 STOREYS	223 UNITS / 26 STOREYS	238 UNITS / 27 <sup>1</sup> STOREYS (66 x 5, 106 x 1BR, 64 x 2BR)
TOWER A RENTAL	224 ROOMS / 19 STOREYS (HOTEL)	208 ROOMS / 18 STOREYS (HOTEL)	148 UNITS / 19 <sup>1</sup> STOREYS (16 x 5, 82 x 1BR, 50 x 2BR)
TOWER B RENTAL	241 UNITS / 28 STOREYS	341 UNITS / 27 STOREYS	341 UNITS / 28 <sup>1</sup> STOREYS (21 x 5, 216 x 1BR, 99 x 2 BR, 5 x 3BR)
RETAIL	2 STOREYS	1 STOREY (GF ONLY)	2 <sup>1</sup> STOREYS (GROUND + MEZZANINES (+10%))

<sup>1</sup> Retail mezzanines are greater than 10% of floor area, increasing the total number of stories, though not altering the height or number of residential floors in the development from the 2019 approved site plan.

GFA BY USE	PREVIOUS PROPOSAL (2015)	PREVIOUS PROPOSAL (2019)	ACTUAL PROPOSAL (2020)
TOWER A CONDO	13 662m <sup>2</sup>	13 710m <sup>2</sup> (SAME AS 2020)	13 710m <sup>2</sup> (SAME AS 2020)
TOWER A RENTAL	8 152m <sup>2</sup> (HOTEL)	7 878m <sup>2</sup> (HOTEL)	8 580m <sup>2</sup> (RENTAL)
TOWER B RENTAL	21 557m <sup>2</sup>	20 670m <sup>2</sup> (SAME AS 2020)	20 670m <sup>2</sup> (SAME AS 2020)
RETAIL 1 <sup>1</sup>	4 250m <sup>2</sup>	0m <sup>2</sup>	0m <sup>2</sup>
RETAIL 2	2 861m <sup>2</sup>	2 958m <sup>2</sup>	3 470m <sup>2</sup> (GROUND + MEZZANINES)
TOTAL	50 466m <sup>2</sup>	45 406m <sup>2</sup>	46 430m <sup>2</sup>

<sup>1</sup> Second floor retail 1 removed from project

AMENITY AND PARKING REQUIREMENTS ZONING - MDS4 - AREA Z		
ZONING MECHANISM	REGULATION	PROPOSED
Residential Parking	None Required	Residential Condo: 102 spaces Residential Rental: 215 spaces Total: 317 spaces
Visitor Parking	Residential Area Z (By-law 2016-249) Within areas X, Y, Z no more than 30 visitor spaces are required per building. Total: 30 required spaces	Condo / Rental: 30 spaces Total: 30 spaces
Commercial Parking	None Required (Retail Food Store Max. 38 spaces)	Retail: 38 spaces Total: 38 spaces
Total Parking	Total: 30 required spaces (Res. Visitor)	Total Parking: 385 spaces
Minimum bicycle parking	Residential: 0.5/bdwling (0.5727/303.5) Retail: (1/250 m <sup>2</sup> of GFA) (2556/250=11.8) Total: 376 required bicycle spaces	Residential: 364 interior spaces (P1 & P2) Retail: 12 interior spaces (P1) Total: 376 bicycle spaces
Minimum driveway width	6m	6m
Minimum aisle width	6m	6m
Loading	Min. 3 loading bays	Ground level: 2 loading bays Total: 2 loading bays
Amenities Area Requirements	Total Amenity Area - 6m <sup>2</sup> per dwelling unit 238 units (Condo A) x 6m <sup>2</sup> = 1 428m <sup>2</sup> 341 units (Rental B) x 6m <sup>2</sup> = 2 046m <sup>2</sup> 148 units (Rental A) x 6m <sup>2</sup> = 888m <sup>2</sup> Total req. Amenity Area = 4 362m <sup>2</sup> Communal Amenity Area - 50% of the required total Amenity Area = 2 181m <sup>2</sup> Layout of Communal Amenity Area - aggregated into areas up to 54m <sup>2</sup>	Total Amenity Area: Condo Tower A = 1 880 m <sup>2</sup> Rental Tower A+B (shared) = 3 570 m <sup>2</sup> Total Amenity Area = 5 750 m <sup>2</sup> Total Communal Amenity Area: Condo Tower A = 740 m <sup>2</sup> Rental Tower A+B = 1 890 m <sup>2</sup> Total Communal Amenity Area = 2 630 m <sup>2</sup>

NOTES GÉNÉRALES General Notes

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MECHANIQUE ELECTRIQUE Mechanical Electrical

**Smith + Andersen**  
1801 Carling Avenue, Suite 304, Ottawa ON K1Z 1G3  
T 613 220 1186 smithandandersen.com

ARCHITECTURE DE PAYSAGE Landscape Architect

**James B. Lennox & Associates Inc.**  
3332 Carling Avenue, Ottawa ON K2H 5A8  
T 613 722 5189 jbl.ca

ARPENTEUR Surveyor

**Annis O'Sullivan Vollebakk Ltd.**  
14 Grosvenor Gate, Suite 500, Nepean ON K2E 7S5  
T 461.01.01 annisot.com

STRUCTURE Structure

**Goodeve Structural Inc.**  
77 Jung Drive, Unit 18, Ottawa ON K2E 7Z7  
T 613 525 4558 goodevestructural.ca

CIVIL, CH

**Novatech Engineering**  
Suite 500, 540 Michael Gouillard Drive, Ottawa ON K2M 1P6  
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**NEUF architect(e)s** SENCRL  
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T 514 847 1117 NEUFarchitectes.com

SCEAU / Seal



CLIENT Client



OUVRAGE Project

**ROYALE DEVELOPMENT  
TOWER A**

EMPLACEMENT Location NO PROJET No.  
245 RIDEAU STREET, 10914.01  
OTTAWA

NO	RÉVISION	DATE (aa-mm-jj)
A	ISSUED FOR FOUNDATION PERMIT	2019.06.21
B	SITE PLAN REVISION	2019.08.08
C	SITE PLAN REVISION	2019.08.30
D	ISSUED FOR EXCAVATION PERMIT	2019.11.18
E	RE-ISSUED FOR FOUNDATION PERMIT	2019.12.06
F	ISSUED FOR BUILDING PERMIT	2020.02.19
G	ISSUED FOR COORDINATION	2020.03.05
H	ISSUED FOR SITE PLAN REVISION	2020.04.24

DESSINÉ PAR Drawn by

MH/PV/MR/NL/CR

DATE (aa.mm.jj)

2020-02-19

TITRE DU DESSIN Drawing Title

**SITE PLAN AT GROUND  
FLOOR LEVEL**

RÉVISION Revision

**H** **A100**

VERIFIÉ PAR Checked by

ALQ/LH

ÉCHELLE Scale

1:300

NO. DESSIN Drawing Number

10914.01

DATE (aa-mm-jj)

2020-02-19

TITRE DU DESSIN Drawing Title

SITE PLAN AT GROUND FLOOR LEVEL

RÉVISION Revision

NO. DESSIN Drawing Number

10914.01

DATE (aa-mm-jj)

2020-02-19

TITRE DU DESSIN Drawing Title

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RÉVISION Revision

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TITRE DU DESS

# Appendix B

Relevant Excerpts from  
245 Rideau Street Transportation Brief

## 5.2 Projected Site-Generated Traffic

The approach used to estimate the “net” increase in site-generated traffic as a basis to assess on-site and off-site impacts and requirements, is as follows:

- assume the new grocery store to be provided in the new building will be the same size and/or have the same traffic generation as the existing 25,000 ft<sup>2</sup> Metro store;
- assume the balance of the retail/commercial on the first two floors will be “general retail” (67,164 ft<sup>2</sup>) for traffic generation purposes; and
- for the proposed 578 residential condo units, peak hour trip rates were calculated using similar observed garage trip generation rates at two recently constructed/occupied condo towers located on the south side of Rideau Street (200 Rideau and 200/238 Besserer).

With regard to the residential condo vehicle trip generation, Delcan conducted morning and afternoon peak hour traffic counts at the driveway connections to two neighbouring occupied condo towers (200 Rideau and 200/238 Besserer). 200 Rideau Street (Claridge building) consists of 526 condo dwelling units and 200/238 Besserer (Richcraft building) consists of 345 condo dwelling units (only 300 units occupied). The Claridge building has a 418 space garage with one connection to Besserer Street and the Richcraft building shares a 283 space garage, also with one connection to Besserer Street. The Claridge garage volume was counted for one day (both peak hours) and the Richcraft garage was counted on two separate days (both peak hours). The resultant vehicle counts and veh/unit peak hour trip rates are provided in Table 3.

**Table 3: Current Peak Hour Traffic Generation and Vehicle Trip Rates for Two Neighbouring Condo Projects**

Site and # of Occupied Units	AM Peak Hour		PM Peak Hour	
	vph	vph/unit	vph	vph/unit
<b>200 Rideau: (526 units)</b>				
in	20	0.04	30	0.06
out	59	0.11	20	0.04
<b>TOTAL</b>	<b>79</b>	<b>0.15</b>	<b>50</b>	<b>0.10</b>
<b>200/238 Besserer: (300 units)</b>				
in	7(5)	0.02(0.02)	14(18)	0.05(0.06)
out	23(34)	0.08(0.11)	6(11)	0.02(0.04)
<b>TOTAL</b>	<b>30(39)</b>	<b>0.10(0.13)</b>	<b>20(29)</b>	<b>0.07(0.10)</b>
<i>Note: numbers contained within brackets denotes second day count</i>				

Following review of the resultant vehicular trip rates in Table 3, the highest calculated trip generation rates were used in the ensuing analysis. These being a two-way rate of 0.15 veh/unit and 0.1 veh/unit for the weekday morning and afternoon peak hours, respectively. Based on these rates, the following Table 4 summarizes the projected vehicle trip generation for the proposed 578 condo units.