

July 12, 2023

City of Ottawa  
Planning, Real Estate and Economic Development  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON  
K1P 1J1

**Attention: Eric Forhan, Development Review Planner**

**Reference: 84 & 100 Gloucester Street: Site Plan Application  
Response to Comments (1<sup>st</sup> Round)  
City File Nos.: D02-02-23-0013 and D07-12-23-0021  
Our File No.: 122173**

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On behalf of our clients Claridge Homes, Novatech is in receipt of the City's comments with respect to the Site Plan Control Application No. D02-02-23-0013 and D07-12-23-0021 dated May 29, 2023. The following comments and responses shown in **BOLD** below are with respect to the Transportation Impact Assessment which was submitted January 11, 2023.

## Transportation

### Transportation Comments

General Comments:

- 5.1. Gloucester Street is classified as a Local Road. There are no additional protected ROW limits identified in the OP.

#### **Acknowledged.**

- 5.2. Please keep in mind that on-street parking is not a viable option for tenants. Ensure that potential tenants are aware that there is no provision for parking.

#### **Acknowledged.**

- 5.3. Permanent structures such as curbing, stairs, retaining walls, and underground parking foundation also bicycle parking racks are not to extend into the City's right-of-way limits.

#### **Acknowledged.**

- 5.4. The consultant should review the sight distance to the access and any obstructions that may hinder the view of the driver.

**Gloucester Street is a one-way street with traffic travelling in the westbound direction. As a driver exiting the subject site would only need sightlines to the east to see oncoming traffic, any landscaping associated with the proposed development will not impact sightlines at the existing access at 70 Gloucester Street. As the proposed development proposes no additions to the existing access at 70 Gloucester Street or east of the existing access at 70 Gloucester Street a sightline analysis has not been completed.**

Transportation Demand Management (TDM) Measures:

- 5.5. The concrete sidewalks should be 2.0 metres in width and be continuous and depressed through the proposed accesses.

**Access to the proposed development is provided through an existing access at 70 Gloucester Street. No modifications are proposed to the existing access.**

- 5.6. Ensure that the pedestrian sidewalk has a clear and non-obstructive path of 2.0 metres width minimum and that the bicycle spaces do not interfere with the pedestrian crosswalk.

**Acknowledged. The proposed sidewalk is 2m in width and bicycle parking does not encroach within the ROW.**

- 5.7. The closure of an existing private approach shall reinstate the sidewalk, shoulder, curb, and boulevard to City standards.

**Acknowledged.**

- 5.8. The Owner acknowledges and agrees that all private accesses to Roads shall comply with the City's Private Approach By-Law being By-Law No. 2003-447 as amended <https://ottawa.ca/en/living-ottawa/laws-licences-and-permits/laws/law-z/private-approach-law-no-2003-447> or as approved through the Site Plan control process.

**Acknowledged, access to the proposed development is provided through an existing access at 70 Gloucester Street. No modifications are proposed to the existing access.**

- 5.9. Ensure that the driveway grade does not exceed 2% within the private property for a distance of 9.0 metres from the ROW limit; see Section 25 (u) of the Private Approach By-Law #2003-447. Any grade exceeding 6% will require a subsurface melting device.

**Acknowledged, access to the proposed development is provided through an existing access at 70 Gloucester Street. No modifications are proposed to the existing access.**

- 5.10. The Owner shall be required to enter into maintenance and liability agreement for all pavers, plant and landscaping material placed in the City right-of-way and the Owner shall assume all maintenance and replacement responsibilities in perpetuity.

**Acknowledged.**

- 5.11. Bicycle parking spaces are required as per Section 111 of the Ottawa Comprehensive Zoning By-law. Bicycle parking spaces should be located in safe, secure places near main entrances and preferably protected from the weather.

**Acknowledged, the proposed development provides bicycle parking meeting the requirements of Section 111. A total of 315 bicycle parking spaces (23 exterior, 292 interior) will be provided.**

- 5.12. Should the property Owner wish to use a portion of the city's road allowance for construction staging, prior to obtaining a building permit, the property Owner must obtain an approved Traffic Management Plan from the Manager, Traffic Management, Transportation Services

Department. The city has the right for any reason to deny use of the Road Allowance and to amend the approved Traffic Management Plan as required.

**Acknowledged.**

Transportation Engineering

*Section 2.1.2 [Existing] Intersections*

5.13. In the description of the O'Connor Street and Gloucester Street intersection, it is noted that "a left-turn on red prohibition is in place on the eastbound approach". The left-turn on red prohibition is for the westbound approach, not the eastbound approach.

**Acknowledged, this has been updated in the revised TIA report.**

5.14. In the description of the Metcalfe Street and Nepean Street intersection, it is noted that "a left-turn on red prohibition is in place on the westbound approach". The left-turn on red prohibition is for the eastbound approach, not the westbound approach.

**Acknowledged, this has been updated in the revised TIA report.**

*Section 3.1.1 Trip Generation*

5.15. The north side of Gloucester Street is in the Ottawa Centre TRANS district, but the south side of Gloucester Street is in the Ottawa Inner Area TRANS district. Justify the use of Ottawa Centre mode shares for the site's trip generation.

**Gloucester Street forms the border between the Ottawa Centre (north side) and Ottawa Inner Area (south side). Although the proposed development is located within the Ottawa Inner Area, the development proposes reduced parking and increased bicycle parking in line with the City's initiatives for the Ottawa Centre. As such, modal shares for the Ottawa Centre were reviewed for the purposes of this report.**

**The above justification has been included in the revised TIA.**

*Section 4.1.1 Design for Sustainable Modes and Section 4.2.1 Parking Supply*

5.16. The TIA states that "a total of 165 bicycle parking spaces will be provided within the parking garage". The Application Summary states that the development includes "315 enclosed bicycle parking spaces". From the site plan and parking floor plans (dated 2022-12-16), approximately 230 bicycle parking spaces were counted in levels P1-P3, while 18 bicycle parking spaces were counted on the exterior of the building. For consistency, revise all submission materials to report the same number bicycle parking provided. A secure bicycle parking supply of 1 space per unit is preferred.

**Acknowledged, this has been updated in the revised TIA report.**

5.17. Consider provision of a bicycle repair station per TDM-supportive design measure 2.3.1.

**Acknowledged, the proponent will consider the implementation of a bicycle repair station.**

5.18. Discuss the required and provided barrier free access parking in the report.

**The Accessibility for Ontarians with Disabilities Act states that organizations providing services to the public must provide accessible parking. As there are 30 visitor parking spaces provided a minimum of one Type A and one Type B accessible parking space would be required. As one Type A and one Type B barrier free parking spaces are provided this requirement is met.**

#### *Section 4.3 Boundary Street Design*

5.19. The site plan shows pavers within the 2.0m-wide sidewalk in front of the commercial use. The 2.0m-wide sidewalk should be concrete. Pavers in the clear sidewalk width are not recommended.

**Pavers have been removed from the sidewalk and replaced with coloured concrete.**

5.20. Ensure paving materials used on City right of way are durable and appropriate to the harsh urban and climatic conditions of Ottawa. Use materials that can be sourced when needed to be replaced. Contact David Atkinson for additional information on paver selection. A maintenance and liability agreement may be required for these pavers placed in City ROW.

**Acknowledged.**

#### *Section 4.5 Transportation Demand Management*

5.21. A Consider provision of transit fare incentives (TDM measure 3.2.1 or 3.2.2) to leverage proximity to frequent and rapid transit routes.

**Transit fare incentives will not be provided as part of this development.**

#### Traffic Signal Design

5.22. No comments for this current circulation. Traffic Signal Design Unit reserves the right to make future comments based on subsequent submissions.

**Acknowledged.**

5.23. If there are any future proposed changes in the existing roadway geometry that would require the installation of a pedestrian crossover (Type B or Type C), the signalization of an intersection or modifications to an existing signalized intersection, the City of Ottawa Traffic Signal Design Unit would be required to complete a traffic signal plant design and would need to be engaged in reviews during the functional design stage.

**Acknowledged.**

#### Transit Services

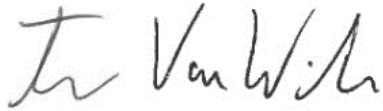
5.24. OC Transpo is supportive of the reduction in resident parking spaces, however, to offset it and to encourage residents to use public transit it should be paired with additional basic TDM measure 3.2.1 (Transit Fare Incentive). Provide a basic transit fare incentive in the form of a pre-loaded 1-month transit pass for each unit on first move-in.

**Transit fare incentives will not be provided as part of this development.**

If you have any questions or comments, please contact the undersigned.

Yours truly,

**NOVATECH**



Trevor Van Wiechen, M.Eng.  
E.I.T.,  
Transportation