

# Technical Memorandum

To: Wally Dubyk, C.E.T, Emmett Proulx, P.Eng

Date: 29 September 2023

From: Jake Berube, P.Eng

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Subject: **Transportation Monitoring Plan *Draft***  
**- 3 Selkirk and 2 Montreal Road - Phase 1**

Project: 478165-01000

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## 1.0 Background

The following report represents the Monitoring Plan for Phase 1 of the development to satisfy the below DAR conditions. Phase 1 is currently under construction with completion expected in January 2025, with substantial occupation anticipated by June 2025.

### The Transportation Monitoring Program

The Delegated Authority Report (DAR) stipulated the following for the approval of Phase 1 of the subject development:

1. The applicant shall submit a monitoring plan for acceptance prior to receiving an occupancy permit. The monitoring plan will be submitted to the Program Manager, Transportation Engineering Services for review and acceptance by the Director of Planning, Real Estate and Development prior to receiving the occupancy permit.
2. The monitoring plan will outline the requirements and targets of the subsequent monitoring report which is to be completed at 80% occupancy of the building. The monitoring report will determine if the modal share targets identified in the TIA report (need name and date) have been achieved, as well as, identify actions to be taken if targets are not met.
3. The applicant must request that the City undertake the Mio Vision count to measure auto mode share of the development during peak periods. Data collection and the study are at the applicant's expense commencing after achieving 80% occupancy or a maximum of 6months after 80% occupancy.
4. The owner shall provide financial security of \$10,000.00 for the completion of the monitoring plan.

### The 3 Selkirk, 2 Montreal Road and 300 Montgomery Development

The subject development is a mixed-use development comprised of three high-rise residential towers totalling 1,112 residential units and approximately 21,169 ft<sup>2</sup> of retail space. The development is expected to be constructed in three phases:

- Phase 1 is comprised of Tower A (294 residential units) and 16,037 ft<sup>2</sup> of retail space (Occupancy Q1 2025).
- Phase 2 is comprised of Tower B (433 residential units) and 5,132 ft<sup>2</sup> of retail space (Final development phase),
- Phase 3 is comprised of Tower C (385 residential units) (Currently in SPC Phase).

A total of 794 parking spaces are proposed, of which 726 stalls (0.65 stalls/unit) are for residents and 68 surface stalls are shared for commercial/visitor spaces. The residential stalls are located in secured underground parking.

## 2.0 Rationale

The monitoring plan purpose is to evaluate auto mode share at 80% occupancy of Phase 1. This is intended to be accomplished through a travel survey and traffic count. The results of this data collection and analysis will be submitted to the City of Ottawa via a Monitoring Report to identify if further remedial actions are required.

The Transportation Impact Assessment (August, 2022) identified a series of basic TDM Measures to achieve the forecasted mode share. More advanced TDM measures, such as transit incentives or higher bike parking ratios, form a

capital cost to the development. Monitoring and possible remedial actions are preferred to justify any increase in capital or operating expense to the development.

City of Ottawa staff comments (June 16, 2022) suggested that the amount of parking was considered too high, and that reducing vehicle parking spaces would encourage sustainable modes of transportation. The City staff comments recommended a “significant reduction and supportive TDM strategies” to achieve the forecast mode share, and further recommended monitoring of the Phase 1 development. Notably, overall parking has been reduced by approximately 20 stalls since approval of Phase 1.

### 3.0 Activities

Monitoring activities would take place within 6 months of achieving 80% Phase 1 occupancy. Phase 1 is anticipated to be constructed by January 2025, with substantial occupancy achieved by June 2025. The monitoring activities are best conducted in warmer months outside the summer vacation period (March-June, September-November). The developer would be responsible for undertaking the following monitoring activities. The following monitoring activities are intended to be undertaken for Phase 1 only.

#### Action 1 – Travel Survey

Travel surveys are an effective way to assess broad behavioural trends. A survey can be undertaken with reasonably simple questions to establish the pre-dominant mode and frequency of travel.

For residents and commercial employees, an anonymous online survey would be effective. The survey should establish the number of weekday trips per household, their typical mode for those trips and other travel habits. An open comment section should be allotted to solicit resident feedback on travel choices available to them at the development. A copy of the ‘travel option’ package should also be included with the survey. The exact questions and distribution format can be formulated closer to occupancy.

The survey would need a sufficient response rate to be deemed an adequate representation of the development travel behaviours. If response rates are low, the development should consider incentivizing responses through gift card awards, gift basket draw, etc. The developer/property management company should undertake a single survey over a two-week response period within 6 months after achieving 80% occupancy of Phase 1.

Ideally, a survey of commercial employees is undertaken at the same time. However, this may depend on commercial activities and lease agreements at the time of 80% residential occupancy rendering it challenging to collect data at this time.

#### Monitoring Activity 2 – Traffic Count

The purpose of the traffic count would be to establish the need for remedial actions in the case where the resident survey does not align with the projected mode share targets.

Traffic counts can record the number of vehicles entering and exiting the access on Montgomery Street. The City of Ottawa’s MioVision video count cameras would be deployed, at the developer’s expense, at the site access and at the residential ramp access. Alternatively, if parking in/out data can be collected, this would eliminate the need to count both locations. The City of Ottawa would supply the developer with a summary of the traffic count information at these two locations for integration into the monitoring report. The traffic count date would be coordinated with the developer.

The traffic counts would demonstrate the total vehicle travel to and from the entire development, and the number of residents travelling to and from the development. Caution would be required to disseminate any potential construction traffic using the access, which should be confirmed at the time of the count if any construction activities are taking place.

Traffic counts should be undertaken in the morning and afternoon peak periods on two consecutive weekdays, ideally Tuesdays-through-Thursdays. The traffic should consider the time of year and weather to establish a typical weekday of travel. It would be best to coincide the traffic counts with the survey to have similar occupancy data for comparison. This should occur within 6 months of achieving 80% occupancy of Phase 1.

## 4.0 Evaluation

A monitoring report would be required to be submitted to the City of Ottawa demonstrating the results of the survey and traffic counts. The following summarizes the relevant analysis to be included within the monitoring report.

### Survey Analysis

The analysis of the survey results would need to consider the number of responses received against the total occupancy. The survey results, while indicative of travel trends, will also need to be considered against the frequency of weekday commuter trips to communicate possible work-from-home trends. The survey will form the first component of the monitoring report. Its objective will be to establish mode trends via a sufficiently high enough participation rate.

Table 1: Forecasted Mode Shares – Phase 1 – Residential and Commercial Components

TRAVEL MODE	FORECASTED MODE SHARED – RESIDENTIAL AND COMMERCIAL
Auto Driver	45%
Auto Passenger	10%
Transit	30%
Cycling	5%
Walking	10%
<b>Total Person Trips</b>	<b>100%</b>

The survey response rate can generally be compared to Table 1, which indicates the forecasted mode shares for the Phase 1 development. With sufficient survey participation, the potential survey outcomes can either indicate bias towards auto driving or non-auto modes. Should auto modes be highly preferred, and not align Table 1 above, the traffic count can establish the need for remedial actions. Otherwise, the development can be considered aligned with its mode share target and no further monitoring or TDM measures would be required.

### Traffic Count Analysis

The turning movement count analysis will report two sets of traffic volumes for evaluation; total residential trips by residents (at the underground ramp) and total site trips (commercial, visitors and residents). Table 3 summarizes the total forecast vehicle trips at the site access generated by the residential and commercial.

Table 2: Total Phase 1 Trip Generation – Combined Commercial and Residential – Assumes Full Occupancy

ROW	TRAVEL MODE	AM PEAK HOUR (PERSON TRIPS/HR)			PM PEAK HOUR (PERSON TRIPS/HR)		
		IN	OUT	TOTAL	IN	OUT	TOTAL
A.	Auto Driver – Residential	21	64	85	55	34	89
B.	Auto Driver – Commercial	22	15	37	60	58	118
C.	Auto Driver – Total Phase 1	43	79	122	115	92	207
D.	Less Multi-Purpose	-3	-1	-4	-5	-6	-11
E.	<b>Total P1 Vehicles at Access</b>	<b>40</b>	<b>78</b>	<b>118</b>	<b>110</b>	<b>86</b>	<b>196</b>

The analysis will need to consider the residential occupancy and the commercial occupancy at the time of the survey. The traffic count analysis will form the second portion of the monitoring report. The potential traffic count outcomes can indicate a trip generation which is lower than, similar to, or greater than Table 2. A comparison of counts between the site driveway and the underground ramp can also indicate the source for the difference.

### Potential Evaluation Outcomes

What results or trends would indicate the need for remedial action?

- Vehicle volumes at the site access, or access ramp, exceed the values demonstrated in Table 3 and the residential survey indicates auto mode travel trends well exceed those forecasted.

What would be considered acceptable so that no further actions or monitoring is required?

- Vehicle volumes at the site access, or access ramp, are similar to or lower than the values demonstrated in Table 3 and the residential survey indicates auto mode travel trends exceed those forecasted.
- Vehicle volumes at the site access, or access ramp, are similar to or lower than the values demonstrated in Table 3 and the residential survey indicates auto mode travel trends are lower than those forecasted. This would suggest that mode shares have been achieved, and the site trip rate is greater than typical published averages.

An inconclusive result would only be achieved through insufficient survey responses. The proponent is encouraged to include incentives to complete the survey, if required.

## 5.0 Remediation

The following TDM Measures have been proposed by the developer during site plan control, regardless of monitoring:

- The proponent's intention is to enter into a contract with an Electric Vehicle ride-sharing company to provide an electric mobility service (a provider has been contacted). The current intention is to provide 2 electric car sharing spaces available to tenants. The service could also include 8 electric bike stalls.
- Local area maps for walking/cycling and transit schedules are to be located at major entrances.
- Parking costs will be unbundled from monthly rent.
- Installing a bus shelter and pad to City of Ottawa standards on North River Road.
- A multi-modal travel option information package, including relevant car/bike share opportunities and trail maps, will be provided to new residents.
- Promoting cycling by granting the City of Ottawa a permanent easement to permit a new bike lane on Montreal Road fronting the site.

In the case above where the monitoring report indicates the need for remedial action, the developer would be responsible for identifying, designing, approving, funding and implementing these actions at their discretion. The following additional TDM Measures can likely be considered for all phases of the development:

- Formalize the survey from the monitoring plan into a quarterly or semi-annually. The survey would be intended to gather commuter information, as well as identify barriers and opportunities to sustainable transportation.
- Signup an OttawaRideMatch.com, and advertise the opportunity for ridesharing to residents.
- Advertise the development as a leader in active and healthy transportation. This can include promoting biking and walking via the proponent's and property management's website.
- Provide cycling education and promotion, or cycle training through an external source. This can include establishing a Strava club/group to promote an active lifestyle for the development.
- Increase the amount of electric bike sharing stalls and car sharing stalls, if demand warrants. This action may respond to existing demand and feedback from the survey.

The above Monitoring Plan and its related studies are intended to be limited to Phase 1 of the development.

Should you have any questions, please contact the undersigned.

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