

10 September 2012

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BY EMAIL: philc@richcraft.com

Richcraft Group of Companies
Planning and Land Development
2280 St. Laurent Blvd.
Ottawa, Ontario K1G 4K1

Attention: Mr. Phil Castro

Dear Sir:

**RE: 159 – 167 Parkdale Avenue
Transportation Brief: Addendum #2**

The following is provided in response to comments received 10 September 2012 from the City of Ottawa in response to Addendum #1 to the above-noted study.

Comment 1: Section 3.1 of TIA guidelines (Paragraph 1) clearly states that PGM staff will confirm the need for a TIA report in support of any development application and the required format of the assessment report. Was the City staff consulted to confirm the type of report required for the proposed development application?

Response 1: In this instance, City staff were not consulted to confirm the scope of transportation analysis nor was Delcan invited to any pre-consultation meetings.

As is known, Delcan prepares many CTS's, TIS's, Transportation Briefs and modified/reduced scope Transportation Briefs for development projects around the city. In almost every instance that I can remember, where the proposed development generates less than the TIA's threshold of 75 vph, we have prepared either a Transportation Overview (now called a modified/reduced scope Transportation Brief) or a Transportation Brief, and their findings and recommendations have been acceptable to the City.

In this instance, we have estimated projected site-generated traffic of approximately 45 vph two-way total using modal share values appropriate for site location. This volume is only 60% of the City's threshold for requiring any traffic analysis. Regardless, we prepared a detailed 11-page report addressing all the site/project's transportation issues. It is our opinion that sufficient transportation analysis have been provided for the City to make a decision on this proposal. We do not believe additional information would assist in this decision-making.

Comment 2: The justification in response 5 for not considering the impact of other proposed developments in the area should have been clearly spelled out in the previous report. Further, it also requires careful consideration as future TIS reports may use the same reason to not consider the impact of proposed developments in the vicinity.

Response 2: The new Tunney's Pasture Master Plan development will, over the decades, significantly affect traffic patterns and traffic impacts. This proposed Master Plan, however, is not the reason that other area developments were not assessed with regard to background traffic growth. The main reason was that the project's estimated 45 vph does not trigger the need for any traffic analysis.

Comment 3: Is there any example across the city which could be referenced in support of the modal split used for the subject development application?

Response 3: The City's Origin-Destination Survey conducted in preparation for their 2008 TMP Update contained the following 2005 morning peak modal split results for the Tunney's Pasture zone:

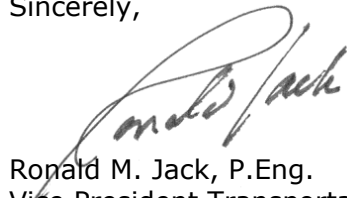
Auto Driven	45%
Auto Passenger	14%
Transit	32%
Walk/Bike	9%

These results which are 7 years old and do not account for the City's planned \$2.1B investment in rapid transit, help to support the modal split values used in our analysis.

Another perspective is to consider the following. We have assumed that 50% of the project's peak hour person trips will be made by car. Given the site is across the street from a planned 20,000 person employment node, is within 500m of a rapid transit station, is within a few hundred metres of two major City-wide multi-use pathway systems and is within walking distance of the Parkdale Market on the Wellington mainstreet retail, we have likely overestimated the project's peak hour traffic generation.

We hope the foregoing responds satisfactorily to your concerns. Please call if you have any questions.

Sincerely,



Ronald M. Jack, P.Eng.
Vice President Transportation
Manager Ottawa Operations