



January 28<sup>th</sup>, 2014

**Ms. Erin O'Connor**  
Land Development Manager  
Minto Communities  
200-180 Kent Street  
Ottawa, Ontario K1P 0B6

**Re: Traffic Impact Brief – 239 Craig Henry Drive  
Response to City of Ottawa Comments**

The City of Ottawa responded with comments (December 17<sup>th</sup>, 2013) to the Traffic Impact Brief [TIB] (October 2013), which addressed the traffic and transportation impacts associated with the proposed 239 Craig Henry Drive residential development.

The comments are summarized as follows:

- *On-Site Parking Survey*: The City requested that a parking survey be carried out as part of this development. The scope of work as discussed with the City includes:
  - An on-site parking survey to be undertaken during the late evening hours (6:00 to-11:00 pm) on a weeknight (excluding Friday). A visitor parking count also be undertaken at 7am (morning after 11pm count) to determine if visitors are staying overnight;
  - Minto's internal parking policy to be reviewed regarding visitor parking; and
  - An overview of on-street parking within the vicinity of the site be documented (i.e. in terms of where it is and if this is an area that allows on-street parking permits). [Area requested by City staff include Craig Henry (Chartwell Ave west-to-Chartwell Ave east), Aldridge Way, Jack Aaron, Manorgate and Bridlegate].
- *Pedestrian Crossing*: The City requested a review of pedestrian crossings to the bus stop in terms of safety and numbers. The City suggested the following tasks be undertaken to address this comment:
  - Review accident reports along this stretch of Craig Henry Drive;
  - Evaluate sight distance at the site driveways associated with the curvature of Craig Henry; and
  - Review pedestrian counts crossing the street at the site driveways for peak periods.

We are pleased to provide the following response that addresses each of the above comments in addition to a summary of our conclusions.

Yours truly,

Arthur E. Gordon, B.A., P.Eng.  
Principal  
**CastleGlenn Consultants Inc**

## 1.0 ON-SITE PARKING SURVEY

The two existing rental buildings (134 units) currently supply 224 parking stalls in total, which is comprised of 176 tenants parking and 48 visitor parking stalls (confirmed through survey on January 15<sup>th</sup>, 2014).

### *On-site Parking Survey*

An on-site parking survey was undertaken on January 15<sup>th</sup>, 2014 for the 239 Craig Henry Drive existing development:

- the survey was undertaken during the late evening hours (hourly from 6:00 to-11:00 pm) to determine the existing occupancy rate for tenants and visitors (total of 6 observations were recorded); and
- a visitor parking count was also undertaken at 7am (morning after 11pm count) to determine if visitors are staying overnight.

The results indicated that:

- The maximum number of tenant stalls occupied during the survey occurred at 11pm, where 122 stalls out of the 176 available stalls were occupied. This translates to a tenant occupancy rate of 0.69 (assumes no vacancy rate) and 0.73 (assuming a 6% vacancy rate as per January 2014 Minto's vacancy rate).
- The maximum number of visitor stalls occupied during the survey occurred at 8pm, where 12 stalls out of the 48 available stalls were occupied. This translates to a visitor occupancy rate of 0.25.
- The number of visitor stalls occupied at 11pm was six and the survey at 7am (the morning after 11pm) indicated seven visitor stalls were occupied. Six of the seven stalls were occupied by the same vehicles recorded at 11pm, where three out of seven had a parking pass displayed on their dash board.

The City indicated that *“if the parking occupancy for 239 Craig Henry is above 90% (especially visitor parking) then please survey the on-street parking. If the occupancy for 239 Craig Henry is below 90% then we concur that the high on-street parking occupancy is probably due to another development in the area”*.

The parking survey indicated that the occupancy rate is about 73% for tenants and only 25% for visitors and was found to be below the 90% occupancy rate. This further indicates that the on-street parking occupancy is due to other developments in the area. The 7am survey indicated that low number of visitors are parked overnight (7 out of 48 stalls occupied or 15% utilization rate).

### *Visitor Parking Policy*

Visitor parking passes are offered to visitors and the pass is limited to two weeks in a row but it is not strictly enforced. However, residents are informed and given notice if a visitor parking space is being used more than two weeks in a row and are asked to rent a parking stall instead. Also a sign is displayed at the visitor parking location indicating that *“no overnight parking without a pass (midnight to 7am)”*. Communication with Minto indicated that a resident has never been refused a visitor parking pass. In short, Minto's visitor parking policy is not strict and would not force visitors of the 239 Craig Henry Drive development to park off-site [as observed at the survey where half of the vehicles parked in visitor parking did not have a visitor pass].

### ***Future Parking On-site Situation – 166 units***

- The intent of the application is to reduce the resident parking to 1 space per unit.
- Resident parking supply for the entire rental complex will be 169 stalls.
- A total of 33 stalls will be designated for visitors. This meets the City's By-law of 33 stalls (166 x 0.2).

The parking survey results indicated that the existing tenant parking rate is 0.91 (122 occupied stalls / 134 units, assumes no vacancy) and 0.97 (122 occupied stalls / 126 units, assumes 6% vacancy), which also supports the future on-site parking situation.

### ***Overview of On-Street Parking***

An overview of the on-street parking was undertaken during a site visit (January 16<sup>th</sup>, 2014) to determine if any restrictions exist on the adjacent streets. As discussed with the City the following street were surveyed:

- *Craig Henry Drive* (Chartwell Ave east-to-Chartwell Ave west) is a collector roadway that provides connection to two major arterials, Greenbank Road to the west and Woodroffe Avenue (by way of Knoxdale Road) to the east. There are no parking restrictions along the south side of Craig Henry Drive, whereas on the north side "No Parking" signs are displayed in the vicinity of the accesses (5 accesses between westerly and easterly Chartwell Avenue); and
- *All other streets* (Adridge Way, Jack Aaron Drive, Bridlegate Place and Manorgate Place) are local residential streets with no parking restriction along both sides of the streets.

City staff (Mr. Abdul Waheed) was also contacted to determine if on-street parking permits are allowed for the above noted streets. City staff indicated that on-street residential parking permits are not currently available for the above noted streets as they are not located within the established *Residential Parking Permit (RPP)* zones. The City has noted that the majority of the "*Residential Permit Parking Program*" locations are given for areas that more dense such as high parking demand downtown areas.

## **2.0 PEDESTRIAN CROSSING**

### **2.1 COLLISION ANALYSIS**

Collision information was obtained from the City of Ottawa for the past three-years (January 2010-to-January 2013). The raw information disaggregates the available collision information by intersection and mid-block location and includes the date and time of each collision; the environmental condition at the time of the collision; the type of collision (i.e. angle collision, rear-end); the level of damage involved; vehicle details (truck, passenger vehicle, bus, cyclist); vehicle path/maneuver characteristics and the number of pedestrians if involved.

- *Craig Henry Drive (between Jack Aaron and Aldridge Way)*: A total of 4 collisions occurred along this stretch of the corridor in the past three years. All four collisions involved a single vehicle with property damage only, no fatalities and no pedestrians were involved. Three out of four collisions were in the westbound direction and occurred in dark conditions.

The City of Ottawa TIA guidelines indicated that a collision pattern is defined as six or more collisions that occurred over three year periods that were of the same type and direction. The results indicate that there is no identified pattern to the collisions that took place within the study area which would identify a particular cause related to the existing roadway configuration.

The impact of the proposed residential development upon the surrounding roadway network was determined to result in less than 20 vehicles-per-hour (vph) for either the morning or afternoon peak hours of travel demand. Based on the relatively low number of vehicles being generated by the development when distributed throughout the area intersections, the proposed development is not anticipated to contribute to the collision patterns within the study area to any significant extent.

## 2.2 SIGHT DISTANCE ANALYSIS

Sight distance at the two accesses were reviewed to determine if there is sufficient sight lines for pedestrians to cross to/from the south side of Craig Henry Drive. Videos were taken during the site visit (January 16<sup>th</sup>, 2014) that indicated that even with snow banks on the median (that were approximately 1-to-2 feet high) in the vicinity of the site driveways, there is approximately 160m available sight-line from both the westerly (looking to the right) and easterly (looking to the left) driveway accesses.

It should be noted that a car traveling at 50 kph (design speed) requires a stopping sight distance of 60-to-65m<sup>1</sup> or approximately 5 seconds to stop.

Hence, the available sight distance at both site driveways exceeds the required sight distance.

## 2.3 WARRANTS FOR AN ALL-WAY STOP CONTROL

An additional analysis was undertaken to determine if the site driveways warrant an All-Way Stop Control. Two approaches were used to determine if an All-Way Stop Control configuration is warranted at the two site driveways. These two approaches adhered to the Ontario Traffic Manual (OTM)<sup>2</sup> methods and involved:

### **Volume Warrant:**

OTM method indicates that an All-Way Stop Control may be considered on minor roads if the following conditions are met:

- *“Total vehicle volume on all intersection approaches exceeds 350 for the highest hour recorded<sup>3</sup>”*. This was found not to be met as approaching volumes at the westerly and easterly site driveways are 349 vph and 325 vph, respectively; and
- *“Volume split does not exceed 75/25 for three way control. Volume defined as vehicles only<sup>4</sup>”*. This condition is not met as well with a split of 91/9 for the westerly access and 98/2 for the easterly access.

Based on the above, an All-Way Stop Control is not warranted based on the traffic volumes.

### **Collision Warrant:**

The OTM defines a high accident frequency that would warrant an All-Way Stop Control as *“an average of four collisions per year over a three year period. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e. right angle and turning type collisions)<sup>5</sup>”*.

Collision analysis indicates that four collisions occurred in the past three years (between Jack Aaron and Aldridge Way) in the vicinity of the site driveways. All of the accidents involved single vehicle causing

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<sup>1</sup> “Geometric Design Guide for Canadian Roads”, September 1999, Table 1.2.5.3, Page 1.2.5.4

<sup>2</sup> “Ontario Traffic Manual – Book 5 Regulatory Signs”, March 2000, Page 20

<sup>3</sup> IBID, Page 20

<sup>4</sup> IBID, Page 20

<sup>5</sup> IBID, Page 20

property damage only. Hence, even from a collision analysis, an All-Way Stop Control was found not to be warranted at the site driveways.

#### 2.4 PEDESTRIAN ACTIVITY

Pedestrian counts were undertaken on October 1<sup>st</sup>, 2013 at the two site driveways during the morning and afternoon peak periods. The results indicated:

- 12 pedestrians were observed crossing the street (north-south) during the morning peak period; and
- 4 pedestrians crossing the street during the afternoon peak period.

The results indicate that there are a low number of pedestrians crossing the street during peak period of travel demand. Also, the future development (32 units) is anticipated to generate 4-to-5 persons taking advantage of transit service. The additional walking trips generated to/from the local bus stop south of Craig Henry Drive were also found to be negligible.

It should also be appreciated that Craig Henry Drive is characterized by residential dwellings on the north and south sides of the corridor with accesses and residential driveways along the 2.5km length of roadway. The majority of the accesses to the existing developments are characterized by STOP control on the minor leg with free-flow operation along Craig Henry Drive. Pedestrians cross the street mid-block. During the summer time pedestrians make use of the median as refuge. During the winter months, pedestrians cross at points opposite the existing breaks in the median. It is envisioned that this operation would continue to be the case for the Minto, and the existing surrounding, developments.

***In conclusion, given the low number of collisions along Craig Henry Drive (between Jack Aaron and Aldridge Way), the sufficient sight distance observed during the site visit and the low number of existing and anticipated future pedestrian activity in vicinity of the site driveways; the location (in vicinity of the site driveways) does not appear to pose a safety concern for pedestrian crossings.***

***In the event that snow banks be higher than what was observed during the site visit (i.e. exceed the height of a vehicle), the City is encouraged to maintain the median during winter conditions to keep the snow banks lower than the height of the vehicle to maintain the sightlines within the vicinity of the site driveways.***

### 3.0 FINDINGS AND CONCLUSION

- The on-site parking survey resulted in an occupancy rate of about 73% for tenants and 25% for visitors and was found to be below the 90% occupancy rate. This indicates that the on-street parking occupancy is due to other developments in the area and not the Minto development.
- Minto's visitor parking policy is not strict that would prohibit visitors of the 239 Craig Henry Drive development to park off-site.
- The parking survey results indicated that the existing tenant parking rate is 0.91 (assumes no vacancy) and 0.97 (assumes 6% vacancy), which supports the proposed future on-site parking situation (1:1 ratio for residents).
- City staff indicated that on-street residential parking permits are not issued for the study area streets as they are not located within the established Residential Parking Permit (RPP) zones. The City has noted that majority of the "Residential Permit Parking Program" locations are given for areas that more dense such as high parking demand downtown areas.

- Given the low number of collisions along Craig Henry Drive (between Jack Aaron and Aldridge Way), the sufficient sight distance observed during the site visit and the low number of existing and anticipated future pedestrian activity in vicinity of the site driveways; the location (in vicinity of the site driveways) does not appear to pose a safety concern for pedestrian crossing.
- In the event that snow banks be higher than what was observed during the site visit (i.e. exceed the height of a vehicle), the City is encouraged to maintain the median during winter conditions to keep the snow banks lower than the height of the vehicle to maintain the sightlines within the vicinity of the site driveways.