

12 August 2016

OUR REF: 603069-01000

Richcraft
2280 St. Laurent Blvd, Suite 201
Ottawa, ON K1G 4K1**Attention: Mr. Kevin Yemm**

Dear Kevin:

**Re: 594 Rideau Street – Transportation Brief
Addendum #1**

This Addendum has been prepared to address the comments received from the City of Ottawa with corresponding responses from Parsons.

CITY COMMENTS**TRANSIT SERVICES**

Comment 11: *There is a bus stop (#7590 – Rideau/Charlotte) located west of the site along eastbound Rideau Street, west of Charlotte Street. We would recommend that the bus stop location be adjusted to the east of its current location so that the bus stop is located on the far side of the Rideau/Charlotte signalized intersection. Studies have shown that stop times at far side bus stops, are, on average, 4.2 to 5.0 seconds faster than stop times occurring on the near side of intersections. Please refer to the attached diagram for the suggested bus stop and shelter location. The applicant shall construct a new concrete shelter pad at no cost to the City, as per City specification SC-11 attached, in order to allow for the relocation of the loading area and shelter. The Site Plan should be revised to show how this bus stop and shelter will be accommodated.*

Response 11: The proponent has been advised and understands the transit impacts and analysis. However, the proponent has no plans to accommodate the relocation of the existing bus stop along the frontage of the proposed site.

Comment 12: *While the Transportation Brief findings indicate that the Charlotte/Rideau intersection, ‘as a whole’, will be operating LoS‘C’ or better during the afternoon peak hour, further details should be provided regarding the northbound right-turn movement as it relates to transit operations. The projected northbound queueing will likely impact transit operations in terms of running time and reliability particularly when servicing stop #5857 located at the Charlotte/Besserer intersection.*

Response 12: Given there are no transit only lanes provided along Charlotte Street, the vehicle delay and queue lengths (outlined in the original TB) will impact all vehicles, including busses. As such, during the ‘critical’ afternoon peak period, queues currently spill back approximately 100 m. This queue extends approximately 15 m past the Charlotte/Besserer bus stop #5857. This is an existing condition.

As outlined in the original TB, the projected volume of site-generated traffic travelling to/from the proposed development is approximately 20 veh/h during the afternoon peak hour. When distributed throughout the road network, the increase in vehicle traffic heading northbound on Charlotte Street is approximately 5 veh/h (less than 1 vehicle every 10 minutes). This amount of traffic is considered very negligible given a variation of 5 vehicles in one hour is less than the variation of existing traffic volumes from day to day during the peak hours.

Therefore the proposed development will have a negligible impact on the existing Transit operations for the #5857 stop.

Comment 13: *What happens to southbound movements when northbound vehicle block the access to the site? Please verify the potential impact on transit operations when this occurs. Appropriate road design should be recommended over traffic signage, and as such, consideration should be given to providing a right-in/right-out access to the site instead of a full movement access.*

Response 13: Given the existing road geometry, if a vehicle is waiting to turn left into the site, southbound vehicles can bypass this vehicle in the adjacent curb lane. On-street parking/stopping is currently restricted during the morning peak period in the southbound curb lane between Rideau Street and Besserer Street. It is recommended that this restriction be implemented for the afternoon peak period as well to ensure there will be sufficient space for southbound through vehicles to pass left-turning site-generated traffic.

Comment 14: *Based on the results of the aforementioned analysis the developer should recommend mitigation measures. From a transit perspective, failure to provide mitigation measures will result in on-street delivery issues and ultimately impact customers normally travelling through the Charlotte/Rideau intersection.*

Response 14: Given the projected traffic generation volumes are low, the overall traffic impact from the proposed site is negligible. As such, no mitigative measures are recommended as the road network within the vicinity of the site will operate similar (if not the same) as existing conditions.

TRANSPORTATION COMMENTS

Comment 15: *Is there a southbound through queueing problem on Charlotte Street?*

Response 15: Site visits and traffic data do not reveal any southbound queueing on Charlotte Street, north or south of Rideau Street.

Comment 16: *No private approach shall be constructed within 0.3 metres of any adjacent property measured at the highway line, and at the curb line or roadway edge.*

Response 16: Noted and the architect has been advised.

Comment 17: *Ensure that the end of the curb return at the proposed driveway does not encroach within the frontage of the adjacent property.*

Response 17: Noted and the architect has been advised.

Comment 18: For the precast concrete pavers on City's road right-of-way, the developer shall sign a "Maintenance and Liability Agreement" with the City to cover any claims.

Response 18: Noted and the proponent has been advised.

OPTIONS FOR CONSIDERATION

Comment 19: *Right turn in/right turn out only on Charlotte Street.*

Response 19: Given the urban location of the site and the low traffic volumes projected to access/egress the site, a full movement driveway is recommended.

Comment 20: *Parking restrictions on west side of Charlotte Street during peak periods to allow southbound through vehicles to bypass left-turning vehicles at the proposed access.*

PARSONS

Response 20: Agreed. There is a current 'no stopping' restriction along Charlotte Street during the morning peak period at this location. Extending this restriction to include the afternoon peak period is recommended.

ACTION SANDY HILL COMMENTS

Comment 3: *Traffic management is an important issue. Charlotte Street is very heavily travelled especially at rush hours. The inside lane of the east side of Charlotte between Besserer and Rideau is a right-turn only lane; that lane is often backed up all the way to Wilbrod or even Laurier. There is a private approach laneway immediately adjacent to this property (just south of it on Charlotte) that served 10 properties on Besserer (cars and service vehicles). The traffic report erroneously indicates that this lane is or will be closed. The owners of these properties have a long-established legal right-of-way and it is our understanding that they have no intention of ceding it, particularly since in the winter there is no other access to their properties.*

Response 3: We are advised that the private laneway to the adjacent property will not be impacted by the proposed 594 Rideau Street development. Given the vehicle volumes along both the subject site's driveway and the adjacent site's driveway are low, both driveways will operate acceptably given their locations.

Based on the foregoing, the proposed 594 Rideau Street development continues to be recommended from a transportation perspective. If there are any questions, please call.

Sincerely,



André Jane Sponder, B.A.Sc.
Analyst, Transportation



Christopher Gordon, P.Eng.
Senior Project Manager

