

13 March 2015

OUR REF: TO3098TOF

Amazon Land Development Corp.
1 Jeremiah Place
Ottawa, ON K2H 8L7

Attention: Mr. Robert Karam

Dear Mr. Karam:

**Re: 173 Huntmar Drive
Community Transportation Study (dated June 5, 2014)
Addendum #1**

1. Report Context

This Addendum has been prepared to reflect the latest revised Concept Plan (see attached) and to respond to comments received from the City of Ottawa, dated September 9, 2014, with regard to the above-noted Community Transportation Study.

2. Revised Site Trip Generation

The proposed revised Concept Plan consists of 206 residential dwelling units and approximately 65,000 ft² of commercial office/retail. When compared to the land use data summarized in the original report, the latest revised Concept Plan has a decrease of 2 residential units and a decrease of approximately 23,000 ft² of commercial office/retail.

With respect to site-generated traffic, the proposed development depicted on the latest attached revised Concept Plan will generate less traffic than the projected amount of site-generated traffic identified in the original report. Therefore, the results, findings and conclusions included in the original report remain valid.

3. Revised Concept Plan Review

Parking

A total of 201 commercial parking spaces are proposed on the site, including 22 spaces adjacent to the heritage building (10 on-street spaces and 12 spaces in a parking lot), 144 spaces in a parking lot adjacent to the two commercial buildings proposed at the east end of the site, and 35 on-street parking spaces along the new public east-west roadway. The City's Zoning By-Law requires 3.4 spaces/100 m² gross floor area for retail uses and 2.4 spaces/100 m² gross floor area for office uses. If the ground floors of the two commercial buildings proposed at the east end of the site are occupied by retail uses, the 144 space parking lot will be insufficient. The 35 on-street parking spaces are located in close proximity to the commercial buildings, however, these spaces are off-site and cannot be counted toward the number of spaces provided. Therefore, through the present Zoning By-law Amendment application, the proponent is requesting that a rate of 2.4 spaces/100 m² GFA (the rate for office uses in Area C) be applied to all non-residential uses on the site.

With regard to the back-to-back townhome vehicle parking, 1 space per townhouse is proposed in the form of a private driveway leading to a private garage. For Area C, a total of 1 parking space is required per



townhouse unit according to the City's Zoning By-law. Where each dwelling unit has a driveway accessing a garage located on the same lot as that dwelling unit, visitor parking is not required. Therefore, the proposed amount of parking for the back-to-back townhome portion of the site is sufficient with respect to By-Law requirements.

However, the proposed stacked townhome portion of the site, the City's Zoning By-Law requires visitor parking and based on the provided information, the proposed amount of visitor parking is deficient. Therefore, the proponent is seeking a By-Law variance to permit a reduced amount of provided visitor parking for the stacked townhome portion of the site.

With regard to the residential apartment portion of the site and based on the information provided, the proposed amount of resident/visitor parking will be sufficient with respect to the City's Zoning By-Law requirements.

Site Circulation

With regard to on-site circulation, the proposed Concept Plan is laid out effectively, provided that STOP control is implemented on the minor approaches at on-site intersections and appropriate signage (e.g. Do Not Enter and One-Way, etc.) is installed where One-Way circulation is desired.

In terms of truck traffic, Parsons has been advised that a truck turning template analysis has been conducted by the proponent's urban designer and sufficient turning radii will be provided, such that garbage and fire trucks can access/egress the proposed driveway connections and effectively manoeuvre around the proposed site.

Pedestrians/Cyclists

As depicted in the proposed Concept Plan, sidewalks are proposed throughout the site, providing good connectivity between on-site land uses and the future pedestrian network adjacent to the site.

Bicycle parking is not identified on the proposed Concept Plan. Bicycle parking should be provided in well-lit areas/close to building entrances and a rate to meet By-Law requirements.

1. Revised Existing Conditions

Based on City comments, the following is a review of existing traffic conditions using more recent traffic data at study area intersections.

The existing traffic volumes illustrated in Figure 5 of the original CTS were collected in 2012. The following Figure 1 depicts more recent peak hour traffic volumes, which were collected in 2013/2014 and are included as Appendix A. When comparing the most recent traffic data to the 2012 traffic volumes, with the exception of the northbound and southbound movements along Huntmar Drive (south of Maple Grove Road), the 2013/2014 peak hour traffic volumes along Huntmar Drive are less than (or very similar to) the 2012 peak hours traffic volumes used for analysis purposes, included in the original report. Therefore, the results, findings and conclusions included in the original report remain valid. Nevertheless, the following Table 1 summarizes the existing conditions at study area intersections, based on more recent traffic data.

With respect to Annual Average Daily Traffic (AADT) volumes, 2013/2014 AADT volumes along Huntmar Drive are noted as 18% higher than the 2012 AADT volumes. However, it should be noted the projected intersection operations included in the original report are based on weekday morning and afternoon peak hour volumes (as per the City's Transportation Impact Assessment Guidelines), which are considered to be the



most critical time periods during an average weekday (i.e. the highest volumes were used for analysis purposes). Therefore, the results, findings and conclusions included in the original report remain valid.

Figure 1: Revised Existing Traffic Volumes

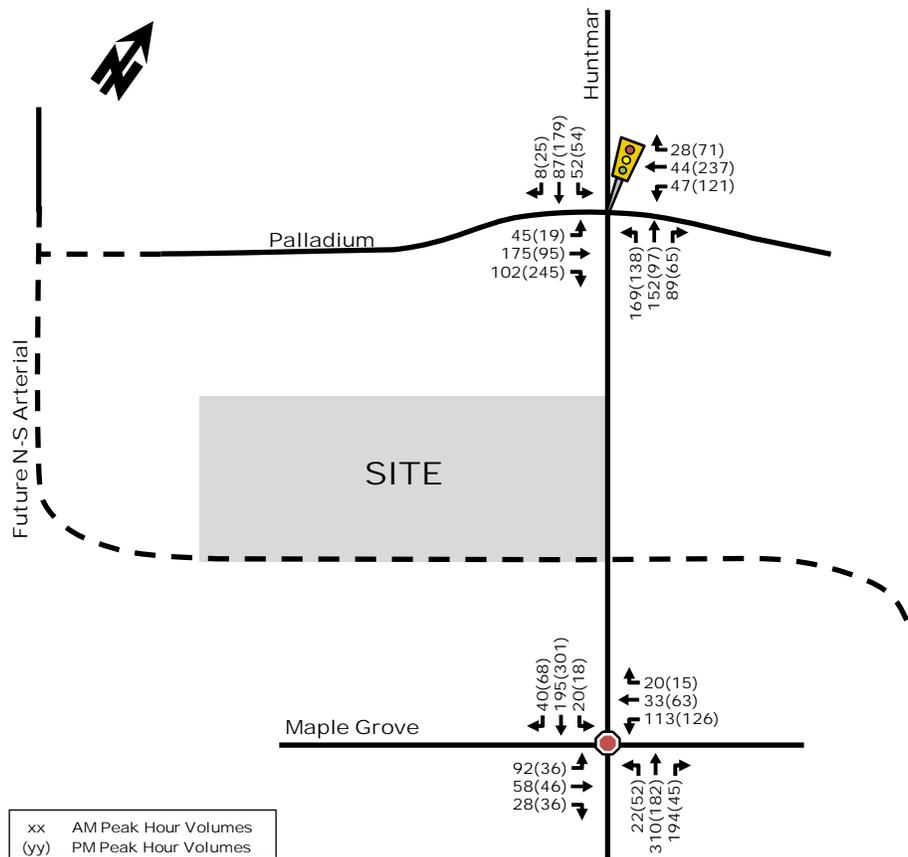


Table 1: Revised Existing Performance at Study Area Intersections

Intersection	Weekday AM Peak (PM Peak)					
	Critical Movement			Intersection 'as a whole'		
	LoS	max. v/c or avg. delay (s)	Movement	Delay (s)	LoS	v/c
Huntmar/Palladium S.	A(A)	0.58(0.52)	NBL(NBL)	12.6(10.4)	A(A)	0.29(0.31)
Huntmar/Maple Grove	D(C)	31.9(16.7)	NBT(SBT)	22.3(14.3)	-	-

Note: Analysis of signalized intersections assumes a PHF of 0.95 and a saturation flow rate of 1800 veh/h/lane.

It should be noted that the revised existing conditions shown in the above Table 1 (based on more recent traffic data) are similar to (some instances better than) the existing conditions included in the original report.

TRAFFIC SIGNALS

Comment 17: Before excavating please call 613-797-8534 for underground locates.

Response 17: Noted and the proponent has been advised.



Comment 18: No comment with initial TIS for this circulation. Traffic Signal Design & Specification reserves the right to make future comments based on subsequent submissions.

Response 18: Noted and the proponent has been advised.

Comment 19: Future considerations:

- a. If there are any future proposed changes in the existing roadway geometry that requires signaling of an intersection or changing an existing signalized intersection, the City of Ottawa Traffic Operations unit is required to complete a traffic signal plant design.
- b. If the proposed traffic signals are warranted/approved for installation and RMA approved please forward an approved geometry detail design drawings (dwg digital format in NAD 83 coordinates) including base mapping, existing and new underground utilities, and approved pavement markings drawing for detail traffic plant design lay out. Please send all digital (CADD) design files to Keith.Ouellette@ottawa.ca 613-580-2424 extension 28722.

Response 19: Noted and the proponent has been advised.

STREET LIGHTING

Comment 20: No comments with initial TIS for this circulation. Street Lighting reserves the right to make future comments based on subsequent submissions.

Response 20: Noted and the proponent has been advised.

Comment 21: Future considerations are as follows:

- a. If there are any proposed changes to the existing roadway geometry, the City of Ottawa Streetlight Asset Management Group is required to provide a full streetlight design. Upon completion of proposed roadway geometry design changes, please submit digital Micro Station drawings with proposed roadway geometry changes to the Street Lighting Department, so that we may proceed with the detailed streetlight design and coordination with the Streetlight maintenance provider and all necessary parties. Be advised that the applicant will be 100% responsible for all costs associated with any Streetlight design as a result of the roadway geometry change.
- b. Alterations and/or repairs are required where the existing streetlight plant is directly, indirectly or adversely affected by the scope of work under this circulation, due to the proposed road reconstruction process. All streetlight plant alternations and/or repairs must be performed by the City of Ottawa's Streetlight maintenance provider.
- c. Be advised that the applicant will be 100% responsible for all costs associated with any relocations/modifications to the existing streetlight plant.

Response 21: Noted and the proponent has been advised.

TRAFFIC ENGINEERING AND CONTROL

Comment 22: All left-turn lanes must provide a minimum 37.5 metres of storage plus appropriate taper.

Response 22: Noted and the proponent has been advised.



DESIGN REVIEW AND IMPLEMENTATION

Comment 23: *Site development timing was vague, should the development's substantial occupancy occur before the North-South Arterial extension or Huntmar Drive widening, temporary pedestrian and cycling facilities will be required along the site frontage. Any proposed road modifications will require an RMA report.*

Response 23: Noted and the proponent has been advised.

Comment 24: *Figure 8 does not indicate the second N-S arterial access. Provide a revised Figure 8 showing projected volumes at proposed second access for the future North-South Arterial.*

Response 24: As mentioned in the original CTS, a full movement connection to the North-South Arterial was assumed for analysis purposes only. As the planned transportation network changes will significantly impact study area travel patterns, in particular along the North-South Arterial, it was assumed that all site-generated traffic along the North-South Arterial will access the site via a single full-movement connection, representing a the 'worst-case' scenario.

Driveway requirements (e.g. auxiliary turns, storage length, etc.) for additional driveway connections to the North-South Arterial will be addressed in subsequent Transportation Impact Assessment(s) conducted when the proponent submits a formal Site Plan Application to the City.

TRANSPORTATION, INFRASTRUCTURE APPROVALS

Comment 25: *Concept Plan Review pg 16. The parking requirements as presented is unclear-the report refers to "Area C" but the Concept Plan does not identify this area. It appears that parking spaces will be limited within the development particularly visitor spaces, with no available on-street parking and this should be reconsidered. For the apartment unit parking the report states the spaces will be located partially underground, does this mean that some apartment unit parking will be aboveground and if so where will they be located?*

Response 25: The reference to "Area C" in the original CTS, is in reference to the Zoning Area (i.e. Central Area, Urban/Greenbelt Area, Rural Area, etc.) where the proposed development is located. This area can be identified in Part 17 - Schedule 1 of the City's Zoning By-Law. As such, the parking rates were calculated with respect to the By-Law requirements for Area 'C'.

<http://documents.ottawa.ca/sites/documents.ottawa.ca/files/documents/con024342.pdf>

It should also be noted that the total amount of parking to be provided is uncertain at this stage of development. The exact amount of parking to be provided at each phase of development will be defined during the Concept Plan Application process. In addition to the amount of parking, the location of apartment unit parking will be defined during the Site Plan Application process.

Comment 26: *A 30% pass-by trip reduction seems pretty optimistic given the proposed retail is a "specialty retail" land use.*

Response 26: A 30% pass-by rate is considered an acceptable standard rate for retail type land uses. Regardless, it should be noted that a 30% pass-by reduction in site-generated traffic equates to 10 and 20 veh/h (approximately 1 vehicle per 3 to 6 minutes) during the weekday morning and afternoon peak hours,



respectively. Assuming a lower 'pass-by' rate (or no 'pass-by') will have a negligible impact on the projected intersection operations and it will have no effect on the findings/conclusions included in the original CTS.

Comment 27: *Existing Conditions pg 4. The posted speed on Huntmar north of Maple Grove is 50 km/h and not 70 km/h.*

Response 27: Noted.

Comment 28: *The report notes that parking spaces should be a minimum of 2.4 m wide, the minimum width is actually 2.6 m as per By-Law 2008-250 section 106. A percentage of the space can be of a reduced size-please check By-Law 2008-250 section 106 for amount and restrictions.*

Response 28: Noted and the proponent has been advised.

Comment 29: *The intersection of Maple Grove and Huntmar meets warrants for signalization and has done so for the last 2-3 years.*

Response 29: Noted. As mentioned in the original CTS report, traffic signal control is recommended at the Huntmar/Maple Grove intersection.

Comment 30: *Due to the many unknowns presented in the report regarding timing of development and background volumes/future volumes, an additional study will be required when a formal Concept Plan is submitted to look at impact at build-out and the 5-year horizon.*

Response 30: Noted and the proponent has been advised.

TRANSIT SERVICE PLANNING & REPORTING

Comment 31: *All-day transit service is currently provided along Huntmar Road.*

Response 31: Noted.

Comment 32: *Future transit service will be provided along the future North/South Arterial Rd. Future homeowners should be advised of the existing and potential bus routes and bus stops along these streets.*

Response 32: Noted and the proponent has been advised.

Comment 33: *The Owner shall design and construct, at no cost to the City, streets, which have been identified for potential transit services, to Transportation Association of Canada standards, including right-of-way width, horizontal and vertical geometry, and pavement structure and the construction of a sidewalk on both sides of the streets.*

Response 33: Noted and the proponent has been advised.

Comment 34: *Future bus stops will be required at the Huntmar/Future North-South Arterial Rd intersection and in the vicinity of the Future North-South Arterial Rd/Street 1. The Owner shall design and construct, at no*



cost to the City of Ottawa, paved transit passenger standing areas and/or concrete shelter pads, to the specification of Transit Services.

Response 34: Noted and the proponent has been advised.

Comment 35: *The Owner shall orient dwelling and vehicular accesses in the vicinity of bus stops in a manner as to avoid traffic conflicts and visual intrusion and to submit plans for approval by the City of Ottawa indicating the orientation of all dwellings and private accesses in the vicinity of all bus stop locations.*

Response 35: Noted and the proponent has been advised.

Comment 36: *The Owner shall ensure that the staging of the subdivision, including dwellings, roadways, walkways and paved passenger standing areas, or shelter pads and shelters, will be constructed in a sequence that permits the operation of an efficient, high quality transit service at all stages of development.*

Response 36: Noted and the proponent has been advised.

Comment 37: *The Owner shall inform all prospective purchasers, through a clause in all agreements of Purchase and Sale and indicate on all plans used for marketing purposes, those streets identified for potential transit services, the locations of the bus stops, paved passenger standing areas, or shelter pads and shelters, which may be located in front of or adjacent to the purchaser's lot at any time.*

Response 37: Noted and the proponent has been advised.

Based on the foregoing, the proposed 173 Huntmar Drive development continues to be recommended from a transportation perspective. If there are any questions, please call.

Sincerely,



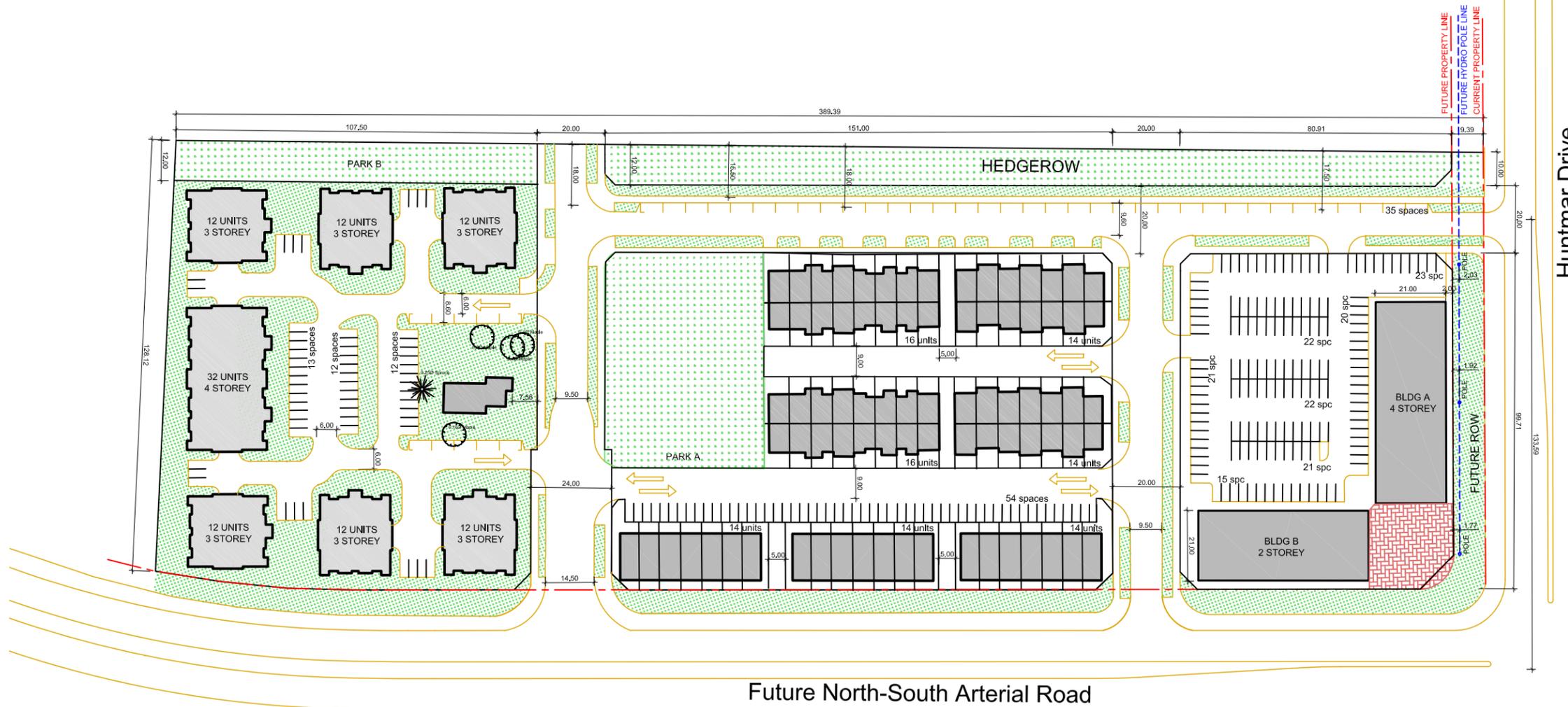
André Jane Sponder, B.A.Sc.
Analyst, Transportation
Ottawa Operations



Gordon R. Scobie, P.Eng.
Transportation Engineer
Ottawa Operations



	AREA UNITS	PARKING
COMMERCIAL APPROX. GFA: 6035 m ² BLOCK: 0.81 ha	BLDG A GFA: 1250m ² x 4 x 85% = 4250 m ² BLDG B GFA: 1050m ² x 2 x 85% = 1785 m ²	TOTAL: 201 SPACES PARKING LOT: 144 SPACES ON-STREET: 35 SPACES HERITAGE SURFACE: 12 SPC HERITAGE ON-STREET: 10 SPC
RESIDENTIAL TOTAL 206 UNITS	BACK-TO-BACK TOWN HOUSES: 60 UNITS STACKED TOWN HOUSES: 42 UNITS LOW RISE APARTMENT: 104 UNITS	DRIVEWAY + GARAGES SURFACE: 54 SPACES UNDERGROUND: 104 SPACES SURFACE: 47 SPACES
OPEN SPACE TOTAL 0.720 ha	HEDGEROW: 0.293 ha PARK A: 0.303 ha PARK B: 0.124 ha	



6			
5			
4			
3			
2	Hydro pole location	Mar 12 2015	SL
1	Parking for Heritage Bldg	Feb 26, 2015	SL
No.	REVISION	DATE	BY

CLIENT

AMAZON PROPERTIES

PROJECT

173 HUNTMAR DRIVE

DRAWING

SITE PLAN

FOTENN PLANNING & URBAN DESIGN

223 McLeod Street Ottawa ON K2P 0Z8
Tel: 613 730 5709 Fax: 613 730 1136
www.FoTenn.com

DRAWN BY	SL	DRAWING No.
REVIEWED BY	MS	01
DATE	2015.02.04	
SCALE	1:1500	