

February 15th, 2017



Mr. Derek D'Anat
AVENU Developments Inc.
99 Insmill Crescent
Ottawa ON K2T 1G6
[Tel 613-252-2217]

**Re: 174 Forward Avenue - Residential Development - Transportation Overview
Ottawa, Ontario**

The purpose of this letter report is to provide a Transportation Overview that addresses the traffic impacts associated with a proposed residential development located at 174 Forward Avenue. The development would be a seven storey condominium building consisting of 24 units. The site envisions an accesses off Lyndale Avenue. A total of 7 parking spaces (4 allocated for residents and 3 for visitors) are provided within the garage.

1. Existing Conditions

The site for the most part is surrounded by existing residential developments. Exhibit 1 illustrates the study area immediate to the site. The following points summarize the existing conditions:

- *Roadways:* Parkdale Avenue and Scott Street are both arterial roadways posted at 50 km/hr. Lyndale Avenue and Forward Avenue are local roads, where Lyndale Avenue connects to Parkdale Avenue by way of a traffic control signal.
- *Intersections:* The closest intersection to the proposed development is Parkdale Avenue / Lyndale Avenue intersection, which is a traffic signal controlled.
- *Transit Provisions:* The proposed site is within major LRT station according to Schedule 1A of the Zoning by-law (No. 2008-250). Major transit stations and routes are located parallel Scott Street.
- *Cycling Provisions:* Scott Street is designated as "Spine Route", "Major Pathway" (between Tunney's Pasture Driveway to Bayview Road) and "Cross-town Bikeway" as per Map 1 of the City of Ottawa Transportation Master Plan (TMP). Also, Sir John A. Macdonald Parkway is designated as "Major Pathway" according to City of Ottawa TMP (Map1).

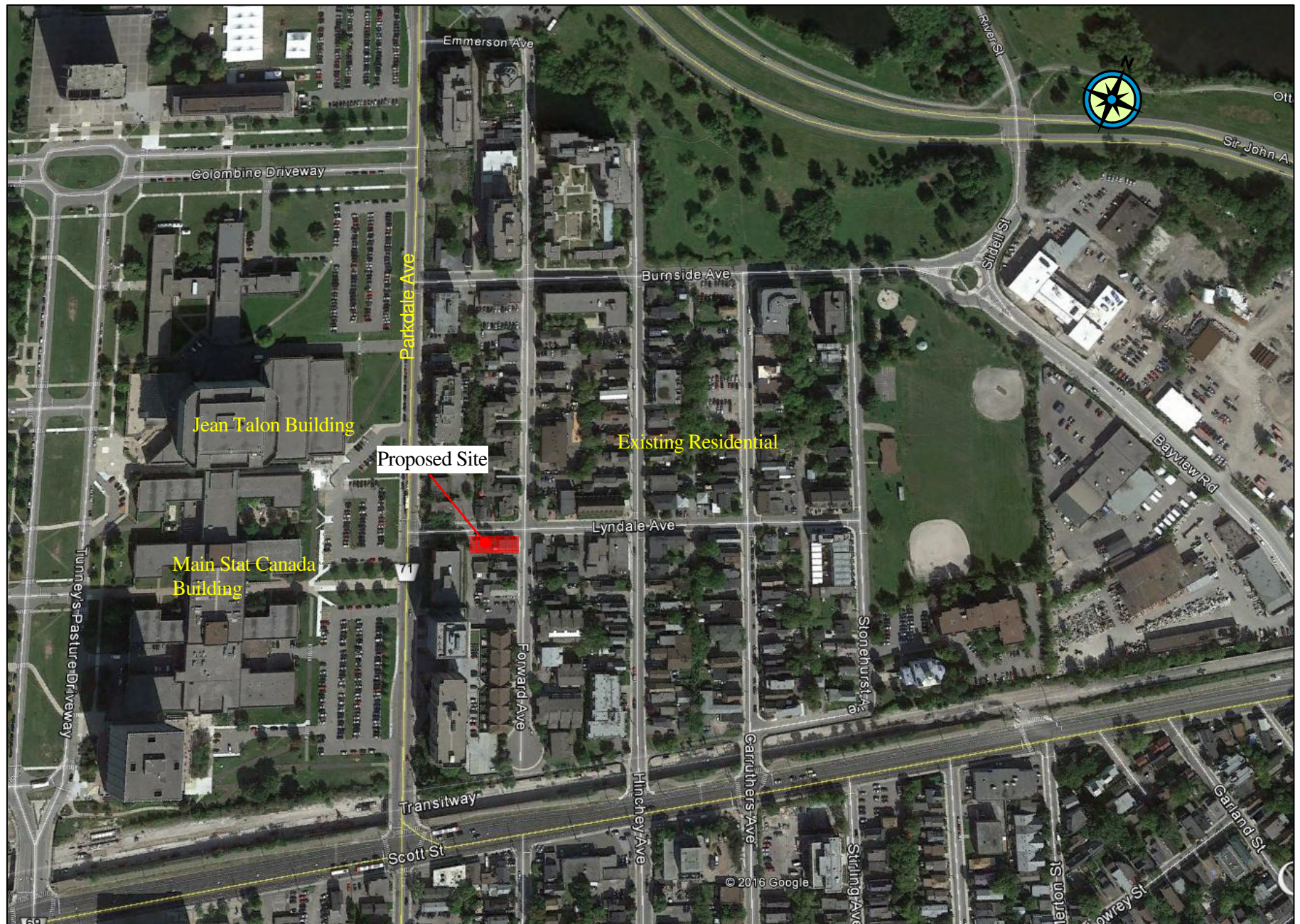


Exhibit 1: Study Area

2. *Parking Requirements*

The proposed site is within Area "Z" (near major LRT stations) according to Schedule 1A of the City of Ottawa Zoning By-law. Development within Zone "Z" (according to City's Zoning by-law No. 2008-250) does not require off-street parking to be provided. Despite no residential parking being required for this area, the development provides 4 tenant parking spaces for residents. The Zoning By-law indicates that a minimum visitor parking rate of 0.1-per-dwelling-unit is required. This translates to a minimum visitor parking requirement of 2 stalls. The proposed site provides for 3 stalls for visitors.

3. *Site Generated Traffic Volumes*

Table 1 depicts the traffic generation rates applicable to the "High-Rise Residential Condominium/Townhouse" land use (The rates were referenced from ITE Trip Generation, 8th Edition).

Table 1: Traffic Generation Rates (Per 1,000 SF)

<i>Land Use</i>	<i>Morning Peak Hour</i>			<i>Afternoon Peak Hour</i>		
	Rate	% IN	% OUT	Rate	% IN	% OUT
High-Rise Residential Condominium/Townhouse (Land Use 232)	0.34	19%	81%	0.38	62%	38%

The above table provides a typical rate for high rise condominiums, however, given that the proposed site is...

- located within a major transit area; and
- provides only for 4 tenant parking stalls and 3 visitor stalls;

residents are expected to use non-auto modes to travel. Hence, vehicular traffic frequenting the site are expected to be negligible.

4. *Qualitative Assessment*

The proposed site, for the most part, is surrounded by residential land uses with office buildings west of the proposed site (e.g. Statistic Canada). The proposed access would connect with the local roadway (Lyndale Avenue), which connects to the arterial road (Parkdale Avenue). LRT station would be located approximately 600m from the proposed site (just west of Holland Avenue) with several bus stops also located within walking distances from the site. Sidewalks exist along Forward Avenue, Lyndale Avenue, Parkdale Avenue and Scott Street to facilitate pedestrians to/from the transit stations. The development also provides secure bicycle stalls (total of 24 stalls) for residents whose cycling is an option. Therefore, the development is anticipated to generate negligible vehicular traffic volumes with the majority of residents relying on the transit and non-auto provisions available.

It is Castleglenn's opinion that the existing infrastructure (roadway and non-auto) is sufficient to accommodate the proposed 24 unit site.

5. Conclusion

The traffic and transportation effect of the proposed residential development is anticipated to have a negligible impact on the adjacent roadway network.

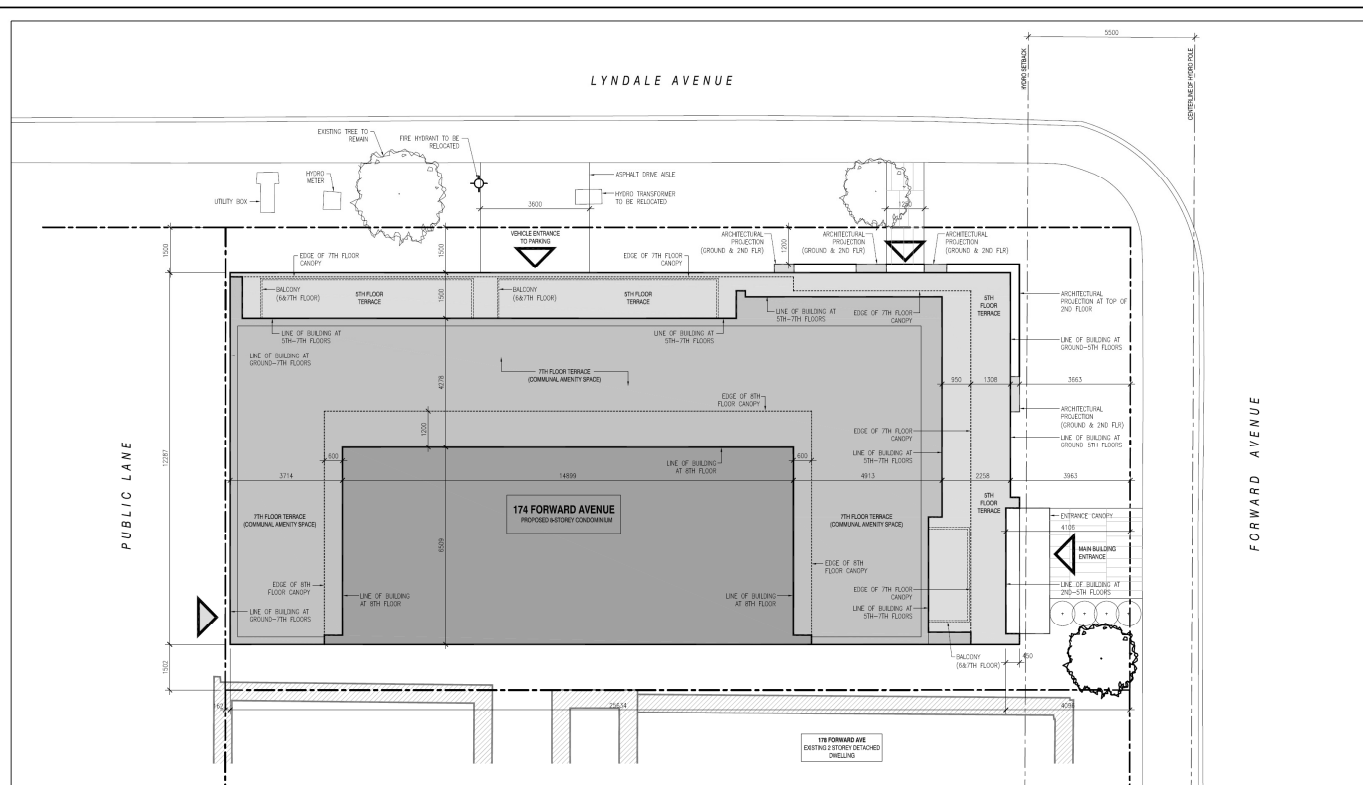
The City of Ottawa is encouraged to assemble appropriate conditions necessary to permit the proposed development to proceed.

Yours truly,

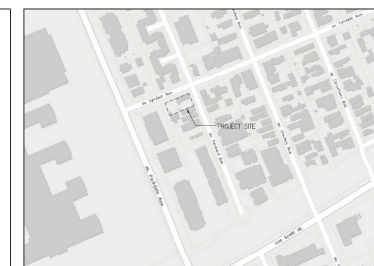
Arman Matti

Arman Matti, P.Eng.
Transportation Engineer
Castleglenn Consultants Inc.
February 2017

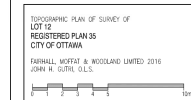




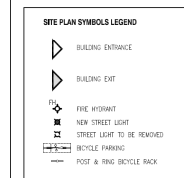
2 SITE PLAN
SP-01 SCALE: 1:75



1 LOCATION PLAN
SP-01 SCALE: NTS



 **SURVEY INFO**
SCALE: NTS



 LEGEND
SCALE: NTS



GENERAL ARCHITECTURAL NOTES

This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect.

2. Drawings are not to be scaled. The Architect is responsible for checking and verifying all levels and dimensions and shall report all discrepancies in the Architect's office. No field verification of levels or dimensions shall be made by the Contractor. Upon completion of the building, the Architect will provide written (precise classification or supplementary information regarding the intent of the Contract Documents).

3. The Architectural drawings are to be read in conjunction with all other Contract Documents including Project Manual and the Structural, Mechanical and Electrical Drawings.

4. Positions of exposed or finished Mechanical or Electrical components, fittings and fixtures are indicated on the Architectural Drawing. Locations shown on the Architectural drawings shall govern over the Structural and Electrical Drawings. Mechanical and Electrical Notes not clearly located will be located as directed by the Architect.

5. These documents are not to be used for construction unless specifically noted.



REVISION RECORD

ISSUED FOR COORDINATION	2017-02-02
ISSUE RECORD	



project1
studio

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FORWARD AVENUE

174 FORWARD AVENUE
Ottawa, ON

PROJ	SCALE	DRAWN	REVIEWED
1618	NOTED	DP	RMK

SITE PLAN

SP-01