

May 23rd, 2018

City of Ottawa
Planning and Growth Management Branch
110 Laurier Ave. W., 4th Floor,
Ottawa, Ontario K1P 1J1

**Attention: Andrew McCreight, MCIP RPP
Planner II**

Dear Sir:

**Reference: East LeBreton Flats Development
Response to Public Transportation Comments
Our File No. 116042**

A Transportation Impact Study (TIS) was prepared in support of Official Plan Amendment and Zoning By-law Amendment applications for the East LeBreton Flats development located at 301, 324 Lett Street and 133 Booth Street. Following the submission, comments were received from the City of Ottawa on April 16, 2018, which included a summary of public comments. This letter has been prepared to address the public transportation comments as summarized by the City. Please find below the public transportation comments and responses.

Public Comments

- **Parking**

- What will happen to all the on-street parking? Lett development have no visitor parking and need better access to parking for visitors in these new developments.

Novatech Response

On-street parking along Lett Street will remain following the proposed development.

- Incorporate significant visitor parking into the new concept to help offload the lack on parking in current development. Perhaps look at solutions like Westboro Station or Lansdowne.

Novatech Response

Consideration will be given to incorporating additional visitor parking for the existing developments into Phase 1 as part of the Site Plan Control application.

- There is very limited street parking available, with many cars already parking in unmarked zones. This issue will get worse.

Novatech Resonse

Noted.

- Current development and proposed concept does not account for regular service/delivery vehicles.

Novatech Response

It is understood that garbage collection for the existing developments block travel lanes along Lett Street during loading procedures. To alleviate congestion due to garbage collection procedures, two on-street parking spaces can be removed at the garbage collection locations along Lett Street. A review of delivery and loading procedures associated with the proposed Phase 1 of development will be conducted through the Site Plan Control application.

- Applicant insists that the residents who would occupy the proposed high-rises would take transit; however, no limits are being made on parking spots in the building, and the applicant advises that the parking will be provided according to demand.

Novatech Response

Parking for the proposed Phase 1 of development will be provided in accordance with the City's Zoning By-law. Some tenants may choose to own vehicles to use during off-peak periods, however will use transit or active modes during peak periods.

- On street parking should be metered.

Novatech Response

Noted. Consideration could be given by the City of Ottawa to implement metered parking in this area.

• **Traffic**

- Due to only two vehicle access points for all these towers, traffic will be horrible.

Novatech Response

Based on the findings presented in the addendum to the TIS, acceptable operations are anticipated at the Wellington Street/Lett Street and Booth Street/Fleet Street intersections following the development of Phase 1.

- The transportation study on projected traffic (sec 4) describes that "significant queues are anticipated" and requires a significant reduction in the number of vehicles to "alleviate the projected failing conditions". Why isn't this noted in the summary of conclusion?

Novatech Response

The revised analysis presented in the addendum to the TIS reviews the traffic impacts of Phase 1 of the development. Based on the revised analysis, the Wellington Street/Lett Street intersection is anticipated to operate with a LOS A and contain 95th percentile northbound queue length of 15m to 20m.

- Local residents are concerned about the persistence of our '*island surrounded by a traffic moat*' circumstance, with limited access to and from this area to downtown and to other City neighbourhoods, particularly by vehicles



Illustrating the current 'island surrounded by a traffic moat' circumstance of LeBreton Flats residents...]

Novatech Response

The eastbound and westbound left turn movements at the Booth Street/Wellington Street/Sir John A. Macdonald Parkway intersection have been restricted since the realignment of the Sir John A. Macdonald Parkway/Wellington Street adjacent to the Canadian War Museum. The configuration of this intersection is intended to convey east-west traffic to/from the downtown core and north-south interprovincial traffic.

A median was constructed along Booth Street as part of the recent reconstruction, restricting Fleet Street to right-in right-out operation. All movement access at this intersection is not recommended due to its proximity to the Booth Street/Wellington Street/Sir John A Macdonald Parkway intersection.

A review of the collision history at the Booth Street/Canadian War Museum access intersection over the last five years was conducted. There were no reported collisions involving northbound U-turning vehicles over the last five years. A review of the intersection geometry at the Booth Street/Canadian War Museum access intersection was conducted to determine if U-turn movements can be accommodated safely. Transportation Association of Canada (TAC) Geometric Design Guidelines suggest a minimum combined median and left turn lane width of 8.4m to accommodate U-turns along four-lane divided arterial roadways. The existing intersection geometry on the northbound approach does not meet TAC guidelines and as such, northbound U-turns are not recommended.

Alternative routes of travel for vehicles destined to the south include, exit west via Sir John A. Macdonald Parkway towards Parkdale Avenue or exit east via Wellington Street to use north-south routes within the downtown core.

- Where there were at least six four-way intersections east, west and south of Fleet, there is only one (at Booth), and it is restricted to right turns.

Novatech Response

Noted.

- To the north, vehicular access is restricted to east or west on the Sir John A. MacDonald (SJAM) Parkway/Wellington Street

Novatech Response

Noted.

- A turn south on Booth from the SJAM Parkway/Wellington Street, to access adjacent communities like Somerset and Preston business areas, is prohibited. Lett Street residents have had to resort to making u-turns on Booth Street by the Canadian War Museum but not without safety issues because the turning point is quite narrow at the lights. Not taking this u-turn means one who needs to go south would have to travel the length of the SJAM parkway all the way to the Parkdale exit and turn around eastward towards Somerset and Preston via Scott Street.

Novatech Response

As discussed above, a review of the collision history at the Booth Street/Canadian War Museum access intersection over the last five years was conducted. There were no reported collisions involving northbound U-turning vehicles over the last five years. A review of the intersection geometry at the Booth Street/Canadian War Museum access intersection was conducted to determine if U-turn movements can be accommodated safely. Transportation Association of Canada (TAC) Geometric Design Guidelines suggest a minimum combined median and left turn lane distance of 8.4m to accommodate U-turns along four-lane divided arterial roadways. The existing intersection geometry on the northbound approach does not meet TAC guidelines and as such, northbound U-turns are not recommended.

Alternative to traveling to Parkdale Avenue via Sir John A. Macdonald Parkway, drivers can exit east via Wellington Street to use north-south routes within the downtown core.

- While City plans (and this design) regularly call for “integration” with the rest of Ottawa, no steps are taken to return the historical roadways that once linked LeBreton Flats to other neighbourhoods.

Novatech Response

Noted.

- With the proposed increase in the local population, and with no changes proposed for the local street network, residents fear major traffic issues ahead.

Novatech Response

Noted.

- The transportation study included with this application proposes no change to this situation, nor does it forecast the number of vehicles that will be introduced to this area by the increase in population that is proposed.

Novatech Response

Phase 1 of the proposed development is anticipated to generate an additional 81 vehicles (32 in, 49 out) during the AM peak hour and 106 vehicles (59 in, 47 out) during the PM peak hour. As described in the addendum to the TIS, no modifications to the study area intersections are required to accommodate traffic generated by Phase 1.

- Potential and current parking issues are ignored. Currently all residences on Lett have underground parking; will this be the case for the proposed 1,950 new units?

Novatech Response

Parking for Phase 1 of the proposed development will be provided in accordance with the City of Ottawa's Zoning By-law. A review of parking will be conducted as part of the Site Plan Control application.

- The capacity of Lett – essentially a “neighbourhood collector” street - to absorb traffic and parking at this scale must be questioned.

Novatech Response

Based on the analysis presented in the addendum to the TIS, traffic generated by Phase 1 of the proposed development will be accommodated at the study area intersections.

- Commercial traffic is also a significant issue. Currently trucks servicing Lett Street block local traffic and have difficulty exiting the area. The proposal doesn't address this problem, which will worsen with development.

Novatech Response

It is understood that garbage collection for the existing developments block travel lanes along Lett Street during loading procedures. To alleviate congestion due to garbage collection procedures, two on-street parking spaces can be removed at the garbage collection locations along Lett Street.

3. What parking is proposed for residents and visitors?

Novatech Response

Both resident and visitor parking for Phase 1 of the proposed development will be provided in accordance with the City's Zoning By-law. A review of parking will be conducted as part of the Site Plan Control application.

4. How will this development be serviced (by commercial and industrial vehicles) both during the extended construction period and following completion?

Novatech Response

Commercial vehicles are anticipated to enter the site via the Booth Street/Fleet Street intersection and either exit via:

- Wellington Street/Lett Street towards the downtown core and travel southbound on O'Connor Street to get back to the highway; or
- Booth Street/Fleet Street towards Quebec.

5. What levels of traffic are anticipated during each phase of this development?

Novatech Response

Phase 1 of the proposed development is anticipated to generate an additional 81 vehicles (32 in, 49 out) during the AM peak hour and 106 vehicles (59 in, 47 out) during the PM peak hour. Traffic generated by future phases will be reviewed through subsequent applications.

Yours truly,

NOVATECH



Brad Byvelds, P. Eng.
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