

Jack, Ronald

From: Dubyk, Wally <Wally.Dubyk@ottawa.ca>
Sent: Tuesday, May 01, 2018 8:06 AM
To: Jack, Ronald
Cc: Renaud, Jean-Charles
Subject: 129 Main St - Site Plan Application re-submission
Attachments: Transportation Comments - 129 Main St.docx

Ron,

We will accept your explanation relating to the Triggers.

Please review the attached comments.

Thank you,

Wally Dubyk
Project Manager - Transportation Approvals
Development Review, Central & South Branches
613-580-2424 x13783

From: Jack, Ronald <Ronald.Jack@parsons.com>
Sent: Monday, April 30, 2018 9:50 AM
To: Dubyk, Wally <Wally.Dubyk@ottawa.ca>
Cc: Nitsche, Kersten <Kersten.Nitsche@ottawa.ca>
Subject: RE: 129 Main St - Site Plan Application re-submission

Thanks Wally.

Just to reiterate, the two "triggers" that are met have no relevance to the location/presence of the subject site driveway in this instance.

Ron

Ronald Jack, P.Eng.
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From: Dubyk, Wally <Wally.Dubyk@ottawa.ca>
Sent: Monday, April 30, 2018 7:28 AM
To: Jack, Ronald <Ronald.Jack@parsons.com>
Cc: Nitsche, Kersten <Kersten.Nitsche@ottawa.ca>
Subject: RE: 129 Main St - Site Plan Application re-submission

Ron,

I will confirm with the Manager.

Thank you,

Wally Dubyk
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613-580-2424 x13783

From: Jack, Ronald <Ronald.Jack@parsons.com>
Sent: Thursday, April 26, 2018 11:53 AM
To: Dubyk, Wally <Wally.Dubyk@ottawa.ca>
Cc: Nitsche, Kersten <Kersten.Nitsche@ottawa.ca>
Subject: RE: 129 Main St - Site Plan Application re-submission

Hi Wally

Both the architect (Rod Lahey) submitting the new package and Kersten Nitsche, the City planner on the file, have confirmed that it is a Site Plan Revision that will be submitted and not a new SPA. As such, I believe The Screening Form plus Explanation I submitted is sufficient. Regardless, as the revised Site Plan is the same or better from a transportation perspective compared to the "approved" Site Plan, I can't see any reason/need for doing any further transportation analysis/documentation.

Ron

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From: Dubyk, Wally <Wally.Dubyk@ottawa.ca>
Sent: Thursday, April 26, 2018 11:09 AM
To: Jack, Ronald <Ronald.Jack@parsons.com>
Subject: 129 Main St - Site Plan Application re-submission

Ron,

The developer will be submitting a new Site Plan application. The new TIA guidelines are to be followed and since the Screening form identified that Triggers have been met, a Scoping report will be required.

Thank you,

Wally Dubyk
Project Manager - Transportation Approvals

**129 Main Street
Screening Form (Dated April 26, 2018)
Site Plan SP-1, Revision #12, Dated April 03, 2018**

D07-12-10-0196

The Screening form identified that Triggers have been met. A brief explanation has been provided that addresses the Triggers. The original Site Plan Application was approved however the Site Plan Agreement has not been signed.

Main Street is designated as an Arterial road within the City's Official Plan with a ROW protection of 20.0 metres and an offset distance of 10.0 metres.

Permanent structures such as curbing, stairs, retaining walls, underground parking foundation and bicycle parking racks are not to be within the City's right-of-way limits.

Ensure that the pedestrian sidewalk has a clear and non-obstructive path of 2.0 metres width minimum. Any sidewalk width encroachment into private property will require an easement.

For the interlock pavers, landscaped areas and public art on City's road right-of-way the developer has to sign a "Maintenance Agreement" with the City to cover any claims.

Wally Dubyk

Jack, Ronald

From: Jack, Ronald
Sent: Wednesday, April 25, 2018 4:11 PM
To: Dubyk, Wally
Subject: 129 Main Street Site Plan Revisions and Supporting Transportation Analysis
Attachments: 129 Main St TIA Screening Form2.pdf

Hi Wally

Please find attached, the TIA Screening Form, Site Plan and additional explanatory text related to the above-noted Site Plan Revision Application.

Please call to discuss at your convenience.

Regards

Ron

Ronald Jack, P.Eng.

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From: Sponder, Andre
Sent: Wednesday, April 25, 2018 4:03 PM
To: Jack, Ronald <Ronald.Jack@parsons.com>
Subject: Main

Attached. Let me know.

André

André Sponder, P.Eng.

Transportation Engineer

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City of Ottawa 2017 TIA Guidelines

Date

26-Apr-18

TIA Screening Form

Project

129 Main Street

Project Number

Results of Screening	Yes/No
Development Satisfies the Trip Generation Trigger	No
Development Satisfies the Location Trigger	Yes
Development Satisfies the Safety Trigger	Yes

Module 1.1 - Description of Proposed Development	
Municipal Address	129 Main Street
Description of location	NE corner of Main/Springhurst Intersection
Land Use/Development Size	5-storey residential condo with 46 units and 315m ² of neighbourhood retail/commercial space
Number of Accesses and Locations	One 2-way, 6.25m wide connection to 36 space parking garage located on Springhurst (one-way eastbound street) at east end of site approximately 30m from unsignalized Main/Springhurst intersection
Development Phasing	One phase
Buildout Year	Assumed 2020
Sketch Plan / Site Plan	See attached

Module 1.2 - Trip Generation Trigger		
Land Use Type	Townhomes or Apartments	
Development Size	46	Units
Trip Generation Trigger Met?	No	See attached explanation

Module 1.3 - Location Triggers		
Development Proposes a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit, or Spine Bicycle Networks (See Sheet 3)	No	
Development is in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone. (See Sheet 3)	Yes	
Location Trigger Met?	Yes	See attached explanation

Module 1.4 - Safety Triggers		
Posted Speed Limit on any boundary road	<80	km/h
Horizontal / Vertical Curvature on a boundary street limits sight lines at a proposed driveway	No	
A proposed driveway is within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions) or within auxiliary lanes of an intersection;	Yes	85m from Main/Oblate intersection and 130m from Main/Evelyn intersection
A proposed driveway makes use of an existing median break that serves an existing site	No	No
There is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development	No	Not since Main Street reconstruction
The development includes a drive-thru facility	No	
Safety Trigger Met?	Yes	See attached explanation



Explanation:

- Application is for Site Plan Revision to a previously approved Site Plan (as was the previous transportation study).
- Revised Site Plan has 4 fewer residential units and 25 fewer parking spaces.
- The location of the parking garage driveway is not changing and remains as far from Main Street as possible (30m).
- The parking floor is at-grade, therefore, the driveway grades are almost flat and will meet By-Law requirements.
- The new Site Plan is projected to generate only 15 veh/h to 20 veh/h during the peak hours. The related person trips are in the 30 to 55 range during peak hours, which are below the trip generation trigger of 60/hr.
- As Springhurst is one-way eastbound, there will be no site traffic exiting Springhurst onto Main Street.
- As the project is a very low traffic generator with its garage access on a one-way side street around the corner from signalized intersections that are on a different street approximately 85m and 135m away, the site driveway is not considered to be within the “area of influence” of these signalized intersections.
- Even though both a location and safety criteria were triggered because of the site’s adjacency to Main Street, it is our opinion that given the foregoing, these two triggers are not considered significant and/or relevant to the Site Plan revisions from a transportation perspective. As such, we recommend that the TIA Screening Form is considered sufficient from a transportation perspective to approve the Site Plan revisions and that no further transportation analysis/reporting is required.

