



February 21, 2019

Mr. Arif Ismail

c/o Mr. Darius Saplys
API Development Consultants
1282 Cornwall Road
Oakville, ON L6J 7W5

Our Project file: TPI-2018P062

Re: Proposed Towneplace Suites Marriott Hotel and Commercial Development, 1200 16th Avenue East, Owen Sound, ON – Traffic Addendum Letter – SPA – 2nd Submission

TRANS-PLAN has prepared this traffic addendum letter in support of the proposed development located at 1200 16th Avenue East, City of Owen Sound. This letter supplements our Traffic Impact and Parking Study, dated December 2018, and addresses the latest site plan revisions. The revised site plan, prepared by API Development Consultants / Saplys Architects Inc., received February 20, 2019, is provided in Attachment 1.

As the access aisle width has been increased from 6.0m to 7.5m in the latest submission, the size of the commercial building, Building B, has been decreased. Table 1 provides a comparison of the previous, and new site plan land use sizes based on the latest plans.

Table 1 – Site Statistics Comparison

| Land Use | 1 st Submission Site Statistics | 2 nd Submission Site Statistics |
|----------|--|--|
| Hotel | 100 rooms | 100 rooms |
| Retail | 701 sq.m. of GFA | 630 sq.m. of GFA |
| Office | 698 sq.m. of GFA | 628 sq.m. of GFA |

The number of parking spaces for the subject site has remained the same, at 131 parking spaces provided on-site for all uses.

Our Traffic Impact and Parking Study conclusions from the December 2018 report remain the same due to the decrease in total GFA of the subject site. No roadway improvements, aside from construction of the proposed site access, are necessary to accommodate for the subject site. The proposed parking supply of 131 parking spaces is expected to be sufficient for the subject site due to the time-of-day distributions between the three proposed uses and alternative modes of travel available to users of the subject site.

The updates to our traffic analysis and parking study from our TIS report are discussed in more detail herein:



TRAFFIC IMPACT STUDY

Based on the decrease in GFA of the commercial and retail land uses, Table 2 provides a comparison of the estimated site trips for the proposed development, between the current and previous site plan.

Table 2 – Site Trip Generation

| Land Use | Size | | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | | Weekday SAT Peak Hour | | |
|----------------------------------|---------------|--------------|-----------------------|-----------|------------|-----------------------|------------|------------|-----------------------|-----------|------------|
| | | | In | Out | Total | In | Out | Total | In | Out | Total |
| Hotel LUC 310 | 100 rooms | Distr. | 59% | 41% | 100% | 53% | 47% | 100% | 56% | 44% | 100% |
| | | Eqn. | | n/a | | | n/a | | T = 0.69(X)+4.32 | | |
| | | Rate | 0.31 | 0.22 | 0.53 | 0.32 | 0.28 | 0.60 | 0.41 | 0.32 | 0.73 |
| | | Trips | 31 | 22 | 53 | 32 | 28 | 60 | 41 | 32 | 73 |
| Office LUC 710 | 6,760 sq. ft. | Distr. | 88% | 12% | 100% | 17% | 83% | 100% | 54% | 46% | 100% |
| | | Eqn. | Ln(T)=0.80Ln(X)+1.57 | | | T=1.12(X)+78.45 | | | n/a | | |
| | | Rate | 2.86 | 0.39 | 3.25 | 2.16 | 10.56 | 12.72 | 0.23 | 0.20 | 0.43 |
| | | Trips | 19 | 3 | 22 | 15 | 71 | 86 | 2 | 1 | 3 |
| Shopping Centre (Retail) LUC 820 | 6,780 sq. ft. | Distr. | 62% | 38% | 100% | 48% | 52% | 100% | 52% | 48% | 100% |
| | | Eqn. | Ln(T)= 0.61Ln(X)+2.24 | | | Ln(T)= 0.67Ln(X)+3.31 | | | Ln(T)= 0.65Ln(X)+3.78 | | |
| | | Rate | 2.80 | 1.62 | 4.42 | 7.08 | 7.52 | 14.60 | 11.65 | 10.77 | 22.42 |
| | | Trips | 19 | 11 | 30 | 48 | 51 | 99 | 79 | 73 | 152 |
| Internal Trip Reduction | | | -2 | -1 | -3 | -5 | -5 | -10 | -8 | -7 | -15 |
| Reduced Trips | | | 17 | 10 | 27 | 43 | 46 | 89 | 71 | 66 | 137 |
| Pass-by Trips | | | 0 | 0 | 0 | 15 | 15 | 30 | 18 | 18 | 36 |
| New Trips | | | 17 | 10 | 27 | 28 | 31 | 59 | 53 | 48 | 101 |
| Total Pass-by Trips | | | 0 | 0 | 0 | 15 | 15 | 30 | 18 | 18 | 36 |
| Total New Site Trips | | | 67 | 35 | 102 | 75 | 130 | 205 | 96 | 81 | 177 |
| Previous Pass-by Trips | | | 0 | 0 | 0 | 16 | 16 | 32 | 19 | 19 | 38 |
| Previous New Site Trips | | | 70 | 36 | 106 | 77 | 133 | 210 | 100 | 84 | 184 |

The subject site is expected to generate 102 new two way trips in the weekday AM peak hour, 235 two way trips (30 pass-by trips and 205 new trips) in the weekday PM peak hour, and 213 two way trips (36 pass-by trips and 177 new trips) in the SAT peak hour. This results in an overall reduction of two-way site trips during all peak hours, as compared to the previous site plan statistics.

Due to the reduction in site traffic, the traffic analysis conclusions provided in our 2018 report remain the same, and the proposed development can proceed without any further road improvements being required.



PARKING STUDY

A comparison of the site parking requirements, based on the City of Owen Sound Zoning By-law 2010-078, between the previous and latest site plans is shown in Table 3.

Table 3 – Site Parking Requirements, as per the City of Owen Sound Zoning By-law

| Land Use | Unit Size or Sq.m. of GFA | New Parking Requirement | | Previous Parking Requirement | |
|-----------------|---------------------------|---------------------------|--------|------------------------------|-----|
| | | Parking Rate | Spaces | Spaces | |
| Hotel | 100 rooms | 1.2 spaces / room | 120 | 120 | |
| Retail | 630 sq.m. | 1 space / 25 sq.m. of GFA | 25 | 28 | |
| Office | 628 sq.m. | 1 space / 28 sq.m. of GFA | 23 | 25 | |
| Total (spaces): | | | 168 | Previous Total (spaces): | 173 |

As per the City's Zoning By-law, 168 parking spaces are required for the subject site, resulting in a deficiency of 37 spaces (as opposed to the previous deficiency of 42 spaces), compared to the proposed 131 spaces.

Although the parking requirements are not met, our December 2018 report supports the reduced parking rate based on typical hotel occupancy, hotel proxy sites, and a shared parking analysis of the proposed development. Due to the different peak periods of the three land uses within the subject site, the proposed parking supply of 131 parking spaces is expected to be sufficient to support the proposed development. Our parking findings remain the same as the total parking supply remains at 131 parking spaces, while the overall parking requirements have been slightly reduced (as per the Zoning By-law).

In summary, this addendum letter provides an update to our Traffic Impact and Parking Study, dated December 2018, addressing the changes to the latest site plan for the proposed development. Our traffic impact and parking study conclusions remain the same. The subject site is expected to operate well along the study roadways, and the proposed parking supply of 131 parking spaces is expected to be sufficient to support the subject site. Should you have any questions, please feel free to contact me.

Sincerely,

Anil Seegobin, P.Eng.
Partner, Engineer

Trans-Plan Transportation Inc.
Transportation Consultants




Charles Chung, EIT
Traffic Analyst

Attachment 1 – Site Plan



Attachment 1

Site Plan

