

Meghan Bradley-Adshead

From: Howell, Adam <Adam.Howell@wsp.com>
Sent: Wednesday, May 17, 2023 12:53 PM
To: Ryan Brault
Cc: Phil Mosher; Eric Sly
Subject: RE: North Grenville TIA Third Party Review

Categories: ZBLA

Hi Ryan, Phil and Eric,

Just took a look – generally I agree with the arguments they’ve presented for this. Additional comments below:

- For Phase 1 they essentially want to use the retirement home parking requirement instead of the general residential requirement, citing that the building will be predominately seniors per their market research. They are providing visitor parking over and above what the senior rate would require (none), but not to the extent of what general residential would require. They don’t say in the letter, but presumably the ground floor retail provided parking isn’t being reduced and will still be per bylaw requirements.
 - This likely makes sense – given much of the rest of the development is seniors oriented we can probably expect a lot of seniors here too, so the seniors rate will likely be appropriate, especially with the additional TDM measures being proposed.
- For Phase 2 – the comparison to the Carleton Place requirements may or may not be relevant, but they do point to the local example of the reduced requirement in the North Grenville C3-28 exception zone for a reduced parking requirement for a retirement home.
 - The municipality might have more background information on why this was granted specifically for this site, but if our new site is comparable to this then it’s probably fair to assume a similar parking utilization.
 - It would probably be better if they could provide an comparison of the size or number of units (they say GFA is currently unknown, but a unit count would probably work if that was available) in the C3-28 site just to confirm how the two compare, but it is a local precedent.
- The TDM considerations at the end do provide additional confidence that this can work and align with the Municipality’s vision for transportation in the future – between municipal ParaTransit, transportation services provided by the facility and retail (including a grocery store) very close by, there is a good chance that this would offset the need for vehicle use at this development. They are also correct that this would support the goal of increased transit and AT trip making per the TMP mode share targets.

Overall, they make a pretty good case here for the parking reductions being asked for – they appear to be reflective of the anticipated use, local provisions for similar developments, and there’s a solid suite of TDM measures to support it.

From a risk perspective, the main thing that would go wrong is if the Phase 1 building ends up having a younger working population than the majority of seniors expected. In that case, some of the TDM measure would still apply by encouraging other modes, but with the additional visitor parking provided there might still be some flexibility to accommodate this. There is also the retail parking which they previously mentioned could be used for visitors as well (the retailers may not like that, but there is some opportunity there to make arrangements, and at least some of the retail clientele will be coming from the development so the full retail parking requirement may not be needed anyway).

From the Municipality’s side, what you could do is this:

- You should probably have a development application for the Zone C3-28 development (Kemptonville Retirement Living) – maybe do a quick comparison of that development with this one to see how they compare in terms of

GFA, number of units and parking spaces (and what the justification was for a parking requirement reduction at that one) – if they're close then the argument for 1 space per 4 peds is probably acceptable as long as there wasn't a unique reason for that reduction being allowed that won't apply to this site.

- If there are still concerns, you could have them do a parking survey at similar proxy sites to get example parking utilization ratios to support the reduction. However, based on the arguments presented I don't think we necessarily need to go that far.

Hope that helps, please let me know if you need any additional information or if I missed anything. Let me know as well if you need this packaged into a letter or something or if these email comments will suffice.

Thanks,

Adam Howell, P.Eng.

Project Manager, Transportation Planning



T: +1 613-690-1147

From: Ryan Brault <rbrault@northgrenville.on.ca>

Sent: May 16, 2023 8:51 PM

To: Howell, Adam <Adam.Howell@wsp.com>

Cc: Phil Mosher <pmosher@northgrenville.on.ca>; Eric Sly <esly@northgrenville.on.ca>

Subject: RE: North Grenville TIA Third Party Review

Hi Adam,

Thank you again for your efforts on the Kemptville Lifestyles project.

Since the completion of your review, the Developer has requested a reduced parking requirement for the site. Would you be able to review and comment? I have attached the formal request from the developer's engineer for your information.

Please let me know if you are able to assist us with this review. Draft comments by end of next week (June 2nd) would be appreciated – please confirm if this is doable from your end. Additionally, please let us know if it would be beneficial to have a “kick-off” meeting similar to the traffic review.

Regards,



Ryan Brault, M.Eng., P.Eng.

Operations Superintendent

Municipality of North Grenville

Phone: 613-258-9569 ext.172

www.northgrenville.ca

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From: Howell, Adam <Adam.Howell@wsp.com>
Sent: April 13, 2023 4:38 PM
To: Ryan Brault <rbrault@northgrenville.on.ca>
Cc: Phil Mosher <pmosher@northgrenville.on.ca>; Eric Sly <esly@northgrenville.on.ca>
Subject: RE: North Grenville TIA Third Party Review

Hi Ryan,

Please find attached and updated version of the Third Party review letter incorporating our comments from our discussion on Tuesday. The main thing is the discussion of internal circulation and the Autoturn drawings to make sure the truck movements work, the rest are more for clarification.

Comments for the Municipality's consideration:

- The future MUP along County Road 43 – the consultant may need some additional clarification from you or the County regarding what the plans are for this so they can reflect this in their TIS and site plan – this may just be as simple as a “connection to future MUP by others” cloud, but if there is anything you want them to do as part of this construction this is an opportunity to tell them that.
- The proposed pedestrian crossings on Pinehill Road – the consultant should identify what these are regardless, but the Municipality should consider if these will be constructed by the developer. Again this is an opportunity to tell them that if you want them to.
- We've asked for a statement in the TIS about if there are any additional developments to be considered as part of the background traffic projections – based on our discussions there may not be unless that IBI report is about something separate from this. If that's the case then just a simple “there are no other developments in the vicinity of the subject site that are anticipated to add additional traffic” statement will suffice. Consultant will look to the Municipality/County to confirm that though.
- Provided parking – I modified the comment there instructing them to include a rationale for providing less parking than the by-law requirement. Based on our discussions it sounds like they do have a rationale the Municipality agrees with, we just want that confirmed in the TIS (again, this is the Municipality's opportunity to approve or push back on that).
- Comment on the proxy site locations removed, but we did leave the one in about the timing of the counts. No impact to the analysis though.

Thanks, happy to join a discussion with the consultant if required. Please let me know if you need any additional information.

Adam Howell, P.Eng.

Project Manager, Transportation Planning



T: +1 613-690-1147

From: Ryan Brault <rbrault@northgrenville.on.ca>
Sent: April 11, 2023 11:08 AM
To: Howell, Adam <Adam.Howell@wsp.com>
Subject: RE: North Grenville TIA Third Party Review

Hi Adam,

Can we schedule the meeting for 3-4PM today?

Please send the invite to Eric and Phil as well.

Regards,



Ryan Brault, M.Eng., P.Eng.
Operations Superintendent
Municipality of North Grenville
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From: Howell, Adam <Adam.Howell@wsp.com>

Sent: April 11, 2023 10:02 AM

To: Ryan Brault <rbrault@northgrenville.on.ca>

Subject: North Grenville TIA Third Party Review

Hi Ryan,

Kim mentioned to me that you wanted to reschedule the TIA review discussion from last week as you were cleaning up from the storm as well. My availability for this week is below, please let me know when might work for you and your team.

Tuesday (Today): 1-2 pm, 3-4 pm

Wednesday: 9-11:30 am, 1-3 pm

Thursday: Any time outside of 1:30-2 pm

Friday: Any time outside of 10:30-noon

Thanks,

Adam Howell, P.Eng.

Project Manager, Transportation Planning



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