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October 03, 2014

Mr. Gerry Benson  
c/o Benson Auto Parts  
Benson Group Inc.  
700 Education Road,  
Cornwall, ON  
K6H 6B8

Dear Mr. Benson:

### **1871 MERIVALE ROAD GARAGE EXPANSION**

We are pleased to provide you with the following transportation assessment associated with the proposed auto parts facility expansion at 1871 Merivale Road in Ottawa, Ontario.



### **Existing Conditions**

#### Site Location

The site is located at the northeast quadrant of the intersection of Merivale Road and Jamie Avenue. The nearest major cross-streets are Merivale Road and West Hunt Club Road.

#### Adjacent Road Network

Merivale Road is designated as an Arterial road within the City's Official Plan with a ROW protection of 37.5 metres, while Jamie Avenue is classified as a Local road. The intersection of Merivale and Jamie is unsignalized with stop control on Jamie Avenue. A southbound left-turn lane on Merivale Road facilitates access to Jamie Avenue from the north.

### Existing Land Use

The subject site is currently used for the operations of Benson Auto Parts; a division of Benson Group Incorporated. The roughly 1,450 m<sup>2</sup> existing structure serves as an automobile parts warehouse with supporting retail service desk and office sub-components.

### Site Access

The site is accessed primarily from Jamie Avenue via an all-movements driveway approximately 165 meters east of Merivale Road measured from the centreline of each. A secondary right-in/right-out access is also provided directly on Merivale Road and is situated approximately 45 meters north of Jamie Avenue.

### Parking

A total of 41 formalized parking spaces are currently provided on the western half of the site. The eastern half of the site functions as a storage yard and provides an informal parking area for employees as well as a loading area for the warehouse.

## **Proposed Development**

### Land Use

Intensification of this site will involve the demolition of the 2-storey component of the existing structure (267 m<sup>2</sup>), to be replaced with a new 2-storey structure with a 1,002 m<sup>2</sup> footprint. This new addition will increase the overall building footprint by approximately 735 m<sup>2</sup> and will introduce 12 vehicle service bays. The future land use will provide facilities for service and repair of vehicles as well as an enhanced reception, retail area and showroom. Offices and tire storage will occupy the second level of the addition.

### Site Access

The existing right-in/right-out access on Merivale Road will be closed off and replaced with two secondary access driveways on Jamie Avenue either side of the existing primary access, which will remain in its current location. All three access driveways will accommodate all movements with no turning restrictions. The site access driveways are summarized as follows:

- Site Access #1 (secondary) is proposed on Jamie Avenue approximately 47m from the curb line of Merivale Road to the nearest edge of the driveway. The proposed driveway width is 6.71m and will provide two-way, all-movements access/egress.
- Site Access #2 (primary) is an existing access driveway on Jamie Avenue approximately 150m from the curb line of Merivale Road to the nearest edge of the driveway. The driveway width will remain as existing at 12.2m and will continue to provide two-way, all-movements access/egress.
- Site Access #3 (secondary) is proposed on Jamie Avenue approximately 202m from the curb line of Merivale Road to the nearest edge of the driveway and is approximately 8.75m from the eastern property line. The proposed driveway width is 6.71m and will provide two-way, all-movements access/egress.

### Private Approach By-law

The site frontage along Jamie Avenue is approximately 220m in length. According to the Private Approach By-law 2003-447, only two (2) two-way private approaches and one (1) one-way private approach is permitted, however, through pre-consultation with City staff prior to the development of the site plan, it was agreed that three (3) two-way private approaches would be permitted with the condition that the Merivale Road private approach would be eliminated.

The by-law states that no private approach shall exceed 9m in width. The two proposed access driveways will be 6.71 meters wide. The existing main access driveway will not undergo modification and will therefore remain at its current width of 12.2 meters, particularly as it will continue to serve as a loading access.

The proposed access configuration meets the spacing criteria as identified in the by-law.

As indicated by City of Ottawa staff, new pedestrian facilities (i.e. concrete sidewalks) are not required along the Jamie Street frontage, however reinstatement of these facilities along the Merivale Road frontage will be completed to City Standards upon closure of the existing Merivale Road access.

### Visibility

Based on a review of the proposed site plan, no visibility concerns are anticipated. A 5m by 5m sight triangle has been reserved at the southwest corner of the site for adequate visibility at the intersection of Merivale Road and Jamie Avenue. The proposed pylon sign is not expected to interfere with driver visibility based on its planned location and any landscaping in within the site triangle should be limited to low-level vegetation.

### Parking

The on-site parking will be reconfigured and distributed throughout the site, including the area presently used as a secured storage yard. A total of 58 formal parking spaces will be provided, which is compliant with and exceeds the City by-law requirements of 56 spaces. The warehouse loading access at the eastern edge of the structure will be maintained.

### Trip Generation

The proposed auto parts & service facility will be in operation from Monday to Friday, 7:30am to 5:30pm, and on Sundays from 7:30am to 12:30pm. There are currently 8 employees, however it is expected that there will be a total of 18 employees once in full operation. All employees arrive and depart during the respective morning and afternoon peak hours of adjacent street traffic.

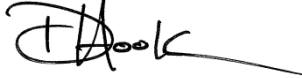
Presently, the facility has only 8-10 customers per day that visit the site. Over 75% of existing business is related to off-site roadside service. Of the 12 vehicle bays proposed, only 6 are planned for full-time use, servicing approximately 20 customers/vehicles per day, while the other 6 will be reserved for specialized services and therefore used much less frequently and some days not at all. When not in use, the special service bays will be used as sheltered parking for added customer service/appreciation. A shuttle service and courtesy cars will be available to customers.

The maximum overall net increase in site generated traffic will be in the order of 25-35 two-way vehicular trips per hour and therefore does not warrant detailed traffic analysis. Based on other existing Benson Auto Parts retail outlets, the above peak hour volumes represent the worst-case as customer arrivals/departures will occur throughout the day and not entirely during the peak hours of adjacent street traffic.

### **Conclusion**

With consideration of the above, it has been determined that the proposed development at 1871 Merivale Road can be safely accommodated on the adjacent road network and is in conformance with City of Ottawa by-law regulations for private approaches.

Sincerely,

A handwritten signature in black ink, appearing to read 'D Hook', with a long horizontal stroke extending to the right.

David Hook, P.Eng.