

June 5th, 2017



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Principal**

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**Re: 2781 Baseline Road – Addendum No. 8: Transportation Overview
Ottawa, Ontario**

The purpose of this letter report is to provide a Transportation Overview (Addendum No. 8) that is intended to address additional revisions to the proposed condominium development located in the north-east quadrant of the Morrison Drive/Baseline Road intersection. The original TIA document was undertaken in August 2008 (addressed 537 dwellings) with the following subsequent addendum reports:

- Addendum No.1 [Feb. 2009] - Addressed 438 units – Updated traffic volumes and pedestrian analysis
- Addendum No.2 [Feb. 2010] - Addressed 334 units, Baseline ROW protection and New Guthrie Access
- Addendum No.3 [June 2010] - Addressed 334 units, Removal of Guthrie Access, Phase I: Building “G”: 61 units
- Addendum No.4 [Mar. 2011] - Addressed Phase I Only: Building “F” & “G”: 166 units
- Addendum No.5 [July 2011] - Addressed 598 units with Phase I Building “F” & “G”: 166 units
- Addendum No.6 [August 2012] – Addressed 399 units with 600m² of retail in Building “F”.
- Addendum No.7 [November 2015] – Addressed the following:
 - Changes in number of units for Building “E” from 71 units to 80 units (an increase of 9 units);
 - an additional story for Building “F” and an increase in number of units from 61 units to 81 units (increase of 20 units); and
 - A 500 m² medical building on ground floor of Building “F”. The previous Addendum No.6 assumed retail component (600 m²) on the ground floor.

The latest site plan (Exhibit 1) now illustrates 73 townhome units north of the existing Building “E” and proposed Building “F” that would replace the existing 48 residential units. The previous site plan (Addendum No. 7) assumed four mid-rise buildings (4-to-5 stories) north of the existing building “E” and proposed building “F” for a total of 275 units. This results in a reduction of about 200 units compared to the previous site plan.

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1. Revised Site Generated Traffic Volumes

Table 1 depicts the traffic generation rates applicable to the "Residential Condominium/Townhouse" land use (The rates were referenced from ITE Trip Generation, 8th Edition).

Table 1: Traffic Generation Rates (Per Dwelling Unit)

<i>Land Use</i>	<i>Morning Peak Hour</i>			<i>Afternoon Peak Hour</i>		
	Rate	% IN	% OUT	Rate	% IN	% OUT
Condominium/Townhouse (Land Use 230)	0.44	17%	83%	0.52	67%	33%

Table 2 depicts the site generated traffic volumes for the proposed 73 townhome units.

Table 2: Site Traffic Volumes

<i>Land Use</i>	<i>Morning Peak Hour</i>			<i>Afternoon Peak Hour</i>		
	Total	IN	OUT	Total	IN	OUT
Condominium/Townhouse (73 units)	32	5	27	38	25	13
Existing Residential units (48 units)	21	4	17	25	17	8
Net Site Generated Traffic Volumes	11	1	10	13	8	5

The proposed development is anticipated to generate less than 15 vehicles in the peak hours of travel demand. It should be noted that the above site generated traffic volumes do not account for non-auto mode (such as transit). If a 20-to-25% transit share is assumed for the purpose of this letter report, the vehicle trips would be further reduced (by about 2-to-3 trips).

2. Private Approach By-Law and Access Separation

The proposed site provides 3 access points for the 73 townhome units. Two of accesses are located off Draper Avenue (Access #4 & #5) and a single access off Morrison Drive (Access #3). Twenty (20) of the townhomes have driveways off Draper Avenue while ten (10) townhomes have driveways off Morrison Drive. The rest of the townhomes (43 units) have driveways off Private Street #1, 2 and 3.

In case of the apartment buildings (buildings "E" & "F"), the City of Ottawa Private Approach By-law indicates that distance between a private approach and nearest intersection should be 18m¹. The proposed site plan meets and exceeds the City of Ottawa Private Approach By-law.

In case of townhomes units, the City's By-law indicates: "*on a corner lot or a lot abutting on more than one road allowance, the minimum distance between the nearest limit of a private approach and an intersecting street line or its extension shall not be less than 6 metres.*" The separation distance between Draper Avenue / Morrison Drive intersection and the first dwelling private driveway is about 12m, which meets and exceeds the City's Private Approach By-Law.

3. Qualitative Assessment

The proposed site, for the most part, is surrounded by residential land uses and institutional land uses (such as St. Paul High School). Two of the proposed accesses connect to a collector roadway (Morrison Drive) which connects to arterial roadways (Baseline Road and Greenbank Road).

¹ City of Ottawa Private Approach By-law (2003-447) 25(l) Column No.2 (parking spaces between 20 to 99)

Two accesses connect to a local roadway (Draper Avenue), which connect to Morrison Drive. A single access (Access #1 right-in/right-out) connect to an arterial Baseline Road.

The development also provides access to non-auto mode (transit) with bus stops located along Morrison Drive and also Baseline Road east of Morrison Drive. Baseline Road also accommodates bicycle lanes for residents for which cycling is an option.

The proposed 73 units are anticipated to generate a low number of vehicles with the net site traffic volumes estimated to be less than 15 vehicles per hour. This translates to a single vehicle every 4 minutes during the peak hour of travel demand.

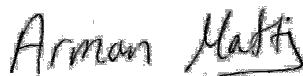
Therefore, the development is anticipated to generate negligible vehicular traffic volumes and the existing infrastructure (roadway and non-auto) is sufficient to accommodate the proposed 73 townhome units.

4. Conclusion

The traffic and transportation effect of the proposed 73-unit residential development is anticipated to have a negligible impact on the adjacent roadway network.

The City of Ottawa is encouraged to assemble appropriate conditions necessary to permit the proposed development to proceed.

Yours truly,



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