Stantec Consulting Ltd.
400 - 1331 Clyde Avenue, Ottawa ON K2C 3G4

October 19, 2017
File: 163601073

Attention: Aaron Clodd, M.Sc.Pl.
Senior Land Development Manager
SmartREIT
700 Applewood Crescent, Suite 100
Vaughn, ON
L4K 5X3

Dear Mr. Clodd,

Reference: SmartREIT Orleans II Development
Phase 2 Site Plan Application - Transportation Impact Assessment Overview

1.0 Introduction

SmartREIT is proceeding with a site plan application for Phase 2 of their proposed commercial development located at the south-east corner of the intersection of Innes Road and Mel Bleue Road in the Orleans Community of Ottawa.

In July 2016 Stantec prepared a Transportation Impact Study (TIS) for the Phase 1 component of SmartREIT's commercial development. The 2016 TIS stated:

> *"While the current site plan application is for Phase 1 only, this TIS addresses the impacts from all three phases of development. As such, if site plan applications for subsequent phases of this development occur within five years of the date of the subject TIS, and assuming the plans for subsequent phases remain similar to what is assumed in the subject study, this TIS will be valid for all three phases and future site plan submissions."*

The site plan for Phase 2 of the proposed development is attached.

The approved 2016 TIS found that all study area intersections were projected to operate satisfactorily and subsequently, a Roadway Modification Approval was submitted for the site access locations which included modifications to the proposed Innes Road access opposite Wildflower Drive.

2.0 Trip Generation Comparison

To confirm the validity of the previously submitted TIS a comparison of the trip generation potential of the previous and current plan was undertaken. The following **Tables 1** and **2** show the expected traffic generation of the previous and current plans respectively.

Table 1: Trip Generation from 2016 Transportation Impact Study

ITE Land Use	Gross Floor Area (1000's ft²)		Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Step 1: ITE Trip Generation Rates								
820 – Shopping Centre	183		0.76	0.44	1.23	2.36	2.55	4.91
931 – Quality Restaurant	15		0.66	0.15	0.81	5.02	2.47	7.49
934 – Fast Food Restaurant with Drive-Through	15		23.16	22.26	45.42	16.98	15.67	32.65
912 – Bank with Drive-Through	10		6.89	5.19	12.08	12.15	12.15	24.30
Step 2: Conversion From Auto Trips to Person Trips								
820 – Shopping Centre	Trip Gen		140	81	221	431	467	898
	Transit Share	10%	14	8	22	43	47	90
	Auto Occupancy	1.1	14	8	22	43	47	90
	Total Person Trips		168	97	265	517	561	1078
931 – Quality Restaurant	Trip Gen		10	2	12	75	37	112
	Transit Share	10%	1	0	1	8	4	12
	Auto Occupancy	1.1	1	0	1	8	4	12
	Total Person Trips		12	2	14	91	45	136
934 – Fast Food Restaurant with Drive-Through	Trip Gen		347	334	681	255	235	490
	Transit Share	10%	35	33	68	25	24	49
	Auto Occupancy	1.1	35	33	68	25	24	49
	Total Person Trips		417	400	817	305	282	587
912 – Bank with Drive-Through	Trip Gen		69	52	121	122	122	243
	Transit Share	10%	7	5	12	12	12	24
	Auto Occupancy	1.1	7	5	12	12	12	24
	Total Person Trips		83	62	145	146	146	291
Step 3: Person Trips by Modal Share								
820 – Shopping Centre	Auto	70%	118	68	186	362	393	755
	Passenger	10%	17	10	27	51	56	107
	Transit	18%	30	17	47	93	101	194
	Walk / Bike	2%	3	2	5	10	11	21
931 – Quality Restaurant	Auto	70%	8	1	9	64	32	96
	Passenger	10%	1	0	1	9	5	14
	Transit	18%	2	0	2	16	8	24
	Walk / Bike	2%	0	0	0	2	1	3
934 – Fast Food Restaurant with Drive-Through	Auto	70%	292	280	572	214	197	411
	Passenger	10%	42	40	82	30	28	58
	Transit	18%	75	72	147	55	51	106
	Walk / Bike	2%	8	8	16	6	6	12
912 – Bank with Drive-Through	Auto	70%	58	43	101	102	102	204
	Passenger	10%	8	6	14	14	15	29
	Transit	18%	15	11	26	26	26	52
	Walk / Bike	2%	2	1	3	3	3	6
Step 4: Pass-By and Internal Capture								
820 – Shopping Centre	Auto Trips		118	68	186	362	393	755
	Pass-By		0	0	0	128	128	257
	Internal Capture		0	0	0	0	0	0
	Net New Auto Trips		118	68	186	234	265	498
931 – Quality Restaurant	Auto Trips		8	1	9	64	32	96
	Pass-By		0	0	0	21	21	42
	Internal Capture		0	0	0	22	11	33
	Net New Auto Trips		8	1	9	21	0	21
934 – Fast Food Restaurant with Drive-Through	Auto Trips		292	280	572	214	197	411
	Pass-By		140	140	280	103	103	206
	Internal Capture		15	14	29	75	69	144
	Net New Auto Trips		137	126	263	36	25	62
912 – Bank with Drive-Through	Auto Trips		58	43	101	102	102	204
	Pass-By		8	8	15	48	48	96
	Internal Capture		29	22	51	51	51	105
	Net New Auto Trips		21	13	35	3	3	6
Step 5: Net New Auto Trips								
Total Development	Auto Trips		476	392	868	742	724	1466
	Internal Capture Trips		44	36	80	148	131	279
	Pass-By Trips		148	148	296	300	300	600
	Net New Auto Trips		**284**	**208**	**492**	**294**	**293**	**587**

Table 2: Trip Generation from Phase 2 Site Plan Application

ITE Land Use	Gross Floor Area (1000's ft²)		Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Step 1: ITE Trip Generation Rates								
820 – Shopping Centre	186		0.76	0.44	1.22	2.34	2.54	4.88
931 – Quality Restaurant	13		0.66	0.15	0.81	5.02	2.47	7.49
934 – Fast Food Restaurant with Drive-Through	9		23.16	22.26	45.42	16.98	15.67	32.65
912 – Bank with Drive-Through	10		6.89	5.19	12.08	12.15	12.15	24.30
Step 2: Conversion From Auto Trips to Person Trips								
820 – Shopping Centre	Trip Gen		141	82	223	436	472	908
	Transit Share	10%	14	8	22	44	47	91
	Auto Occupancy	1.1	14	8	22	44	47	91
	Total Person Trips		169	98	267	524	566	1090
931 – Quality Restaurant	Trip Gen		9	2	11	65	32	97
	Transit Share	10%	1	0	1	7	3	10
	Auto Occupancy	1.1	1	0	1	7	3	10
	Total Person Trips		11	2	13	79	38	117
934 – Fast Food Restaurant with Drive-Through	Trip Gen		210	202	412	154	142	296
	Transit Share	10%	21	20	41	15	14	29
	Auto Occupancy	1.1	21	20	41	15	14	30
	Total Person Trips		252	242	494	184	171	355
912 – Bank with Drive-Through	Trip Gen		69	52	121	122	122	243
	Transit Share	10%	7	5	12	12	12	24
	Auto Occupancy	1.1	7	5	12	12	12	24
	Total Person Trips		83	62	145	146	146	291
Step 3: Person Trips by Modal Share								
820 – Shopping Centre	Auto	70%	118	69	187	367	396	763
	Passenger	10%	17	10	27	52	57	109
	Transit	18%	30	17	47	94	102	196
	Walk / Bike	2%	3	2	5	10	11	21
931 – Quality Restaurant	Auto	70%	8	1	9	55	27	82
	Passenger	10%	1	0	1	7	4	11
	Transit	18%	2	0	2	14	6	20
	Walk / Bike	2%	0	0	0	2	1	3
934 – Fast Food Restaurant with Drive-Through	Auto	70%	176	169	345	129	119	248
	Passenger	10%	25	24	49	18	17	35
	Transit	18%	45	44	89	33	31	64
	Walk / Bike	2%	5	5	10	4	3	7
912 – Bank with Drive-Through	Auto	70%	58	43	101	102	102	204
	Passenger	10%	8	6	14	14	15	29
	Transit	18%	15	11	26	26	26	52
	Walk / Bike	2%	2	1	3	3	3	6
Step 4: Pass-By and Internal Capture								
820 – Shopping Centre	Auto Trips		118	69	187	367	396	763
	Pass-By		0	0	0	130	130	259
	Internal Capture		0	0	0	0	0	0
	Net New Auto Trips		118	69	187	237	266	504
931 – Quality Restaurant	Auto Trips		8	1	9	55	27	82
	Pass-By		0	0	0	18	18	36
	Internal Capture		0	0	0	19	9	28
	Net New Auto Trips		8	1	9	18	0	18
934 – Fast Food Restaurant with Drive-Through	Auto Trips		176	169	345	129	119	248
	Pass-By		85	85	169	62	62	124
	Internal Capture		9	8	17	45	42	87
	Net New Auto Trips		82	76	159	22	15	37
912 – Bank with Drive-Through	Auto Trips		58	43	101	102	102	204
	Pass-By		8	8	15	48	48	96
	Internal Capture		29	22	51	51	51	102
	Net New Auto Trips		21	13	35	3	3	6
Step 5: Net New Auto Trips								
Total Development	Auto Trips		360	282	642	653	644	1297
	Internal Capture Trips		38	30	68	115	102	217
	Pass-By Trips		92	92	184	258	258	515
	Net New Auto Trips		**230**	**160**	**390**	**280**	**284**	**565**

Reference: SmartREIT Orleans II Development
Phase 2 Site Plan Application - Transportation Impact Assessment

As can be seen in **Table 1,** which shows the traffic generation from the 2016 TIS, the original plan was projected to generate 492 and 587 net new auto trips (two-way) during the AM and PM peak hours respectively.

As can be seen in **Table 2**, the current site plan application is expected to generate 390 and 565 net new auto trips (two-way) during the AM and PM peak hours respectively.

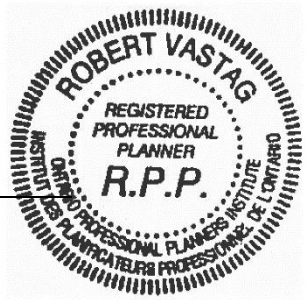
3.0 Conclusion

The changes to the site plan for SmartREIT's Phase 2 Site Plan Application have resulted in fewer net site trips generated when compared to the original 2016 TIS (approximately 100 fewer trips during the AM peak; and roughly 20 fewer trips during the PM peak).

Given the above, and that the original study was completed recently (i.e. within 5 years), it can be concluded that the findings of the 2016 TIS remain valid and that the changes resulting from the current Phase 2 Site Plan Application can be accommodated.

Based on the transportation evaluation presented in this study, SmartREIT's proposed Phase 2 site plan application should be permitted to proceed from a transportation perspective.

STANTEC CONSULTING LTD.



Robert Vastag, RPP
Senior Transportation Planner
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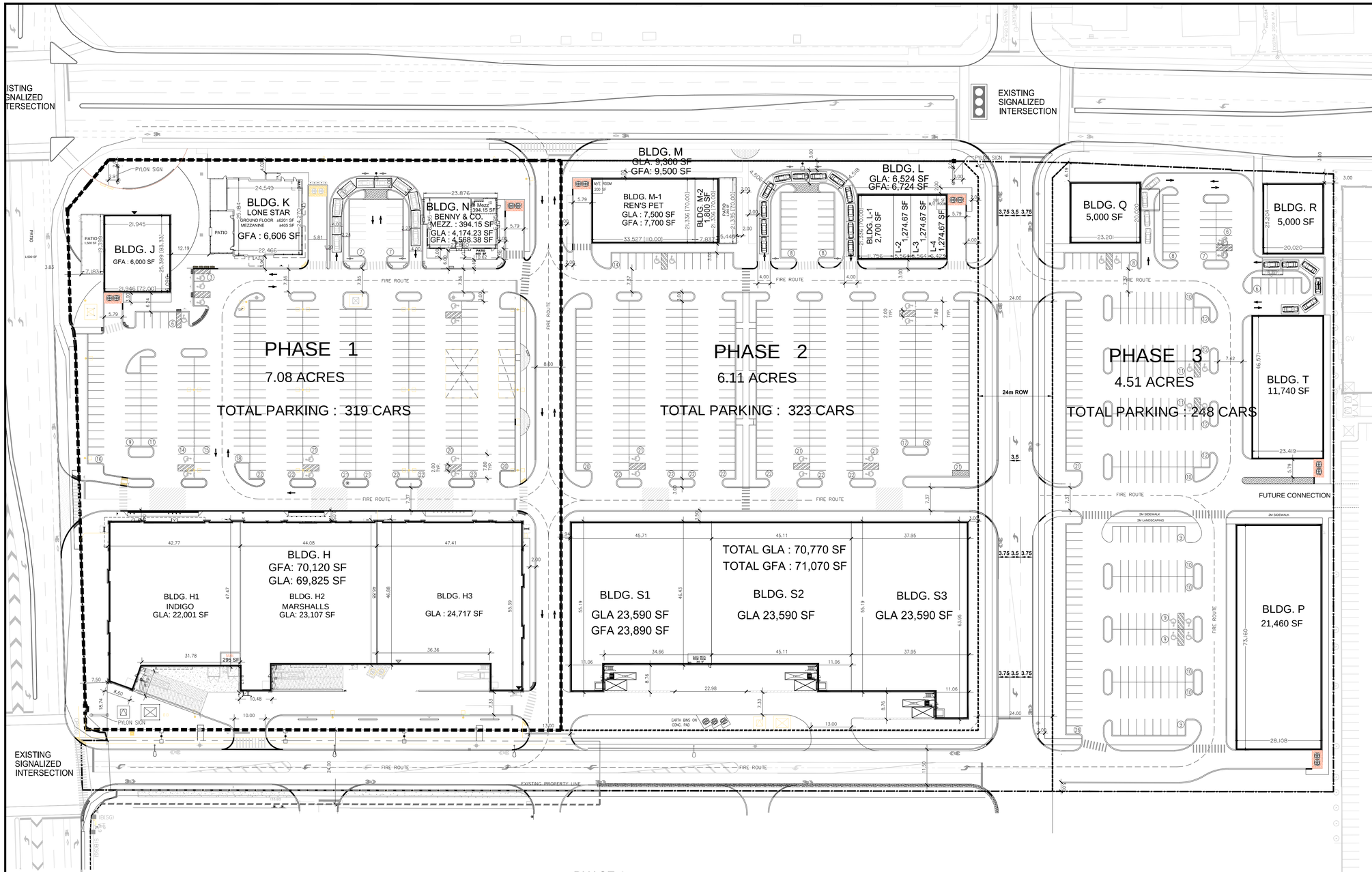
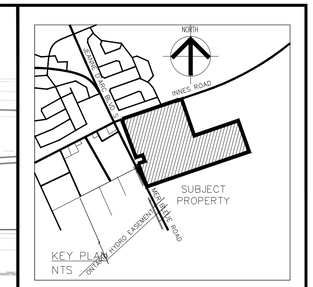
Attachments: Phase 2 Site Plan





THIS SITE PLAN DRAWING AND THE SITE BOUNDARIES BEARINGS ARE PREPARED BASED ON PLAN OF SURVEY OF PART OF LOT 1, CONCESSION 11, GEOGRAPHIC TOWNSHIP OF CUMBERLAND AND CITY OF OTTAWA, PIN (ALL OF 14563-0605) PREPARED BY STANTEC GEOMATICS LTD., DATED JULY 17, 2015.

SA-002A

APPROVED ☐ REFUSED ☐

THIS ____ DAY OF _____, 20____

JEFF MCEWEN, P. ENG. MANAGER
DEVELOPMENT REVIEW EAST, PLANNING,
INFRASTRUCTURE AND ECONOMIC
DEVELOPMENT DEPARTMENT, CITY OF OTTAWA

No.	DESCRIPTION	DATE	BY
1	ISSUED FOR SITE PLAN APPROVAL	SEPT. 29, 2017	PC
2			
3			
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6			

No. REVISIONS MARK VOID ALL COPIES PREVIOUS FINAL DATE DATE BY

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SITE PLAN

SCALE: 1:500

COMMERCIAL DEVELOPMENT
INNES ROAD & MER BLEUE
ORLEANS, ONTARIO
SmartREIT

PETROFF PARTNERSHIP ARCHITECTS
PETROFF
260 TOWN CENTRE BLVD. SUITE 300
MARKHAM ONTARIO CANADA L3R 8H8
TEL. 905. 470. 7000 FAX. 905. 470. 2500

DRAWN BY	PC	PROJECT No.	06099
CHECKED BY	MW		
DATE	SEPTEMBER 27, 2017	DWG. No.	SA-002A
ISSUED	SEPTEMBER 29, 2017		

SITE STATISTICS :

TOTAL NET AREA (PHASE 1, 2 & 3) :	17.70 ACRES
TOTAL ROAD AREA :	2.61 ACRES
TOTAL AREA (PHASE 1, 2 & 3) :	20.31 ACRES
TOTAL GFA :	217,720 SF
TOTAL GLA (INCLUDING MEZZ.) :	216,725 SF
TOTAL PARKING PROVIDED :	890 CARS (4.11/1,000 SF)

PHASE 1:

TOTAL AREA :	7.08 ACRES
TOTAL GFA :	87,226 SF
TOTAL GLA (INCLUDING MEZZ.) :	86,931 SF
TOTAL PARKING PROVIDED :	319 CARS (3.67/1,000 SF)

PHASE 2:

TOTAL AREA :	6.11 ACRES
TOTAL GFA :	87,294 SF
TOTAL GLA :	86,594 SF
TOTAL PARKING PROVIDED :	323 CARS (3.73/1,000 SF)

PHASE 3:

TOTAL AREA :	4.51 ACRES
TOTAL GFA :	43,200 SF
TOTAL GLA :	43,200 SF
TOTAL PARKING PROVIDED :	248 CARS (5.74/1,000 SF)