

Date: May 1, 2025  
To: Mike Giampa, P.Eng., City of Ottawa  
From: Rani Nahas, P.Eng., JLR  
Lee Jablonski, P.Eng., LEED AP, JLR  
CC: Carmine Zayoun, Wildpine Trails Inc.  
Raad Akrawi, Wildpine Trails Inc.  
Subject: 37 Wildpine Court – Trip Generation Memo  
JLR No.: 29803-004

## Introduction

From the information provided, it is our understanding that the proponent (Wildpine Trail Inc.) has decided to move forward with the Site Plan Control (SPC) application for the development of their existing lands at 37 Wildpine Court in Stittsville, Ontario. The proposed site development (per the January 1<sup>st</sup>, 2024, Concept Plan provided by PMA Architects) consists of a four-storey apartment building with 94 rental units and 2 semi-detached units. Access to the apartment building is provided via a one-way looped driveway connection and access to the underground parking is provided via a full-movement driveway connection, both on Wildpine Court. The semi-detached units are also accessed via Wildpine Court. The proposed development concept plan is provided in **Appendix A**.

During the initial pre-consultation meeting held on May 16<sup>th</sup>, 2023, City staff indicated that a technical memorandum outlining the projected site trip generation will be required to satisfy the transportation analysis component of the application. Through email correspondence with the City of Ottawa on April 23<sup>rd</sup>, 2025, it was confirmed that an updated trip generation memo for the development is still acceptable to satisfy the TIA component for the SPC application. This correspondence is included as **Attachment B**.

As such, the following technical memorandum has been prepared to determine the projected site-generated traffic from the proposed development and provide recommendations, as required.

## Trip Generation Analysis

The latest Site Plan illustrates the proposed development will consist of a single mid-rise residential apartment building with 94 dwelling units and 2 semi-detached units.

Consistent with the City's Transportation Impact Assessment (TIA) Guidelines, projected site-generated traffic was estimated using appropriate trip generation rates from the latest TRANS Trip Generation Manual Summary Report, dated October 21, 2020. Based on the location and type of development envisioned, the following **Table 1** summarizes the appropriate trip generation rates for estimating projected site-generated traffic. Note that the *Multi-Unit (High Rise)* unit type rate was used for the mid-rise apartment building and the *Multi-Unit (Low Rise)* unit type rate was used for the semi-detached units.

**Table 1: TRANS Peak Hour Trip Generation Rates**

Land Use	ITE Land Use Code	AM Peak Hour	PM Peak Hour
Multi-Unit (High-Rise)	ITE 221 TRANS Study Table 3 & 4 Person Trips	$T_P = 0.80(U) \times 0.50$	$T_P = 0.90(U) \times 0.44$
Multi-Unit (Low-Rise)	ITE 220 TRANS Study Table 3 & 4 Person Trips	$T_P = 0.1.35(U) \times 0.50$	$T_P = 1.58(U) \times 0.44$
<b>Notes:</b>	$T_P$ = Average Person Trips $U$ = Dwelling unit The single-detached land-use was used to represent semi-detached housing		

Based on the foregoing, the projected weekday morning and afternoon peak hour person trip generation for the proposed development is summarized in **Table 2**.

**Table 2: Modified Peak Hour Person Trips**

Land Use	Supply	AM Peak Hour (Person Trips/h)			PM Peak Hour (Person Trips/h)		
		In	Out	Total	In	Out	Total
Multi-Unit (High-Rise)	94 units	11	27	38	21	16	37
Multi-Unit (Low-Rise)	2 units	0	1	1	0	1	1
<b>Total 'New' Person Trips</b>		<b>11</b>	<b>28</b>	<b>39</b>	<b>21</b>	<b>17</b>	<b>38</b>

As summarized in **Table 2**, the proposed development is projected to generate an approximate two-way total of 39 and 38 person trips/h during the weekday morning and afternoon peak hours, respectively. Directional splits (i.e., inbound vs. outbound trips) were obtained from the TRANS Trip Generation Manual Summary Report.

### Travel Mode Shares

To determine the number of person trips arriving/departing by travel mode, total projected person trips were subdivided by percent mode shares. With respect to the TRANS Trip Generation Manual Summary Report, mode shares have been developed for select land uses, specific to City of Ottawa districts (e.g., Kanata-Stittsville, Orleans, Hunt Club, Ottawa Centre, etc.). Using mode share values for the Kanata-Stittsville district from the TRANS Trip Generation Manual Summary Report as a baseline, other key factors were also taken into consideration, including proximity and quality of transit, pedestrian and cycling facilities, purpose of trips, existing traffic studies etc., which results in mode shares slightly different than the mode shares summarized in the TRANS Trip Generation Manual Summary Report. It should also be noted that the mode shares below are an average between the morning and afternoon peak hour mode shares (e.g., people who drive to work in the morning will likely drive home in the afternoon). Therefore, the mode share for individual sites should be equivalent for the morning and afternoon peaks.

Based on TRANS mode share values for specific land uses and other key factors that can affect mode choice, the projected site-generated person trips were then subdivided into separate travel modes and summarized in **Table 3** below. Note that as the semi-detached units only generate 1 new person trip/h, it was assumed to be an auto-driver.

**Table 3: Projected Modal Site Generated Trips**

Travel Mode	Mode Share	AM Peak Hour (Person Trips/h)			PM Peak Hour (Person Trips/h)		
		In	Out	Total	In	Out	Total
<b>Multi-Unit (High-Rise)</b>							
Auto Driver	45%	5	13	18	10	8	18
Auto Passenger	25%	3	7	10	5	4	9
Transit	25%	3	6	9	5	4	9
Non-motorized	5%	0	1	1	1	0	1
Total Person Trips	100%	11	27	38	21	16	37
<b>Multi-Unit (Low-Rise)</b>							
Auto Driver	100%	0	1	1	0	1	1
<b>Total 'New' Vehicle Trips</b>		<b>5</b>	<b>14</b>	<b>19</b>	<b>10</b>	<b>9</b>	<b>19</b>

As shown in **Table 3**, the site is projected to generate approximate two-way vehicle volumes of 19 veh/h during both weekday morning and afternoon peak hours. With regard to active modes, the proposed development is projected to generate approximately two-way person trips of 1 person/h, during both weekday morning and afternoon peak hours. With regard to transit trips during weekday morning and afternoon peak hours, the proposed development is projected to generate approximate two-way person trips of 9 persons/h during both weekday morning and afternoon peak hours.

### **Findings and Conclusions**

Based on the foregoing, the proposed development is projected to generate 'new' two-way vehicle volumes of 19 veh/h during both weekday morning and afternoon peak hours. This equates to approximately one new car every 3 minutes and as such, the addition of this traffic is understood to be negligible.

The proposed development fits well into the context of the surrounding area and it is projected to have an acceptable impact on the surrounding transportation network. The design and location of the proposed development also serves the City of Ottawa's policies, goals and objectives. From a transportation perspective, approval of the proposed development at 37 Wildpine Court is recommended.

J.L. RICHARDS & ASSOCIATES LIMITED

Prepared by:

Reviewed by:

Rani Nahas, P.Eng.  
Civil Engineer, Transportation

Lee Jablonski, P.Eng. LEED AP  
Associate, Senior Civil Engineer

---

# **Appendix A**

Concept Plan

# 21010 WILDPINE DEVELOPMENT

## TITLE PAGE

A001	TITLE PAGE
A003	STATISTICS
A101	SITE PLAN
A201	LEVEL P1
A202	LEVEL 1
A203	LEVEL 2-4
A204	ROOF
A351	GENERAL SECTION



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# 21010 WILDPINE DEVELOPMENT

ARCHITECTURE

FOR CITY REVIEW

2024-01-19

D02-02-21-0106 / D07-16-21-0030



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Kilgour & Associates Ltd.  
Environmental Consultants  
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OTTAWA, ON K1G 4Z6

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DATE 2024-01-19	DESIGNED P.POMERLEAU
PROJECT No 21010	CHECKED P.MARTIN
	SHEET TITLE STATISTICS

NUMBER OF PARKING		
LEVEL	NUMBER	TYPE
(AT GRADE) LEVEL 1	14	VISITOR
(AT GRADE) LEVEL 1	1	VISITOR - ACCESSIBLE
	15	

LEVEL P1	93	RESIDENTIAL
LEVEL P1	1	RESIDENTIAL - ACCESSIBLE
LEVEL P1	4	VISITOR
	98	
TOTAL	113	

NUMBER OF BIKE PARKING		
LEVEL	NUMBER	TYPE
(AT GRADE) LEVEL 1	23	BICYCLE - HORIZONTAL
	23	

LEVEL P1	10	BICYCLE - HORIZONTAL	● SEE DOT ON PLAN
LEVEL P1	50	BICYCLE - STACKED	● SEE DOT ON PLAN
	60		
TOTAL	83		

STATISTICS - TOTAL NUMBER OF UNITS						
TYPE	NUMBER	TOTAL GROSS AREA PER TYPE	TOTAL GROSS AREA PER TYPE	AVE. AREA	AVE. AREA	DISTRIBUTION
1 BED	31	19,736 ft <sup>2</sup>	1,834 m <sup>2</sup>	637 ft <sup>2</sup>	59 m <sup>2</sup>	33%
1 BED + DEN	29	22,087 ft <sup>2</sup>	2,052 m <sup>2</sup>	762 ft <sup>2</sup>	71 m <sup>2</sup>	31%
2 BED	26	24,313 ft <sup>2</sup>	2,259 m <sup>2</sup>	935 ft <sup>2</sup>	87 m <sup>2</sup>	28%
2 BED + DEN	8	9,245 ft <sup>2</sup>	859 m <sup>2</sup>	1,156 ft <sup>2</sup>	107 m <sup>2</sup>	9%
	94	75,381 ft <sup>2</sup>	7,003 m <sup>2</sup>	3,489 ft <sup>2</sup>	324 m <sup>2</sup>	



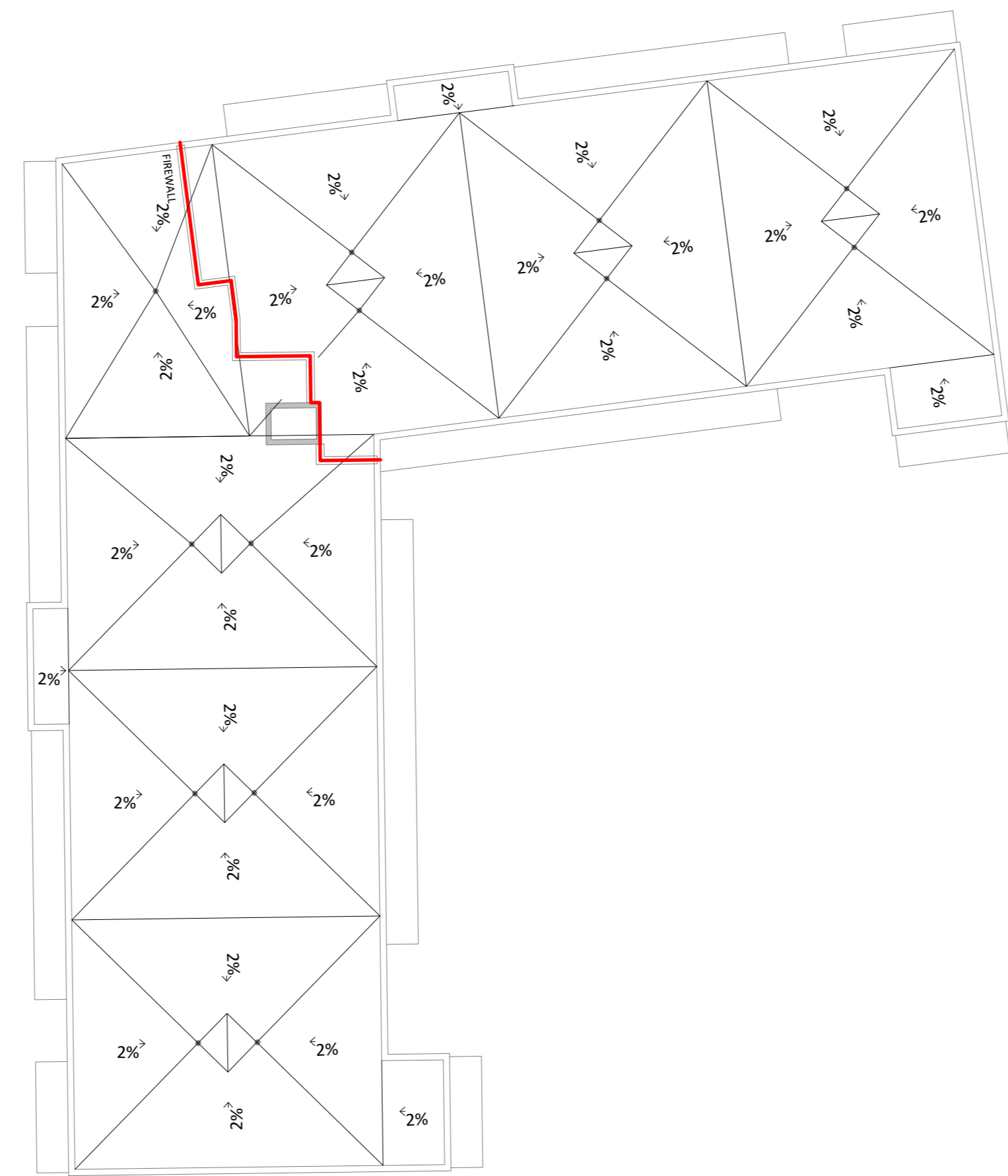
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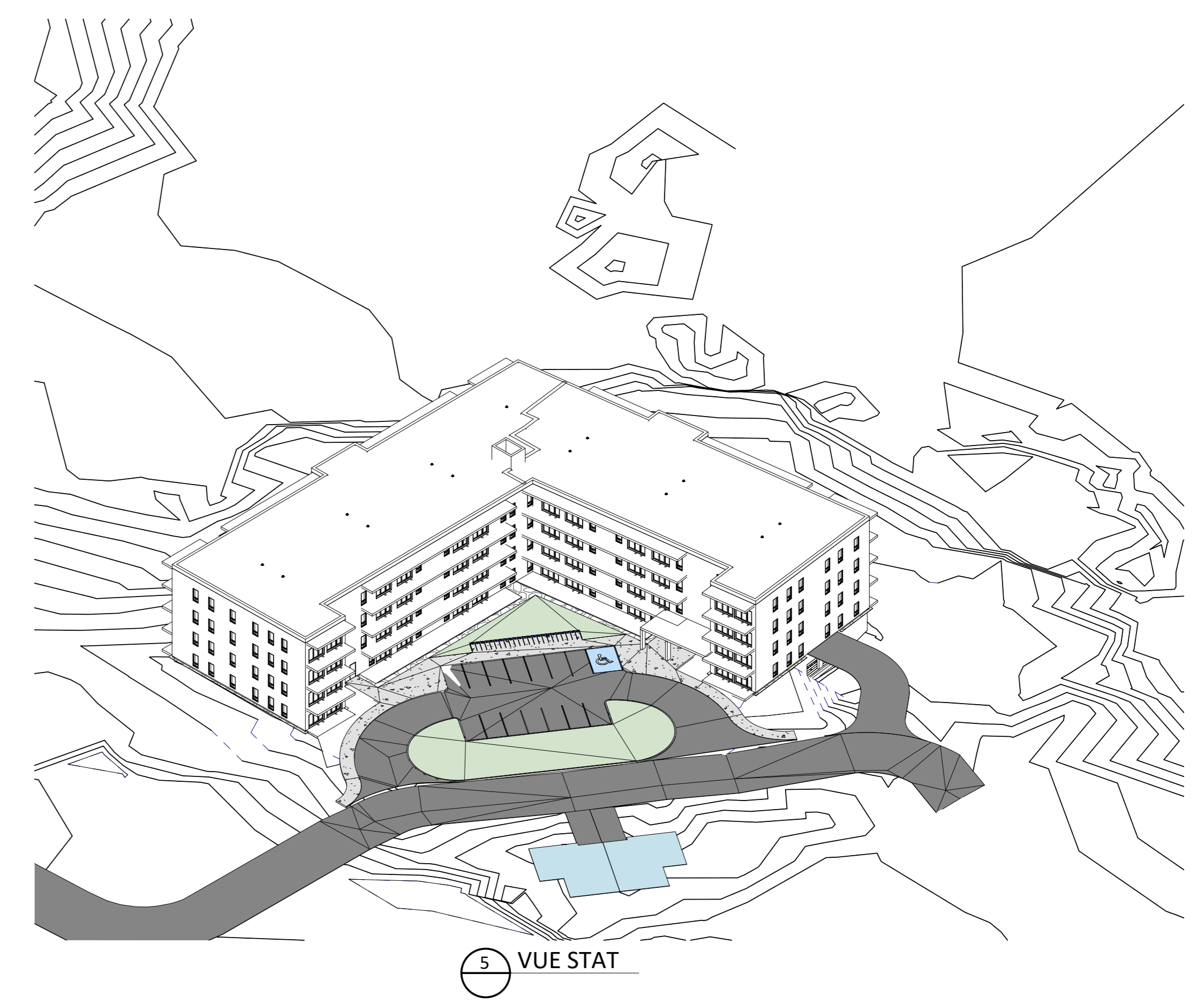
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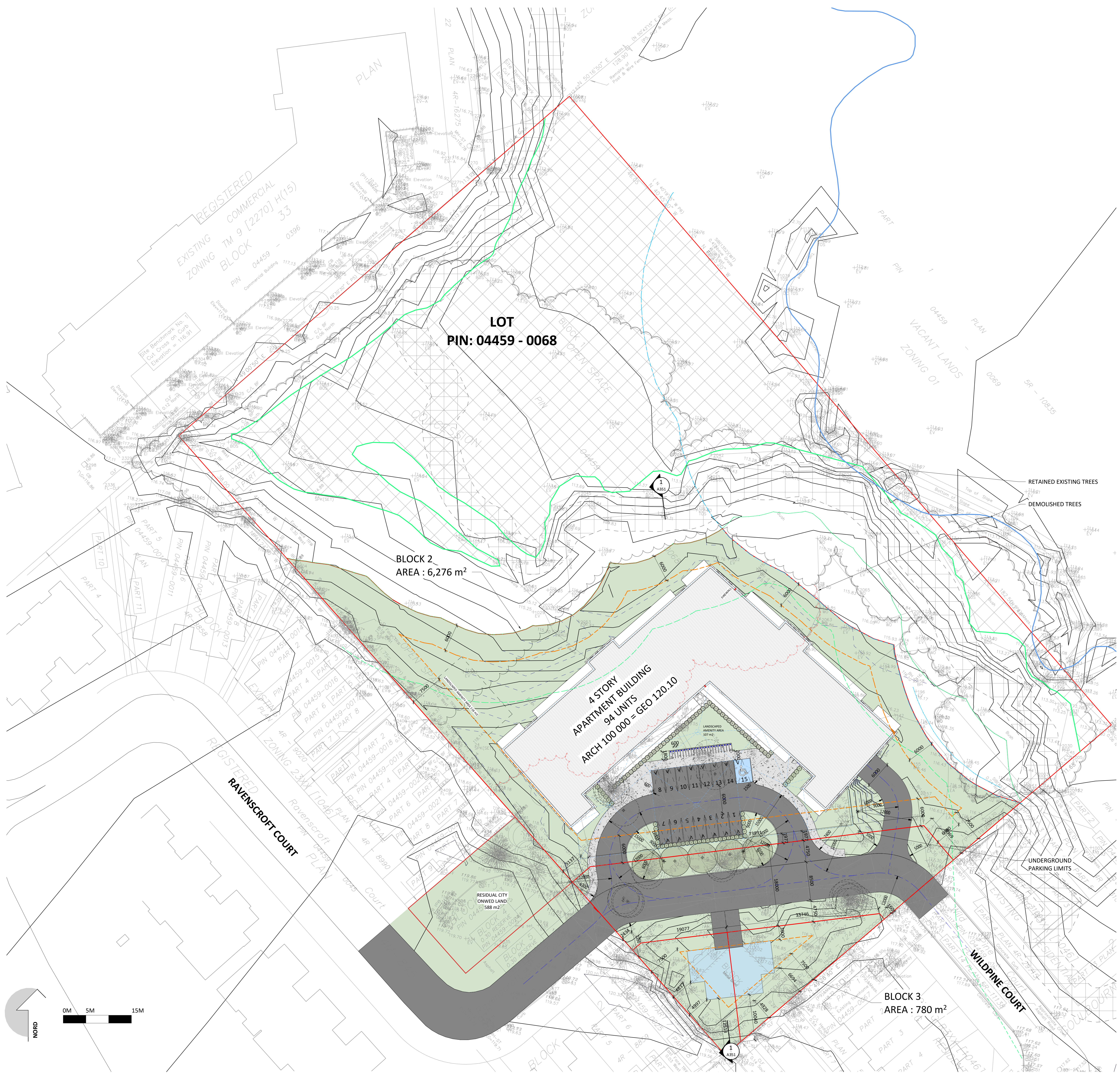
2 LEVEL 1  
SPA 06 1:300



4 ROOF  
SPA 06 1:300



5 VUE STAT



**SITE PLAN LEGEND**

	EXISTING BUILDING		LOT LINE
	NEW BUILDING		SETBACKS
	EXISTING WETLANDS		POOLE CREEK - TOP OF BANK
	7.5m BUFFER FROM FLOOD PLAIN LINE		WETLAND BOUNDARY
	FIREWALL		SETBACK FROM TOP OF BANK +28 m
	GRASS		SETBACK FROM TOP OF BANK +30 m
	ASPHALT		SETBACK FROM WETLAND +15 m
	NEW TREE		SETBACK FROM WETLAND +30 m

**WILDPINE DEVELOPMENT**

OWNER: **LATITUDE Homes**  
 1202, CAMP ROAD, STITTSVILLE, ON K2S 1B9

ARCHITECTURAL: **PMA ARCHITECTES**  
 (418) 451-8954, INFO@PMAARCHITECTES.COM, 3070, CHEMIN DES QUATRE-BOURGEOIS, QUÉBEC (QC) G1W 2N4, PMAARCHITECTES.COM

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 ENGINEERS - ARCHITECTS - PLANNERS  
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PLANNER: **FOTENN Planning + Design**  
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SURVEYOR: **ANNIS, O'SULLIVAN, VOLLEBEK LTD.**  
 14 CONCOURSE GATE, SUITE 500, NEPEAN, ON K2E 7S6

ENVIRONMENTAL CONSULTANT: **Kilgour & Associates Ltd.**  
 Environmental Consultants  
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SHEET NO: **A101**

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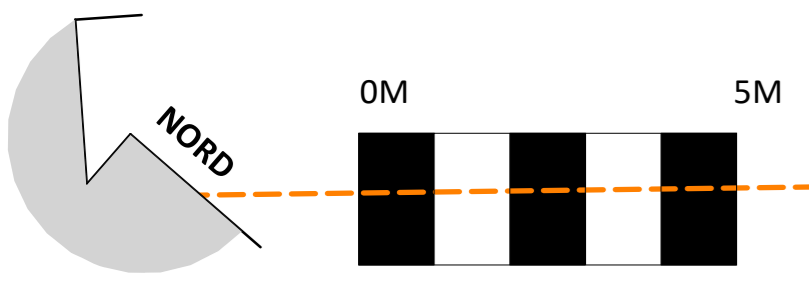
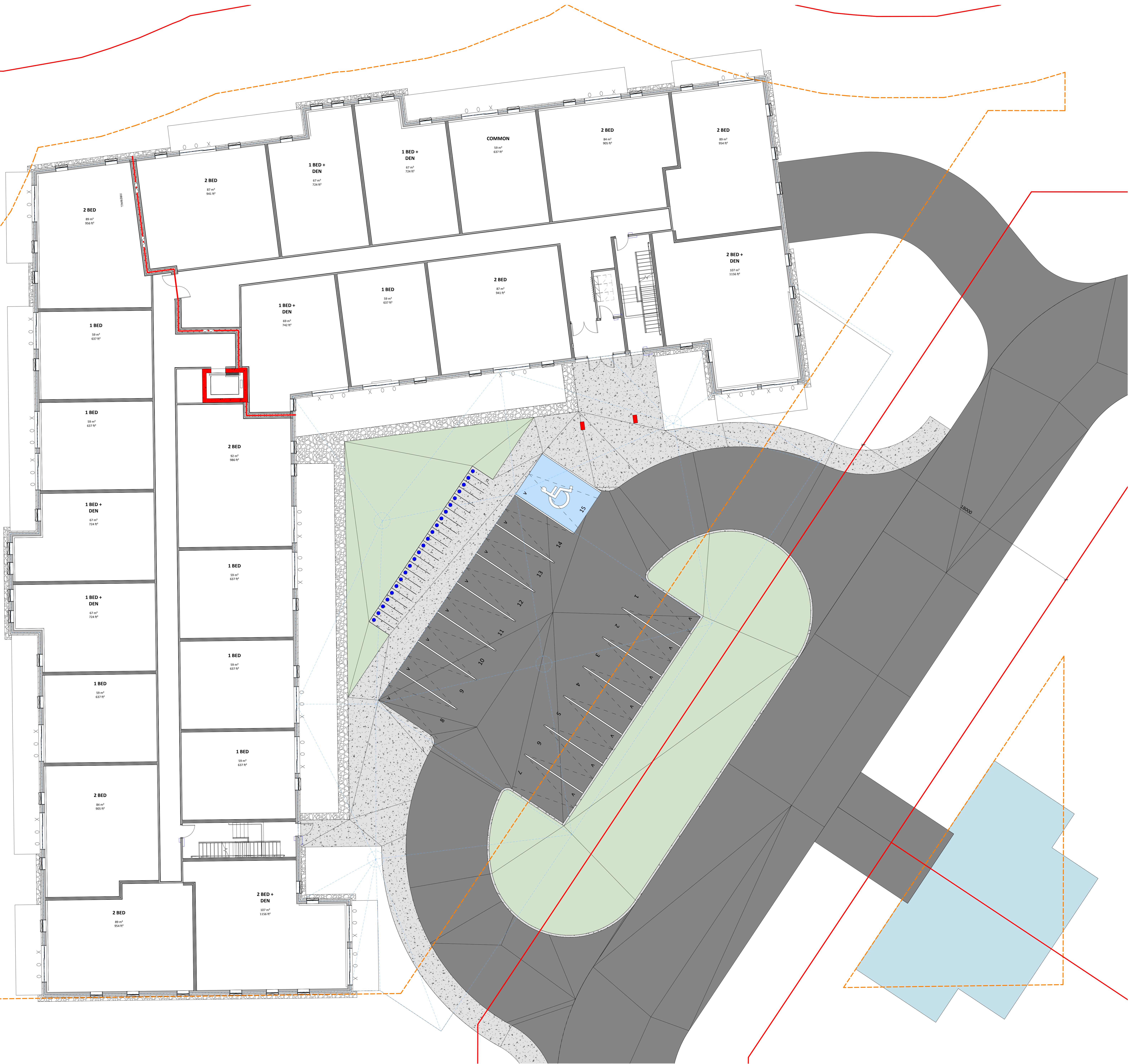
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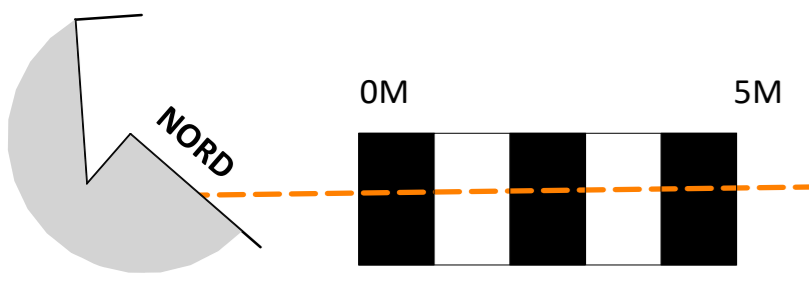
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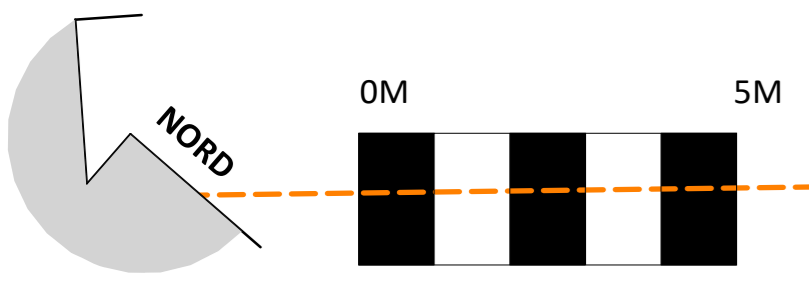
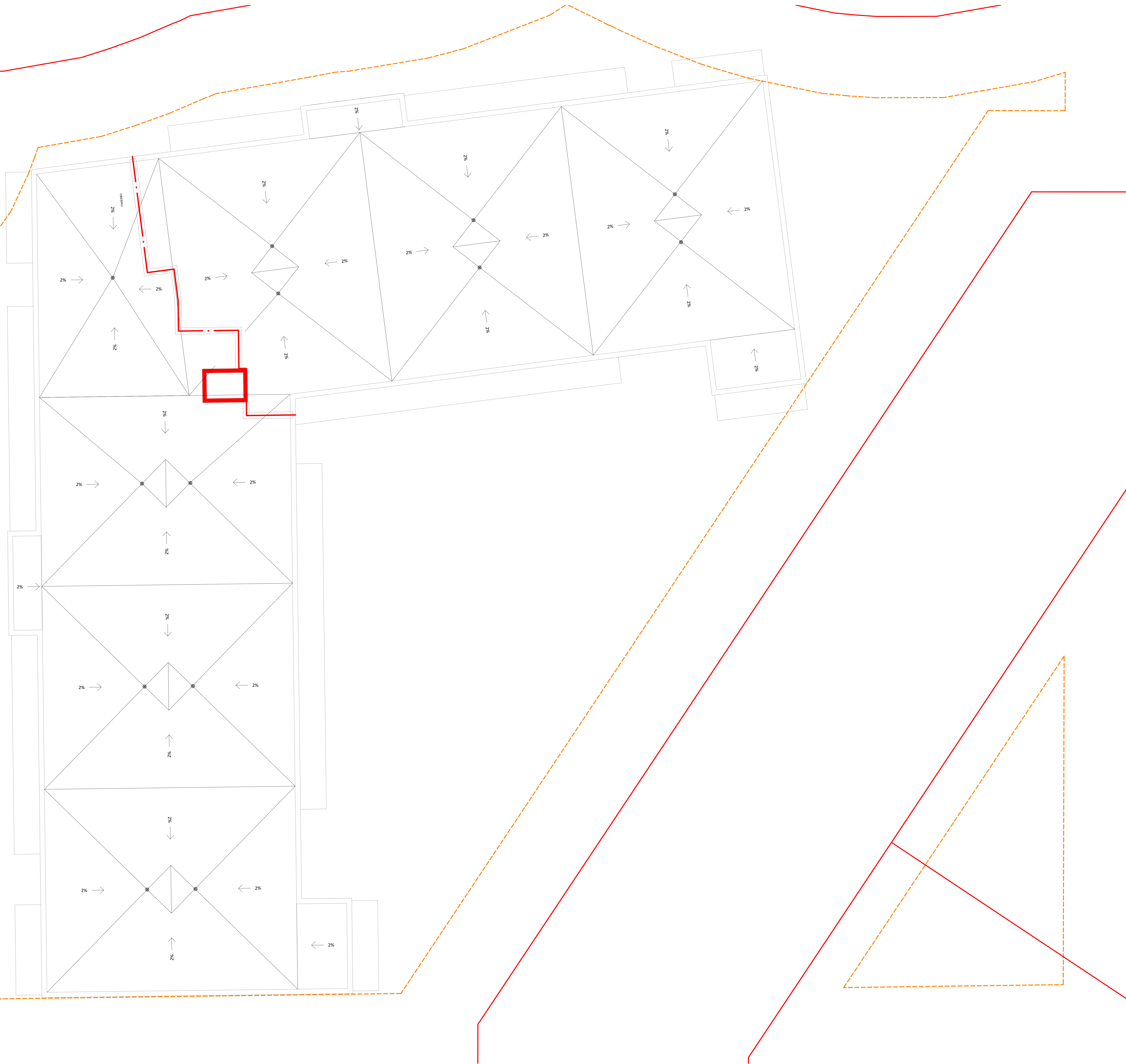
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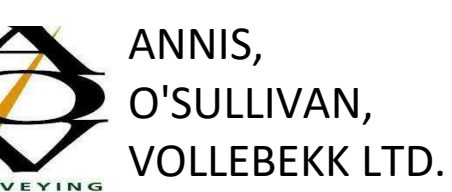
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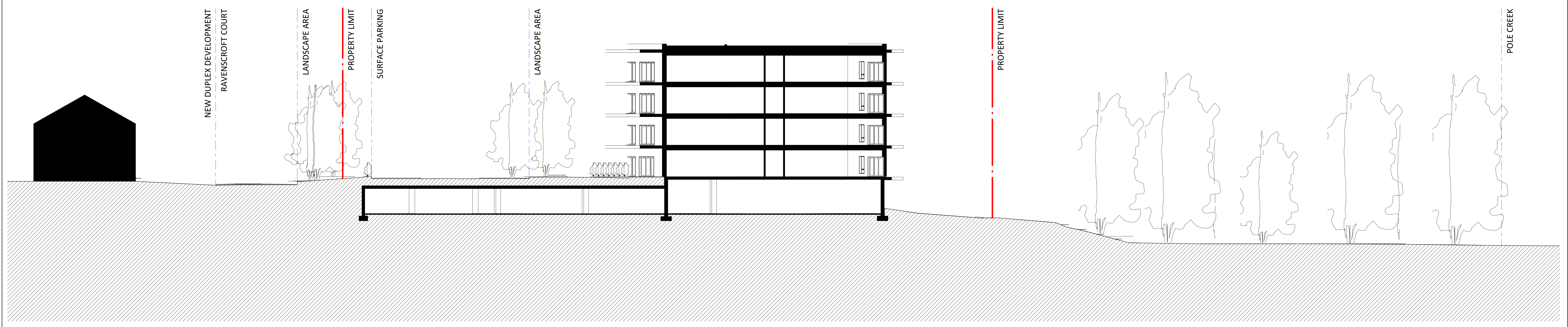
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---

**Appendix B**

Email Correspondence

## Rani Nahas

---

**From:** Giampa, Mike <Mike.Giampa@ottawa.ca>  
**Sent:** April 23, 2025 8:43 AM  
**To:** Rani Nahas  
**Cc:** Raad Akrawi; 'Carmine Zayoun'; Lee Jablonski; Davidson, Amanda  
**Subject:** Re: 37 Wildpine - JLR Transportation Proposal

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Hi Rani,  
An updated trip generation memo is satisfactory for the 94 units.

Regards  
Mike

Classified as City of Ottawa - Internal / Ville d'Ottawa - classé interne

---

**From:** Rani Nahas  
**Sent:** Tuesday, April 22, 2025 1:59 PM  
**To:** Giampa, Mike  
**Cc:** Raad Akrawi; 'Carmine Zayoun'; Lee Jablonski  
**Subject:** RE: 37 Wildpine - JLR Transportation Proposal

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Hi Mike,

Can you please confirm what is required for the reduced scope TIA for the 37 Wildpine development?

As your comment below indicates "steps 2 and 3 can be combined" however based on the 2023 TIA Guidelines update, Step 3 is to be deleted. Can you please confirm only the revised Step 2 Scoping Report (which includes the *Development-generated Travel Demand* module and all other Step 2 changes from the 2023 update) is required for the 37 Wildpine submission?

Additionally, previously in the May 16<sup>th</sup>, 2023, pre-consultation meeting for this development, it was indicated that a technical memorandum outlining the projected site trip generation will be required to satisfy the TIA component for this application which we had completed. Can you please advise why this is no longer accepted even though the site hasn't changed significantly since then?

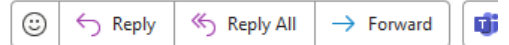
If it easier, I am free for a call to discuss.

Many thanks,  
Rani

Re: Pre-Consultation Follow-up - 37 Wildpine - PC2024-0498



Giampa, Mike <Mike.Giampa@ottawa.ca>  
To: Raad Akrawi; Tamara Nahal; Davidson, Amanda  
Cc: Shen, Stream; Jaime Posen; Carmine Zayoun



Mon 2025-01-20

Start your reply all with:    [Feedback](#)

Good morning,  
As I wrote, a reduced scope TIA is acceptable. Since the site just meets the threshold, steps 2 and 3 can be combined.

Mike

## Revisions to Step 3 - Demand Forecasting



Transportation Impact Assessment  
Guidelines (2017)

June 2017

- Step 3 deleted as Development-generated Travel Demand is moved to Step 2 and Background Network Travel Demand and Demand Rationalization are moved to Step 4 – Analysis.
- Removes one check in point with the City and one interim report (Forecasting).



**J.L. Richards**  
ENGINEERS - ARCHITECTS - PLANNERS



**Rani Nahas**, P.Eng. (she/her)  
Civil Engineer

1000-343 Preston Street  
Ottawa ON K1S 1N4  
Work: [343-803-4897](tel:343-803-4897)  
[mahas@jlrichards.ca](mailto:mahas@jlrichards.ca)

**From:** Raad Akrawi <arakrawi@groupeheafey.com>

**Sent:** April 22, 2025 1:43 PM

**To:** Rani Nahas <rnahas@jlrichards.ca>; 'Carmine Zayoun' <carmine@zayoungroup.com>

**Cc:** Lee Jablonski <ljablonski@jlrichards.ca>; Karla Ferrey <kferrey@jlrichards.ca>

**Subject:** RE: 37 Wildpine - JLR Transportation Proposal

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Mike was referring to the comments provided following the site plan pre-consultation meeting.

See below and attached.

### **Transportation**

Comments:

29. Right-of-way protection.

a. See Schedule C16 of the Official Plan.

b. Any requests for exceptions to ROW protection requirements must be discussed with Transportation Planning and concurrence provided by Transportation Planning management.

30. A TIA is warranted, please proceed to Scoping. A reduced scope TIA may be acceptable as the unit count is slightly above the threshold.

31. The extension of existing City right of ways requires a road design which is done through the Road Modification Approval process.

Feel free to contact **Mike Giampa**, Transportation Project Manager, for follow-up questions.

Regards,

Raad

---

**From:** Rani Nahas <[rnahas@jlrichards.ca](mailto:rnahas@jlrichards.ca)>

**Sent:** April 22, 2025 1:00 PM

**To:** Raad Akrawi <[arakrawi@groupeheafey.com](mailto:arakrawi@groupeheafey.com)>; 'Carmine Zayoun' <[carmine@zayoungroup.com](mailto:carmine@zayoungroup.com)>

**Cc:** Lee Jablonski <[ljablonski@jlrichards.ca](mailto:ljablonski@jlrichards.ca)>; Karla Ferrey <[kferrey@jlrichards.ca](mailto:kferrey@jlrichards.ca)>

**Subject:** RE: 37 Wildpine - JLR Transportation Proposal

Hi Raad,

Thanks for the email. In Mike's response he says "As I wrote" however in the email thread there were no other messages from Mike. Is he referencing a different document/email thread?

Many thanks,  
Rani



**Rani Nahas**, P.Eng. (she/her)  
Civil Engineer

1000-343 Preston Street  
Ottawa ON K1S 1N4  
Work: [343-803-4897](tel:343-803-4897)  
[mahas@jlrichards.ca](mailto:mahas@jlrichards.ca)

---

**From:** Raad Akrawi <[rakrawi@groupeheafey.com](mailto:rakrawi@groupeheafey.com)>  
**Sent:** April 22, 2025 11:14 AM  
**To:** Rani Nahas <[rnahas@jlrichards.ca](mailto:rnahas@jlrichards.ca)>; 'Carmine Zayoun' <[carmine@zayoungroup.com](mailto:carmine@zayoungroup.com)>  
**Cc:** Lee Jablonski <[ljablonski@jlrichards.ca](mailto:ljablonski@jlrichards.ca)>; Karla Ferrey <[kferrey@jlrichards.ca](mailto:kferrey@jlrichards.ca)>  
**Subject:** RE: 37 Wildpine - JLR Transportation Proposal

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Hi Rani,

See attached.

Regards,  
Raad

---

**From:** Rani Nahas <[rnahas@jlrichards.ca](mailto:rnahas@jlrichards.ca)>  
**Sent:** April 22, 2025 10:15 AM  
**To:** Raad Akrawi <[rakrawi@groupeheafey.com](mailto:rakrawi@groupeheafey.com)>; 'Carmine Zayoun' <[carmine@zayoungroup.com](mailto:carmine@zayoungroup.com)>  
**Cc:** Lee Jablonski <[ljablonski@jlrichards.ca](mailto:ljablonski@jlrichards.ca)>; Karla Ferrey <[kferrey@jlrichards.ca](mailto:kferrey@jlrichards.ca)>  
**Subject:** 37 Wildpine - JLR Transportation Proposal

Hi Raad and Carmine,

Are you able to provide the email Mike is referencing in the screen clip below? I would like to make sure our proposal reflects the correct reduced scope the City has deemed acceptable.

Many thanks,  
Rani



**Rani Nahas**, P.Eng. (she/her)  
Civil Engineer


1000-343 Preston Street  
Ottawa ON K1S 1N4  
Work: [343-803-4897](tel:343-803-4897)  
[mahas@jlrichards.ca](mailto:mahas@jlrichards.ca)

**From:** Raad Akrawi  
**Sent:** January 20, 2025 9:32 AM  
**To:** 'Bobby Pettigrew' <[bpettigrew@jlrichards.ca](mailto:bpettigrew@jlrichards.ca)>  
**Cc:** 'Carmine Zayoun' <[carmine@zayoungroup.com](mailto:carmine@zayoungroup.com)>; 'Karla Ferrey' <[kferrey@jlrichards.ca](mailto:kferrey@jlrichards.ca)>; 'Tatyana Roumie' <[troumie@jlrichards.ca](mailto:troumie@jlrichards.ca)>; 'Annie Williams' <[awilliams@jlrichards.ca](mailto:awilliams@jlrichards.ca)>  
**Subject:** RE: 37 Wildpine - JLR Civil Proposals

Hi Bobby/Annie/Karla,

See below the City transportation engineer's comments regarding the TIA. Please include this in your revised proposal as well.



Re: Pre-Consultation Follow-up - 37 Wildpine - PC2024-0498



**Giampa, Mike** <[Mike.Giampa@ottawa.ca](mailto:Mike.Giampa@ottawa.ca)>

To: Raad Akrawi; Tamara Nahal; Davidson, Amanda

Cc: Shen, Stream; Jaime Posen; Carmine Zayoun



Rep

Start your reply all with: Thank you for the clarification. Ok, thank you. Understood. Thank you. Feedback

Good morning,  
As I wrote, a reduced scope TIA is acceptable. Since the site just meets the threshold, steps 2 and 3 ca

Mike

Regards,  
Raad

This e-mail originates from the City of Ottawa e-mail system. Any distribution, use or copying of this e-mail or the information it contains by other than the intended recipient(s) is unauthorized. Thank you.

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