

24 February 2015

OUR REF: TO3204TOB00

Sobeys Developments Limited Partnership
5935 Airport Road
Suite 810
Mississauga, ON L4V 1W5

Attention: Phil Busby

Dear Phil:

Re: 6303 Hazeldean Road Retail Development (Stittsville Corners) GoodLife Development - Transportation Overview

1. Report Context

From the information provided, the proponent is intending to submit a Site Plan Application for an approximate 29,000 ft² health/fitness club facility (specifically a GoodLife Fitness Club) on an existing site known as “Stittsville Corners”, located in the northwest quadrant of the signalized Carp/Hazeldean intersection. The site's location context is depicted in Figure 1 and the proposed Site Plan is depicted as Figure 2.

Figure 1: Local Context



As Stittsville Corners is currently an operational site and is considered a relatively new development, a Transportation Impact Study (TIS) was prepared for the City by Delcan (now known as Parsons), in March 2007. This TIS was approved by the City following the submission of an Addendum #1 in April 2010, addressing City comments and modifications to the proposed Site Plan.

Given this TIS accounted for a similar sized retail type land use to be developed in place of the currently proposed health/fitness club (identified as Block 'D' in the previously proposed Site Plan included in the original TIS) and based on correspondence with City staff (Riley Carter), a brief Transportation Overview letter report, highlighting the projected net change in site-generated traffic is considered sufficient.

2. Existing Conditions

2.1 Study Area

The subject site is bound by Carp Road to the east, Hazeldean Road to the south and Kittiwake Drive to the north. Access to/from the proposed development currently exists via a signalized full-movement connection to Hazeldean Road, a right-in/right-out connection to Hazeldean Road, a left-in/right-in/right-out connection to Carp Road and similarly a left-in/right-in/right-out connection to Kittiwake Drive.

2.2 Area Road Network

Carp Road, is a north-south arterial roadway that extends from Stittsville Main Street in the south to Galetta Side Road in the north. It has a two lane cross-section with auxiliary turn lanes provided at major intersections. Adjacent to the site, Carp Road has a four-lane cross-section with two southbound lanes between Kittiwake Drive and Hazeldean Road, and two northbound lanes between Hazeldean Road and the site's current driveway connection to Carp Road. The posted speed limit south of Hazeldean Road is 50 km/h and 60 km/h, north of Hazeldean Road.

Hazeldean Road is an east-west arterial roadway that extends from Spruce Ridge Road in the west to Eagleson Road in the east (where it continues as Robertson Road). It has a posted speed limit of 60 km/h that transitions to 80 km/h, approximately 150 m west of Kittiwake Drive. Hazeldean Road has a two-lane cross-section, which transitions to a three lane cross-section between the Sobeys' signalized driveway connection and the Carp/Hazeldean intersection. East of the Carp/Hazeldean intersection, Hazeldean Road has a four-lane cross-section. Auxiliary turn lanes are provided at its intersections with Carp Road, Kittiwake Drive and the existing Sobeys' driveway connections.

Kittiwake Drive is an east-west collector roadway with a two-lane cross-section. Its posted speed limit is 40 km/h and auxiliary turn lanes are provided at major intersections.

2.3 Pedestrian/Cycling Network

With respect to pedestrians, sidewalk facilities in the vicinity of the site are provided along the south side of Kittiwake Drive, along the west side of Carp Road and along the north side of Hazeldean Road, adjacent to the site. Multi-use pathways exist north and west of the site, with a pathway cutting through the site to/from the Hazeldean/Carp intersection.

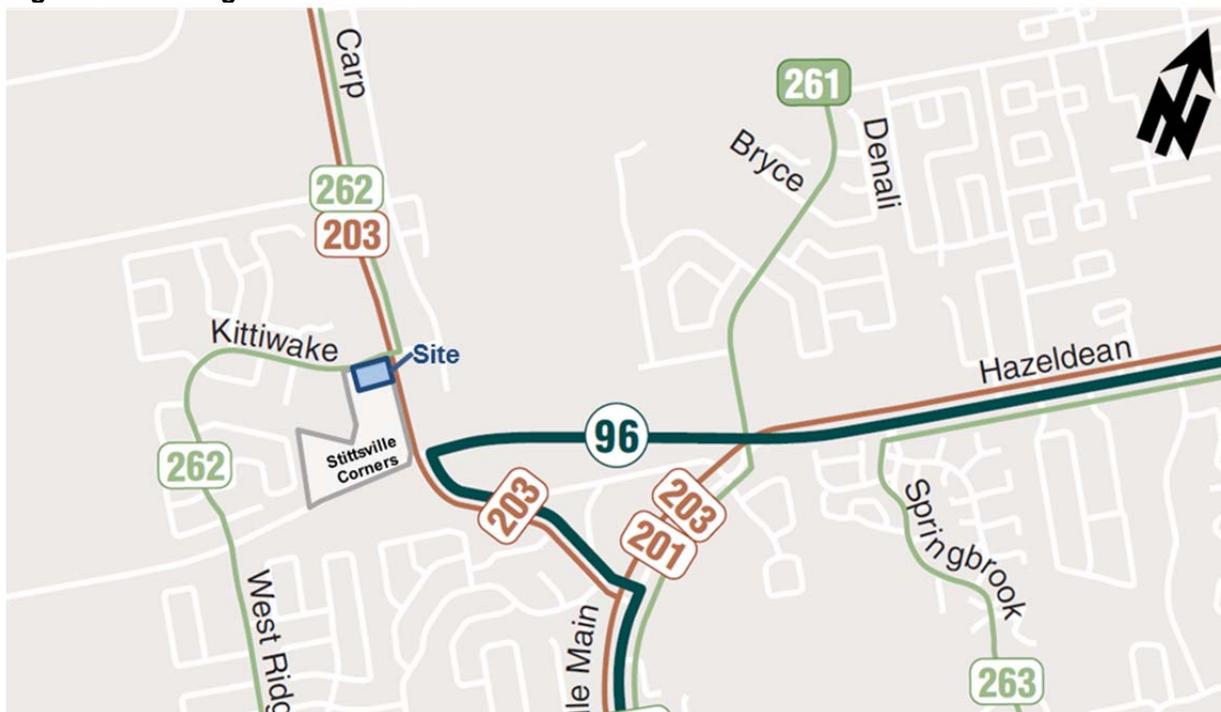
With respect to cyclists, according to the Ottawa Cycling Plan, Hazeldean Road and Carp Road are classified as "spine" cycling routes and Kittiwake Drive is classified as a "local" cycling route. Bicycle lanes are currently provided along both sides of Hazeldean Road from Terry Fox Drive to just west of the signalized site driveway connection to Hazeldean Road and along Carp Road from Kittiwake Drive to Neil Avenue. In addition, multi-use off-road pathways currently exist throughout the adjacent community.



2.4 Transit Network

Transit service along Carp Road is currently provided by OC Transpo Routes #96, 203, and 262. Regular Route #96 provides frequent all-day service. Route #262 provides weekday morning and afternoon peak hour service only and Route #203 provides free peak hour/peak direction service on Wednesdays only. Current OC Transpo routes are illustrated in Figure 3.

Figure 3: Existing Transit Network

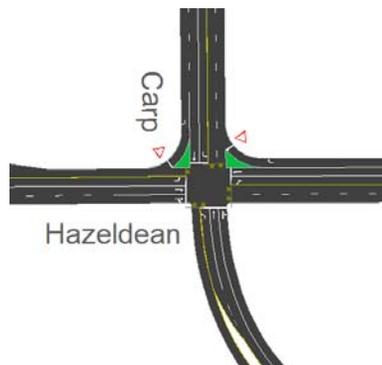


Bus stops for Route #96 are located at the Carp/Hazeldean intersection. Bus stops for Route #203 are located at the Carp/Rothbourne intersection (approximately 450 m north of Kittiwake Drive). Bus stops for Route #262 are located along Carp Road at Rothbourne Road and along Kittiwake Drive.

2.5 Existing Study Area Intersections

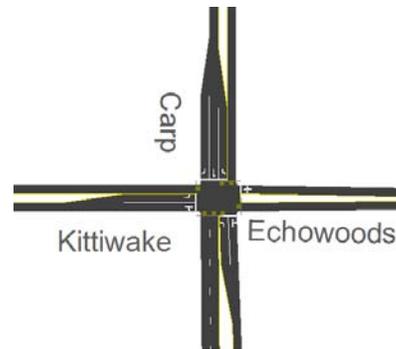
Carp/Hazeldean

The Carp/Hazeldean intersection is a signalized four-legged intersection. The eastbound and northbound approaches consist of a single left-turn lane, a through lane and a shared through/right-turn lane. The westbound and southbound approaches consist of a single left-turn lane, a through lane and a channelized right-turn lane. All movements are permitted at this location.



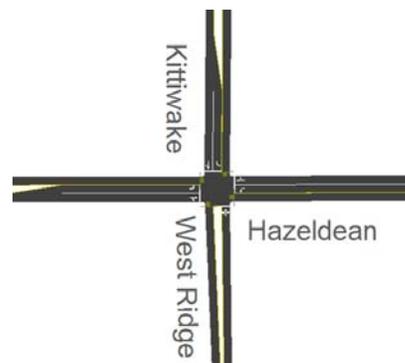
Carp/Kittiwake

The Carp/Kittiwake intersection is a signalized four-legged intersection. The eastbound and northbound approaches consist of a single left-turn lane and a shared through/right-turn lane. The southbound approach consists of a single left-turn lane, a single through lane and a single right-turn lane. The westbound approach consists of a single full-movement lane. All movements are permitted at this location.



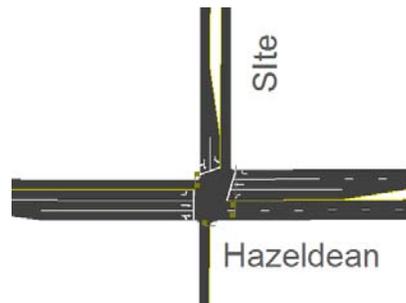
Hazeldean/Kittiwake

The Hazeldean/Kittiwake intersection is a signalized four-legged intersection. The west and eastbound approaches both consist of a single left-turn lane and a shared through/right-turn lane. The southbound approach consists of a single left-turn lane and a shared through/right-turn lane. The northbound approach consists of a single full-movement lane. All movements are permitted at this location.



Hazeldean/Site

The Hazeldean/Site intersection is a signalized four-legged intersection. The west and eastbound approaches both consist of a single left-turn lane, a single through lane, and a single right-turn lane. The southbound approach consists of a single left-turn lane and a shared through/right-turn lane. The northbound approach consists of a single full-movement lane. All movements are permitted at this location.



3. Demand Forecasting

3.1 Planned Study Area Transportation Network Changes

In the City's Transportation Master Plan (TMP), Carp Road is scheduled for widening from two to four lanes between HWY 417 and Hazeldean Road, as a Phase 2 City project (2016-2022). It should be noted that the Environmental Assessment (EA) for this widening has identified a possible operational improvement (in addition to the widening) to the Carp/Hazeldean intersection, which includes dual auxiliary southbound left-turn lanes. This operational improvement at the Carp/Hazeldean intersection along with the widening of Carp Road will provide additional network capacity adjacent to the subject site.

In addition to increased vehicle capacity along Carp Road, the EA also identifies/recommends improved pedestrian and cycling facilities in the form of sidewalks along both sides of Carp Road and dedicated bicycle facilities.

4. Other Area Development

Within the vicinity of the site, a new community consisting of approximately 230 townhomes and 220 single family homes is proposed on the lands municipality known as 6111 and 6141 Hazeldean Road. The Transportation Impact Assessment (TIA), prepared April 2014 by Castleglenn Consultants LTD, projects this development will generate approximately 240 and 300 veh/h during weekday morning and afternoon peak hours, respectively.

It should also be noted that the study identifies a connection to Echowoods/Kittiwake (adjacent to the site) for this new development, which is depicted in the City's TMP. However, given the number of proposed alternative connections and the potential for cut-through traffic, a connection to Echowoods/Kittiwake is not desirable or recommended by Castleglenn Consultants LTD.

4.1 Site Trip Generation

Appropriate trip generation rates for the proposed 29,000 ft² health/fitness club were obtained from the 9th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual, which are summarized in Table 1.

Table 1: ITE Trip Generation Rates

Land Use	Data Source	Trip Rates	
		PM Peak	SAT Peak
Health and Fitness Club	ITE 492	$T = 3.53(X);$ $\ln(T) = 0.95 \ln(X) + 1.43$	$T = 2.78(X);$
Notes: $T = \text{Average Vehicle Trip Ends}$ $X = 1000 \text{ ft}^2 \text{ Gross Floor Area}$			

Given the above-noted trip generation rates for the critical weekday and Saturday afternoon peak hours, the following Table 2 summarizes the total projected site vehicle trip generation for the proposed health/fitness club. Also included in Table 2, are the projected weekday and Saturday afternoon peak hour vehicle trips summarized in the original TIS (Addendum #1) for the subject site (identified as retail Block 'D' in the original TIS).

Table 2: Net Projected Site Generated Vehicle Trips

Land Use	Area	PM Peak (veh/h)			SAT Peak (veh/h)		
		In	Out	Total	In	Out	Total
Health/Fitness Club	29,000 ft ²	58	44	102	36	45	81
Retail Block 'D'	15,825 ft ²	64	65	129	91	92	183
Net Increase in Traffic Volumes		-6	-21	-27	-55	-47	-102

As shown in Table 2, the resulting two-way vehicle trips to/from the proposed health/fitness club is 100 and 80 veh/h during the weekday and Saturday afternoon peak hours, respectively. When compared to the original TIS (Addendum #1), this is a net decrease of approximately 30 and 100 veh/h during the weekday and Saturday afternoon peak hours, respectively. Therefore, the findings, conclusions and recommendations included in the original TIS (and the subsequent Addendum #1) remain valid and no further analysis is required.

5. Findings and Conclusions

Based on the foregoing assessment of the proposed health/fitness club, the following transportation-related findings and conclusions are offered.



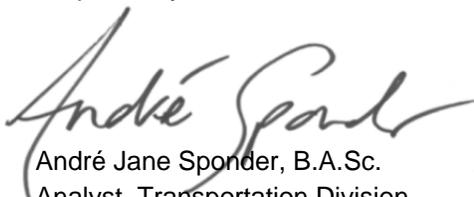
- The subject health/fitness club is proposed on a site that is currently operational. Given that a relatively recent TIS, approved by the City, accounted for a similar sized retail type land use to be developed on the subject site and based on correspondence with City staff (Riley Carter), a brief Transportation Overview letter report highlighting the projected net change in site-generated traffic is considered sufficient;
- In the City's TMP, Carp Road is schedule for widening from two to four lanes between HWY 417 and Hazeldean Road, as a Phase 2 City project (2016-2022). This road widening will provide additional network capacity and improved pedestrian/cycling facilities adjacent to the site; and
- The proposed health/fitness club is projected to generate 30 and 100 veh/h less than a similar sized retail land use, which was assumed in the original TIS and Addendum #1 (identified as retail Block 'D'). As such, the findings, conclusions and recommendations included in the original TIS and Addendum #1 remain valid.

Based on the foregoing, the proposed health/fitness club located within the existing 6303 Hazeldean Road Retail Development (known as Stittsville Corners) is recommended from a transportation perspective.

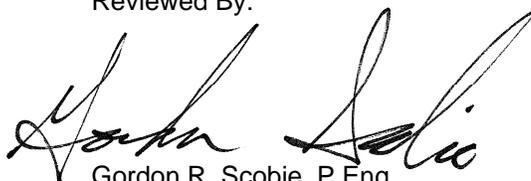
If there are any questions, please call.

Prepared By:

Reviewed By:



André Jane Sponder, B.A.Sc.
Analyst, Transportation Division
Ottawa Operations



Gordon R. Scobie, P.Eng.
Transportation Engineer
Ottawa Operations

