

D. J. Halpenny & Associates Ltd.

CONSULTING TRANSPORTATION ENGINEERS

August 24, 2015

File: 115-622

Mr. R. Baumann, President
The RGB Group
277 Kirchoffer Avenue
Ottawa, ON K2A 1Y1

**RE: RESIDENTIAL DEVELOPMENT – 890 Greenbriar Avenue, Ottawa
Transportation Overview**

Dear Mr. Baumann:

This report will be examining the expected vehicular traffic which will be generated by the construction of nine townhouses at 890 Greenbriar Avenue in Ottawa. The location of the proposed development is shown in Figure 1. The following will be discussing the project and the impact the development will have on the surrounding neighbourhood.

BACKGROUND

The RGB Group has proposed the development of a parcel of land at 890 Greenbriar Avenue. The development will be replacing a single family house which currently occupies the property. In 2009 the owner had constructed a similar nine unit townhouse complex on the property adjacent to the east limit of the proposed site. Both properties will share the same access along the existing street of Montauk Private which exits onto the cul-de-sac at the east end of Greenbriar Avenue.

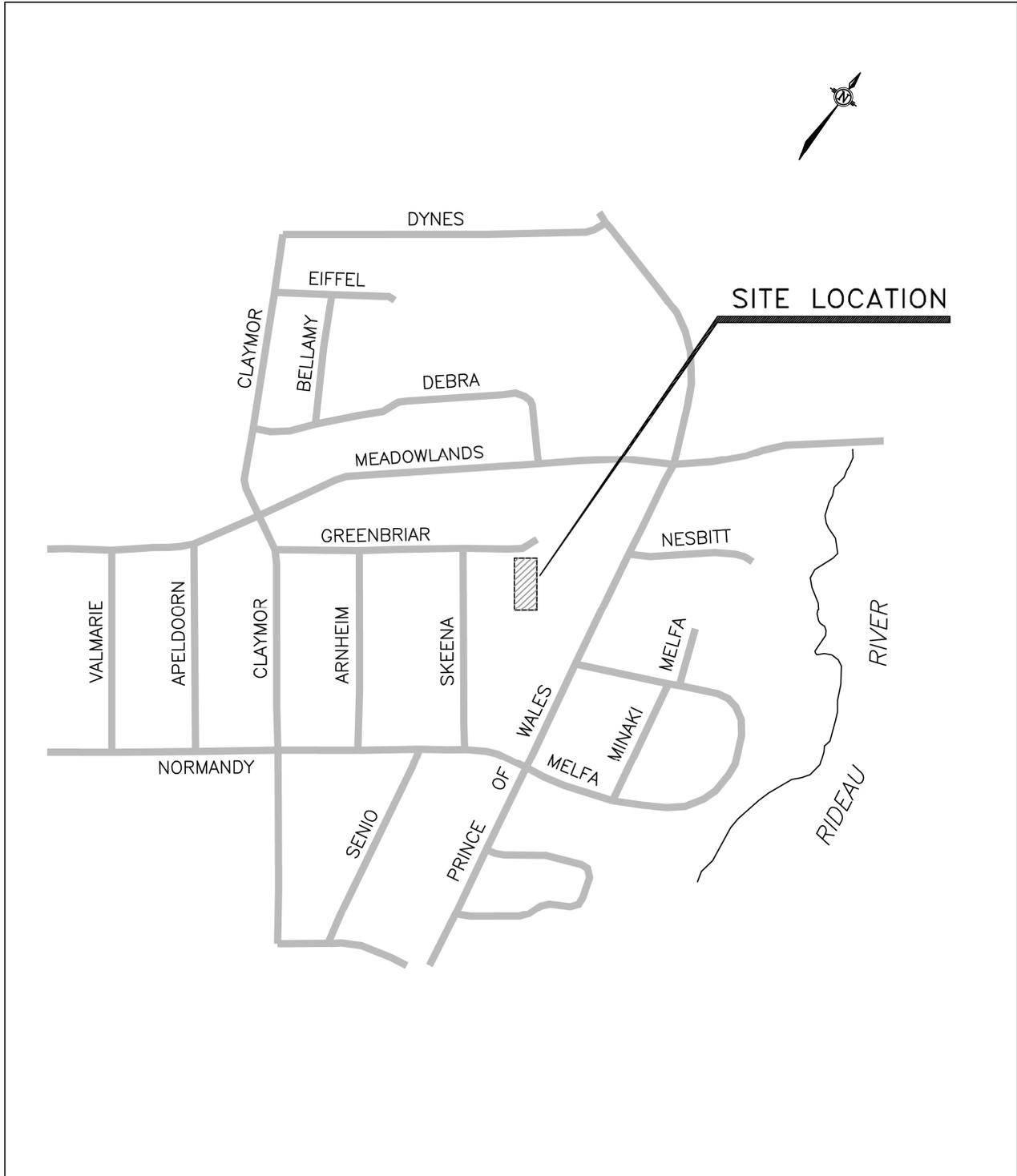
The nine unit townhouse complex is expected to be constructed and ready for occupancy by 2016. Figure 2 shows a conceptual site plan of the proposed development and the existing development which was constructed in 2009.

The number of site generated trips from the development is expected to be low and would not trigger the requirement for a transportation assessment study report as documented in the City of Ottawa *Transportation Impact Assessment Guidelines, October 2006*. Discussions with City of Ottawa staff established that a Transportation Overview report be prepared which would determine the expected site generated trips from the development, and the possible travel routes through the neighbourhood to the major roads.

SITE GENERATED TRIPS

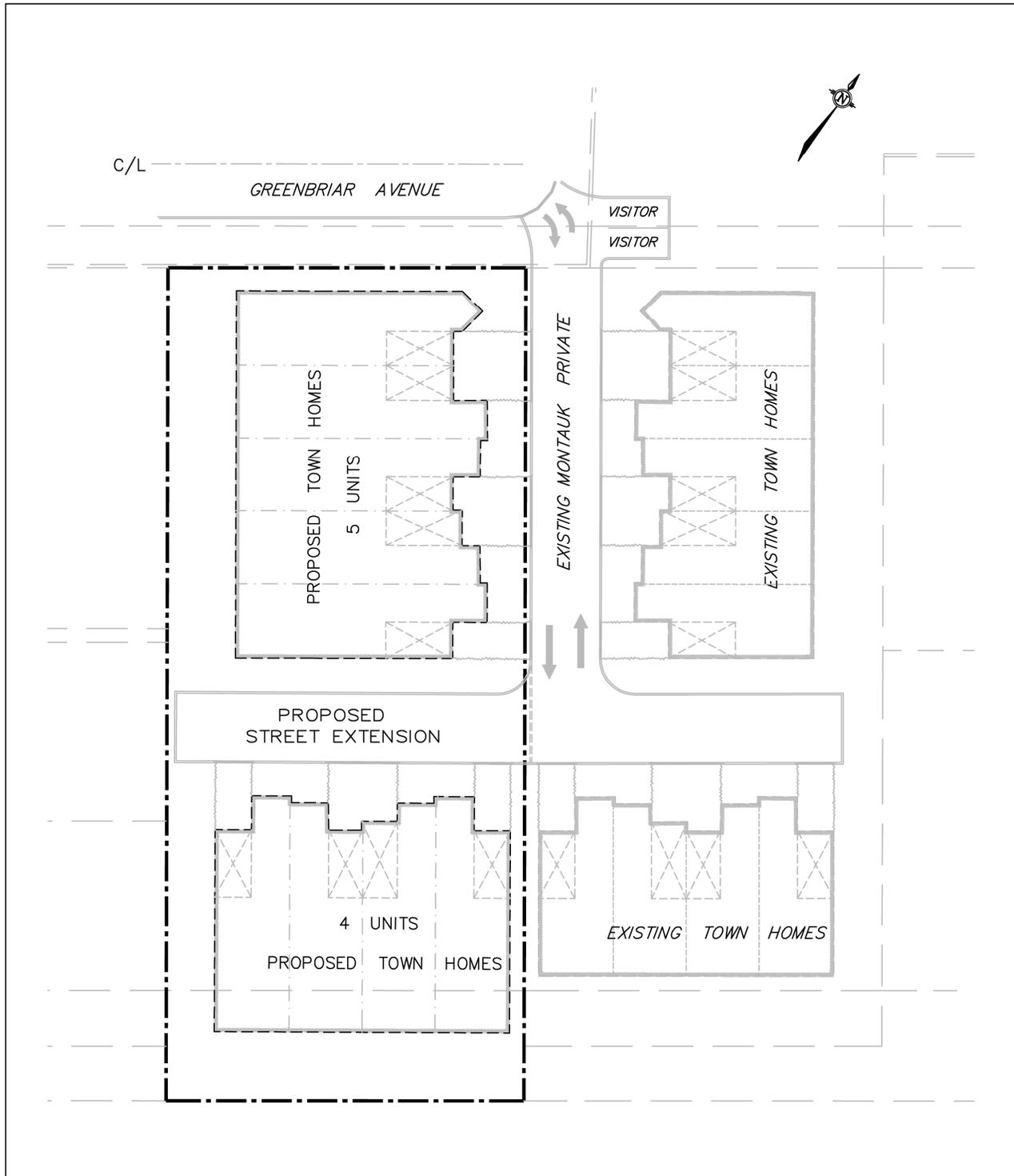
The expected number of site generated trips was determined using the Institute of Transportation Engineers (ITE) document, *Trip Generation, 9th Edition*. The analysis used the statistical data for a

FIGURE 1
SITE LOCATION PLAN



NOT TO SCALE

FIGURE 2
CONCEPTUAL SITE PLAN



NOT TO SCALE

“Residential Condominium/Townhouse” land use, ITE Land Use Code 230, and the average trip rate to calculate the trips for the weekday peak AM and PM hour based on a development with 9 dwelling units. Table 1 shows the average trip rates used in the analysis.

**TABLE 1
TRIP GENERATION RATES**

LAND USE	TRIP GENERATION RATE	
	Peak AM Hr.	Peak PM Hr.
Residential Condominium/Townhouse	0.44 T/Dwelling Unit	0.52 T/Dwelling Unit

The trip generation rates from Table 1 were applied to the 9 unit townhouse development, with the expected site generated trips shown in Table 2.

**TABLE 2
SITE GENERATED TRIPS**

LAND USE	WEEKDAY PEAK AM HOUR			WEEKDAY PEAK PM HOUR		
	Total	Enter	Exit	Total	Enter	Exit
Residential Townhouses	4	1 (17%)	3 (83%)	5	3 (67%)	2 (33%)

The number of new peak hour trips would be further reduced by 1 trip during both the peak AM and peak PM hour due to the use of public transit (20% transit use), and an additional 1 trip which would have been generated by the existing single family home being replaced by the development.

TRIP ROUTE

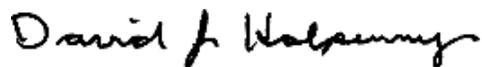
Following the examination of the employment areas and existing traffic, it was determined that approximately 20 percent of the trips destined to the south would travel along Greenbriar Avenue (local street) to Skeena Avenue (local street), from Skeena Avenue to Normandy Crescent (local street) and then east to Prince of Wales Drive (arterial road). Approximately 80 percent of the trips are expected to travel along Greenbriar Avenue to Claymor Avenue (collect road), then to Meadowlands Drive (major collector road) which would provide access in the north, east and west directions of Ottawa. The impact of an additional 4 or 5 vehicles during the peak hour along the local and collector roads would result in a minor impact on the operation of the roads.

PARKING

Each townhouse unit provides space for two vehicles, one in the garage and one in the driveway. The total complex of 18 units which comprises of the proposed 9 units and the existing 9 units built in 2009 (880 Greenbriar Avenue) provides visitor parking for 2 vehicles located along Montauk Private at Greenbriar Avenue. There is also sufficient space for an additional 4 vehicles on Greenbriar Avenue along the frontage of the 890 Greenbriar Avenue site. There are no parking restrictions along Greenbriar Avenue.

The nine townhouse units proposed at 890 Greenbriar Avenue is expected to generate 4 or 5 vehicle trips during the peak AM and PM hours. The additional trips would have a minor impact on the operation of the surrounding roads.

Yours truly



David J. Halpenny, M. Eng., P. Eng.