

**RESIDENTIAL DEVELOPMENT
1765 TRIM ROAD
CITY OF OTTAWA**

TRAFFIC MEMO

Prepared for:

Longwood Building Corporation
5-1010 Polyteck Street
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**RESIDENTIAL DEVELOPMENT
1765 TRIM ROAD, OTTAWA
TRAFFIC MEMO**

1. BACKGROUND

Longwood Building Corporation has proposed the development of a 0.6278 hectare parcel of land along the east side of Trim Road in the former City of Cumberland. The site has a municipal address of 1765 Trim Road, but does not have direct access to Trim Road. Access to the site would be from the extension of Mondavi Street. The proposed development will consist of 24 freehold townhouse units.

The proposed 24 unit freehold townhouse development would not trigger a requirement for a Transportation Impact Assessment report as per the City of Ottawa *Transportation Impact Assessment Guidelines* dated October 2006. Staff of the City of Ottawa has requested that a traffic memo be prepared which would determine the expected number of peak hour site generated trips and examine the geometry of the subdivision street.

2. EXISTING ROADS AND INTERSECTIONS

The townhouse development will have one access point which will be the extension of Mondavi Street. The majority of trips from the development would be to Trim Road by way of Mondavi Street to Breezewood Street, to Valin Street, then to Trim Road.

Mondavi Street is a local street with no posted speed limit, no sidewalks, and no parking restrictions along the street. Mondavi Street connects Breezewood Street to Valin Street.

Breezewood Street is a local street with no posted speed limit, no sidewalks, and no parking restrictions along the street.

Valin Street is a collector road with no posted speed limit and sidewalks along both sides of the road. Parking is prohibited along the south side of the street.

The site would connect to the extension of Mondavi Street. The Mondavi/Breezewood intersection (northerly intersection) is controlled by a stop sign at the northbound Breezewood Street approach. There are no stop signs at the Mondavi Street westbound or eastbound (stub) intersection approaches.

The intersection of Valin Street and Breezewood Street is controlled by stop signs at the southbound Breezewood Street and northbound Rustic Hills Crescent approach.

The intersection of Valin Street and Trim Road is currently controlled by traffic signals. The City of Ottawa is currently widening and realigning Trim Road to a four lane divided roadway. The Valin/Trim intersection will be reconstructed to handle the expected future traffic in the area.

3. PROPOSED RESIDENTIAL DEVELOPMENT

The proposed residential development is located east of Trim Road with access from Mondavi Street. The site consists of 0.6278 hectares of vacant land which is currently zoned for the intended use.

The development will consist of 24 freehold townhouse units constructed on a local street. The development street will be an extension of Mondavi Street, which will terminate at a cul-de-sac within the development. Figure 3.1 shows a conceptual site plan of the development.

The development street (Mondavi Street extension) will be 8.5 meters in width which is the same as the local streets in the vicinity. At the end of the street is a cul-de-sac which has a radius of 14 meters. The existing Mondavi Street would be extended approximately 65 meters to the end of the cul-de-sac with no parking restrictions along the street.

Development in the immediate area comprises of residential development. The width, design, and characteristics of the development street are consistent with the local streets in the area.

3.1 Site Generated Trips

The number of expected site generated trips was determined utilizing the statistical data published in the Institute of Transportation Engineers (ITE) document, *Trip Generation, 8th Edition*. The trip rates were determined from the average trip rate for the ITE land use, “Residential Condominium/Townhouse”, Land Use 230. Table 3.1 presents the ITE average trip generation rates for the proposed development for the weekday peak AM and PM hours of the adjacent roadway.

**TABLE 3.1
 TRIP GENERATION RATES**

LAND USE	TRIP RATE	
	Peak AM Hr.	Peak PM Hr.
Residential Condominium/Townhouse (ITE 230)	0.44 T/Unit	0.52 T/Unit

The expected site generated trips during the peak AM and PM hours were determined using the trip rates shown in Table 3.1. The rates were applied to the 24 townhouse units and proportioned to trips entering and exiting using the distribution for the ITE townhouse land use. Table 3.2 shows the expected peak AM and PM hour site trips (no adjustments applied for transit use).

**TABLE 3.2
 PEAK HOUR SITE TRIPS GENERATED**

UNIT TYPE	WEEKDAY PEAK AM HR.			WEEKDAY PEAK PM HR.		
	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
24 Townhouse Units	11	2 (17%)	9 (83%)	12	8 (67%)	4 (33%)

4. COMMENTS

The site will consist of 24 freehold townhouse units which the zoning of the lands currently support. The following are the findings of the Traffic Memo:

1. The 24 unit development is expected to generate 11 new vehicle trips during the peak AM hour and 12 trips during the peak PM hour.
2. The extension of Mondavi Street will be designed to the City of Ottawa standards for a local street which would consist of an 8.5 meter pavement width and no sidewalks. Additional parking can be accommodated along the development street and cul-de-sac.
3. The extension of Mondavi Street will be approximately 80 meters and will terminate at a cul-de-sac. The cul-de-sac will have a radius of 14 meters. This would exceed the radius design presented in the Ontario Provincial Standard Drawing OPSD – 500.02, and would meet the requirements for emergency vehicles.
4. The Annual Average Daily Traffic (AADT) is estimated to be approximately 100 vehicles along the development street, which is consistent with the characteristics of a local residential street which is <1000 vehicles as stated in the Transportation Association of Canada (TAC) Guidelines.
5. The 24 unit freehold townhouse development is consistent with existing development in the area. The design of the street meets the City of Ottawa standards for a local street. The number of expected site generated trips would result in a minor impact on the adjacent roads which would have the capacity to handle the expected trips.

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