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November 9, 2017

Mr. Asad Yousfani
Project Manager, Development Review-Urban Services
City of Ottawa
110 Laurier Avenue West
Ottawa, ON
K1P 1J1

Dear Mr. Yousfani:

**RE: 4747 AND 4755 BANK STREET – CLARIDGE HOMES
TRAFFIC IMPACT SUMMARY**

The following letter has been prepared in support of the Draft Plan of Subdivision application for a residential development by Claridge Homes in the Leitrim Community. These lands were formerly owned by the McGann family.

BACKGROUND

In March 2017, IBI Group prepared a Master Transportation Study (MTS) for the Leitrim Community which included an assessment of the future traffic impacts from the remaining developable lands within the Leitrim area. The report was prepared for the Leitrim Land Owners Group (LLOG), which is comprised of four separate developers/ owners in the Leitrim Community: Tartan Land Consultants, The Regional Group, Claridge Homes and Urbandale Corporation. It was agreed with City staff agreed that the MTS would serve as the supporting document to each of the individual development applications within the Leitrim Community.

The final MTS was submitted to the City in March 2017. The study area is indicated on the attached map.

PROPOSED DEVELOPMENT

The Claridge Lands development will be located at the municipal address 4747 and 4755 Bank Street in the Leitrim Community. The area is highlighted in orange on the attached map of the MTS study area and is part of Official Plan Amendment (OPA) Areas 9A and 9B. A detailed plan of the proposed development is also attached. The proposed plan will include 220 townhome units and a mixed used commercial block.

The development area is only accessible from adjacent developments. Street 2, a north-south collector road, runs through the proposed development and connects Street 1 (within the OPA 9a Lands) to the south and Rotary Way to the north. Street 2 is proposed to have a 24m wide right-of-way (ROW), capable of supporting transit service. All local roadways in the development will have 18m wide ROW.

North of the subject lands, Analdea Drive provides access to Bank Street for a small number of existing residential units. Vehicular access to Analdea Drive from the new residential areas to the east is prohibited. The connection is blocked by signs and a gate; however, pedestrians and cyclists are permitted to cross.

More detailed plans for the mixed-use commercial blocks are not available at this time. The potential for right-in right-out access off Bank Street to either commercial block will be reviewed during the site plan application.

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SUMMARY OF RESULTS FROM THE MTS

The following is a summary of the relevant findings and recommendations from the MTS report related to the proposed developments within OPA Areas 9A and 9B.

The MTS report included analysis of the future impact of the proposed development (4747 and 4755 Bank Street) and the adjacent lands owned by Claridge and Urbandale in OPA Areas 9A and 9B, respectively. A summary of the proposed land uses in each area from the MTS report is provided in Table 1 below:

Table 1: Summary of Proposed Developments – OPA Areas 9A and 9B (Leitrim MTS)

DEVELOPMENT AREA	RESIDENTIAL (UNITS)	COMMERCIAL (sq. ft.)
4747 and 4755 Bank Street (McGann Lands)	304*	41,303
Claridge (OPA 9A)	473	25,000
Urbandale (OPA 9B)	542	100,000
TOTAL	1,319	166,303

*Reduced to 220 units in current plan.

Trip Generation

Estimates of new traffic generation by the residential and commercial areas in OPA Areas 9A and 9B, including 4747 and 4755 Bank Street were derived for the 2019, 2022, 2025 and 2031 horizon years in the MTS and are summarized in Table 2 below.

Table 2: Summary of Trip Generation – OPA Areas 9A and 9B

DEVELOPMENT AREA	GENERATED TRAFFIC – NEW TRIPS* (veh/h)						
	BUILD-OUT YEAR	AM			PM		
		IN	OUT	TOTAL	IN	OUT	TOTAL
OPA Areas 9A and 9B	2019	27	81	108	75	43	118
	2022	109	194	303	232	180	412
	2025	148	315	463	341	242	583
	2031	227	553	780	560	367	927

* Not including commercial pass-by trips

Intersection Capacity Analysis

Analysis of traffic operations at the Bank Street/Rotary Way and Bank Street/Findlay Creek Drive/Street 1 intersections was carried out for each horizon year in the MTS. The results of the analysis are summarized in Table 3 below.

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Table 3: Summary of Results

INTERSECTIONS	INTERSECTION CONTROL	PEAK HOUR	V/C RATIO	LEVEL OF SERVICE
2019 Traffic				
Bank Street and Rotary Way	Traffic Signals	AM	0.80	C
		PM	1.05	F
Bank Street and Findlay Creek Drive/Street 1	Traffic Signals	AM	0.88	D
		PM	0.80	C
Notes: All new side street approaches were assumed to have an auxiliary left-turn lane and a through-right-turn lane.				
2022 Traffic				
Bank Street and Rotary Way	Traffic Signals	AM	1.07	F
		PM	1.32	F
Bank Street and Findlay Creek Drive/Street 1	Traffic Signals	AM	0.92	E
		PM	0.84	D
Notes: All new side street approaches were assumed to have an auxiliary left-turn lane and a through-right-turn lane.				
2025 Traffic				
Bank Street and Rotary Way	Traffic Signals	AM	0.70	B
		PM	0.79	C
Bank Street and Findlay Creek Drive/Street 1	Traffic Signals	AM	0.89	D
		PM	0.83	D
Notes: It was assumed that Bank Street would be widened from 2 to 4 lanes from Leitrim Road to Findlay Creek Drive, as per Bank Street EA (2014). The intersection configurations were based on the Bank Street EA Interim Plan. Traffic signals south of Leitrim Road were coordinated and optimized.				
2031 Traffic				
Bank Street and Rotary Way	Traffic Signals	AM	0.89	D
		PM	0.89	D
Bank Street and Findlay Creek Drive/Street 1	Traffic Signals	AM	0.90	D
		PM	0.82	D
Notes: It was assumed that Bank Street would be widened from 2 to 4 lanes from Leitrim Road to Blais Road, as per Bank Street EA (2014). The intersection configurations were based on the Bank Street EA Ultimate Plan (with the exception of Bank Street remaining a 4-lane roadway through Leitrim Road). Traffic signals south of Leitrim Road were coordinated and optimized.				

Findings and Recommendations

The following table summarizes the roadway modifications required to support the proposed developments within the MTS study area. The overall results from the MTS indicate that the Claridge Lands traffic can be accommodated by the Bank Street and Street 1, and Bank Street and Rotary Way intersections through to the 2031 horizon year. The recommended staging of modifications has been summarized in Table 4.

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Table 4: Summary of Results

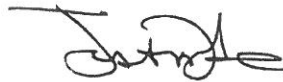
HORIZON	RECOMMENDED ACTIONS/ MODIFICATIONS
Total Traffic Future (2019)	Bank Street & Rotary Way: <ul style="list-style-type: none"> New Access intersection to Barrett Lands Street 1 (Barrett Farm Drive) by Tartan: <ul style="list-style-type: none"> Northbound and eastbound left-turn lane Southbound right-turn lane with channelization Recommended storage lengths as defined in Leitrim MTS Bank Street & Street 1/ Findlay Creek Drive: <ul style="list-style-type: none"> New Access intersection to OPA Lands Street 1 by Urbandale and Claridge: <ul style="list-style-type: none"> Southbound and westbound left-turn lane Recommended storage lengths as defined in Leitrim MTS
Total Traffic Future (2022)	Bank Street & Rotary Way: <ul style="list-style-type: none"> Intersection operates below City standards with interim modifications Bank Street widening to Findlay Creek should begin implementation to ensure completion by 2025 Bank Street & Street 1/ Findlay Creek Drive: <ul style="list-style-type: none"> No Modifications Required.
Total Traffic Future (2025)	<ul style="list-style-type: none"> Bank Street EA modifications implemented from south of Leitrim Road to Findlay Creek Drive. Optimize and coordinate all signal timing plans.
Total Traffic Future (2031)	<ul style="list-style-type: none"> No Modifications Required.

The current plan for the development located at 4747 and 4755 Bank Street proposes 220 townhouse units which is 84 units less than the total assumed in the MTS. The difference in traffic impact due to this change is considered negligible with respect to the two main intersections serving OPA Areas 9A and 9B. As such, the main findings and conclusions of the MTS remain unchanged.

We trust that the above meets with your approval. Please feel free to contact us if you have any questions.

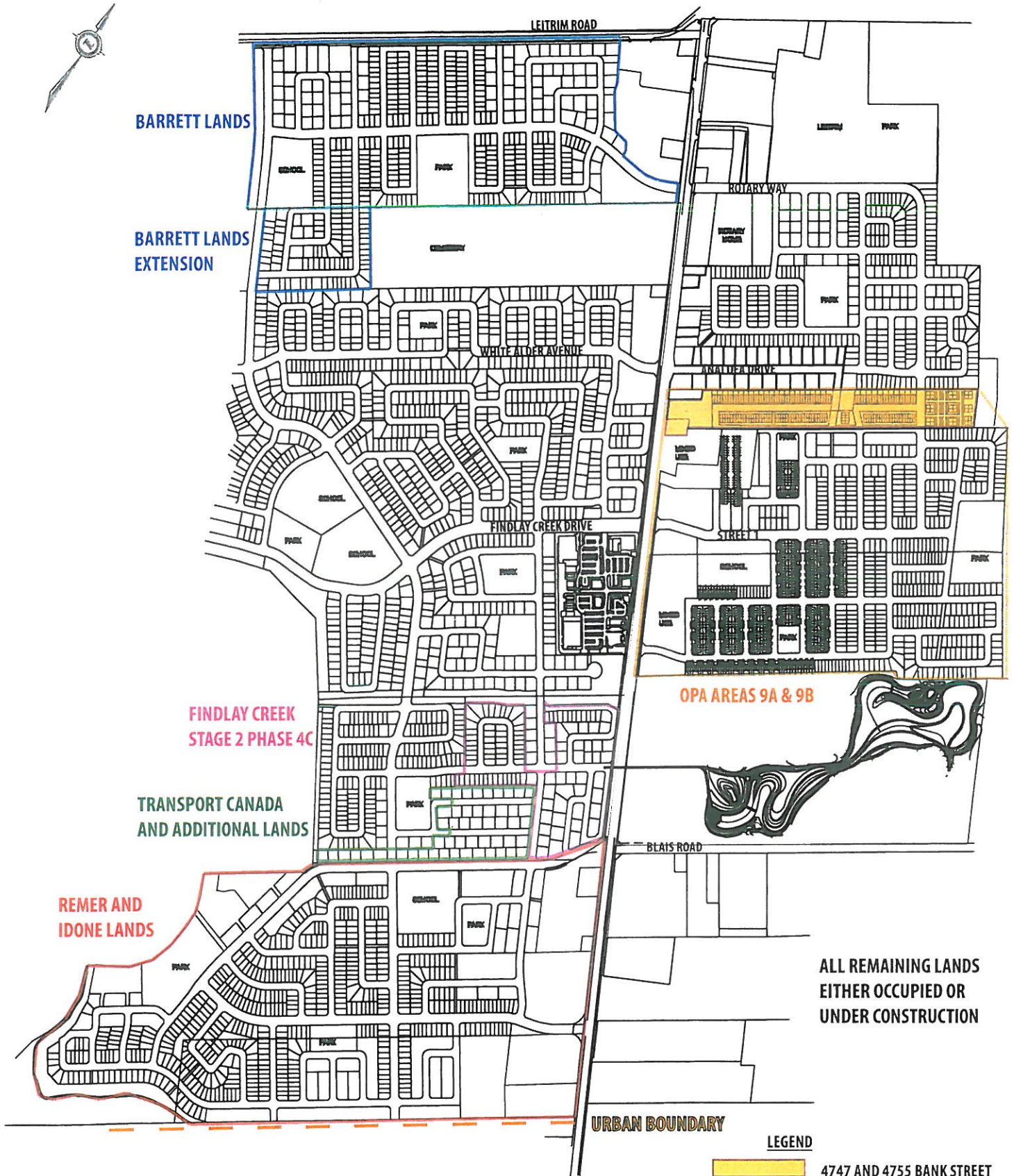
Yours truly,

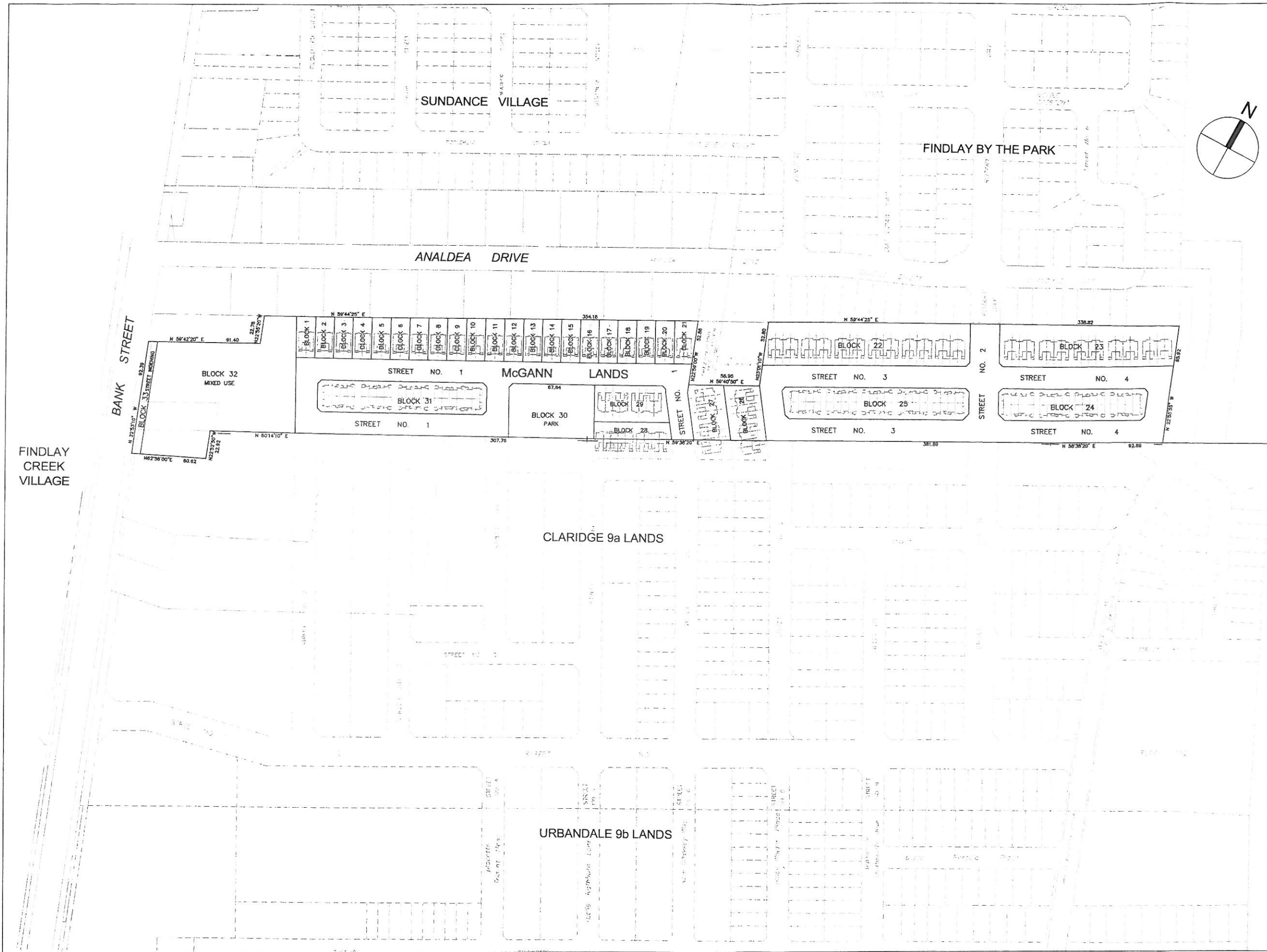
IBI GROUP



Justin Date, P. Eng.
Associate | Manager, Transportation Engineering

JCD:jcd





DRAFT PLAN OF SUBDIVISION OF
PART OF LOTS 18
CONCESSION 5 (RIDEAU FRONT)
Geographic Township of Gloucester
CITY OF OTTAWA
Prepared by Annis, O'Sullivan, Vollebakk Ltd.

Metric
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SURVEYOR'S CERTIFICATE

I CERTIFY THAT
The boundaries of the lands to be subdivided and their relationship
to adjoining lands have been accurately and correctly shown.

Date: _____
Edward M. Lancaster
ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE

This is to certify that we are the owners of the lands to be subdivided and that this
plan was prepared in accordance with our instructions.

July 20, 2018
Date

ADDITIONAL INFORMATION REQUIRED UNDER
SECTION 51-17 OF THE PLANNING ACT

- (a) see plan
- (b) see plan
- (c) see plan
- (d) single family multi-family residential housing, park land, open space
and institutional
- (e) see plan
- (f) see plan
- (g) see plan
- (h) City of Ottawa
- (i) see site report
- (j) see plan
- (k) sanitary storm sewers, municipal water, bell, hydro, cable and
gas to be available
- (l) see plan

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Sheet No.

Drawing Title

Proposed Development

Project Title

4747 and 4755 Bank Street
Claridge Homes

Scale

N.T.S.

IBI