

October 28, 2020

City of Ottawa
Planning and Growth Management Department
110 Laurier Ave. W., 4th Floor,
Ottawa, Ontario K1P 1J1

Attention: Mr. Mike Giampa
Project Manager, Infrastructure Approvals

Dear Mr. Giampa:

Reference: 5331 Fernbank Road & 1039 Terry Fox Drive
Transportation Impact Assessment – Addendum
Our File No. 117198

1.0 INTRODUCTION

A Transportation Impact Assessment (TIA) was prepared in support of Draft Plan of Subdivision application for the above property in October 2018. The Draft Plan consisted of 55 single detached dwelling units and 129 townhouse units. The Draft Plan has since been revised to alter the internal street pattern, resulting in the following unit count:

- 47 Single detached dwelling units
- 16 Semi-detached dwelling units
- 109 Townhouse units
- 36 Back-to-back townhouse units

A copy of the revised Draft Plan is included in **Appendix A**. This addendum has been prepared to review the proposed alterations to the Draft Plan and assess any transportation related impacts associated with the proposed revisions.

2.0 TRIP GENERATION

Person trips generated by the previously proposed development were estimated in the 2018 TIA and have been summarized in the following table. Trips generated by the revised development have been calculated using relevant land uses in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, and converted to person trips using a 1.28 adjustment factor. This trip generation methodology is consistent with the 2018 TIA.

Table 1: Person Trip Generation

Land Use	Units	AM Peak			PM Peak		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Previous TIA							
Single Family Detached Housing	55	16	40	56	51	22	73
Multifamily Housing (Low-Rise)	129	20	58	78	67	28	95
Total		36	98	134	118	50	168
Revised Development							
Single Family Detached Housing	47	12	37	49	40	23	63
Multifamily Housing (Low-Rise)	161	22	74	96	72	43	115
Total		34	111	145	112	66	178
Difference		-2	+13	+11	-6	+16	+10

Based on the foregoing, the revised Draft Plan is anticipated to result in a net increase of 11 person trips during the AM peak hour and 10 person trips during the PM peak hour. The modal shares for the proposed development are consistent with the previous TIA. A full breakdown of the person trips by modal share are summarized in the following table.

Travel Mode	Modal Share	AM Peak			PM Peak		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Previous TIA							
Total Person Trips		36	98	134	118	50	168
Auto Driver	55%	20	54	74	65	27	92
Auto Passenger	15%	5	15	20	18	7	25
Transit	20%	7	20	27	24	10	34
Non-Auto	10%	4	9	13	11	5	17
Revised Development							
Total Person Trips		34	111	145	112	66	178
Auto Driver	55%	19	60	79	62	35	97
Auto Passenger	15%	5	17	22	17	10	27
Transit	20%	7	22	29	22	14	36
Non-Auto	10%	3	12	15	11	7	18
Auto Driver (Difference)		-1	6	5	-3	8	5
Auto Passenger (Difference)		0	2	2	-1	3	2
Transit (Difference)		0	2	2	-2	4	2
Non-Auto (Difference)		-1	3	2	0	2	1

Based on the foregoing, the proposed development is only anticipated to generate an additional five vehicle trips during the AM and PM peak hours, compared to the previously proposed development. The additional vehicle trips generated by the revised development are not anticipated to have a significant impact on the intersection operations presented in the original report.

3.0 DEVELOPMENT DESIGN

All roadways within the subdivision will have a right-of-way width of 18m and will be classified as local roadways. A concrete sidewalk will be provided on the west and north sides of Street One. This sidewalk will provide pedestrian connectivity from the proposed residential development to the proposed neighbourhood park and the existing facilities along Terry Fox Drive and Cope Drive.

Consistent with the previously proposed development, the revised development will remove the existing Hazeldean Side Road pathway connecting to Cope Drive near the northern limits of the development. However, the sidewalk along Street One will provide an alternative east-west pedestrian facility to connect to Cope Drive. Existing pedestrians using the Hazeldean Side Road pathway to connect to Cope Drive can alternatively use the sidewalk along Street One, which will be maintained by the City year-round.

The previously prepared TIA recommended a pedestrian crossover (PXO) along Street One to provide connectivity to the neighbourhood park. The revised development has alleviated the requirement for a PXO by providing a continuous sidewalk along Street One, connecting to the neighbourhood park.

Transportation Association of Canada (TAC) Geometric Design Guidelines identify a minimum intersection spacing of 60m for four-legged intersections and 40m for three-legged intersections along local roadways. A minimum intersection spacing of approximately 50m is proposed within the subdivision, adhering to the requirements of TAC.

4.0 ACCESS INTERSECTION DESIGN

The proposed access configuration is consistent with the previously proposed development. The development will be served by an all movement access along Cope Drive and a right-in right-out access along Terry Fox Drive. The street connection to Terry Fox Drive will be restricted to right-in right-out using a pork-chop island, as recommended in the previous TIA.

5.0 CONCLUSIONS

The conclusions of the above TIA Addendum can be summarized as follows:

- The additional vehicle trips generated by the revised development are not anticipated to have a significant impact on the intersection operations presented in the original report.
- All roadways within the subdivision will have a right-of-way width of 18m and will be classified as local roadways.
- A concrete sidewalk will be provided on the west and north sides of Street One. This sidewalk will provide pedestrian connectivity from the proposed residential development to the proposed neighbourhood park and the existing facilities along Terry Fox Drive and Cope Drive.
- Consistent with the previously proposed development, the revised development will remove the existing Hazeldean Side Road pathway connecting to Cope Drive near the northern limits of the development. Existing pedestrians using the Hazeldean Side Road pathway to connect

to Cope Drive can alternatively use the sidewalk along Street One, which will be maintained by the City year-round.

- The revised development has alleviated the requirement for a PXO by providing a continuous sidewalk along Street One, connecting to the neighbourhood park.
- The proposed access configuration is consistent with the previously proposed development.

Yours truly,

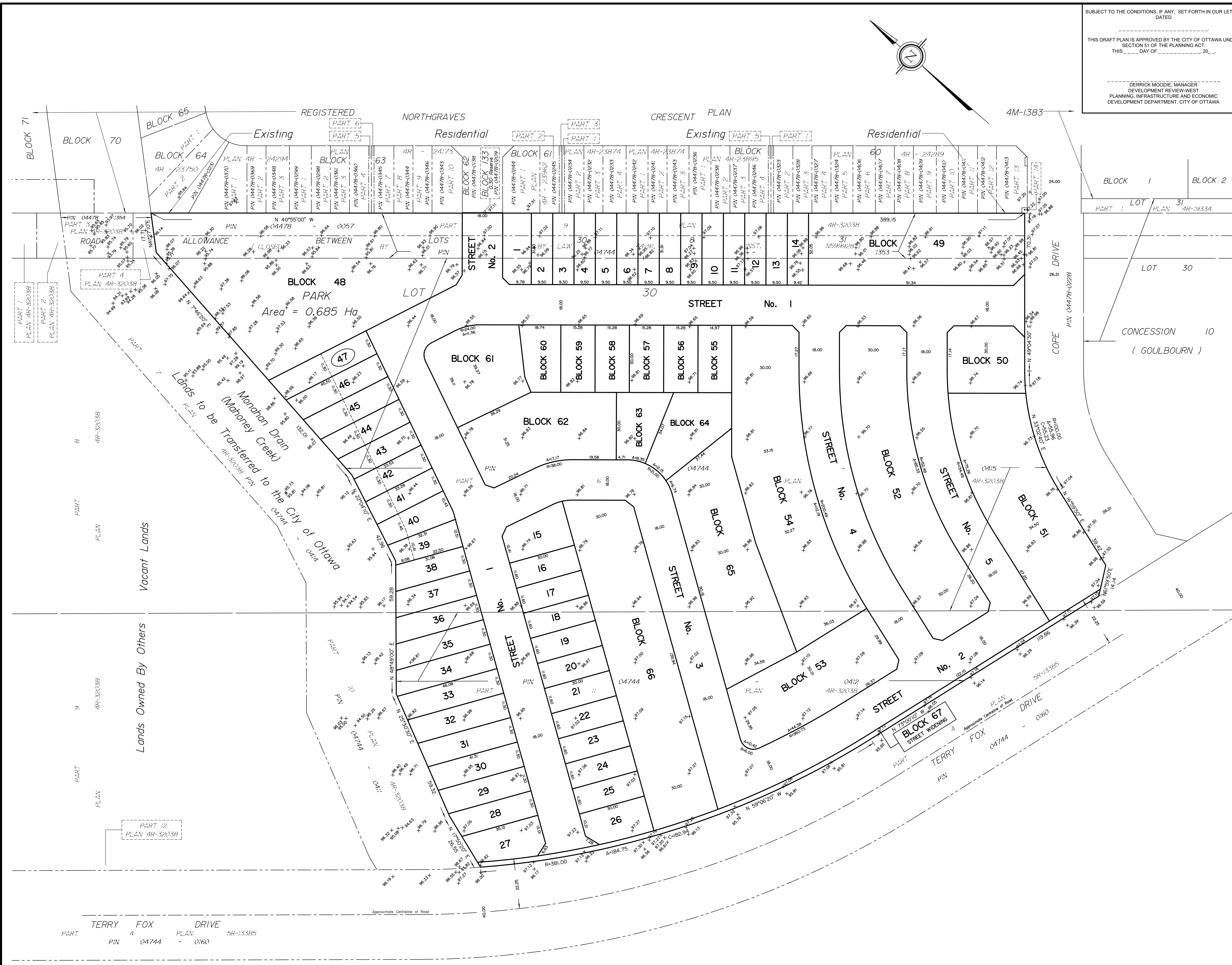
NOVATECH



Brad Byvelds, P. Eng.
Project Coordinator | Transportation/Traffic

Appendix A

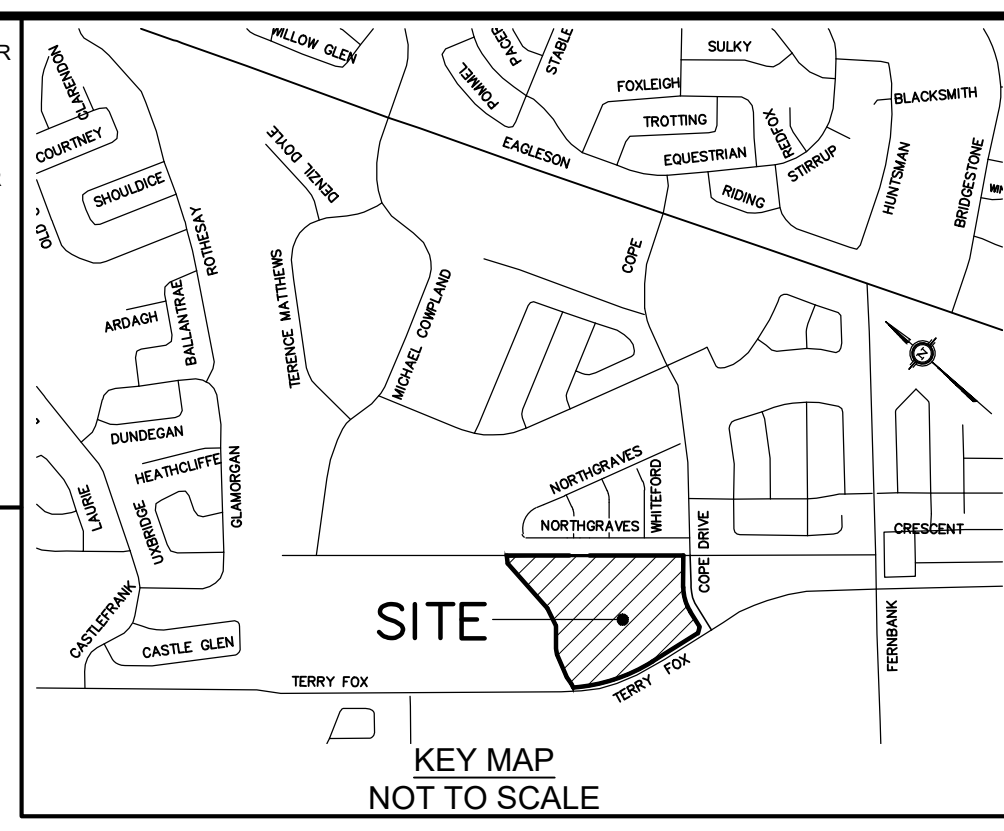
Revised Draft Plan



SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED _____

THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT.
THIS _____ DAY OF _____, 20____

DERRICK MOODIE, MANAGER
DEVELOPMENT REVIEW-WEST
PLANNING, INFRASTRUCTURE AND ECONOMIC
DEVELOPMENT DEPARTMENT, CITY OF OTTAWA



DRAFT PLAN OF SUBDIVISION OF
PART OF LOT 30
and
**PART OF THE ROAD ALLOWANCE
BETWEEN LOTS 30 and 31**
(As Closed by By-Law 44-99, Inst. N599928)
CONCESSION 10
Geographic Township of Goulbourn
CITY OF OTTAWA
Prepared by Annis, O'Sullivan, Vollebakk Ltd.

Scale 1 : 750
30 22.5 15 7.5 0 15 30 Metres

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 _____ Andre Roy
ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE

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

Date _____ Jim Burghout
CLARIDGE HOMES INC.
I have authority to bind the corporation.

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

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