

April 27, 2010

OUR REF: TO3059T0000
BY EMAIL: Peggy@gibsonslaw.com

Wildpine Holdings Inc.
Barristers, Solicitors, Notaries
1520-360 Albert Street
Ottawa, ON K1R 7X7

Dear Sir/Madam:

Re: Wildpine Court Developments
Traffic Brief

Based on our recent discussion and upon review of the plan provided (attached), we understand Wildpine Holdings Inc. are proposing an 64 unit residential condominium development (two 32-unit buildings) on the south side of Wildpine Court in the Village of Stittsville. A total of 68 parking spaces are proposed with 24 at-surface and 44 beneath the building. Access to both parking areas is via a two-way driveway which connects to Wildpine Court at the east end of the site. Access to the front door is directly from Wildpine Court with sidewalks extended from the front door of each building to the curb.

Although not required by the City because the proposed development generates less than 75 vph (City's Transportation Impact Assessment Guidelines trigger point), you have determined that a Traffic Brief is nonetheless appropriate to address potential concerns related to site traffic generation and its impact on the adjacent road and intersection. Provided herein is our Traffic Brief, which addresses the following issues:

- Existing Conditions review;
- Estimate the projected site traffic generation;
- Site traffic distribution and its impacts on the adjacent road and intersection; and
- Reviews the site plan from the perspective of vehicular, pedestrian and transit access.

Study Area

The site is located on the south side of Wildpine Court in the Village of Stittsville. Wildpine Court is a two-way, two-lane local street that has a cul-de-sac at its northeastern end and intersects with Main Street at its western end. The west leg of the intersection, Hobin Avenue, is a two-lane collector street that connects to both Main Street and Carp Road. Main Street is a two-lane (plus turning lanes) north-south arterial roadway that connects Hazeldean Road to the Village of Richmond and other rural areas to the south.

The Main/Wildpine/Hobin intersection is traffic signal controlled. Left-turning lanes are provided on the north-south approaches. The east and west approaches are single lanes. The assumed speed limit for all streets in the area is 50 km/h.

Existing Traffic Conditions

Traffic volumes for the adjacent streets were obtained from a May 2009 City of Ottawa count of the Main/Wildpine/Hobin intersection (attached). The adjacent section of Main Street carries approximately 1500 vph and 2000 vph two-way total during the morning and afternoon peak hours respectively. Wildpine Court carries approximately 15 vph two-way total during both peak periods. There are currently no sidewalks on Wildpine Court.

With regard to the current operation of the Main/Wildpine/Hobin intersection, using the SYNCHRO capacity operation analysis program, the Main/Wildpine/Hobin intersection was determined to operate at LoS 'A' (max v/c of 0.58) during the morning peak hour which is a very good level of service. The critical movement being the northbound through movement. However, during the afternoon peak hour, due to the higher volumes on Main Street (1100 vph southbound) the intersection's operation drops to LoS 'D' (v/c of 0.87) which indicates the intersection is approaching capacity. The critical movement is the southbound through movement.

Transit service is current provided on the adjacent section of Main Street on Regular Route 86 (Stittsville to Hurdman Station via Downtown) and Express Route 26 (Richmond to Hurdman Station).

Traffic Generation, Distribution and Assignment

Traffic generation rates were obtained from the ITE Trip Generation Manual (8th Edition) for apartment condominiums. Land use Category 232, High Rise Residential Condominium (3 storeys or higher) was considered the appropriate category. The resultant peak hour vehicle trip rates were 0.34 vph and 0.38 vph per unit for the morning and afternoon peak hours respectively. Directional splits were 19/81 and 62/38 respectively. Using these rates, during the a.m. peak, a two-way total of 22 vph (4 vph inbound, 18 vph outbound) is projected. For the p.m. peak, a two-way total of 25 vph (15 vph inbound, 10 vph outbound) is projected. These volumes are quite low and equate to approximately one new vehicle every 2.5 minutes added to the area road network. It is noteworthy that even though an additional 22 vph to 25 vph two-way total will have no operational impact on area roads and intersections, it will more than double the traffic volume (15 vph) currently using Wildpine Court during peak hours.

Traffic was distributed to/from the area road network based on a combination of the observed directional splits at the Main Street/Wildpine Court intersection, as well as, the general distribution of employment/retail land uses throughout the City. The resultant peak hour traffic distribution is estimated as follows:

- 75% to/from the north via Main Street
 - 25% to/from the south via Main Street
- 100%

Traffic impact

In percentage terms, the resultant increase in traffic along the subject section of Wildpine Court is fairly high (from 15 vph increasing to 40 vph = 166%), however, in absolute terms, the increase constitutes only one new vehicle every 2.5 minutes and will not change the

function or classification of the street. Total two-way traffic volumes of 40 vph (25 vph + 15 vph) will be one vehicle every 90 seconds, on average.

The total traffic impact on the Main/Wildpine intersection is estimated to be an increase in the range of 22 vph to 25 vph two-way, which is 1.1% to 1.4% of existing peak hour volumes at this intersection. This additional traffic will not change the intersection LoS values or maximum v/c rates.

We understand there is the concern of some residents over the current delay exiting onto Main Street from Wildpine Court. The additional site traffic will not impact these delays, as the intersection is traffic signal controlled. If the signal's timing is a concern to local residents, they should raise the issue with the appropriate City staff.

Site Access

The two-lane two-way driveway access to Wildpine Court is more than sufficient to accommodate the site's peak traffic generation. It's proposed dimension (6.7 m wide), as well as those of the parking spaces (2.6 m x 5.2 m), are also satisfactory and meet By-law requirements).

With regard to pedestrian circulation and access, an approximate 1.5 m wide concrete sidewalk is proposed along the site's Wildpine Court frontage (but adjacent to the proposed buildings) and extending west to connect to the Main/Wildpine intersection. Also as noted, sidewalk extensions are proposed from the front door of each building to the curb to accommodate drop-offs and pick-ups.

In summary, the proposed traffic impact from the 64 unit residential condominium development can be accommodated without any changes to the area road network. In absolute terms, the site-generated traffic is quite minimal (one new vehicle every 2.5 minutes) and will not affect the function/performance of the adjacent Main/Wildpine/Hobin signalized intersection.

Please call if you have any questions.

Sincerely,



Ronald M. Jack, P.Eng.
Vice President Transportation
Manager Ottawa Operations

Attachments

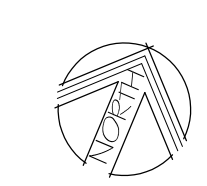
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STITTSVILLE MAIN STREET

WILDPINE COURT

NOTES:
 1) ALL WORK TO BE IN COMPLIANCE WITH LOCAL BUILDING CODES, REGULATIONS AND BY-LAWS.
 2) ADDITIONAL DRAWINGS MAY BE ISSUED FOR CLARIFICATION TO ASSIST PROPER EXECUTION OF WORK. SUCH DRAWINGS WILL HAVE THE SAME HEADINGS AND PREFIXES AS IF THEY WERE INCLUDED WITH PLANS IN CONTRACT DOCUMENTS.
 3) DO NOT SCALE DRAWINGS.
 4) ALL SUB-CONTRACTORS TO TAKE THEIR OWN ON-SITE MEASUREMENTS AND BE RESPONSIBLE FOR THEIR ACCURACY.
 5) NOTIFY SHAWN J. LAWRENCE ARCHITECT FOR ANY ERRORS AND/OR DISCUSS PRIOR TO START OF WORK.

SITE INFORMATION:

STAMP:	STAMP:
	

PLAN OF SURVEY OF PART OF LOT 24 CONCESSION 11 Geographic Township of Goulbourn CITY OF OTTAWA WERTER & SIMMONS SURVEYING LTD. 2003

ZONING:

EXISTING ZONING	= PARKETTE(PARTS(A) - TMH(I))
	= REMAINDER OF SITE(PART (A-6) - TMH(B))

	REQUIRED	PROPOSED
FRONT YARD SETBACK (WEST) (MIN)	1.5m - 6.5m	48.6m
REAR YARD SETBACK (EAST) (MIN)	10.0m	42.21m
CORNER SIDE YARD SETBACK (NORTH) (MIN)	3.0m	1.195m
INTERIOR SIDE YARD SETBACK (SOUTH) (MIN)	0.0m	3.5m
BUILDING HEIGHT (MAX)	15m	+/- 14.9m
LOT COVERAGE (MAX)	N/A	--
LANDSCAPE AREA	N/A	--
GROSS FLR. AREA (INCL. BASEMENT)	NO MAX.	-- m ²
LANDSCAPE BUFFER FOR PARKING (MIN)	1.5m	1.5m

PARKING:

AUTOMOBILE PARKING SUMMARY:

REQUIRED PARKING = 68 SPACES
 (64 UNITS - 16 GRND. FLR. UNITS = 48 UNITS)
 (48 UNITS x 1.4 = 68 SPACES)

PROVIDED UNDERGROUND PARKING:
 REGULAR SPACES = 43
 HANDICAP SPACES = 1

PROVIDED ABOVE GRADE PARKING:
 REGULAR SPACES = 23
 HANDICAP SPACES = 1

TOTAL PROVIDED PARKING = 68 SPACES

1 SITE PLAN
 A001 SCALE 1:250

NO.	DATE	REVISION
1	AUG 27 08	REVIEW

SJL

S. J. LAWRENCE
 ARCHITECT INCORPORATED

18 Deakin St., Suite 205, Ottawa, ONT, K2E 8B7
 Tel: (613) 739-7770 Fax: (613) 739-7703
 Email: sjl@sjlarchitect.com

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DRAWN BY:	DESIGNED BY:
MD	S.J.L.
DATE:	CHECKED BY:
SEPT. '07	S.J.L.
SCALE:	PLT DATE:
AS SHOWN	FEB. 22, 2010

PROJECT:

GIBSONS
 CONCEPT
 FLOOR PLANS

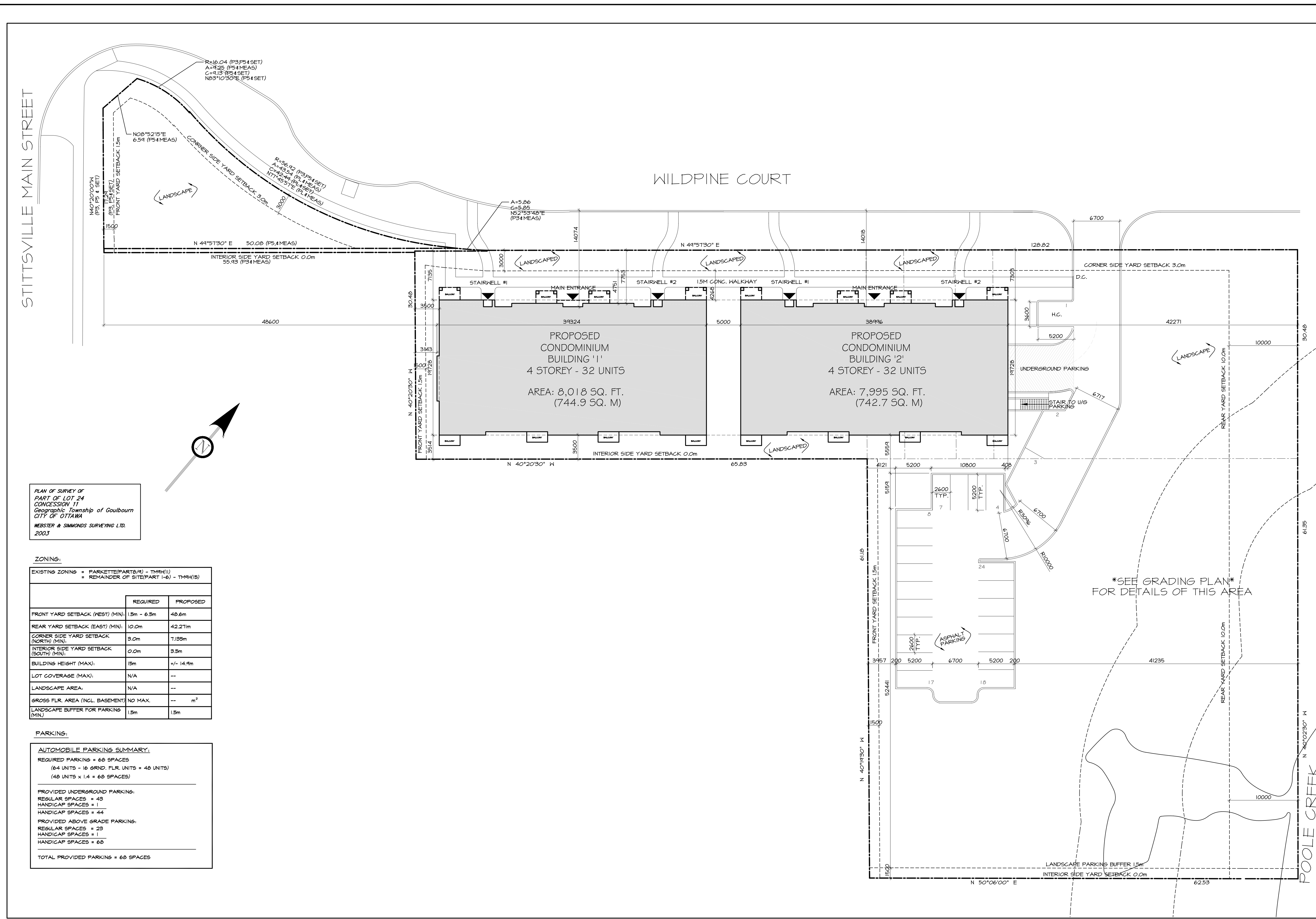
WILDPINE COURT
 STITTSVILLE, ONTARIO

JOB NO.: SL-478-07

DRAWING NAME:

SITE PLAN
 OPTION #1

A001



SEE GRADING PLAN
 FOR DETAILS OF THIS AREA