

MEMORANDUM

DATE: JULY 31, 2012

TO: MR. ASAD YOUSFANI
PROJECT MANAGER, INFRASTRUCTURE APPROVALS

FROM: BRAD BYVELDS

RE: ROYAL RIDGE WALK-UP TOWNHOMES
TRAFFIC IMPACT STATEMENT
OUR FILE NO. 111156

CC: NEIL MALHOTRA, CLARIDGE HOMES
GREG MACDONALD, NOVATECH
JENNIFER LUONG, NOVATECH

This memo is provided in support of a site plan application for the development of a residential block within the Royal Ridge Subdivision (formerly referred to as the Russell Findlay Lands) northeast of the Trim Road/Antigonish Avenue intersection.

This memo will review the site traffic generation previously identified in the March 2008 *Russell Findlay Lands Transportation Impact Study (TIS)* and identify any changes based on the proposed site plan. On-site design will be reviewed including site access, and on-site parking.

1.0 Proposed Development

The subject site consists of 5512 m² (0.55 hectares) located along the north side of Antigonish Avenue east of Trim Road. The proposed development consists of three mid-rise apartment buildings containing 36 units and 9 single-family detached housing units along the exterior of the site with access onto Antigonish Avenue. A copy of the proposed site plan is shown in Appendix A.

2.0 Site Generated Traffic

Trip generation for the development concept identified in the 2008 TIS was based on mid-rise apartments containing 60 dwelling units. The proposed development represents a decrease of 24 dwelling units in the mid-rise apartment and an increase of 9 single-family detached housing units compared to the development concept outlined in the TIS.

Trips generated by the proposed development have been calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual (8th Edition). For the mid-rise apartments and the single-family detached housing land use codes 223 and 210 were used respectively. The following table outlines the trip generation shown in the March 2008 TIS and the trip generation based on the proposed site plan.

Table 1: Trip Generation

Land Use	ITE Code	Units	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Previous Concept								
Mid-Rise Apartment	223	60	4	8	12	10	8	18
Proposed Site Plan								
Mid-Rise Apartment	223	36	1	1	2	3	3	6
Single-Family Detached Housing	210	9	4	12	16	8	4	12
Net Difference			1	5	6	1	-1	0

As shown in Table 1, the net difference between the development concept outlined in the March 2008 TIS and the proposed site plan is an increase of 6 trips in the weekday a.m. peak, while maintaining the same amount of trips in the p.m. peak hour.

Based on the above, the revised number of units will have no impact on the findings of the March 2008 TIS. No additional roadway modifications are required to accommodate the proposed development.

3.0 Provisions for Non-Auto Modes

Pedestrian access to the main entrance of each apartment building is provided through an asphalt sidewalk along the west side of the drive aisle beginning at Antigonish Avenue. Pedestrian access to the single-family detached housing is provided through a concrete sidewalk along the west side of Antigonish Avenue.

Bicycle parking will be provided near the main building entrance as shown in the site plan. Bicycle parking requirements and provisions are reviewed in Section 4.0.

4.0 On-Site Design

Access to the site will be provided via a full movement access onto Antigonish Avenue with a width of 6.7m. The access will be 40m east of the future Trim Road realignment, measuring from the nearest edge to the right of way line. The private approach by-law identifies a minimum distance of 18m for an access to an apartment building with 20-99 parking spaces.

The City of Ottawa Zoning By-law identifies a minimum of 1.2 vehicle parking spaces are required per dwelling unit. The Zoning By-law also states that a minimum of 0.2 visitor parking spaces are required per dwelling unit. A minimum of 44 vehicle parking spaces and 8 visitors parking spaces are required for the proposed development.

The City of Ottawa Traffic and Parking By-law identifies a minimum requirement of one vehicle parking space for the physically disabled for any public parking area with 20-99 spaces. One handicap space should be provided in a central location on the proposed development site.

A total of 52 vehicle parking spaces are proposed for the development. The proposed parking satisfies the minimum requirements of the City of Ottawa Zoning By-law.

The City of Ottawa Zoning By-law identifies a minimum of 0.5 bicycle parking spots are required per dwelling unit. Sufficient bicycle parking will be provided near the main entrances of the proposed development as shown in the site plan.

5.0 Community Concerns

Access to the site is proposed from Antigonish Avenue near Trim Road and Old Montreal Road. Neighbourhood infiltration is not anticipated as a result of the proposed development due to the site being near two major arterial roadways.

Parking infiltration onto existing roadways is not expected since the provided parking satisfies the minimum requirements of the City of Ottawa Zoning By-Law.

6.0 Conclusions

Based on the foregoing, the findings of our review are as follows:

- the net difference between the development concept outlined in the 2008 TIS and the proposed site plan is an increase of 6 trips in the weekday a.m. peak hour, while not changing the weekday p.m. peak hour;
- no additional roadway modifications are required to accommodate the proposed site plan;
- a full movement access will be provided onto Antigonish Avenue with a width of 6.7 metres; and
- a total of 52 on-site parking spaces will be provided. Proposed parking satisfies the minimum requirements of the City of Ottawa Zoning By-law.

We trust this letter adequately addresses the traffic impacts of the proposed development. Please call if you have any questions or require additional information.

Yours truly,

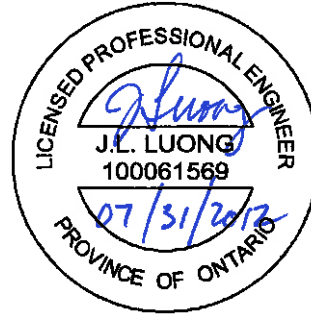
NOVATECH ENGINEERING CONSULTANTS LTD.

Prepared by:

B. Byvelds

Brad Byvelds, E.I.T.
Junior Engineer

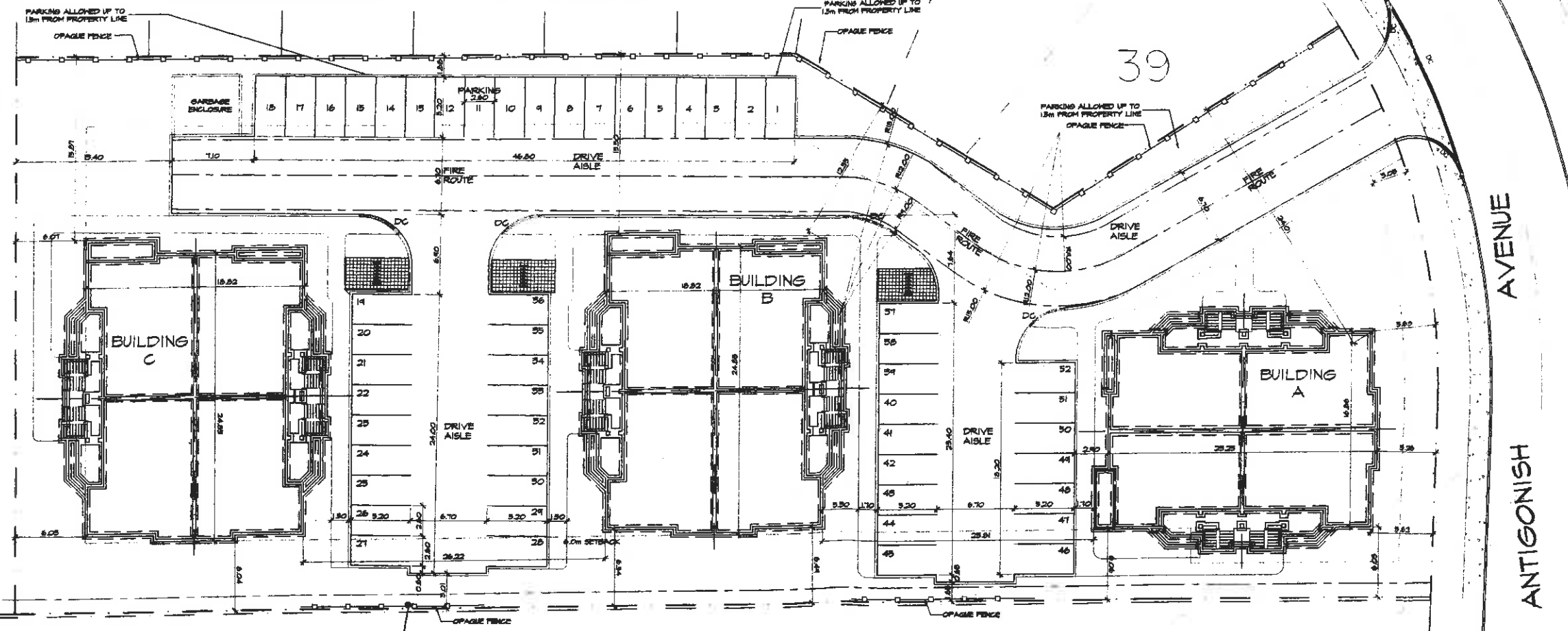
Reviewed by:



Jennifer Luong, P.Eng.
Project Manager

APPENDIX A
Proposed Site Plan

R4Z		PROPOSED:	
SITE STATISTICS - BASED ON THE COMPREHENSIVE ZONING BY-LAW			
STANDARD UNIT SIZE:	BASINMENT LEVEL	86 m ²	
BUILDING 'A':	GROUND FL. LEVEL	81.4 m ²	
	SECOND FL. LEVEL	86.7 m ²	
BUILDING 'B' & 'C':	BASINMENT LEVEL	105.8 m ²	
	GROUND FL. LEVEL	97.0 m ²	
	SECOND FLOOR LEVEL	104.5 m ²	
NO. OF APARTMENTS:	36 UNITS TWO BEDROOMS.		
PARKING SPACE RATES REQUIRED:	12 SPACES PER DWELLING UNIT EXCEPT FOR ANY UNIT WITHIN 500 m. OF A TRANSIT STATION. WHERE THE REQUIREMENT IS 3 SPACE PER UNIT. TOTAL PARKING SPACES OF: 30	82 SPACES	
URBAN VISITOR PARKING SPACE RATES:	0.3 PER DWELLING UNIT 2) IN THE CASE OF A MULTIPLE ATTACHED DWELLING AND STACKED DWELLING, WHERE EACH DWELLING UNIT DOES NOT HAVE AN INDIVIDUAL DRIVEWAY ACCESSING ITS OWN GARAGE OR CARPORT, VISITOR PARKING MUST BE LOCATED IN A COMMON PARKING AREA ON THE LOT. TOTAL VISITOR PARKING SPACES: 7	7 SPACES	
BICYCLE PARKING REQ'D:	A RATE OF 0.5 SPACES PER UNIT. 5x56	18 SPACES	
SITE AREA:	9912.88 m ² (2812 HECTARES).		
BUILDING COVERAGE:	1864 m ² (21.2%)		
ROAD/PARKING COVERAGE:	1955.1 m ² (20.2%)		
LANDSCAPE OPEN SPACE:	3002.1 m ² (34.4%)		
RESTRICTIONS PROVISIONS:			
PROHIBITED USES:	NONE		
PRINCIPAL DWELLING TYPE:	APARTMENT, LOW RISE, STACKED		
MINIMUM LOT WIDTH:	48m	55.78m (min)	
MINIMUM LOT AREA:	450 m ²	9912.88 m ²	
MAXIMUM BUILDING HEIGHT:	3m	4+ 10.7m	
MINIMUM FRONT YARD SETBACK:	3.0m	5.0m	
MINIMUM CORNER SIDE YARD SETBACK:	4.8m	4.5m	
MINIMUM REAR YARD SETBACK:	6.0m	6.0m	
MINIMUM INTERIOR SIDE YARD SETBACK:	3.0m FOR FIRST 21m THEN 6m	5.0m FOR FIRST 21m THEN 6m	
AMENITY AREA (SECTION 127) TABLE 21-AMENITY AREA			
LAND USE	II TOTAL AMENITY AREA	III COMMUNAL AMENITY AREA	IV LAYOUT OF COMMUNAL AMENITY AREA
(4) STACKED DWELLING OF 4 OR MORE DWELLING UNITS	6 sqm PER DWELLING UNIT AND 10% OF THE GROSS FLOOR AREA OF EACH ROOMING UNIT	A MINIMUM OF 50% OF THE REQUIRED TOTAL AMENITY AREA	AGGREGATED INTO AREAS UP TO 34 sqm, AND WHERE MORE THAN ONE AGGREGATED AREA IS PROVIDED, AT LEAST ONE MUST BE A MINIMUM OF 10 sqm.
LANDSCAPE OPEN SPACE	4.8 sqm x 36 UNITS = 172.8 sqm. 2860.11 sqm.	86.4 sqm. 18.2 sqm. BETWEEN BLOCKS	



MINOR VARIANCE REDUCE SETBACK DISTANCE FROM 6.0m TO 4.5m FOR 40.0m FROM REAR PROPERTY LINE

1. FOR CLIENT APPROVAL	06/22/2012
No. Revision	Date
Dr. By	

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CLARIDGE HOMES

Project: **ROYAL RIDGE ZEN TOWNHOMES OTTAWA**

TITLE: **SITE PLAN**

DESIGNED BY: J.A.	START DATE: 02/2012
SCALE: 1:200	DRAWING NO: A-100
JOB NO: 11005	