

August 20, 2009

OUR REF: TO3059TOI00  
BY EMAIL: [rgardiner@rcr.net](mailto:rgardiner@rcr.net)

Rideau Carleton Entertainment Centre  
4837 Albion Road  
Ottawa, ON K1X 1A3

**Attention: Mr. Richard Gardner  
Secretary Treasurer**

Dear Sir:

**Re: Proposed Bingo Hall, Rideau Carleton Entertainment Centre  
Transportation Overview**

## **1.0 INTRODUCTION**

It is our understanding that the Rideau Carleton Entertainment Centre (RCEC) has made application to the City of Ottawa for a Bingo Hall within their existing Albion Road facility.

The proposal is for a 200 to 250 seat Bingo Hall, with two sessions daily (11:00 a.m. to 5:00 p.m. and 5:00 p.m. to 11:00 p.m.) featuring small pots. The maximum total attendance per session is estimated at 600 persons. Because of the small pots (\$100 per game) and numerous games per session, it is expected that the majority of bingo players will already be on-site using the other facilities. As such, the hourly and daily traffic impact of the proposed Bingo Hall is expected to be minimal and insignificant compared to existing traffic volumes on area roads.

Given the sensitivity associated with traffic on Albion Road, and particularly north of Lester Road, due to the recent removal of traffic flow restrictions, it was recommended that a Transportation Overview be undertaken to analyse and summarize the proposed Bingo Hall's traffic impacts. The Overview follows.

## **2.0 ATTENDANCE CONTEXT**

Based on information provided by the RCEC, the facility attracts between 4000 and 6000 person per average day. On race days, an additional 1000 persons attend.

Surveys of these existing patrons reveal that approximately 20% of existing patrons would also play bingo if it were offered on-site. This equates to approximately 800 to 1200 on an average day and 1000 to 1400 on horse racing days. As the proposed Bingo Hall will have a maximum projected attendance of approximately 600 per session, as there are two bingo sessions spread throughout the day (11:00 a.m. to 5:00 p.m. and 5:00 p.m. to 11:00 p.m.) and as the average bingo player plays for 2 to 3 hours (numerous small pot games), it is clear that the majority of bingo players will already be on site, with the bingo being just another element of their overall RCEC experience. With this being the anticipated situation,

“new” vehicular traffic attracted to the RCEC is expected to be of a low order of magnitude, and on an hourly basis is expected to be insignificant.

### 3.0 ESTIMATED BINGO HALL TRAFFIC GENERATION

For analysis purposes, it is assumed that on a typical day the Bingo Hall would be operating at close to its capacity of 600 persons per session. As each “session” is 6 hours and as the average patron stay is 2-3 hours it would be appropriate to say that at any one point in time 100 to 150 persons would be playing bingo. As the seat total is estimated at only 200 to 250, and as many players take up more than one station (seat), these “point in time” attendance estimates are considered realistic. As noted in Section 2.0, all of these patrons could very well be on-site making use of other on-site facilities based on the percentage of existing daily patrons that would play bingo, if it were provided.

For analysis purposes, if it is assumed that 25% of these patrons come on-site exclusively to play bingo and are therefore “new” patrons, this equates to approximately 150 “new” patrons per 6 hour session, or approximately 35 “new” patrons (150 x 0.25) at any one point in time.

For an average 2 to 3 hour patron stay, these 150 “new” patrons per session could be arriving or departing the site over 3 to 4 hours (6 hour sessions). On average, this equates to approximately 10 to 15 “new” patrons/hour. In the peak (middle of the six hour bingo sessions), these patrons could be both arriving and departing which would result in up to 30 two-way “new” patrons. At an average of 1.5 patrons per vehicle, this could translate to 20 “new” two-way vehicles per hour generated by the proposed Bingo Hall.

As a worst case scenario, it is assumed that 100%, or all 20 vph two-way total, would be to/from the north via the Albion/Lester intersection.

### 4.0 TRAFFIC IMPACT ASSESSMENT

Traffic impact analysis typically focuses on three time periods, the weekday morning commuter peak hour (typically 7:30 a.m. to 8:30 a.m.), the weekday afternoon commuter peak hour (typically 4:00 p.m. to 5:00 p.m.) and Saturday peak hour (for retail only and typically 1-hour between 11:00 a.m. and 3:00 p.m.), as traffic on the adjacent roads and intersections is greatest during these time periods, and any additional traffic could potentially affect traffic operations and could potentially trigger roadway modifications.

#### 4.1 Exiting Albion Road Traffic

For Albion Road, which accommodates the significant majority of RCEC-generated traffic, Saturday counts are not available, but from our extensive knowledge of the study area, commuter peak hour traffic on weekdays is greater on Albion Road than is Saturday peak hour traffic. The following Table 1 summarizes Albion Road peak hour traffic both north and south of Lester Road based on a City of Ottawa 08 May 2009 Albion/Lester intersection count.

**Table 1: Existing Albion Road Peak Hour Traffic Volumes**

	Morning Peak Hour			Mid-Day Peak Hour			Afternoon Peak Hour		
	NB	SB	Total	NB	SB	Total	NB	SB	Total
North of Lester	260	260	<b>520</b>	210	210	<b>420</b>	300	355	<b>655</b>
South of Lester	975	300	<b>1275</b>	350	370	<b>720</b>	405	925	<b>1330</b>

#### 4.2 Bingo Hall Traffic Generation and Assignment

For the proposed Bingo Hall, it is not open during the weekday morning peak hour, therefore, it has no impact during this time period.

For the mid-day peak hour, the first Bingo session would have just started (11:00 a.m. to 5:00 p.m.) thus, there would be no traffic departing the Bingo Hall component, only arriving. From the Section 3 analysis, this equates to approximately 10 vph using Albion Road to the north of the site during this time period.

For the afternoon peak hour, which is the end of the first Bingo session and the start of the second session, the "new" two-way traffic using Albion Road north of the site would be in the order of 20 vph.

#### 4.3 Findlay Creek Traffic Projections for Albion Road

With the development of Stage 2, Phases 3A and 3B of Findlay Creek, Findlay Creek Drive will be extended west to intersect Albion Road. This extension is anticipated to occur in 2010 and will involve turn lanes and traffic signal control. Based on the April 2009 Traffic Impact Study conducted for Stage 2, at full development, and accounting for some traffic redistribution between Findlay Creek's Bank Street and Albion Road intersections, a two-way total of 520 vph and 555 vph during the morning and afternoon peak hours respectively is the "new" Findlay Creek traffic that would be added to Albion Road south of Lester Road. Mid-day peak hour volumes are estimated to be in the order of 150 vph.

#### 4.4 Total Traffic Implications on Albion Road

To put the "new" Bingo Hall traffic into perspective, we have focused on the weekday morning, mid-day and afternoon peak hours. For these three time periods, the existing and "new" Findlay Creek volumes on Albion Road were totalled and the new Bingo Hall traffic projected for Albion Road was then compared to this total. This comparison is provided in Table 2.

**Table 2: Projected Albion Road Traffic Composition: Two-way Total Traffic**

South of Lester Road	Morning Peak Hour	Mid-Day Peak Hour	Afternoon Peak Hour
Existing	1275	720	1330
"New" Findlay Creek	520	150	555
<b>Projected Total</b>	<b>1795 vph</b>	<b>870 vph</b>	<b>1885 vph</b>
"New" Bingo Hall	0 vph	10 vph*	20 vph**
% of Total	0%	1%	1%
* arrivals only			
** arrivals and departures			

As can be seen from the information in Table 2, the traffic impact on Albion Road of the proposed Bingo Hall is insignificant (0% to 1% of projected total), and ranges between one "new" vehicle on Albion Road every 3 to 6 minutes during the time periods when the Bingo Hall is open.

#### 5.0 FINDINGS AND CONCLUSIONS

Based on the foregoing analysis, the findings and conclusions of this Transportation Overview are as follows:

- The proposed Bingo Hall can accommodate 100 to 150 patrons at any one point in time and will operate in two sessions from 11:00 a.m. to 5:00 p.m. and 5:00 p.m. to 11:00 p.m. The capacity per session is estimated at 600 persons.
- There will be many bingo games per session, with all featuring small pots of \$100.
- The average stay per Bingo Hall patron is in the 2 to 3 hour range.
- Survey results indicated that the significant majority of Bingo Hall patrons will already be on-site, and will not be "new" traffic to/from the site.
- Using high bingo attendance numbers and accounting for duration of stay, session time frames and the high % of bingo patrons already on-site, up to 20 "new" vehicles/hour are projected to be added to Albion Road north of RCEC. During the weekday morning peak hour there would be no new traffic, during the mid-day peak hour there would be approximately 10 "new" vph and during the afternoon peak hour there would be approximately 20 "new" vph.
- When Stage 2 of Findlay Creek is build-out and with the extension of Findlay Creek Drive west to intersect Albion Road, this residential community will add 520 and 555 vph two-way total during the morning and afternoon peak hours respectively to Albion Road north of Findlay Creek Drive. These "new" volumes will dwarf any new traffic from the Bingo Hall.
- When combining the projected Findlay Creek traffic with the existing traffic on Albion Road, the "new" Bingo Hall traffic will account for between 0% and 1% of the total traffic on Albion Road south of Lester Road during peak hours. This increase is considered insignificant.

In conclusion, it is recommended that the proposed Bingo Hall facility at RCEC will be benign from a traffic impact perspective, with there being no significant or measurable impacts or requirements, either on-site and off-site, on Albion Road. As such, the proposed project should be approved from a transportation perspective.

Please call if you have any questions of the foregoing.

Sincerely,



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

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