

Sept. 10, 2018

# 1000 McGarry Terrace TIA Scoping, Screening, Forecasting, and Strategy Report





### 1000 McGarry Terrace

**TIA Strategy Report** 

prepared for: Dymon Group of Companies 2-1830 Walkley Road Ottawa, Ontario K1H 8K3



September 11, 2018

476536-01000



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# **TIA Strategy Report**

### **1. TIA SCREENING FORM AND CITY COMMENTS**

The screening form was prepared for the subject development and included as part of the subsequent report. The screening form confirmed the need for a Transportation Impact Assessment (TIA) based on the Location trigger.

The screening form and prequalifying form is provided in Appendix A.

City comments have been received and are being addressed herein. Please see Appendix B for the City comments and responses.

### 2. DESCRIPTION OF PROPOSED DEVELOPMENT

#### 2.1. PROPOSED DEVELOPMENT

The subject 1000 McGarry Terrace is a greenfield site with no development currently. A five-storey building with approximately 13,000 m<sup>2</sup> of self-storage and supporting uses/space as well as 1,000 m<sup>2</sup> retail space is being proposed. Two driveways are proposed, one inbound only on McGarry Terrace, and one right-out on Strandherd Drive, providing access to 32 vehicle parking spaces.

The estimated date of occupancy is 2020, with one planned phase of development. The site's local context is depicted as Figure 1, whereas the Site Plan (Ground Floor) is depicted as Figure 2. The Screening Form and Pre-Qualification Form have been included in Appendix A. This TIA has been prepared using the City of Ottawa's 2017 TIA Guidelines and supports the Site Plan Control and Zoning Bylaw Amendment Applications. Included in the Zoning Bylaw Amendment request is a variance regarding the aisle widths along the southern and eastern edges of the property. The property is currently zoned MC [1440]H(20).

Figure 1: Local Context





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	Landscaped strip abutting	East side	_	2.0m			223 McLeod	Street, Ottawa ON K2P 0Z8
							tel: (613) 730-5	709 fax: (613) 730-1136 www.fotenn.com
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## **3. EXISTING CONDITIONS**

#### **3.1. AREA ROAD NETWORK**

**McGarry Terrace** is a north-south local roadway, connecting at the north end to Strandherd Drive, with a cul-de-sac at the south end. Within the study area the cross-section consists of one travel lane for each direction. The unposted (default) speed of 50 km/h applies. As part of the proposed development at 1034 McGarry Terrace / 1117 Longfields Drive, McGarry Terrace is planned to extend to Marketplace Avenue.

**Strandherd Drive** is an east-west arterial road that extends west from Fallowfield Road to the Vimy Memorial Bridge. Within the study area the road has a cross-section including two travel lane for each direction and is divided by a centre median. The road has a posted speed of 70km/h.

#### **3.2. EXISTING DRIVEWAYS ADJACENT TO DEVELOPMENT**

There are no existing driveways adjacent to the proposed development.

#### 3.3. PEDESTRIAN/CYCLING NETWORK

Strandherd Drive has existing bike lanes each way, starting at Greenbank Road and continuing eastward across the Vimy Memorial Bridge.

Sidewalks are provided along each side of Strandherd Drive and along the frontage of the property on McGarry Terrace.

#### **3.4. TRANSIT NETWORK**

OC Transpo service is currently located along Strandherd Drive with bus stops provided at the nearby intersection of Strandherd Drive at Longfields Drive, approximately 350m west of the subject site. The bus stop provide access to Route 80. Figure 3 below shows an excerpt of the current system map with regards to the site location.

Figure 3: Area Transit Network



Retrieved on Jan. 3, 2018, http://www.octranspo.com/images/files/maps/system\_map/systemmap.pdf

#### 3.5. EXISTING STUDY AREA INTERSECTION

**McGarry Terrace at Strandherd Drive** is an unsignalized three-legged intersection with right in right out only movements to and from McGarry Terrace, with a stop control on McGarry Terrace. No auxiliary lanes are provided.

#### 3.6. EXISTING TRAFFIC VOLUMES

The existing peak hour traffic volumes on Strandherd Drive were derived from the adjacent intersections. Since this McGarry Terrace is currently a dead-end road with no active commercial or residential tenants a conservative value of 5 trips in/out is being used. The existing peak hour traffic volumes at are shown in Figure 4 below.



Figure 4: Existing Peak Hour Traffic Volumes

#### 3.7. EXISTING ROAD SAFETY CONDITIONS

Collision history for Strandherd Drive from Longfields Drive to Riocan (2012 to 2016, inclusive) was obtained from the City of Ottawa and most collisions (71% or 5 vehicles) involved only property damage, indicating low impact speeds, and 29% (2 vehicles) involved personal injuries. The primary causes of collisions cited by police include; sideswipe (43% or 3 vehicles) and single vehicle (43% or 3 vehicles) type collisions. There were no collisions reported at the Strandherd/McGarry intersection.

It is noteworthy that within the 5-years of recorded collision data there were 2 collisions involving pedestrians and none involving cyclists. The collision involving pedestrians occurred midblock on Strandherd between Riocan and Longfields and resulted in non-fatal injuries.

The source collision data as provided by the City of Ottawa and related analysis is provided as Appendix C.

## 4. PLANNED CONDITIONS

#### 4.1. PLANNED STUDY AREA TRANSPORTATION NETWORK CHANGES

As noted previously, the proposed development at 1034 McGarry Terrace / 1117 Longfields Drive, will include the extension of McGarry Terrace to Marketplace Avenue.

#### 4.2. OTHER AREA DEVELOPMENTS

With respect to other area developments, the City of Ottawa's Development Applications website was reviewed and the adjacent properties (1012 & 1024 McGarry Terrace) is the subject of an ongoing development application. The proposed development is a 14-storey apartment building with 237 units and approximately 260 parking spaces.

Additionally, at 1034 McGarry Terrace / 1117 Longfields Drive a new residential / commercial development is proposed with vehicular accesses on Marketplace Avenue and Longfields Drive. This development includes 372 apartment units across 5 towers and 2,000 m<sup>2</sup> of commercial development with 450 parking spaces.

### 5. STUDY AREA AND TIME PERIODS

#### 5.1. BOUNDARY STREET DESIGN

The boundary streets of the proposed development are Strandherd Drive and McGarry Terrace. Strandherd Drive is a large suburban arterial road with a 70km/h posted speed. This road currently has sidewalks and an at grade bike lane. It is not anticipated that McGarry Terrace would have a complete streets concept, however, as part of this scoping process it is requested that any complete streets concepts that have been completed for McGarry Terrace be provided for reference.

As part of the future development of 1034 McGarry Terrace / 1117 Longfields Drive McGarry Terrace would be extended to Marketplace Avenue.

#### 5.2. INTERSECTION ANALYSIS

The trip generation will be further discussed in Section 6, but it is anticipated, based on our experience with similar Dymon facilities, that this development will not meet the trip generation trigger, and therefore no intersection analysis will be required. Refer to Section 6 for more details.

#### 5.3. TIME PERIODS / HORIZON YEARS

As described previously, no vehicle LOS will be undertaken and therefore no time periods or horizon years for analysis are described herein.

### 6. EXEMPTIONS REVIEW

Based on the City's TIA guidelines and the subject site, the following modules/elements of the TIA process, summarized in Table 1, are recommended to be exempt in the subsequent steps of the TIA process:

Module	Element	Exemption Consideration		
4.1 Development Design	4.1.3 New Street Networks	Not required for applications involving site plans.		
4.2 Parking	4.2.2 Spillover Parking	The parking demand is not anticipated to exceed the parking supply.		
4.3 Boundary Street Design	All Elements	<ul> <li>Strandherd Drive along the frontage of the site is already significantly built out with sidewalks and on street cycling facilities. It is not a good candidate for a complete street at this time. Additionally, the proposed development is a small development that will not have a large influence on the operation or use of Strandherd Drive.</li> <li>As part of another development application there are plans to extend McGarry Terrace to Marketplace Avenue. This will not significantly impact the form and function of McGarry Terrace and due to the short segment of road it is not a good candidate for a Complete Street.</li> <li>Therefore, this module would not provide any relevant information with respect to the transportation elements of the subject development, and should be exempted from the TIA</li> </ul>		
Network Impact				
Component	All elements	This development will not meet the trip generation trigger.		
(Module 4.5 to 4.9)				

Table 1: Exemptions Review Summary

## 7. DEVELOPMENT-GENERATED TRAFFIC

The Dymon Self-Storage concept has been well established in the National Capital Region for almost a decade. Dymon currently has eight self-storage facilities in Ottawa, and has plans for up to 10 more in the National Capital Region in the coming years. Parsons (formerly Delcan) has completed the transportation planning for almost all of these facilities and has a very good understanding of the trip generation and parking behaviour for these types of facilities.

There is no comparable land use to a self-storage facility within the ITE Trip Generation Manual. The Self- Storage Almanac (USA), however, does contain information on daily traffic flow entering self-storage facilities based on experience in the US. The total number of daily trips entering self-storage facilities is found to range between 10 trips for the most basic, smallest facilities to approximately 30 trips for the largest facilities. Variables include location, number of units, rentable square footage, facility age, etc. For the subject Dymon Storage facility, the estimated number of daily entering trips is assumed to be approximately 30, which equates to 60 daily two-way trips. Field observations of two existing self-storage facilities in Ottawa revealed actual peak hour traffic volumes of 5 to 6 two-way trips per hour.

As such, the expected traffic generation to/from the Dymon Storage facility, as proposed, should be considered relatively benign compared to the existing traffic volume on the adjacent arterial roadway (Strandherd Drive).

At some of the Dymon self-storage facilities in Ottawa, the site also accommodates a variety of retail land uses ranging from complementary sales of moving boxes and other supplies to completely unrelated retailers. For example, the facility located at 2420 Bank Street in Ottawa is integrated with a third-party store. The Site Plan for the subject development shows a 558 m<sup>2</sup> Dymon retail area, as well as 1,000 m<sup>2</sup> of retail space. Generally, the retail uses associated with Dymon Storage Facilities are not considered typical retail establishments such as a coffee shop or florist, but rather small storefront areas with connected storage needs (which the Dymon facility would provide).

To better understand the traffic generation of the retail developments that commonly lease space from Dymon proxy counts were undertaken at the following locations:

- Dymon Orleans / Sports Experts (Ottawa) this location provides an existing example of an integrated retail / • Dymon Storage Facility where the retail space is comparable to that being planned at 1000 McGarry Terrace.
- Dymon South Keys / Pro Hockey Life (Ottawa) this location provides an existing example of an integrated retail • / Dymon Storage Facility where the retail space is comparable to that being planned at 1000 McGarry Terrace.

At the Dymon Self Storage locations in Ottawa, CCTV footage was used to observe travel demand associated with the retail component of the sites on Saturday January 21st, 2017 and Saturday January 28th, 2017. The peak two-way site trip generation was 42 vph for both sites, occuring between 1pm and 2pm. Appendix D contains the proxy count data for both sites. For retail / storage land uses the trip generation generally is at its highest during the weekend peak hour, and therefore the weekday peak hours are anticipated to generate fewer trips than the observed weekend peak hour.

In addition to examining the potential number of trips that would be generated, a survey of large truck trips was carried out over the course of one week at seven different Dymon Storage facilities. No trucks visited five of the seven sites. At the other two sites, a total of 11 trucks were counted. The proposed site will have a loading area specifically for trucks and as such will generate some truck traffic. However, based on the previously noted observations, large trucks will have no impact on the adjacent roadway network, except for access design.

Based on the above discussed proxy counts Table 2 below has been created to summarize the trip generation characteristics of the proposed development.

Lond Hoo	AM Peak (Trips/h)		PM Peak (Trips/h)			SAT Peak (Trips/h)			
Land Use	In	Out	Total	In	Out	Total	ln*	Out*	Total
Dymon Facility	4	1	5	4	2	6	21	21	42
* Based on an assumed 50% in 50% out directional split. Only a two-way count was provided at this location.									

Based on the above, the proposed development is anticipated to generate less than 60 person-trips during the weekday peak hours. Therefore, as per the 2017 TIA Guidelines, this development does not meet the trip generation trigger.

### 8. DEVELOPMENT DESIGN

The primary access to this development will be via the McGarry Terrace entrance. The egress of the site will be on Strandherd Drive (right out only).

While the proposed Strandherd Drive access does not meet the By-law requirement for a 3.0m buffer between the access and the property line, the adjacent property is a 5.0m strip of land between 1000 McGarry Terrace and the adjacent retirement community. There are no accesses between the proposed development and the signalized intersection of Longfields Drive at Strandherd Drive. Additionally, new accesses are very unlikely along this section of Strandherd Drive, due to the turning lanes, and the existing developments (i.e. the established retirement community) along this section. Therefore, the proposed access would not interfere with adjacent properties and should be permitted. Figure 5 illustrates the access, the distance to the property line, and the 5.0m buffer property.

The McGarry Terrace entrance will be narrowed to the minimum required to accommodate the inbound truck movements to get as close to 9.0m as possible. Figure 5 illustrates the access width is required to accommodate the WB-20 inbound turning movement.

## 9. PARKING

Similar to trip generation rates, it is unlikely that the applicable parking By-law requirement in the City of Ottawa for selfstorage facilities is suitable, and to supply the site with the amount of parking consistent with the designated zoning would be wasteful. With regards to parking demand, users of the self-storage facility will typically drive directly into the interior loading bay and therefore do not require traditional on-site parking. Those patrons visiting the retail portion of the site would require on-site parking. Employee parking requirements for Dymon are also considered minimal.

A parking proxy study was undertaken to document the actual parking requirements of Dymon site's, and specifically the parking associated with the retail portion of Dymon's self-storage site. Three locations were selected for survey as follows:

- Dymon Orleans / Sports Experts (Ottawa) this location provides an existing example of an integrated retail / Dymon Storage Facility where the retail space is larger than that being planned at 1000 McGarry Terrace
- Dymon South Keys / Pro Hockey Life (Ottawa) this location provides an existing example of an integrated retail / Dymon Storage Facility where the retail space is larger than that being planned at 1000 McGarry Terrace
- Structube furniture store in the Trinity Common Shopping Centre (Brampton) the retail space is similar in use to that being planned at 1000 McGarry Terrace (note the Structube was approximately 10,000ft<sup>2</sup>, similar to the proposed retail component)

Structube was chosen for a proxy site as this type of retail establishment is similar to those generally found within the existing Dymon self-storage facilities. Structube is located in a large strip mall with parking spots associated with this retail use mixed with the parking for adjacent and nearby retail units. To isolate the parking associated with the Structube retail unit a doorway count of customer groups entering and exiting the unit was undertaken. In 15-minute intervals, the number of entries and exits were tracked, and the number of associated parked vehicles was tallied. It was found that the peak parking demand for the site was 11 vehicles. This survey was undertaken on Saturday January 28<sup>th</sup>, 2017.

At the Dymon Self Storage locations in Ottawa, CCTV footage was used to observe parking demand associated with the retail component of the sites on Saturday January 21<sup>st</sup>, 2017 and Saturday January 28<sup>th</sup>, 2017. The two sites selected were Orleans / National Sport and South Keys / Hockey Life. The peak parking demands associated with these retailers was found to be 24 parking spaces at the South Keys location, and 20 parking spaces at the Orleans location. It should be noted, that at the Orleans location the footage was only available between 9am and 1pm on Saturday January 28<sup>th</sup>, 2017 due to data restrictions.

As the retail proposed for 1000 McGarry Terrace is anticipated to be similar in size to those considered above, the anticipated parking requirements would be similar to the proxy sites. Therefore, the proposed 32 vehicle parking spaces and four bicycle parking spaces will adequately support the proposed development. Proxy count data is included as Appendix D.



4	
	-

emplates - WB-20							
	Date September 10, 2018	Figure Number 005					
	Project Description 1000 McGarry Terrace						

## **10.CONCLUSIONS**

This Strategy Report has documented the transportation implications related to the development of 1000 McGarry Terrace, with the following conclusions:

- a) A five-storey building is proposed, which would include approximately 13,000 m<sup>2</sup> of self-storage and supporting space as well as 1,000 m<sup>2</sup> retail space;
- Two driveways are proposed, one on McGarry Terrace, and one on Strandherd Drive, providing access to 32 vehicle parking spaces. The driveway on McGarry Terrace is proposed to be inbound only access, and the access on Strandherd Drive is proposed to be right-out only;
- c) The proposed development will generate approximately 5, 6, and 42, AM, PM, and Saturday peak hour trips, respectively. As a result of this very low trip generation no intersection analysis is required;
- d) The proposed access configuration and drive aisles have been shown to allow access to the site and provide access around the proposed building; and
- e) No RMA Report or Monitoring Report is required to support the subject development.

Based on the foregoing the proposed development should be approved, from a transportation perspective.

Prepared by:



Matthew Mantle, P. Eng. Transportation Engineer

Reviewed by:



Mark Baker, P. Eng. Senior Project Manager

## **APPENDIX A**

SCREENING FORM AND PREQUALIFICATION FORM



### **TIA Plan Reports**

On 14 June 2017, the Council of the City of Ottawa adopted new Transportation Impact Assessment (TIA) Guidelines. In adopting the guidelines, Council established a requirement for those preparing and delivering transportation impact assessments and reports to sign a letter of certification.

Individuals submitting TIA reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Ottawa's Official Plan, the Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines.

By submitting the attached TIA report (and any associated documents) and signing this document, the individual acknowledges that s/he meets the four criteria listed below.

#### CERTIFICATION

- 1. I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines;
- 2. I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;
- 3. I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and
- 4. I am either a licensed<sup>1</sup> or registered<sup>2</sup> professional in good standing, whose field of expertise [check  $\sqrt{}$  appropriate field(s)] is either transportation engineering  $\sqrt{}$  or transportation planning  $\Box$ .

<sup>1,2</sup> License of registration body that oversees the profession is required to have a code of conduct and ethics guidelines that will ensure appropriate conduct and representation for transportation planning and/or transportation engineering works.

City Of Ottawa Infrastructure Services and Community Sustainability Planning and Growth Management 110 Laurier Avenue West, 4th fl. Ottawa, ON K1P 1J1 Tel. : 613-580-2424 Fax: 613-560-6006 Ville d'Ottawa Services d'infrastructure et Viabilité des collectivités Urbanisme et Gestion de la croissance 110, avenue Laurier Ouest Ottawa (Ontario) K1P 1J1 Tél. : 613-580-2424 Télécopieur: 613-560-6006

Dated at _	<u>Markham</u>	this _	23	_ day of _	November	 , 2017.
	(City)			•		

Name:

Mark Crockford (Please Print)

Professional Title:

\_Professional Engineer\_

Signature of Individual certifier that s/he meets the above four criteria



Office Contact Information (Please Print)					
Address: 625 Cochrane Drive, Suite 500					
City / Postal Code: L3R 9R9					
Telephone / Extension: 1 905.943.0406					
E-Mail Address: Mark.Crockford@Parsons.com					



City of Ottawa 2017 TIA Guidelines	Date	15-Nov-17
TIA Screening Form	Project	1000 McGarry Terrace
	Project Number	476536-01000
Results of Screening	Yes/N	0
Development Satisfies the Trip Generation Trigger	No	
Development Satisfies the Location Trigger	Yes	
Development Satisfies the Safety Trigger	No	

Module 1.1 - Description of Proposed Development					
Municipal Address	1000 McGarry Terrace				
Description of location	PLAN 4M1303 BLK 1				
Land Use	Self-Storage Warehouse				
Development Size	12,000m <sup>2</sup>				
Number of Accesses and Locations	two; one on Strandherd and one on McGarry Terrace				
Development Phasing	n/a				
Buildout Year	~2020				
Sketch Plan / Site Plan	See attached				

Module 1.2 - Trip Generation Trigger	
Land Use Type	This development does not fit into any of the categories listed in the
Development Size	TIA Guidelines and therefore the trip generation will explored in
Trip Generation Trigger Met?	greater detail in the TIA.

Module 1.3 - Location Triggers	
Development Proposes a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit, or Spine Bicycle Networks (See Sheet 3)	Yes
Development is in a Design Priority Area (DPA) or Transit- oriented Development (TOD) zone. (See Sheet 3)	Yes
Location Trigger Met?	Yes

Module 1.4 - Safety Triggers		
Posted Speed Limit on any boundary road	<80	km/h
Horizontal / Vertical Curvature on a boundary street limits sight lines at a proposed driveway	No	
A proposed driveway is within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions) or within auxiliary lanes of an intersection;	No	
A proposed driveway makes use of an existing median break that serves an existing site	No	
There is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development	No	
The development includes a drive-thru facility	No	
Safety Trigger Met?	No	

## **APPENDIX B**

CITY COMMENTS

## **1. CITY COMMENTS AND RESPONSES**

#### **1.1. TRANSPORTATION ENGINEERING SERVICES**

*Comment 2.8:* Non-signalized accesses do not require TWSI. Ensure that the TWSI's are removed. Refer to City of Ottawa Standard Detail Drawing SC7.1

**Response 2.8:** Noted and the proponent has been advised.

*Comment 2.9:* The proposed access on McGarry Terrace exceeds the maximum width of 9.0m for a two-way access. Provide turning templates to clarify.

**Response 2.9:** Noted. See figure below displaying the truck turning templates showing driveway width requirements on McGarry Terrace.

As illustrated below, the driveway width is required to accommodate a WB20 sized delivery truck travelling around the south side of the building.



*Comment 2.10:* Since the site generated volume is low, is the access on Strandherd Drive required? Could it be limited to right-out only?

**Response 2.10:** Noted, Driveway access has been changed to function as a right out only.

*Comment 2.11:* As per Private Approach By-law the access is to be 3m from adjacent property. Variance required to change this.

Response 2.11: Noted, proponent has been advised.

*Comment 2.12:* The throat length of the access on Strandherd must be a minimum of 30m as per TAC.

**Response 2.12:** Access of Strandherd Drive has been modified as out only and any queuing will be contained within the site, therefore the minimum throat length requirement is not required. From an operation and practical application of the TAC guidelines, a 30m throat length would extend through 50% of the site and effectively sterilize any site plan.

*Comment 2.13:* The report is missing basic information such as existing volumes. *Response 2.13:* Noted, please see following for information on existing volumes:

The existing peak hour traffic volumes on Strandherd Drive were derived from the adjacent intersections. Since this McGarry Terrace is currently a dead-end road with no active commercial or residential tenants a conservative value of 5 trips in/out is being used. The existing peak hour traffic volumes at are shown in Figure below.



Figure: Existing Peak Hour Traffic Volumes

*Comment 2.14:* Update site plan figure in report to reflect changes noted in site plan circulation. *Response 2.14:* Noted. Site Plan updated in report as per site plan circulation.

*Comment 2.15:* Revise Forecasting Report and resubmit *Response 2.15:* Noted.

#### **1.2. DEVELOPMENT REVIEW - TRANSPORTATION**

*Comment 2.16:* Dive aisle width on the south and west sides of the building are required to be 6.7m wide. Variance required to change this.

**Response 2.16:** Noted, drive aisle width has been reduced to 3m through a Zoning By-law Amendment.

*Comment 2.20:* Remove Draft watermark with next submission. *Response 2.20:* Noted. Stamped and signed reports will be issued upon City sign off of TIA Steps.

## **APPENDIX C**

COLLISION DATA



## City Operations - Transportation Services Collision Details Report - Public Version

From: January 1, 2014 To: December 31, 2016

Location: STRANDHERD DR DIWN MCGARRY TER & LONGFIELDS DR										
Traffic Control: No control Total Collisions: 4										
Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped	
2014-Mar-20, Thu,18:50	Rain	SMV other	P.D. only	Wet	West	Going ahead	Unknown	Ran off road		
2014-May-22, Thu,20:25	Clear	SMV other	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Pedestrian	1	
2014-Jul-13, Sun,12:00	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Passenger van	Other motor vehicle		
					West	Going ahead	Automobile, station wagon	Other motor vehicle		
2016-Feb-17, Wed,21:17	Snow	Other	P.D. only	lce	East	Going ahead	Pick-up truck	Skidding/sliding		
			·		East	Going ahead	Automobile, station wagon	Skidding/sliding		
					East	Going ahead	Pick-up truck	Skidding/sliding		

#### Location: STRANDHERD DR btwn RIOCAN AVE & MCGARRY TER

Traffic Control: No	control			Total Collisions: 2					
Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
2014-Nov-23, Sun,17:06	Clear	SMV other	Non-fatal injury	Wet	West	Going ahead	Pick-up truck	Pedestrian	1
2015-Apr-25, Sat,17:36	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Pick-up truck	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	

#### **Collision Main Detail Summary**

OnTRAC Reporting System

#### STRANDHERD DR, LONGFIELDS DR to RIOCAN AVE

Former Municip	oality: Nepea	n		Traffic Co	ontrol: No cont	trol		Numbe	r of Collisions: 1			
	DATE	DAY	TIME ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
1	2012-11-12	2 Mo	20:17 Clear	Dark	Sideswipe	P.D. only	V1 W V2 W	Dry Dry	Changing lanes Going ahead	Automobile, station Passenger van	Other motor vehicle Other motor vehicle	0

## **APPENDIX D**

PROXY COUNT DATA

1223 Michael Street, Suite 100 · Ottawa, Ontario K1J 7T2 · (613) 738-4160 · Fax: (613) 739-7105 · www.parsons.com

Intersection:	Bank St & Dymon Storage
Date:	Wednesday 4 November 2015
Compiled By:	Alex Buck
Weather:	Sunny, Clear
Peak Hour:	7:30 AM - 8:30 AM



Start Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	1	1	0	1	0	0	0
Peak Hour	3					1	1		1			

Notes: 2 inbound and 2 outbound vehicle trips were the same vehicle.

## Structube Furniture Store\_Parking Survey (70 Great Lakes Drive, Brampton)

	# groups of people			
End of Period	IN	Ουτ	Cumulative	Max
10:15 AM	5	5	0	5
10:30 AM	1	0	1	1
10:45 AM	2	0	3	3
11:00 AM	0	2	1	3
11:15 AM	1	1	1	2
11:30 AM	1	1	1	2
11:45 AM	0	1	0	1
12:00 PM	3	3	0	3
12:15 PM	2	1	1	2
12:30 PM	3	1	3	4
12:45 PM	3	1	5	6
1:00 PM	5	4	6	10
1:15 PM	1	6	1	7
1:30 PM	5	2	4	6
1:45 PM	1	3	2	5
2:00 PM	5	4	3	7
2:15 PM	3	2	4	6
2:30 PM	2	2	4	6
2:45 PM	3	2	5	7
3:00 PM	5	8	2	10
3:15 PM	6	5	3	8
3:30 PM	4	6	1	7
3:45 PM	7	5	3	8
4:00 PM	8	10	1	11
4:15 PM	1	2	0	2
4:30 PM	8	2	6	8
4:45 PM	5	8	3	11
5:00 PM	7	10	0	10
5:15 PM	9	7	2	9
5:30 PM	7	5	4	9
5:45 PM	4	3	5	8
6:00 PM	0	4	1	5

1223 Michael Street, Suite 100 · Ottawa, Ontario K1J 7T2 · (613) 738-4160 · Fax: (613) 739-7105 · www.parsons.com

Intersection:	Coventry Rd & Dymon Storage
Date:	Wednesday 4 November 2015
Compiled By:	Alex Buck
Weather:	Sunny, Clear
Peak Hour:	4:00 PM - 5:00 PM



Start Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0
Peak Hour						1	3					1

Notes: This site also has a connection to Lola Street for one-way outbound traffic from Dymon (a single inbound vehicle was observed to access the rear area of the building and potentially exit the site via Lola Street)

## DYMON South Keys / Pro Hockey Life

		Estimated Average	Most Retailer Cars Parked
Saturday, January 21st	Two-way Traffic Count	Retailer Cars Parked	At Once
9am to 10am	17	4	8
10am to 11am	28	9	13
11am to 12pm	35	10	16
12pm to 1pm	40	10	18
1pm to 2pm	36	12	17
2pm to 3pm	30	8	20
3pm to 4pm	35	12	18
4pm to 5pm	22	10	15
5pm to 6pm	15	6	10

		Estimated Average	Most Retailer Cars Parked
Saturday, January 28th	Two-way Traffic Count	Retailer Cars Parked	At Once
9am to 10am	17	12	14
10am to 11am	36	18	20
11am to 12pm	36	16	18
12pm to 1pm	30	12	17
1pm to 2pm	42	18	19
2pm to 3pm	35	18	24
3pm to 4pm	36	16	20
4pm to 5pm	23	10	10
5pm to 6pm	18	8	10

## **DYMON Orleans / National Sports**

Saturday, January 21st	Two-way Traffic Count	Estimated Average Retailer Cars Parked	Most Retailer Cars Parked At Once
9am to 10am	8	5	8
10am to 11am	20	5	7
11am to 12pm	32	14	18
12pm to 1pm	30	12	12
1pm to 2pm	42	16	20
2pm to 3pm	31	10	15
3pm to 4pm	30	10	16
4pm to 5pm	21	10	12
5pm to 6pm	14	6	8

		Estimated Average	Most Retailer Cars Parked
Saturday, January 28th	Two-way Traffic Count	Retailer Cars Parked	At Once
9am to 10am	12	5	6
10am to 11am	17	5	6
11am to 12pm	24	8	8
12pm to 1pm	23	8	10
1pm to 2pm			
2pm to 3pm			
3pm to 4pm			
4pm to 5pm			
5pm to 6pm			