



# Technical Memorandum

To:	Wally Dubyk – City of Ottawa	Date:	2019-03-27
Cc:	Christopher Gordon, P. Eng. – CGH Transportation		
From:	Mark Crockford, P.Eng.	Project Number:	2019-12

## Re: 2826 Springland Drive, Step 1 Justification Memo

CGH Transportation has been retained to examine the traffic impacts associated with the proposed development of a small daycare facility at 2826 Springland Drive. We have started the TIA process with the Step 1 Screening Form. This development is a unique trip generator and is in a unique location. Therefore, this memo supplements the Step 1 Screening Form by providing additional information about the operation of the Daycare as it relates to trip generation and access location.

To understand the trip generation characteristics of the daycare, a first principles trip generation exercise has been undertaken. The trip generation of the site is based on two parts those being the employees on the site, and the number of children being cared for at the facility. As employees need to be on the site prior to any children arriving, the employee trips will take place outside of the peak hour. Additionally, employee parking will be off-site (at the parking provided at Canoe Bay) and will not generate vehicle trips requiring access on Springfield Drive. Therefore, employee trip generation will not impact the peak hour trip generation. To determine the peak hour trip generation, the following data and assumptions have been used.

Childcare spaces: 88 total spaces

Arrivals will occur between 7:00 AM and 9:00 AM.

Assume that 15% are multiple drop-offs (i.e. more than one child dropped off with a single car)

Using the above information, it was determined that there would be 1 drop off every two minutes. This amount of traffic will be easily absorbed by the adjacent road volumes within the daily variation of traffic. Additionally, these trips are not new trips on the network. Those dropping off children are primarily local and would be on their way to their ultimate destinations (e.g. work). Therefore, this development will not generate enough traffic to warrant a TIS.

The proposed driveway is approximately 120 metres from the nearby intersection of Springland Drive and Walkley Road. If the use were a higher trip generator, it might be suitable to examine the proximity trigger, however, given the low volumes of traffic that are projected to be generated by the proposed development, the accesses between the proposed access point and the intersection (a church driveway and a local road), and that the driveway is beyond the turning lane, this access is considered to be outside of the area of influence of the nearby intersection.

Based on the above, and the attached Step 1 Form, the proposed daycare at 2826 Springland Drive does not require a Transportation Impact assessment to support the development application.