
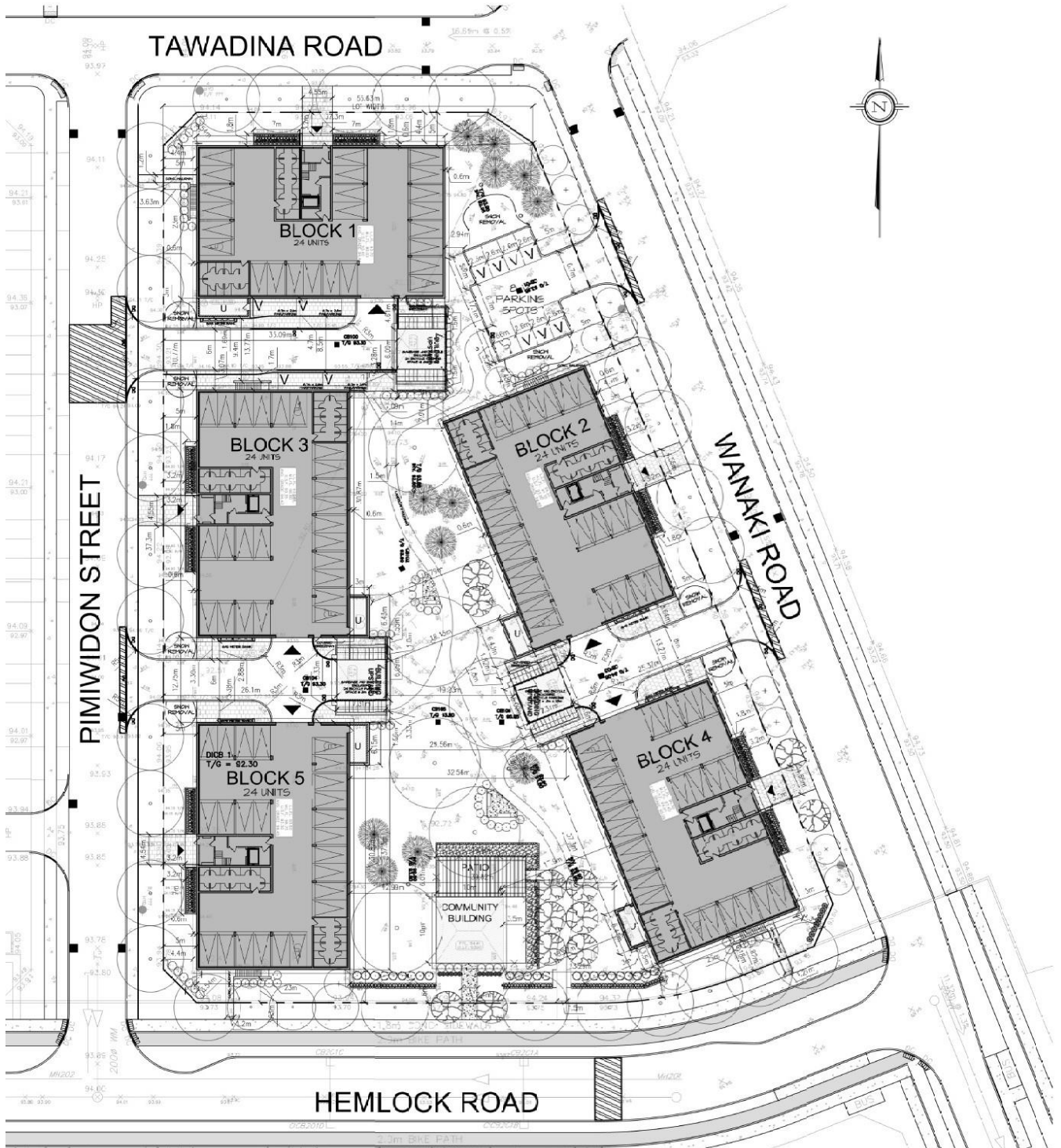


City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	475 Wanaki Road, Ottawa, ON
Description of Location	<p>Wateridge Village – Northwest corner of Hemlock Road/ Wanaki Road intersection</p> 
Land Use Classification	Residential
Development Size (units)	120 dwelling units
Development Size (m ²)	100m ² Community Building
Number of Accesses and Locations	<p>Two (2) full-movement access intersections on Wanaki Road</p> <p>Two (2) full-movement access intersections on Pimiwidon Street</p>
Phase of Development	Single Phase
Buildout Year	2023

If available, please attach a sketch of the development or site plan to this form.



2. Trip Generation Trigger

Considering the Development's Land Use type and Size (as filled out in the previous section), please refer to the Trip Generation Trigger checks below.

Land Use Type	Minimum Development Size
Single-family homes	40 units
Townhomes or apartments	90 units
Office	3,500 m ²
Industrial	5,000 m ²
Fast-food restaurant or coffee shop	100 m ²
Destination retail	1,000 m ²
Gas station or convenience market	75 m ²

* If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.

The proposed development consists of 120 dwelling units, a net increase of just 15 units over the minimum 105 unit target density for this approximate 1 hectare site, as planned for in the *Former CFB Rockcliffe Community Design Plan (August 2015)*. The minimum density target was based on the 'low- to mid-rise residential' land use provided in Table 5.2 of the CDP, as shown below:

Table 5.2: Land Use Distribution and Density

Land Use	Land Area (ha)	Minimum Density (units/ha)	Minimum Units	Target Employment (jobs)	Estimated Population
Low-Rise Residential	8.94		427		1,167
Blocks 11, 15-17, 19-21, 55	6.53	32	209	n/a	619
Blocks 53, 57	2.41	91	219	n/a	548
Low- To Mid-Rise Residential	19.88	105	2,087	n/a	3,964

Source: *Former CFB Rockcliffe Community Design Plan (Aug. 2015)*, Table 5.2

This increase in dwelling units would equate to roughly an additional 7 two-way vehicular trips during the weekday morning and afternoon peak hours by applying a mode share consistent with other TIAs completed for Wateridge Village. A Community Building of approximately 100 square metres that is planned within the site is expected to generate mostly pedestrian trips from within the Wateridge community and few vehicle trips as well. Overall, the additional vehicular trips resulting from the

proposed site plan in comparison to the minimum target density in the CDP would generate a negligible increase in traffic when divided amongst the three regionally-connected site access intersections (i.e. connections to Montreal Road & the Aviation Parkway).

Further, a TIA was completed by Dillon Consulting in February 2019 to study the traffic impacts of the Phase 2A/2B development and included a Monitoring Program to assess operations at constrained network intersections such as Montreal Road/ St. Laurent Boulevard and Montreal Road/ Aviation Parkway. Consideration was given to evaluating other potential issues such as cut-through traffic within the community with the opening of the Hemlock Road access at the Aviation Parkway.

Based on the results above, the Trip Generation Trigger was NOT satisfied.

3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit or Spine Bicycle Networks?		<input checked="" type="checkbox"/>
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*		<input checked="" type="checkbox"/>

**DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA).*

Although technically part of the TMP's future Transit Priority Corridor, Hemlock Road is now planned to support local transit routes within the Wateridge Community only and will not function as a 'Transit Priority Corridor'.

Based on the results above, the Location Trigger was NOT satisfied.

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 km/hr or greater?		<input checked="" type="checkbox"/>
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		<input checked="" type="checkbox"/>
Is the proposed driveway 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)?		<input checked="" type="checkbox"/>
Is the proposed driveway within auxiliary lanes of an intersection?		<input checked="" type="checkbox"/>
Does the proposed driveway make use of an existing median break that serves an existing site?		<input checked="" type="checkbox"/>

Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		<input checked="" type="checkbox"/>
Does the development include a drive-thru facility?		<input checked="" type="checkbox"/>

Based on the results above, the Safety Trigger was NOT satisfied.

5. Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?		<input checked="" type="checkbox"/>
Does the development satisfy the Location Trigger?		<input checked="" type="checkbox"/>
Does the development satisfy the Safety Trigger?		<input checked="" type="checkbox"/>

As indicated above, none of the triggers were satisfied. Therefore, a TIA Study is not required for the Wateridge Phase 2B, Block 1 development.