Transportation Impact Assessment – Step 1 & 2: Screening & Scoping

4840 Bank Street

Prepared for Regional Group
by IBI Group
April 22, 2022

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1 Introduction

IBI Group (IBI) was retained by Regional Group to undertake a Transportation Impact Assessment (TIA) in support of a Site Plan Control application for 4840 Bank Street, Ottawa.

In accordance with the City of Ottawa's Transportation Impact Assessment Guidelines, published in June 2017, the following report is divided into four major components:

- **Screening** – Prior to the commencement of a TIA, an initial assessment of the proposed development is undertaken to establish the need for a comprehensive review of the site based on three triggers: Trip Generation, Location and Safety.
- **Scoping** – This component of the TIA report describes both the existing and planned conditions in the vicinity of the development and defines study parameters such as the study area, analysis periods and horizon years of the development. It also provides an opportunity to identify any scope exemptions that would eliminate elements of scope described in the TIA Guidelines but not relevant to the development proposal, based on consultation with City staff.
- **Forecasting** – The Forecasting component of the TIA is intended to review both the development-generated travel demand and the background network travel demand, and provides an opportunity to rationalize this demand to ensure projections are within the capacity constraints of the transportation network.
- **Analysis** – This component documents the results of any analyses undertaken to ensure that the transportation related features of the proposed development are in conformance with prescribed technical standards and that its impacts on the transportation network are both sustainable and effectively managed. It also identifies a development strategy to ensure that what is being proposed is aligned with the City of Ottawa's city-building objectives.

Throughout the development of a TIA report, each of the four study components above are submitted in draft form to the City of Ottawa and undergo a review by a designated Transportation Project Manager. Any comments received are addressed to the satisfaction of the City's Transportation Project Manager before proceeding with subsequent components of the study. Technical comments and responses are included in **Appendix A**.

Dependent on the findings of this report, the complete submission of this Transportation Impact Assessment may also require Functional Design Drawings of recommended roadway improvements to support a Roadway Modification Application (RMA). The submission may also require a post-development Monitoring Plan to track performance of the planned TIA Strategy. The need for these two elements will be confirmed through the analysis undertaken for this report.

2 TIA Screening

An initial screening was completed to confirm the need for a Transportation Impact Assessment by reviewing the following three triggers:

- **Trip Generation**: Based on the magnitude of the proposed development, the minimum development size threshold for apartment units has been met and therefore the Trip Generation trigger is satisfied.
- **Location**: The proposed development will not be located in a Design Priority Area or Transit Oriented Development; however, it will be accessed from a boundary street that is a Spine Bicycle route. The Location trigger is therefore satisfied.
- **Safety**: Boundary street conditions were reviewed to determine if there is an elevated potential for safety concerns adjacent the site. As the proposed development will access Bank Street, an arterial roadway with a posted speed limit of 80 km/h, there may be potential for safety concerns and therefore the Safety trigger is satisfied.

As the proposed development meets the Trip Generation, Location and Safety triggers, the need to undertake a Transportation Impact Assessment is confirmed.

A copy of the Screening Form is provided in **Appendix B**.

3 Project Scoping

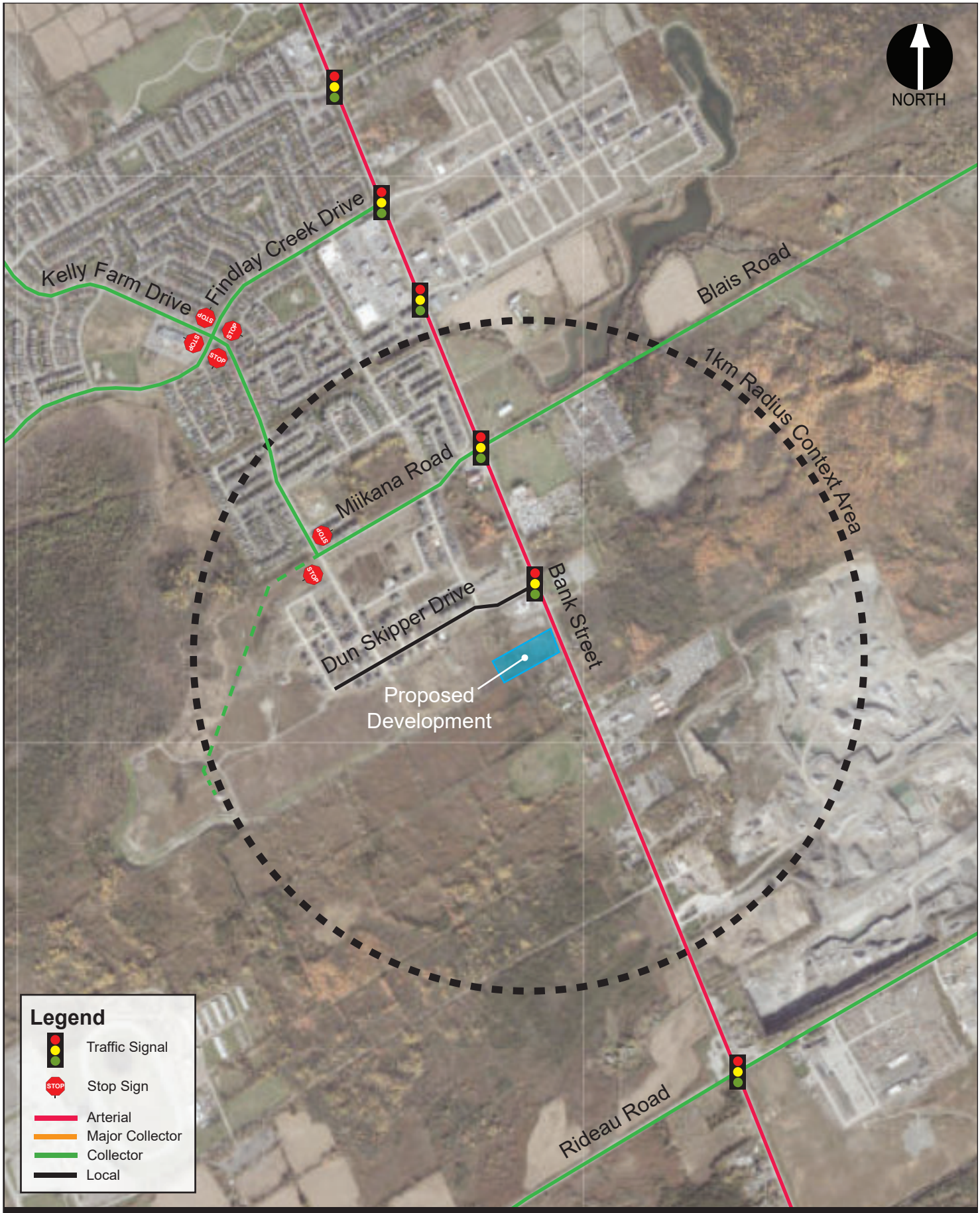
3.1 Description of Proposed Development

3.1.1 **Site Location**

The proposed development is located at 4840 Bank Street within the Leitrim Community, approximately 175 metres south of Dun Skipper Drive. The property is approximately 1.5 hectares in size, and is bound by Bank Street to the east, the 4836 Bank Street commercial development to the north, and undeveloped greenfield lands to the west and south.

Based on GeoOttawa, the subject site is currently zoned GM – General Mixed-Use Zone.

The site location and its surrounding context is illustrated in **Exhibit 1**.



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4840 Bank Street
Transportation Impact Assessment

Exhibit 1:
Site Location

PROJECT No. 137175

SCALE: 0m 125m 250m

3.1.2 Land Use Details

The proposed development is indicated in **Exhibit 2**. The proposed development will consist of three, four-storey mid-rise apartment buildings, as shown in **Table 1**.

Table 1 – Land Use Statistics

LAND USE	NUMBER OF BUILDINGS	UNITS PER BUILDING	TOTAL UNITS
Mid-Rise Apartment	3	60	180

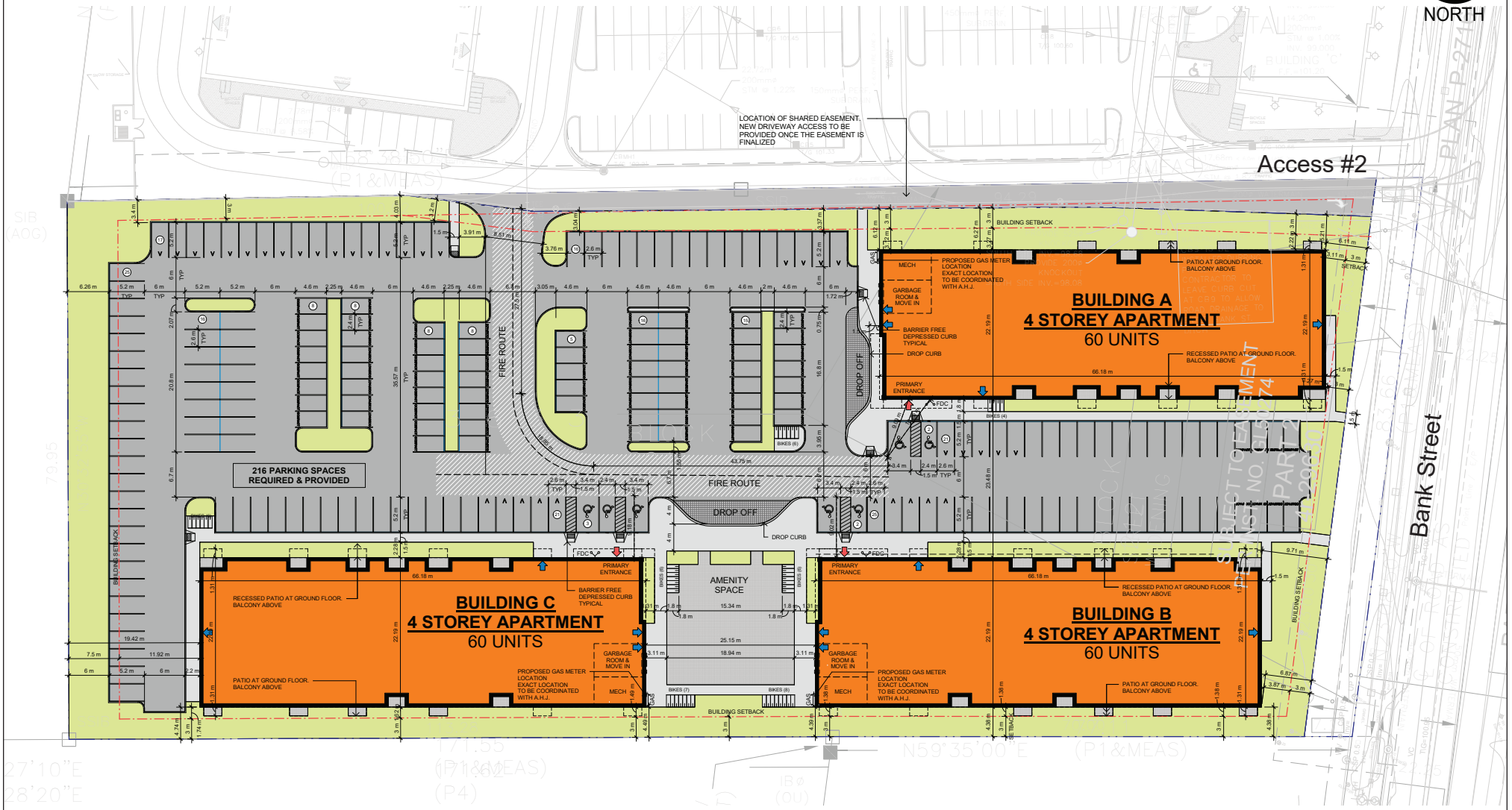
The proposed development is expected to be fully built-out and occupied by the end of 2025.

3.1.3 Site Layout

The proposed development will provide a total of 216 surface parking stalls, 45 indoor vertical bicycle parking spaces and 45 outdoor bicycle parking spaces.

The development will be served by two private approaches: an existing all-movements access on Dun Skipper Drive associated with the adjacent 4836 Bank Street site as well as an existing right-in/right-out access on Bank Street which will be shared with the adjacent 4836 Bank Street site.

The proposed development is illustrated in **Exhibit 2**.



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4840 Bank Street
Transportation Impact Assessment

Exhibit 2:
Proposed Development

PROJECT No. 137175

SCALE: 0m 10m 20m

3.2 Existing Conditions

3.2.1 Existing Road Network

3.2.1.1 Roadways

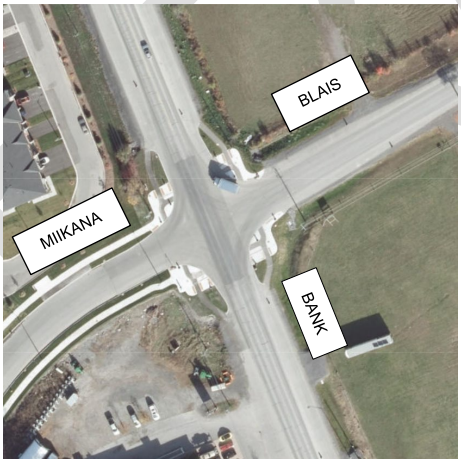
Table 2 below summarizes the details of the boundary roadways as well as other streets within the context area of the proposed development. All roadways are under the jurisdiction of the City of Ottawa.

Table 2 - Existing Roadways

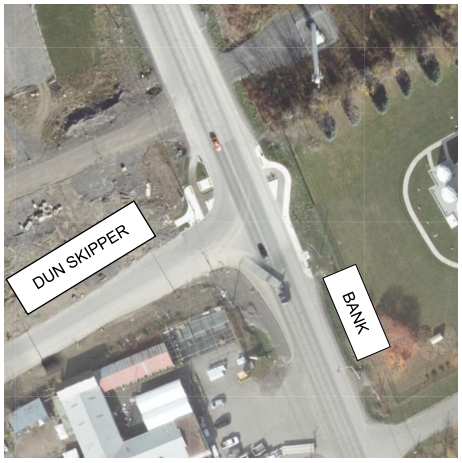
NAME	CLASS	ORIENTATION & EXTENTS	CROSS-SECTION	ROW (m)	SPEED LIMIT (km/h)
Bank Street	Arterial	North-South, Wellington to Ottawa City limits	2-Lane, Rural, Undivided	44.5	80
Blais Road	Collector	East-West, Bank to Hawthorne	2-Lane, Rural, Undivided	26	50
Miikana Road	Collector	East-West, west of Kelly Farm to Bank	2-Lane, Urban, Undivided	24	50
Dun Skipper Drive	Local	East-West, Miikana to Bank	2-Lane, Urban, Undivided	24	50

3.2.1.2 Intersections

The following existing intersections have been identified as having the greatest potential to be impacted by the proposed development:



- **Bank & Blais/Miikana** is a recently constructed four-legged signalized intersection with auxiliary left-turn lanes on all approaches, a southbound right-turn lane, as well as pedestrian crosswalks and bicycle cross-rides on all approaches. It should be noted that the bicycle cross-rides connect to cycle tracks on Bank Street which terminate a short distance from the intersection. The bicycle cross-rides do not connect to any cycling facilities on Blais Road or Miikana Road.



- **Bank & Dun Skipper** is a recently constructed three-legged signalized intersection with auxiliary left-turn lanes on the northbound and eastbound approaches, a southbound right-turn lane. In terms of active transportation facilities, pedestrian crosswalks exist on all approaches, while bicycle cross-rides exist on the south- and eastbound approaches. A cycle track exists on Bank Street on the west side of the intersection which terminates a short distance from the intersection, while a short segment of cycle track has been provided on the east side of the intersection which only connects to the cross-ride on the southbound approach. The bicycle cross-rides do not connect to any cycling facilities on Dun Skipper Drive.

In addition to the above intersections, site-generated traffic will contribute to the following two private approaches:

- The recently-constructed right-in/right-out driveway on Bank Street which straddles the shared property boundary between the subject site and 4836 Bank Street (Home Hardware) immediately to the north.
- The full-movement driveway on Dun Skipper Drive which is also associated with the adjacent 4836 Bank Street development. This access will be entirely within the property of 4836 Bank Street but will be utilized by site-generated traffic to access the site.

3.2.1.3 Traffic Management Measures

There are currently no existing traffic management or traffic calming measures on the boundary streets within the vicinity of the proposed development.

3.2.1.4 Nearby Driveways

Within 200m of the site access on Bank Street, there are a number of private driveways associated with commercial or light industrial developments. Along Dun Skipper Drive there are numerous low-volume private residential driveways adjacent to the site. **Figure 1** delineates all driveways in orange within 200m of the site access on Bank Street.

Figure 1 - Nearby Driveways

3.2.2 Existing Bicycle and Pedestrian Facilities

With the exception of the pedestrian and cycling facilities provided at intersections, paved shoulders exist along both sides of Bank Street within the context area in lieu of more formal facilities. Additionally, concrete sidewalks have been provided on both sides of Miikana Road and Dun Skipper Drive.

3.2.3 Existing Transit Facilities and Service

The following transit routes, operated by OC Transpo, exist within the vicinity of the site:

Table 3 - Existing Transit Routes

ROUTE	ROUTE TYPE	TERMINUSES	PEAK PERIOD FREQUENCY
#93	Regular, all-day	Leitrim to Greenboro/Hurdman	30 minutes
#294	Weekday, peak period	Dun Skipper/Cedar Creek to Hurdman	30 minutes
#304	Thursday-only service	Osgoode/Greely/Metcalfe to Billings Bridge/South Keys	One outbound trip in the morning and one return trip in the afternoon
#699	Weekday, peak period	Bank/Rotary to Pierre-de-Blois	Two outbound trips in the morning and two return trips in the afternoon

It should be noted that Route #93 only provides service within the study area once per week on Sundays to coincide with the peak hour of worship for the existing Hindu Temple of Ottawa Carleton. At all other times Route #93 is only accessible via bus stops at the Bank & Findlay Creek intersection, approximately 1.4km north of the site.

The nearest bus stop to the proposed development which provides access to weekday service is located at the Dun Skipper & Cedar Creek intersection, approximately 200m north of the proposed development. The bus stop next to the Hindu Temple of Ottawa Carleton is approximately 150m northeast of the site, however as discussed above, only has transit service once per week.

The existing transit network within the vicinity of the proposed development is illustrated in **Figure 2**. Transit service maps for the individual routes above are provided in **Appendix C**.

Figure 2 – Existing Transit Service

3.2.4 Collision History

A review of historical collision data has been reviewed for the road network surrounding the proposed development. The TIA Guidelines require a safety review if at least six collisions for any one movement or of a discernible pattern, over a five year period have occurred. **Table 4** summarizes all reported collisions between January 1, 2016 and December 31, 2020.

Table 4 – Reported Collisions within Vicinity of Proposed Development

LOCATION	# OF REPORTED COLLISIONS
Bank & Blais	13
Bank & Dun Skipper	1

Based on the collision history summarized above, the Bank & Blais intersection may warrant further review.

Detailed collision records are provided in **Appendix D**.

3.3 Planned Conditions

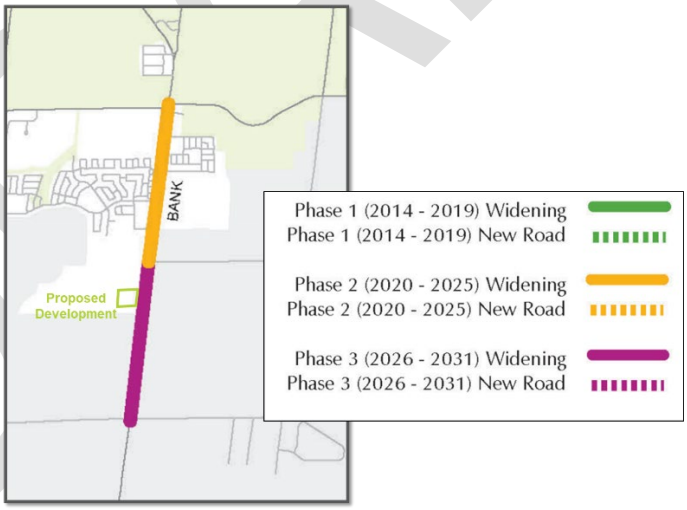
3.3.1 Transportation Network

3.3.1.1 Future Road Network Projects

The 2013 Transportation Master Plan (TMP) has established a Road Network Concept Plan for Ottawa which includes future road infrastructure projects that will be required to support the City's growth projections and travel behaviour targets by 2031.

The TMP has also identified an Affordable Network, as shown in **Figure 3**, which is a made up of a subset of projects in the Network Concept Plan that can be realistically constructed by 2031, given restrictions of funds that are expected during this period.

Figure 3 - Future Road Network Projects



Source: 2013 Transportation Master Plan – Map 11 '2031 Affordable Network'

According to the TMP, Phase 2 involves widening Bank Street from 2 lanes to 4 lanes from Leitrim Road to Blais Road/Urban Boundary and Phase 3 will widen Bank Street from 2 lanes to 4 lanes further south to Rideau Road. The Bank Street Widening aims to provide additional vehicular capacity for future travel, as well as integrate formal pedestrian and cycling facilities into the urban cross-section. Pedestrian infrastructure will be in the form of sidewalks, while cyclists will be accommodated through a set of multi-use pathways within the Greenbelt and paved shoulder that will be separate from the travel lane by use of a rumble strip within the rural area.

The Bank Street Widening Class Environmental Assessment Study (Bank Street EA) triggered an update to the staging of recommended modifications in the TMP. These changes have been summarized in **Table 5**.

Table 5 - Staging of Recommended Modifications in the Bank Street EA

PROJECT DETAILS
Phase 2: 2020–2025
Widen Bank Street from 2 to 4 lanes from Leitrim Road to Findlay Creek Drive including widening Leitrim Road to 4-lanes through the intersection.
Phase 3: 2026–2031
Widen Bank Street from Findlay Creek Drive to south of Blais Road/ the Urban Boundary from 2 to 4 lanes.
Beyond 2031
Widen Bank Street from south of the Urban Boundary to Rideau Road from 2 to 4 lanes, including a two-way left turn lane within the rural area. Widen Bank Street to 6 lanes through the Leitrim Road intersection.

The 2019 City-Wide Development Charges (DC) Background Study (Hemson, March 2019) identified that funds would be available for widening Bank Street between Leitrim Road and Shuttleworth Drive in 2020-2024 and funds for widening between Shuttleworth Drive and Dun Skipper Drive would be available in 2030-2031. Based on recent discussions with City staff, however, it is understood that the Bank Street widening from Leitrim Road to Dun Skipper Drive is tentatively scheduled to begin in 2023.

In addition to the Bank Street widening, the 2013 TMP identified the need to extend Earl Armstrong Road east from its current terminus at High Road up to Hawthorne Road as part of the 2031 Network Concept. The timing for this extension is planned for beyond 2031. An Environmental Assessment (EA) Study was completed in June 2019 for this extension which identified that the proposed extension would intersect with Bank Street approximately 175m south of the proposed development at a new multi-lane roundabout. **Figure 4** and **Figure 5** illustrate the planned roadway cross-section of the Earl Armstrong Road extension.

Figure 4 - Earl Armstrong Road Extension Cross-Section: Albion Road to Bank Street

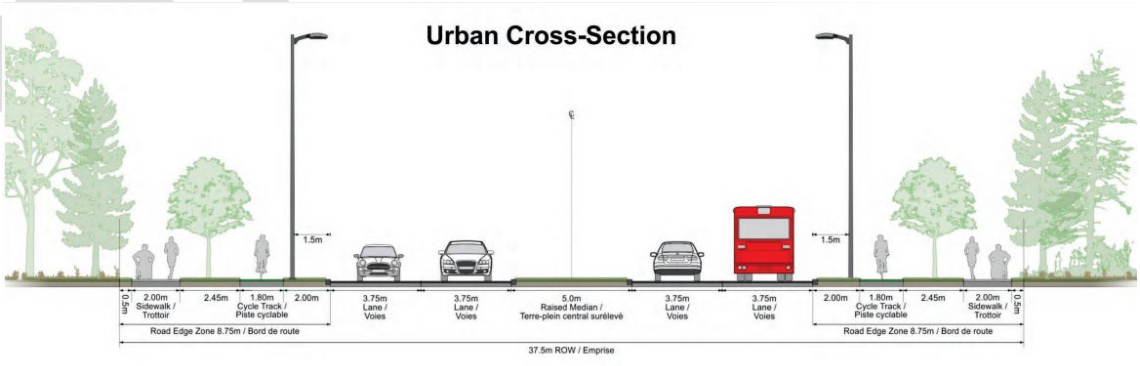
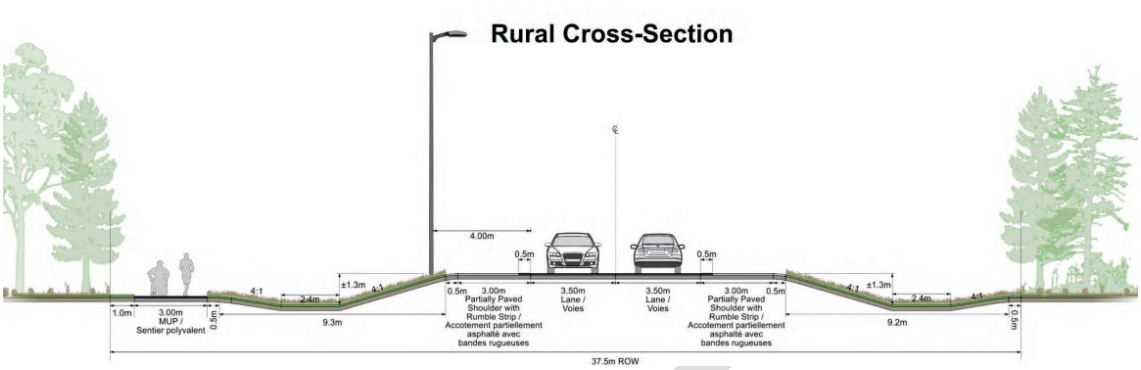


Figure 5 - Earl Armstrong Road Extension Cross-Section: Bank Street to Hawthorne Road



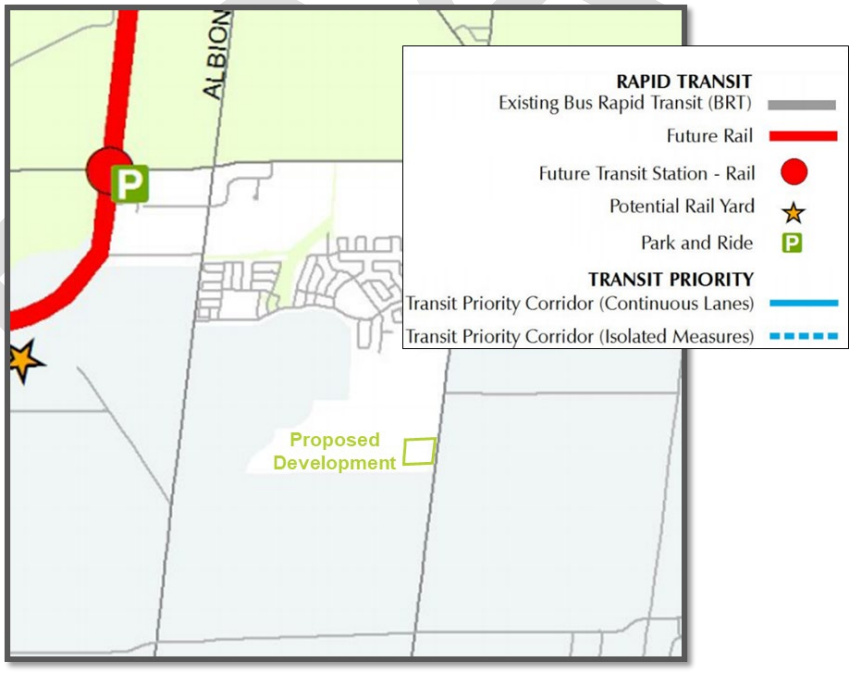
3.3.1.2 Future Transit Facilities and Services

As indicated in the TMP's 2031 Affordable Network there are no additional transit facilities proposed within the vicinity of the subject property.

It is expected that existing transit routes will be modified and extended south along Bank Street to better serve residential development along Miikana Road and Dun Skipper Drive. Both roads include the typical 24m ROW protection that is minimum requirement for OC Transpo transit service.

Figure 6 shows the transit infrastructure projects in the vicinity of the proposed development that are part of the 2031 Affordable Network.

Figure 6 - Future 'Affordable RTTP Network Projects'



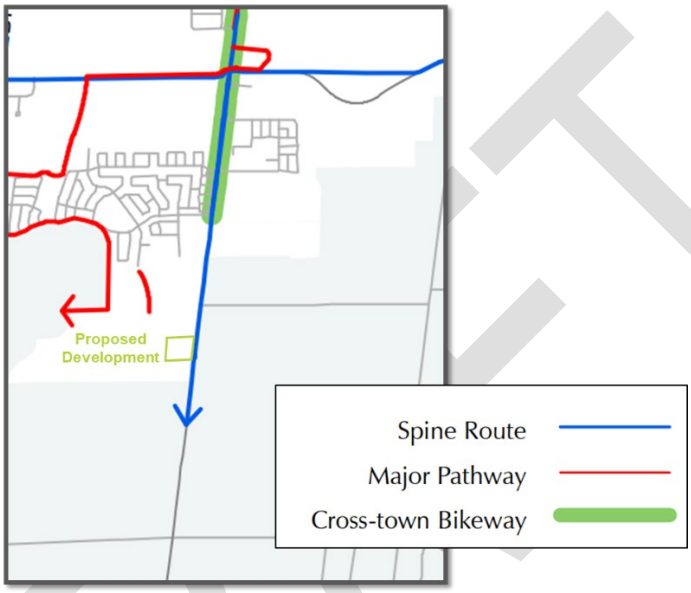
Source: 2013 Transportation Master Plan – Map 5 '2031 Affordable Network'

3.3.1.3 Future Cycling and Pedestrian Facilities

The Bank Street EA addresses active transportation needs through the implementation of formal cycling and pedestrian facilities. Accommodations for pedestrians will be in the form of sidewalks. For cyclists, paved shoulders along Bank Street have been recently implemented as part of the interim design and grade-separated cycle tracks are planned as part of the ultimate redesign of Bank Street.

Figure 7 shows the future cycling connections within the vicinity of the subject site.

Figure 7 – Cycling Connections



Source: 2013 Transportation Master Plan – Map 1 'Primary Urban'

3.3.2 Future Adjacent Developments

The City of Ottawa Transportation Impact Assessment (TIA) Guidelines specify that all significant developments proposed within the surrounding area which are likely to occur within the study's horizon year must be identified and taken into consideration in the development of future background traffic projections.

In 2017, a Master Transportation Study was undertaken by IBI Group for the Leitrim Community (Leitrim MTS), which considered the cumulative impact of all development lands within the Bank Street corridor.

Future adjacent developments included in the Leitrim MTS are shown in **Exhibit 3** and are described in **Table 6**. The buildout dates have been adjusted to reflect development that has occurred since the completion of the MTS.

Table 6 – Adjacent Developments: Leitrim MTS

DEVELOPMENT NAME	LAND USE	GLA (m^2)/ DWELLING UNITS	EXPECTED BUILD-OUT/ OCCUPANCY DATE
Transport Canada	Residential	231 units	2029
Pathways (Remer and Idone)	Residential	1,155 units	2029
	Commercial[1]	24,188 m^2	2022
Barrett Lands	Residential	797 units	2029
Barrett Lands Extension	Residential	150 units	2022
Cowan's Grove and Lilythorne (OPA 76 Area 9a and 9b)	Residential	1,319 units	2029
	Commercial	15,450 m^2	2022

Notes:

[1] – The commercial land use considered in the Leitrim MTS has been replaced with the subject development.

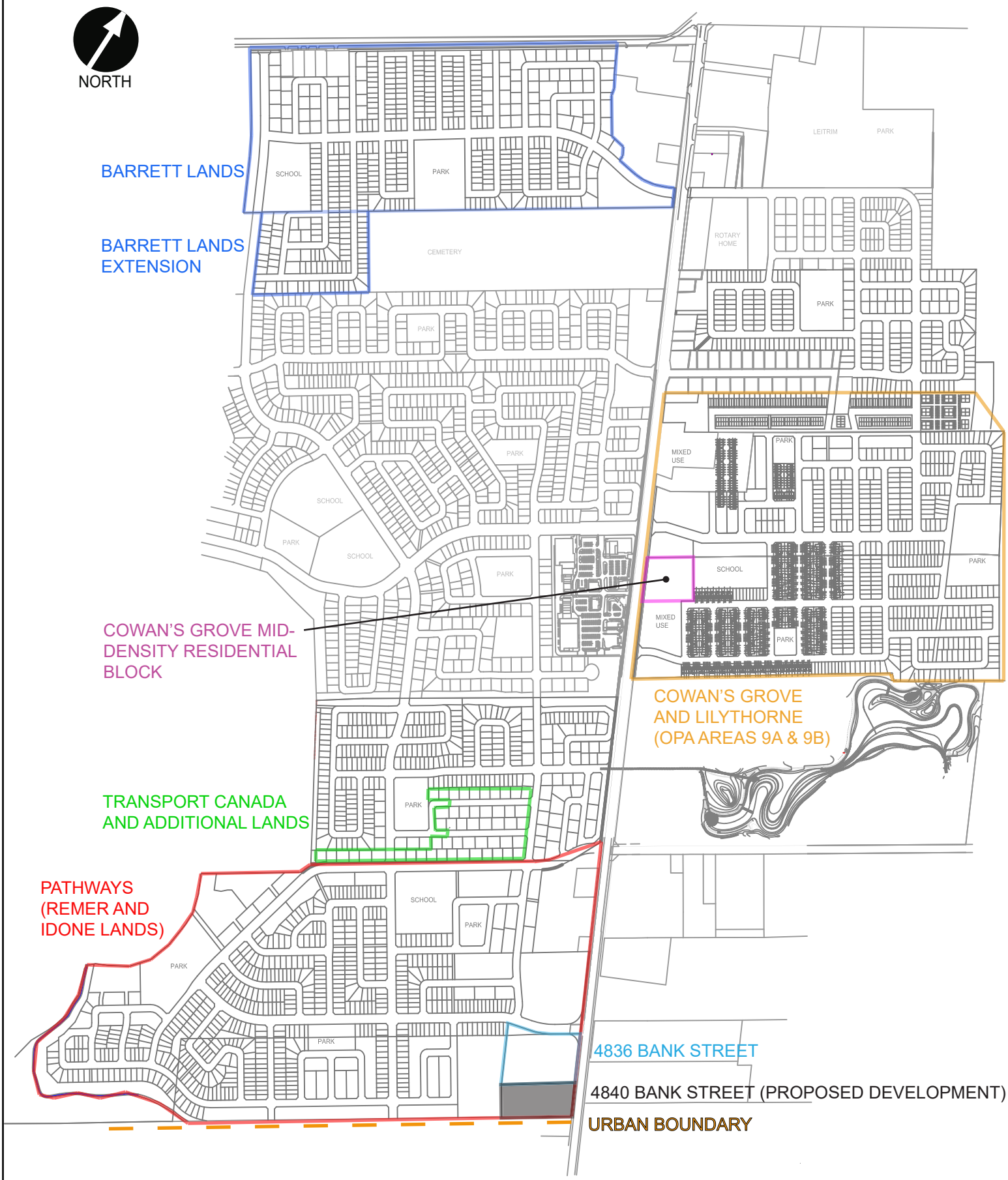
Further to the above developments that were considered in the Leitrim MTS, two additional adjacent developments were identified within the site's context area, as outlined in **Table 7** below.

Table 7 – Adjacent Developments since Leitrim MTS

DEVELOPMENT NAME	LAND USE	GLA/ DWELLING UNITS	EXPECTED BUILD-OUT/ OCCUPANCY DATE
Cowan's Grove Mid-Density Residential Block – 4791 Bank Street	Residential	102	2022
4836 Bank Street	Hardware Store[1]	2,997 m^2	2021
	Hotel	125	2023
	Restaurant	502 m^2	
	Commercial	987 m^2	

Notes:

[1] – At of the time of this study, the hardware store component of the 4836 Bank Street development has been built and is fully operational.



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4840 Bank Street
Transportation Impact Assessment

Exhibit 3:
Adjacent Developments

Project No. 137175

Scale: -100m 0 200m

3.4 Study Area

Based on a review of the information presented thus far, a study area bound by Dun Skipper Drive to the north, Bank Street to the east and the southern limit of the proposed development will provide a sufficient assessment of the development's impact on the adjacent transportation network. Although the Bank & Blais intersection is within the context area, site-generated traffic will only contribute to northbound and southbound through traffic and is therefore expected to have a negligible impact on overall traffic operations, particularly given that Bank Street is expected to be widened to four lanes prior to full buildout of the proposed development.

The following intersections will therefore be assessed for vehicular capacity as part of this study:

- Bank & Dun Skipper
- Dun Skipper & Access #1
- Bank & Access #2 (right-in/right-out)

A Multi-Modal Level of Service (MMLOS) analysis will be conducted for all existing and future signalized intersections within the study area, while segment-based MMLOS analysis will be conducted for the segment of Bank Street adjacent to the proposed development.

3.5 Time Periods

As the proposed development will consist of residential land uses, traffic generated during the weekday morning and afternoon peak hours is expected to result in the most significant impact to traffic operations on the adjacent road network.

3.6 Existing Lane Configurations and Traffic Volumes

The following weekday morning and afternoon peak hour turning movement counts were obtained from the City of Ottawa:

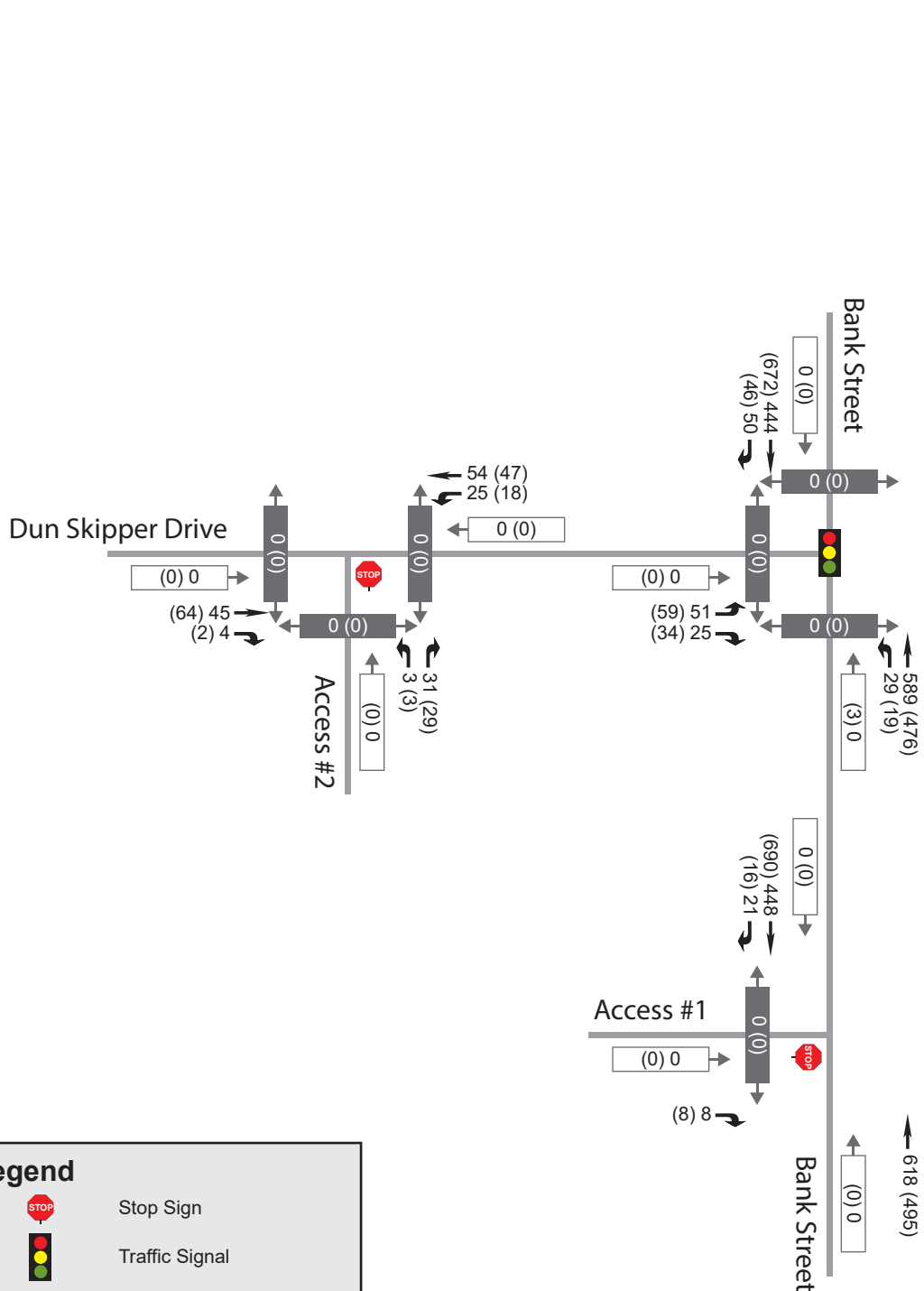
- Bank & Dun Skipper (City of Ottawa, October 19, 2021)

The above turning movement count was collected in the midst of the COVID-19 pandemic which has had a significant impact on commuter traffic patterns. As the intersection was only recently constructed, however, this is the only traffic count available for this location and therefore represents the best data available.

In order to account for the impact of the pandemic, the turning movement count was adjusted using data from the *COVID-19 Traffic Volume Monitoring at Intersections* data provided by the City of Ottawa through Open Ottawa. The nearest intersection for which data is available is the Airport Parkway & Hunt Club intersection. In October 2021, the data indicates that weekday morning peak hour traffic volumes were 16% lower than expected but that weekday afternoon peak hour traffic volumes were not significantly affected by the pandemic. The weekday morning peak hour traffic volumes were therefore increased in order to account for the impact of the pandemic.

Traffic volumes at the existing site access driveways on Bank Street and Dun Skipper Drive were estimated based on the traffic volume projections from the 4836 Bank Street TIA (IBI Group, October 2019) and the through volumes on Bank Street and Dun Skipper Drive were balanced with the Bank & Dun Skipper intersection volumes.

Weekday peak hour vehicular, pedestrian and cyclist traffic volumes representative of existing conditions are shown in **Exhibit 4** below. Traffic count data is provided in **Appendix E**. The lane configurations and intersection controls for the study area intersections are illustrated in **Exhibit 5**.



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4840 Bank Street
Transportation Impact Assessment

Exhibit 4:
Existing Traffic

PROJECT No. 137175

SCALE: N.T.S.

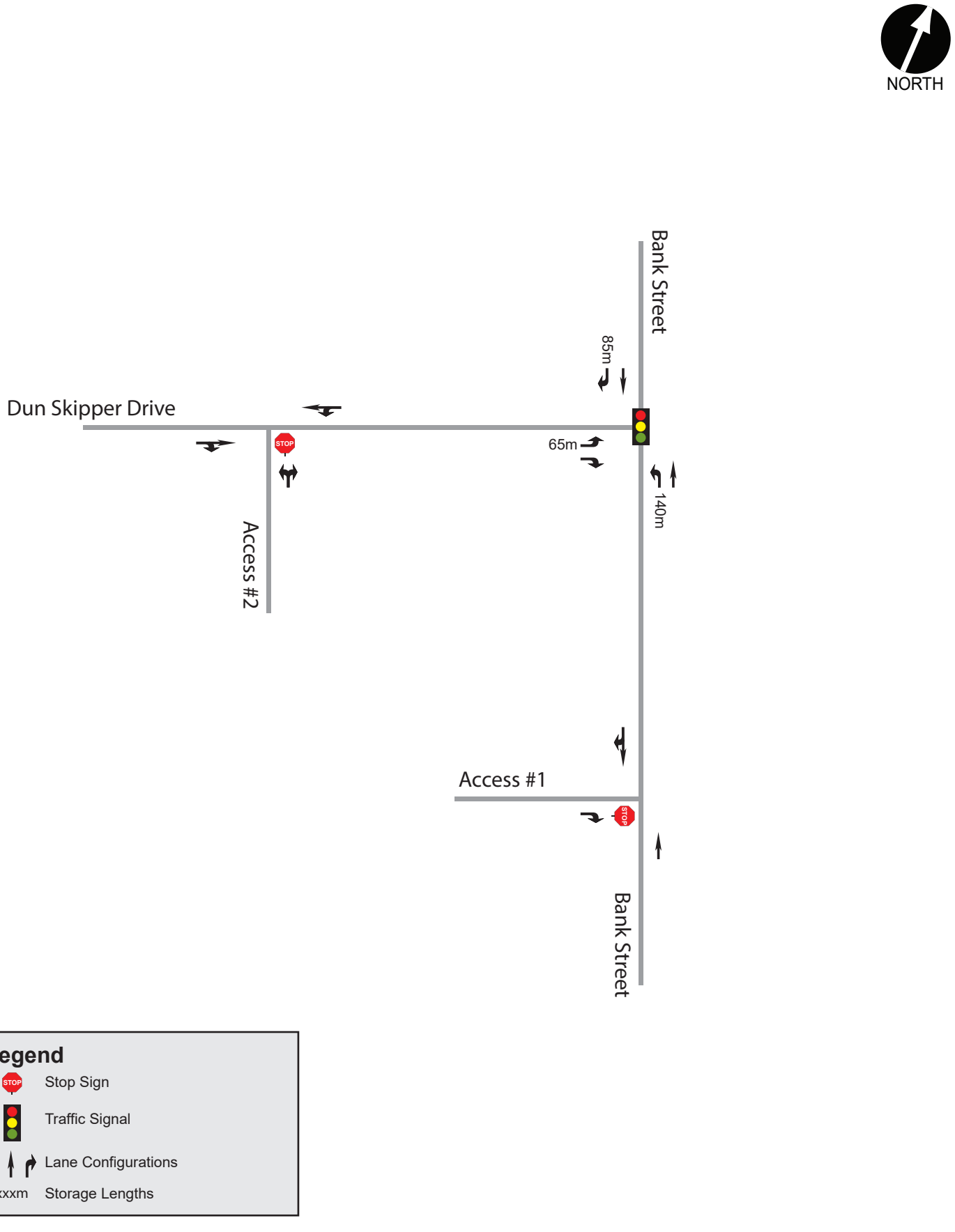

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Exhibit 5:
Existing Intersection Controls & Lane Configurations

PROJECT No. 137175

SCALE: N.T.S.

3.7 Analysis Years

The following analysis years will be assessed in this study:

- Year 2025 – Full Build-out/Occupancy of the Proposed Development
- Year 2030 – Full Build-out/Occupancy plus 5 years

3.8 Exemptions Review

The TIA Guidelines provide exemption considerations for elements of the Design Review and Network Impact components. **Table 8** summarizes the TIA modules that are not applicable to this study.

Table 8 - Exemptions Review

TIA MODULE	ELEMENT	EXEMPTION CONISDERATIONS	REQUIRED
DESIGN REVIEW COMPONENT			
4.1 Development Design	4.1.2 Circulation and Access	• Only required for site plans	✓
	4.1.3 New Street Networks	• Only required for plans of subdivision	✗
4.2 Parking	4.2.1 Parking Supply	• Only required for site plans	✓
	4.2.2 Spillover Parking	• Only required for site plans where parking supply is 15% below unconstrained demand	✗
NETWORK IMPACT COMPONENT			
4.5 Transportation Demand Management	All Elements	• Not required for site plans expected to have fewer than 60 employees and/or students on location at any given time	✓
4.6 Neighbourhood Traffic Management	4.6.1 Adjacent Neighbourhoods	• Only required when the development relies on local or collector streets for access and total volumes exceed ATM capacity thresholds	✓
4.8 Network Concept	n/a	• Only required when proposed development generates more than 200 person-trips during the peak hour in excess of the equivalent volume permitted by established zoning	✗

Appendix A – City Technical Comments

4840 Bank Street
Meeting Summary Notes
Jan 12, 2022, Online Teams Meeting

Attendees:

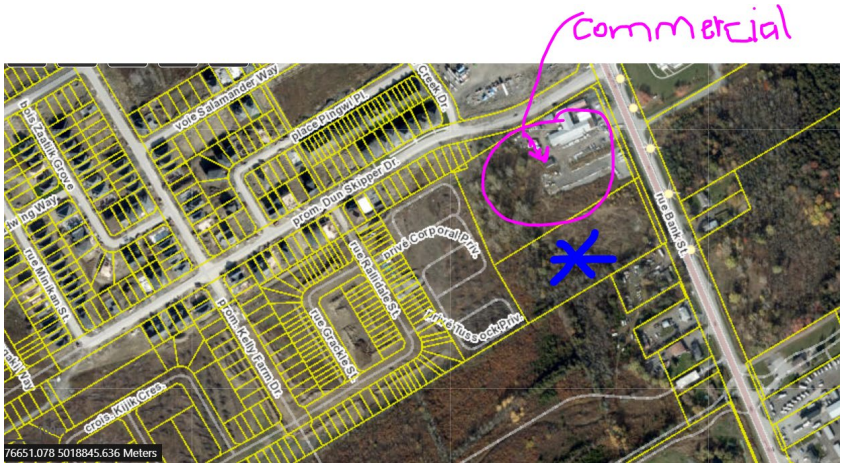
- Kelly Rhodenizer, Regional Group
- Nikita Jariwala, Regional Group
- Erin O'Connor – Regional Group;
- James Ireland (Novatech)
- David Hook – IBI, traffic
- Doug Cave (Jim Moffat) IBI, Civic
- Tyler Cassidy, Kelsey Charie (Project Manager, EIT, City of Ottawa)
- Christopher Moise (Urban Designer, Architect, City of Ottawa)
- Mark Richardson, Planning Forester
- James Holland, SNCA
- Burl Walker, Parks
- Tracey Scaramozzino (File Lead, Planner, City of Ottawa)

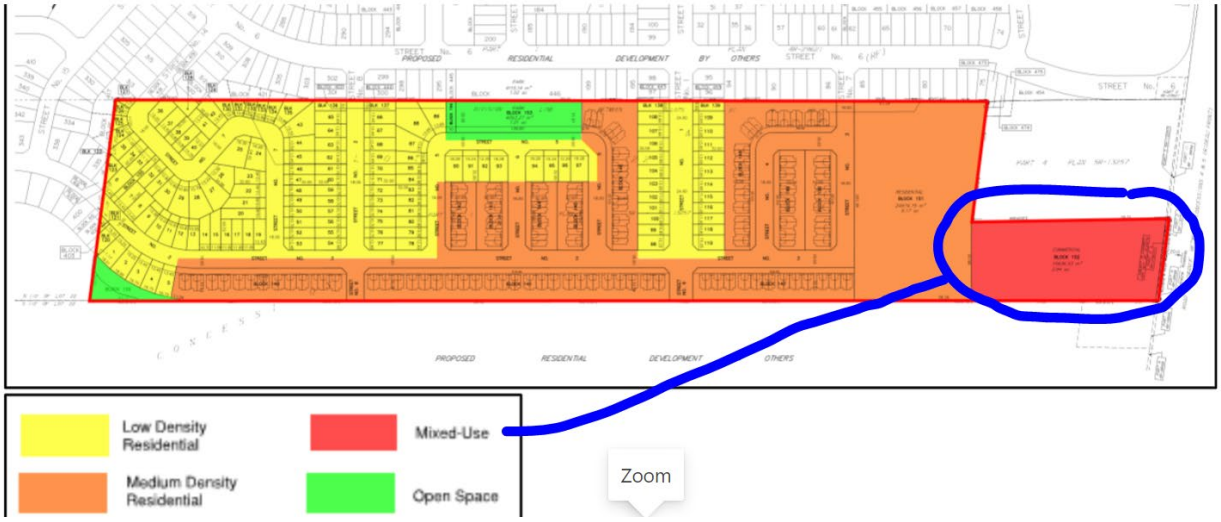
Not in Attendance:

- Matthew Hayley, Environmental Planner
- Mike Giampa (Transportation Project Manager, City of Ottawa)

Issue of Discussion:

- PUD Site Plan for 3, 6-storey rental apts, 92-units each; Total of 276 d/u; 173 parking at grade and 158 parking u/g
- Similar Product to a recently approved site plan at 2045, 2055, 2065 Portobello Blvd, Orleans.
- Within Idone Plan of Subdivision D07-16-17-0006





Planning Rationale from the Ione Draft Plan of Subdivision

Proposal

Elevations from 2045, 2055, 2065 Portobello Blvd, Orleans – similar to current proposal

1. **Current Official Plan**
    1. General urban, Developing Community/Expansion Area

2. **Draft Official Plan**
    1. Suburban Transect, Hub and Evolving n'hood designation

3. **Zoning Information**
    1. GM (with R5 to west, GM to north and rural to the south)
    2. Clarification that this site falls is in Area D of the parking schedule and <u>tenant</u> parking is required at 1 space/du.

Table 101- Minimum parking space rates R12 to R21 (By-law 2016-249)

Row	I Land Use	II Area X and Y on Schedule 1A	III Area B on Schedule 1A	IV Area C on Schedule 1A	V Area D on Schedule 1A
R12	Dwelli Mid-high Rise Apartme	0.5 per dwelling unit	0.5 per dwelling unit	1.2 per dwelling unit	1 per dwelling unit
R13	[reserved]				

4. **Infrastructure/Servicing (Tyler Cassidy):**

1. The Servicing Study Guidelines for Development Applications are available at the following address:
https://ottawa.ca/en/city-hall/planning-and-development/how-developproperty/development-application-review-process-2/guide-preparing-studies-and-plans
2. Servicing and site works shall be in accordance with the following documents:

- Ottawa Sewer Design Guidelines (October 2012) and all the Technical Bulletins including, Technical Bulletin PIEDTB-2016-01 and ISTB-2018-01
- Ottawa Design Guidelines – Water Distribution (2010) and Technical Bulletins ISD-2010-2, ISDTB-2014-02 and ISTB-2018-02
- Geotechnical Investigation and Reporting Guidelines for Development Applications in the City of Ottawa (2007)
- City of Ottawa Slope Stability Guidelines for Development Applications (revised 2012)
- City of Ottawa Environmental Noise Control Guidelines (January, 2016)
- City of Ottawa Park and Pathway Development Manual (2012)
- City of Ottawa Accessibility Design Standards (2012)
- Ottawa Standard Tender Documents (latest version)
- Ontario Provincial Standards for Roads & Public Works (2013)

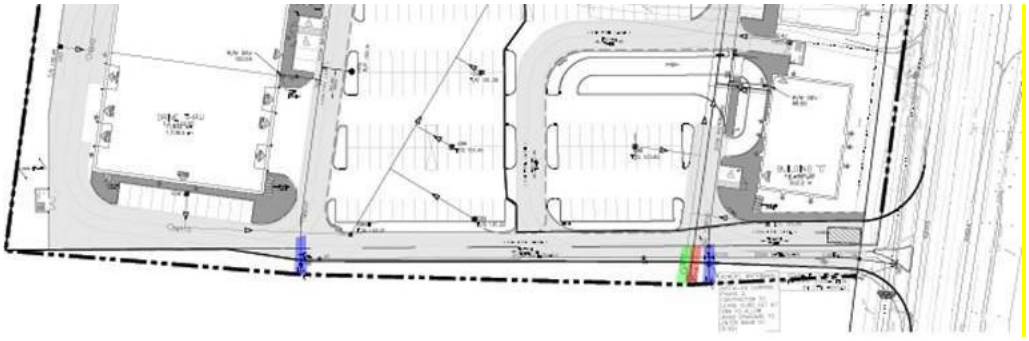
3. Record drawings and utility plans are also available for purchase from the City (Contact the City's Information Centre by email at InformationCentre@ottawa.ca or by phone at (613) 580-2424 x 44455
4. The Stormwater Management Criteria, for the subject site, is to be based on the following background studies"

- 2016 Updated Servicability Report (Class EA OPA 76 Areas 8a, 9a & 9b) Leitrim Development Area (IBI Group, September 2016)
- Design Brief, Pathways at Findlay Creek, 4800 Bank Street (Remer Lands) Phase 1 (IBI Group July 2017)
- Design Brief, Bank Street Development, 4836 Bank Street (IBI Group April 2019).

<u>The Stormwater Management Criteria is as follows</u>:

a. Allowable release rate of 291.58 L/s for the site.
b. Flows to the storm sewer in excess of the 2-year storm release rate, up to and including
c. the 100-year storm event, must be detained on site
d. Ensure no overland flow for all storms up to and including the 100-year event.
e. The 2-yr storm or 5-yr storm event using the IDF information derived from the
f. Meteorological Services of Canada rainfall data, taken from the Ottawa Macdonald Cartier International Airport, collected 1966 to 1997.
g. A calculated time of concentration (Cannot be less than 10 minutes).
h. Quality control requirements to be provided by Rideau Valley Conservation Authority (RVCA). Note that Quality Control for the site is provided by the Findlay Creek Stormwater Management Facility.

5. Deep Services



i. A plan view of the approximate services may be seen above. Services should ideally be grouped in a common trench to minimize the number of road cuts. The sizing of available future services is:

a. Connections (4836 Bank Street):

i. MH1 w/ 600 mm dia. STM (Conc.)
ii. 203 mm dia. Watermain (PVC)
iii. MH1A 200 mm dia. SAN (PVC)

ii. Provide existing servicing information and the recommended location for the proposed connections. Services should ideally be grouped in a common trench to minimize the number of road cuts.

iii. Provide information on the monitoring manhole requirements – should be located in an accessible location on private property near the property line (ie. Not in a parking area).

iv. Provide information on the type of connection permitted

Sewer connections to be made above the springline of the sewermain as per:

a. Std Dwg S11.1 for flexible main sewers – connections made using approved tee or wye fittings.
b. Std Dwg S11 (For rigid main sewers) – lateral must be less that 50% the diameter of the sewermain,
c. Std Dwg S11.2 (for rigid main sewers using bell end insert method) – for larger diameter laterals where manufactured inserts are not available; lateral must be less that 50% the diameter of the sewermain,
d. Connections to manholes permitted when the connection is to rigid main sewers where the lateral exceeds 50% the diameter of the sewermain. – Connect obvert to obvert with the outlet pipe unless pipes are a similar size.
e. No submerged outlet connections

v. Please note that coordination for servicing is required with the Owner of 4836 Bank Street to ensure that planned services are available for the site's designated outlet once development begins.

6. Civil consultant must request boundary conditions from the City's assigned Project Manager prior to first submission. Water Boundary condition requests must include the

location of the service and the expected loads required by the proposed development. Please provide the following information:

i. Location of service(s)
ii. Type of development and the amount of fire flow required (as per FUS, 1999).
iii. Average daily demand: ___ l/s.
iv. Maximum daily demand: ___l/s.
v. Maximum hourly daily demand: ___ l/s.
vi. Hydrant location and spacing to meet City's Water Design guidelines.
vii. Water supply redundancy will be required for more than 50 m3/day water demand.

7. Phase 1 ESAs and Phase 2 ESAs must conform to clause 4.8.4 of the Official Plan that requires that development applications conform to Ontario Regulation 153/04.
8. If applicable, MECP ECA Requirements –

All development applications should be considered for an Environmental Compliance Approval (ECA) by the Ministry of the Environment, Conservation, and Parks (MECP);

a. Consultant determines if an approval for sewage works under Section 53 of OWRA is required. Consultant then determines what type of application is required and the City's project manager confirms. (If the consultant is not clear if an ECA is required, they will work with the City to determine what is required. If the consultant it is still unclear or there is a difference of opinion only then will the City PM approach the MECP.

b. **In our opinion, the stormwater works for 4840 Bank Street are covered under existing ECA NUMBER 7857-BQ3J3V dated June 17, 2020 for 4836 Bank Street. However, please have your consultant review the ECA requirements and determine if one if required.**

6. Initial Planning Comments

1. This site was intended to be mixed-use as per the draft plan of subdivision. Why is it now being developed for residential only?
2. Provide street trees at ROW and ample landscaping around property line
3. What is view like on north side of site – abutting the commercial site?
4. Show elevations vis a vis the current and future development on abutting properties.
5. Show some uses in the amenity area – to give an idea of how they might be used and to give us a better understanding of their sizes.
6. Show surrounding uses in grey-ed out lines – especially the full access to the site.
7. Glad to see garbage is inside
8. Appreciate that a lot of the parking is u/g
9. Where is bike parking?
10. Will the site be fenced?
11. Ensure ped access to and through the site. – How does it interact with abutting sites?

12. Keep bird-safe principles in mind – in terms of glazing on corners, use of decals etc.
13. Please consider using a variety of Local, Native, Non-invasive species;
14. Speak to Councillor Darouze and relevant community associations.

7. Urban Design Comments (Christopher Moise):

Comments

- This proposal is not within the City's Design Priority Areas and does not need to attend the City's UDRP. Staff will be responsible for evaluating the proposal and providing design direction;
- If the decision has been made not to develop a mixed use project what are some of the intents that are being left out of the proposal and how can this project accommodate them?
    - Access from Bank street: Vehicles and pedestrians;
    - Buildings that support the public right of way: Buildings that provide a frontage and entrances facing Bank;
        - Create an urban street edge. Landscaping and primary entrances facing Bank Street;
        - Can the Bank Street treatment be designed to act as building front and not side yard condition?
    - Can surface parking be screened and separated from Bank Street with strategic landscaping?
    - We recommend a sidewalk on the Bank Street frontage that would help provide pedestrian connectivity to parks and commercial sites to the north on Bank Street;
    - Would a pedestrian connection to the properties to the west be beneficial?
    - How does the massing relate to the surrounding properties? Please illustrate the massing on the site with dimensions and illustrating transition if necessary;
    - Since there will be residents without cars will there be additional pedestrian connection to Bank street (bus network, etc.);
    - Trees: Are there trees on the site that can be preserved? Ie in the amenity space or around the perimeter of the site?
    - Landscaping: We recommend consideration for trees and screening elements be illustrated on the landscaping plan, detailing amenity spaces and public street frontages;
- We recommend the buildings fronting Bank street provide additional ground floor height to accommodate future commercial uses if possible;
- A scoped Design Brief is a required submittal (and separate from any UDRP submission) for all Site Plan/Re-zoning applications and can be combined with the Planning Rationale. Please see the Design Brief Terms of Reference provided.
    - We would like to see the massing on the site as well as the elevations for the buildings;

8. Parks (Burl Walker):

1. The applicant is proposing to develop three 6-storey rental apartment buildings with a total of 276 apartment dwelling units. The total site area is shown as 15,344 sq. m on the Site Plan. The property is described as Block 204 on Plan 4M-1653 within the Pathways at Findlay Creek South subdivision.

2. Condition C.13(a) to Schedule "H" of the Pathways at Findlay Creek South Phase 1 subdivision agreement describes the parkland dedication calculations for the subdivision. The calculations were based on the development of 100% commercial uses on Block 204. A combination of parkland conveyance and cash-in-lieu of parkland dedication was provided at the time of registration of the subdivision agreement. As per subsection 13(1)(b) of the Parkland Dedication By-law, parkland dedication will be required for the proposed development since land that was originally proposed for commercial purposes is now proposed for residential use.

3. This area of Leitrim is serviced by three parks – Salamander Park, Miikana Park and Dun Skipper Park. Salamander Park is currently under construction. Miikana Park is in the detail design phase with construction anticipated to commence this year. The Dun Skipper Park project was recently initiated. Salamander Park and Dun Skipper Park are located approximately 400m from the site, while Miikana Park is about 900m from the site. Additional parkland conveyance is not needed for this area. Cash-in-lieu of parkland dedication will be required as a condition of site plan approval.

4. The following is a draft cash-in-lieu of parkland dedication condition based on the provisions of the current Parkland Dedication By-law:

   The Owner agrees to provide cash-in-lieu of parkland dedication on the subject lands within Ward 20 such value of the land to be determined by the City's Realty Services Branch, to the satisfaction of the General Manager, Recreation, Cultural and Facility Services. The Owner further agrees to pay for the cost of the appraisal inclusive of HST. In accordance with the Planning Act and the City of Ottawa Parkland Dedication By-law, a land area of 0.121 ha has been calculated for the cash-in-lieu of parkland dedication requirement has been calculated as follows:

/ Land Use	Proposed Dwelling Units	Land Area	Cash-in-lieu of Parkland Dedication Rate	Parkland Dedication Requirement
Apartment	276	1.534 ha (area of site being developed)	1 ha per 500 dwelling units to a maximum of 10% of the area of the site being developed	0.153 ha
Commercial (credit for previous parkland dedication at the time of registration of the Phase 1 subdivision agreement)		1.594 ha (gross land area including Street Widening Block 212 on Plan 4M-1653 adjacent to Block 204)	2% of gross land area	(0.032 ha)
Net Parkland Dedication Requirement				0.121 ha

The cash-in-lieu of parkland dedication shall be directed 60% towards the Ward 20 cash-in-lieu of parkland reserve (Account 830309) and 40% towards the City-wide cash-in-lieu of parkland reserve (Account 830015).

5. The City will be replacing the Parkland Dedication By-law prior to September 18, 2022. If the new Parkland Dedication By-law comes into force during the Site Plan Control application process, the final cash-in-lieu of parkland dedication requirement will be determined based on the provisions of the new Parkland Dedication By-law and the applicable subsections of the Planning Act.

6. Consider how residents from the development will access the parks in the neighbourhood. Provide for connections to the future sidewalk on the west side of Bank Street adjacent to the site. Pedestrian linkages to the abutting commercial site to the north should also be provided to support pedestrian access through the commercial site to reach the sidewalks on Dun Skipper Drive, which connect to Dun Skipper Park and Miikana Park.

9. Trees (Mark Richardson):

TCR requirements:

1. A Tree Conservation Report (TCR) must be supplied for review along with the suite of other plans/reports required by the City
    a. an approved TCR is a requirement of Site Plan approval.
    b. The TCR may be combined with the LP or EIS provided all information is supplied
2. Any removal of privately-owned trees 10cm or larger in diameter, or City-owned trees of any diameter requires a tree permit issued under the Tree Protection Bylaw (Bylaw 2020 – 340); the permit will be based on an approved TCR and made available at or near plan approval.
3. The TCR must document all trees on site, as well as off-site trees if the CRZ extends into the developed area, by species, diameter and health condition
4. Please identify trees by ownership – private onsite, private on adjoining site, city owned, co-owned (trees on a property line)
5. If trees are to be removed, the TCR must clearly show where they are, and document the reason they cannot be retained
6. All retained trees must be shown and all retained trees within the area impacted by the development process must be protected as per City guidelines available at Tree Protection Specification or by searching Ottawa.ca
7. The City encourages the retention of healthy trees; if possible, please seek opportunities for retention of trees that will contribute to the design/function of the site.
8. For more information on the TCR requirements or help with tree retention options, contact Mark Richardson mark.richardson@ottawa.ca or on City of Ottawa

LP tree planting requirements:

For additional information on the following please contact tracy.smith@Ottawa.ca

Minimum Setbacks

- Maintain 1.5m from sidewalk or MUP/cycle track.
- Maintain 2.5m from curb
- Coniferous species require a minimum 4.5m setback from curb, sidewalk or MUP/cycle track/pathway.
- Maintain 7.5m between large growing trees, and 4m between small growing trees. Park or open space planting should consider 10m spacing.
- Adhere to Ottawa Hydro's planting guidelines (species and setbacks) when planting around overhead primary conductors.

Tree specifications

- Minimum stock size: 50mm tree caliper for deciduous, 200cm height for coniferous.
- Maximize the use of large deciduous species wherever possible to maximize future canopy coverage
- Tree planting on city property shall be in accordance with the City of Ottawa's Tree Planting Specification; and include watering and warranty as described in the specification (can be provided by Forestry Services).
- Plant native trees whenever possible
- No root barriers, dead-man anchor systems, or planters are permitted.
- No tree stakes unless necessary (and only 1 on the prevailing winds side of the tree)

Hard surface planting

- Curb style planter is highly recommended
- No grates are to be used and if guards are required, City of Ottawa standard (which can be provided) shall be used.
- Trees are to be planted at grade

Soil Volume

- Please ensure adequate soil volumes are met:

Tree Type/Size	Single Tree Soil Volume (m3)	Multiple Tree Soil Volume (m3/tree)
Ornamental	15	9
Columnar	15	9
Small	20	12
Medium	25	15
Large	30	18

Conifer	25	15

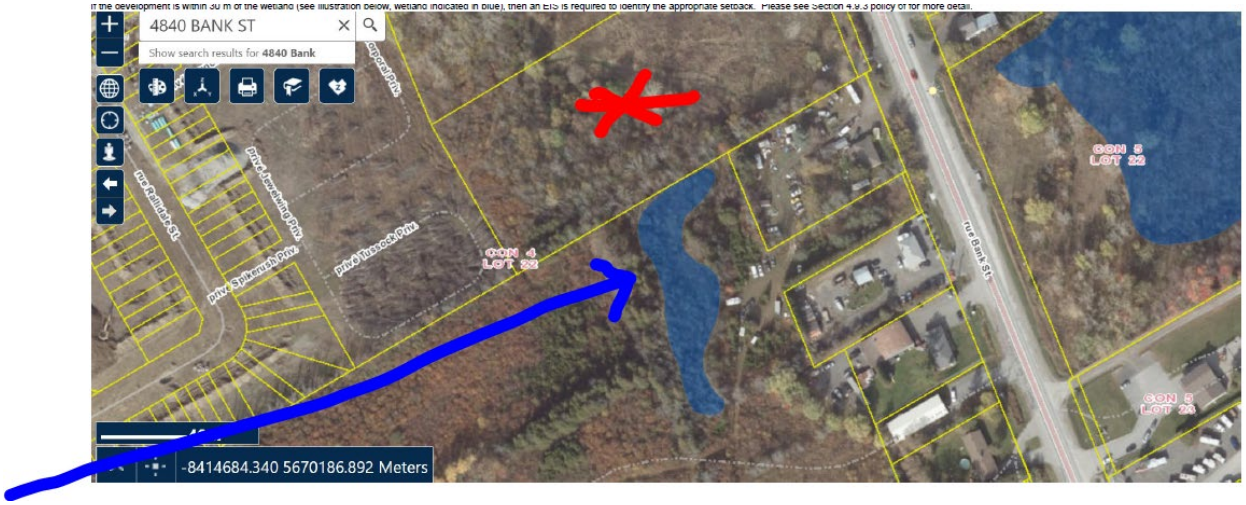
Please note that these soil volumes are not applicable in cases with Sensitive Marine Clay.

Sensitive Marine Clay

- Please follow the City's 2017 Tree Planting in Sensitive Marine Clay guidelines

10. Environment (Matthew Hayley):

1. Urban Heat Island
   Please add features that reduce the urban heat island effect (see OP 10.3.3) produced by the parking lot and a building footprint. For example, this impact can be reduced by adding large canopy trees, green roofs or vegetation walls, or constructing the parking lot or building differently.
2. Bird Safe
   Given the height of the proposal (mid to high rise) the proposal will need to review and incorporate bird safe design elements. Some of the risk factors include glass and related design traps such as corner glass and fly-through conditions, ventilation grates and open pipes, landscaping, light pollution. More guidance and solutions are available in the guidelines which can be found here: https://ottawa.ca/en/planning-development-and-construction/developing-property/development-application-review-process/development-application-submission/guide-preparing-studies-and-plans .
3. Surface Water
   Setback may be required for the wetlands as per the OP and an EIS is required to determine appropriate setback. See OPs. 4.9.3, 6f for more details.



11. Conservation Authority (James Holland, SNCA)

Natural Heritage

- The CA's mapping does not identify natural heritage features for the site.

Stormwater Design

- If stormwater management is being directed to approved municipal infrastructure, the Conservation Authority does not complete a technical review of the design. If there is uncontrolled drainage or flows to a watercourse, a technical review may be completed. This will be determined during the first review.
- The stormwater quality control should achieve an 80% TSS removal. The design should include best management practices for sediment and erosion control.

CA Regulations

- Any interference with a watercourse may require a permit under O. Reg. 170/06, and restrictions may apply. This will be determined during the first review.

12. Transportation (Mike Giampa)

1. A TIA is warranted, please proceed to scoping.
2. The application will not be deemed complete until the submission of the draft step 2-4, including the functional draft RMA package (if applicable) and/or monitoring report (if applicable).
3. Although a full review of the TIA Strategy report (Step 4) is not required prior to an application, it is strongly recommended.
4. Synchro files are required at Step 4.
5. ROW protection on Bank Street is 44.5 m (to be confirmed with the approved Bank Street EA).
6. A Road Noise Impact Study is required
7. Clear throat requirements as per TAC guidelines- this applies to existing and proposed accesses.
8. Bank Street widening (Leitrim to Dunskipper) is tentatively scheduled to begin in 2023.

13. Waste Collection

1. Please see City's Waste Management Guidelines for multi-unit residential: http://ottawa.ca/calendar/ottawa/citycouncil/pec/2012/11-13/Solid%20Waste%20Collection%20Guidelines%20-%20Doc%201.pdf

14. General Information

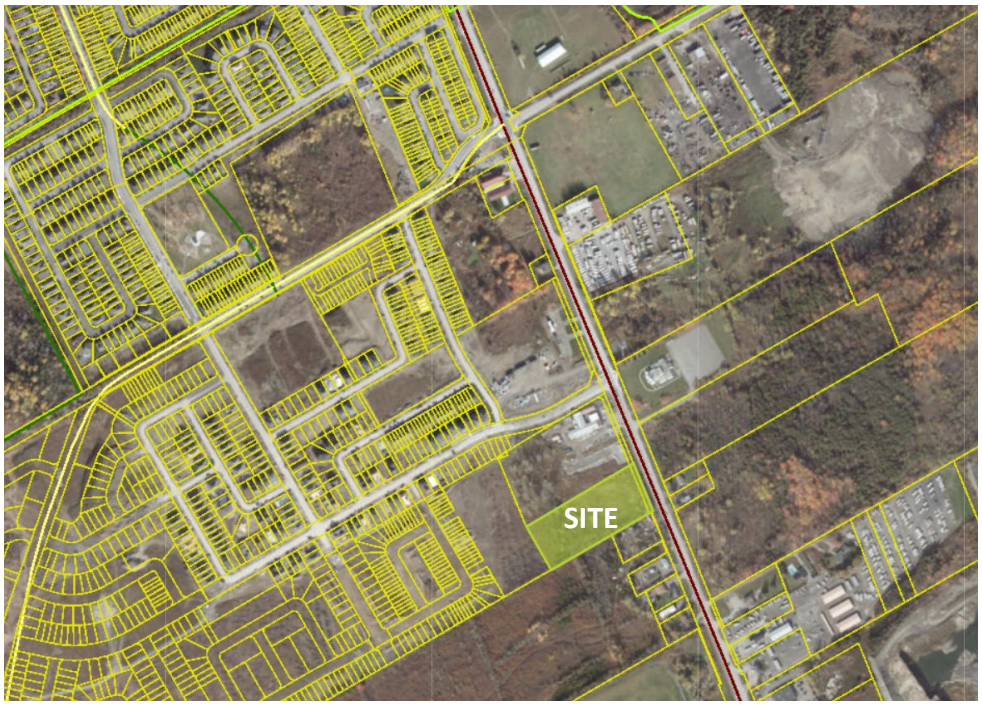
1. Ensure that all plans and studies are prepared as per City guidelines – as available online:

https://ottawa.ca/en/city-hall/planning-and-development/information-developers/development-application-review-process/development-application-submission/guide-preparing-studies-and-plans

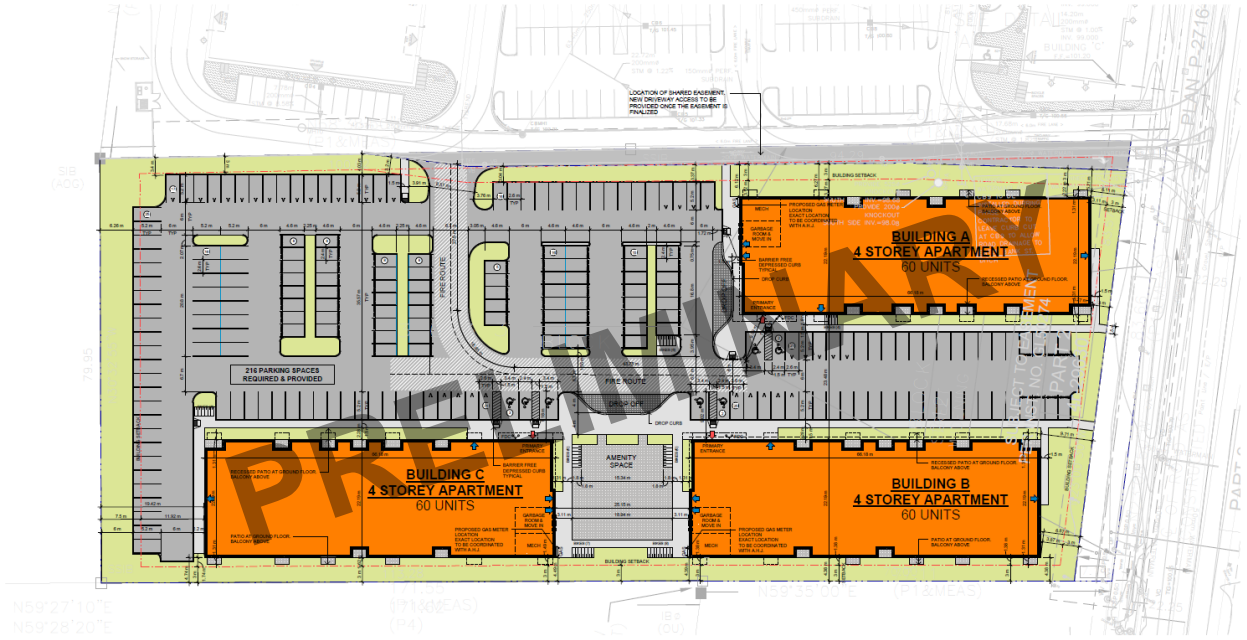
Appendix B – Screening Form

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	4840 Bank Street
Description of Location	Leitrim Community – West of Bank Street and approx. 122 metres south of Dun Skipper Drive 
Land Use Classification	Residential
Development Size (units or m^2)	180 apartment units
Development Lot Size (m^2)	N/A
Number of Accesses and Locations	One existing right-in/right-out access on Bank Street, shared with the adjacent 4836 Bank St commercial development. One existing all movements access on Dun Skipper Drive, accessed through the adjacent 4836 Bank St commercial development.
Phase of Development	Single Phase
Buildout Year	2024-2025

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.*

- **Based on the results above, the Trip Generation Trigger is 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?	✓	
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*		✓

**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).*

➢ **Based on the results above, the Location Trigger is satisfied.**

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 km/hr or greater?	✓	
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		✓
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)?	✓	
Is the proposed driveway within auxiliary lanes of an intersection?		✓
Does the proposed driveway make use of an existing median break that serves an existing site?		✓
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		✓
Does the development include a drive-thru facility?		✓

➢ **Based on the results above, the Safety Trigger is satisfied.**

5. Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?	✓	
Does the development satisfy the Location Trigger?	✓	
Does the development satisfy the Safety Trigger?	✓	

CONCLUSION: The Trip Generation and Safety Triggers are satisfied; therefore a TIA is required.

Heading	Include	Rationale
Introduction	✓	
TIA Screening	✓	
Project Scoping	✓	
Description of Proposed Development	✓	
Site Location	✓	
Land Use Details	✓	
Development Phasing & Date of Occupancy	✓	
Existing Conditions	✓	
Existing Road Network	✓	
Roadways	✓	
Driveways Adjacent to Development Access	✓	
Intersections	✓	
Traffic Management Measures	✓	
Existing Bicycle and Pedestrian Facilities	✓	
Existing Transit Facilities and Service	✓	
Collision History	✓	
Planned Conditions	✓	
Transportation Network	✓	
Future Road Network Projects	✓	
Future Transit Facilities and Services	✓	
Future Cycling and Pedestrian Facilities	✓	
Future Adjacent Developments	✓	
Network Concept Screenline		N/A - Development is not expected to generate over 200 person trips.
Study Area	✓	
Time Periods	✓	
Existing Traffic Volumes	✓	
Analysis Years	✓	
Exemptions Review	✓	
Forecasting	✓	
Development Generated Traffic	✓	
Trip Generation Methodology	✓	
Trip Generation Results (Residential)	✓	
Peak Period Person-Trip Generation	✓	
Mode Share Proportions	✓	
Trip Generation by Mode	✓	
Peak Hour Generation	✓	
Trip Reduction Factors		only residential uses on a greenfield site
Trip Generation Results (Non-Residential)		development is entirely residential
Base Vehicle Trip Generation		
Person Trip Generation		
Mode Share Proportions		
Trip Reduction Factors		
Trip Generation by Mode		
Trip Distribution and Assignment	✓	

Background Network Traffic	✓	
Changes to Background Traffic Network	✓	
General Background Growth Rates	✓	
Other Area Development	✓	
Demand Rationalization	✓	
Description of Capacity Issues	✓	
Adjustment to Development Generated Demands	✓	
Adjustment to Background Network Demands	✓	
Traffic Volume Summary	✓	
Future Background Traffic Volumes	✓	
Future Total Traffic Volumes	✓	
Analysis	✓	
Development Design	✓	
Design for Sustainable Modes	✓	
Circulation and Access	✓	
New Street Networks		Not required for site plan applications.
Parking	✓	
Parking Supply	✓	
Spillover Parking	✓	
Boundary Streets	✓	
Mobility	✓	
Road Safety	✓	
Intersections	✓	
Roadway Segments	✓	
Access Intersections	✓	
Location and Design of Access	✓	
Access Intersection Control		Site access already exists
Access Intersection Design		
Transportation Demand Management (TDM)	✓	
Context for TDM	✓	
Need and Opportunity	✓	
TDM program	✓	
Neighborhood Traffic Managament	✓	
Adjacent Neighborhoods	✓	
Transit	✓	
Route Capacity	✓	
Transit Priority Measures	✓	
Review of Network Concept		Development is not expected to generate over 200 person trips.
Intersection Design	✓	
Intersection Control		Not required, Bank & Dun Skipper intersection will retain signalized traffic control.
All-Way Stop Warrants		
Traffic Signal Warrants		
Roundabout Analysis		
Intersection Analysis Criteria (Automobile)	✓	
Signalized Intersections	✓	

Unsignalized Intersections	✓	
Intersection Capacity Analysis	✓	
Multi-Modal Level of Service	✓	
Intersection Pedestrian Level of Service (PLOS)	✓	
Intersection Bicycle Level of Service (BLOS)	✓	
Intersection Transit Level of Service (TLOS)	✓	
Intersection Truck Level of Service (TkLOS)	✓	
Geometric Review	✓	
Sight Distance and Corner Clearances		Not required, sight distance and corner clearances were assessed as part of the 4836 Bank St TIA.
Auxiliary Lane Analysis	✓	
Unsignalized Auxiliary Left-Turn Lane Requirements	✓	
Signalized Auxiliary Left-Turn Lane Requirements	✓	
Unsignalized Auxiliary Right-Turn Lane Requirements	✓	
Signalized Auxiliary Right-Turn Lane Requirements	✓	
Summary of Improvements Indicated and Modification Options	✓	
Conclusion	✓	

Appendix C – OC Transpo Routes

93

Local

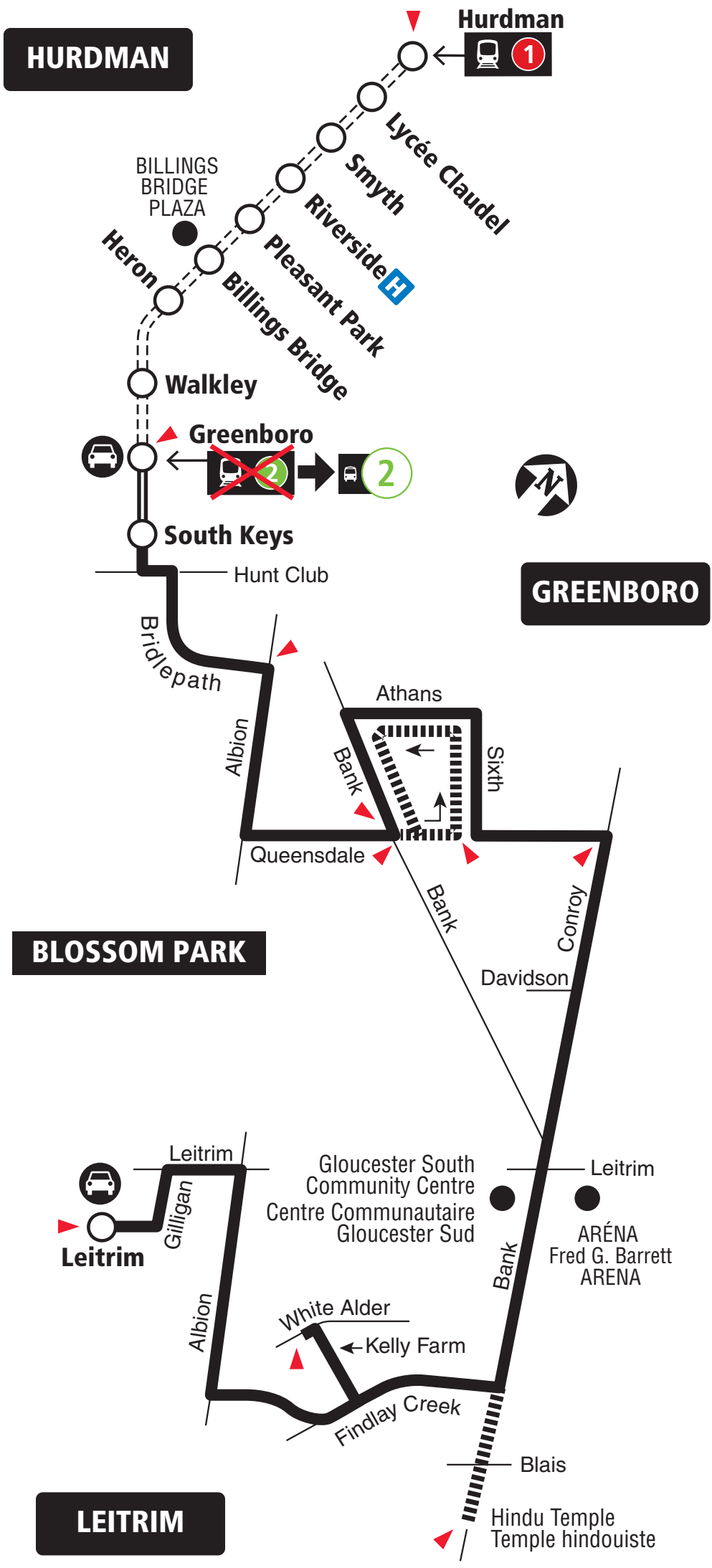
LEITRIM BLOSSOM PARK

GREENBORO HURDMAN

7 days a week / 7 jours par semaine

All day service

Service toute la journée



Transitway & Station

Peak periods/ Périodes de pointe

Some Sunday trips / Quelques trajets le dimanche

Park & Ride / Parc-o-bus

Timepoint / Heures de passage

2020.04

Schedule / Horaire.....613-560-1000

Text / Texto 560560

plus your four digit bus stop number / *plus* votre numéro d'arrêt à quatre chiffres

Customer Service
Service à la clientèle **613-741-4390**

Lost and Found / Objets perdus..... **613-563-4011**

Security / Sécurité **613-741-2478**

Effective May 3, 2020

En vigueur 3 mai 2020

OC Transpo

INFO 613-741-4390
octranspo.com

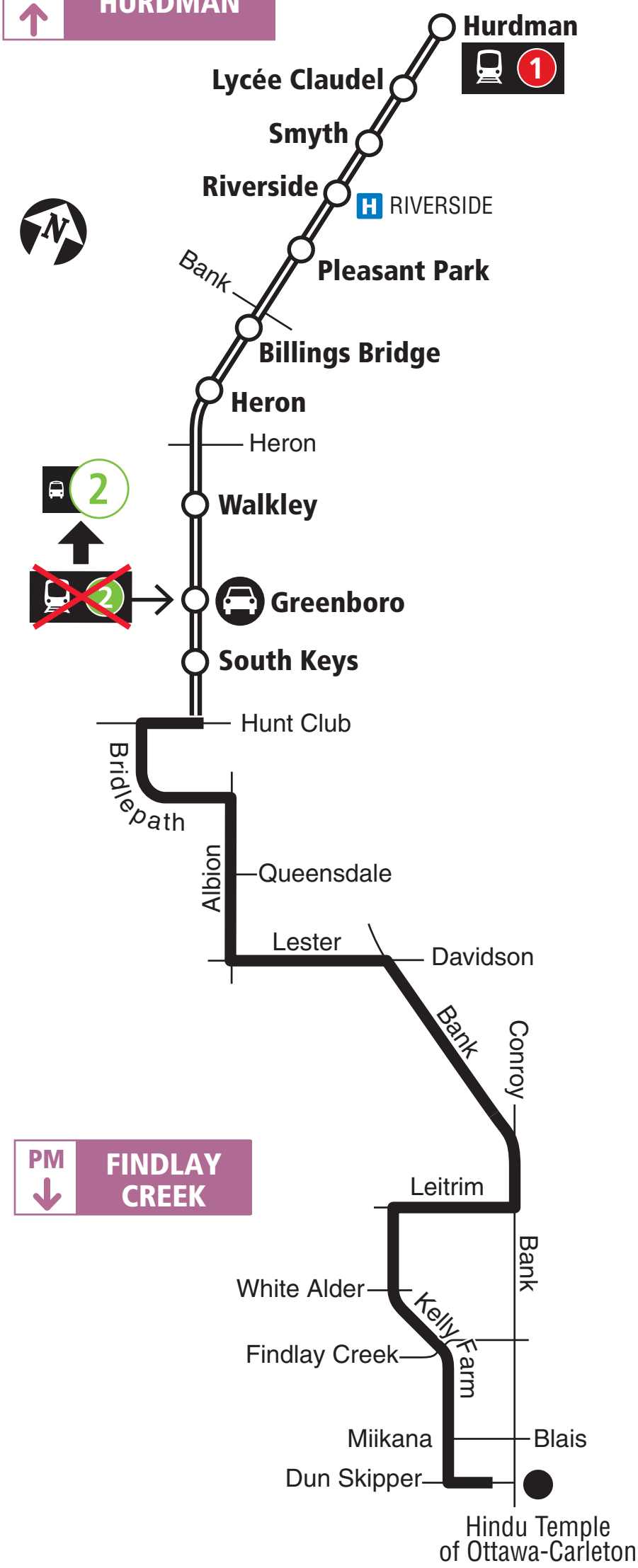
294 Connexion

HURDMAN
FINDLAY CREEK

Monday to Friday / Lundi au vendredi

Peak periods only
Périodes de pointe seulement

AM ↑ HURDMAN



Transitway & Station

Park & Ride / Parc-o-bus

2021.06

Schedule / Horaire 613-560-1000
Text / Texto* 560560
plus your four digit bus stop number / *plus* votre numéro d'arrêt à quatre chiffres
*Standard message rates may apply / Les tarifs réguliers de messagerie texte peuvent s'appliquer

Customer Service
Service à la clientèle **613-741-4390**

Lost and Found / Objets perdus..... **613-563-4011**

Security / Sécurité **613-741-2478**

Effective June 20, 2021
En vigueur 20 juin 2021

OC Transpo

INFO 613-741-4390
octranspo.com

304

Local

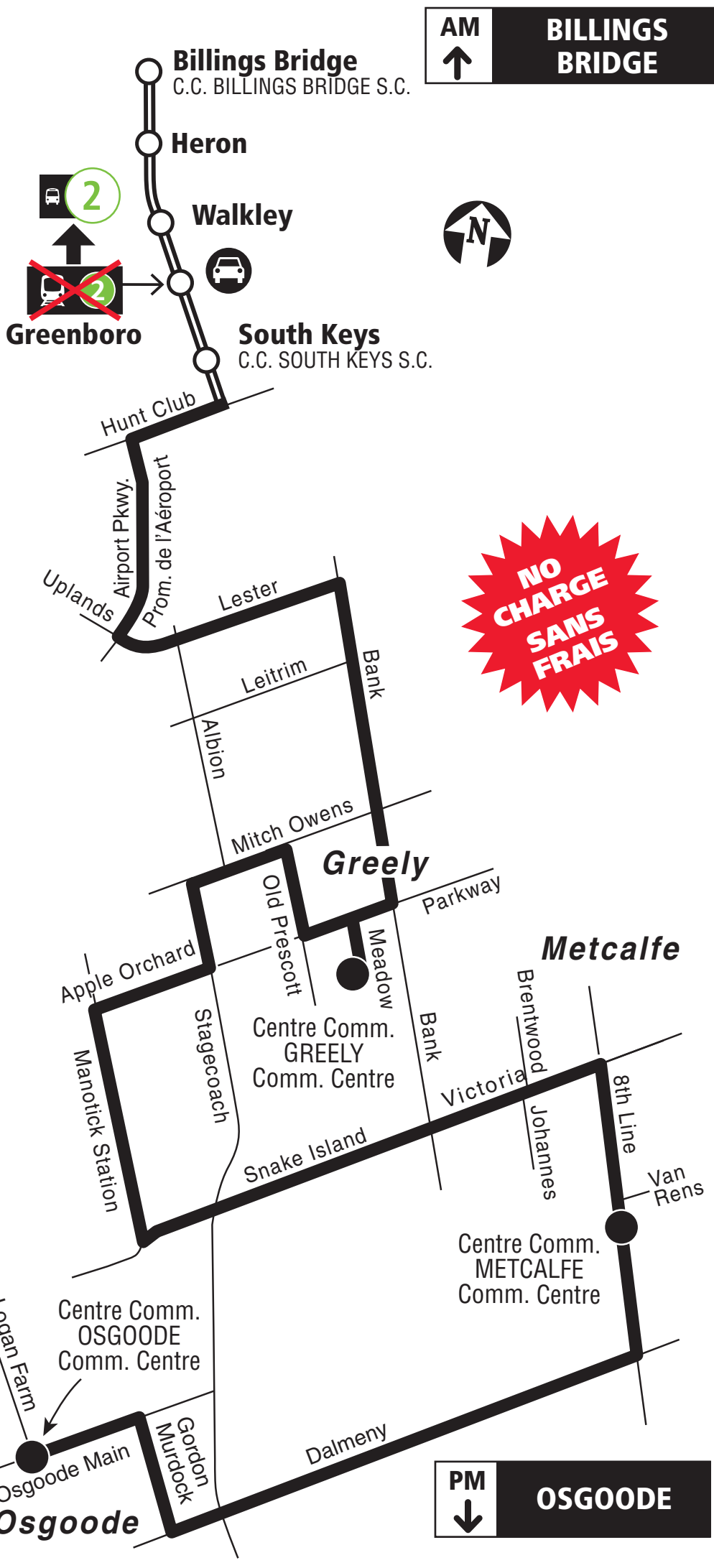
BILLINGS BRIDGE

METCALFE, GREELY OSGOODE

Thursday only / Jeudi seulement

Selected time periods

Périodes sélectionnées



NO CHARGE
SANS FRAIS

Transitway & Station

Park & Ride / Parc-o-bus

2020.04

Schedule / Horaire.....613-560-1000

Text / Texto 560560

plus your four digit bus stop number / *plus* votre numéro d'arrêt à quatre chiffres

Customer Relations
Service à la clientèle **613-842-3600**

Lost and Found / Objets perdus..... **613-563-4011**

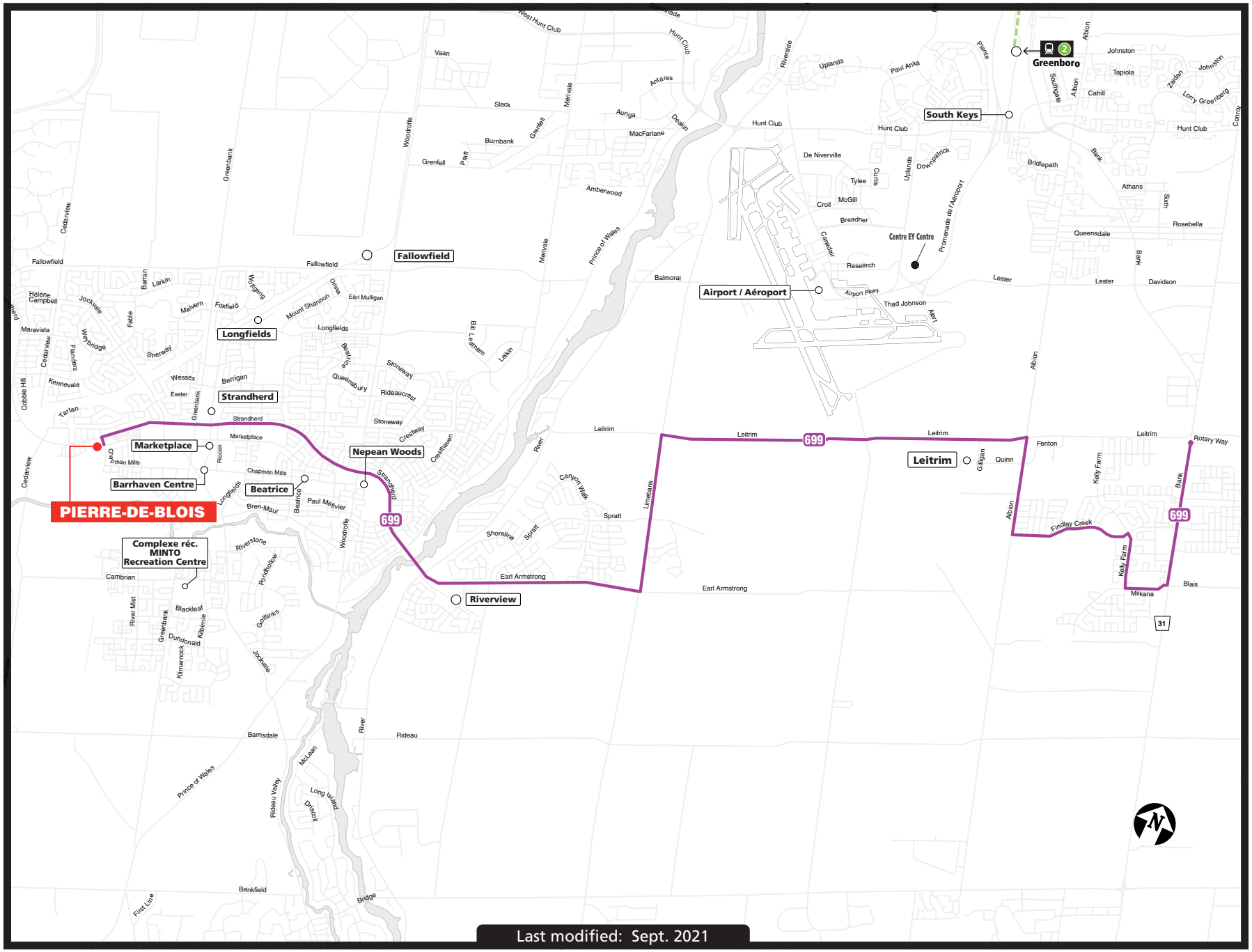
Security / Sécurité **613-741-2478**

Effective May 3, 2020

En vigueur 3 mai 2020

OC Transpo

INFO 613-741-4390
octranspo.com


PIERRE-DE-BLOIS
Marketplace
Barrhaven Centre
Complexe réc. MINTO Recreation Centre
Longfields
Strandherd
Fallowfield
Nepean Woods
Beatrice
Riverview
Airport / Aéroport
Centre EY Centre
South Keys
Greenboro
Leitrim
699
31
Last modified: Sept. 2021

Appendix D – Collision Data

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2016 **To:** December 31, 2020

Location: BANK ST @ BLAIS RD

Traffic Control: Stop sign

Total Collisions: 13

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2016-Jan-07, Thu,06:35	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2016-Feb-09, Tue,09:00	Snow	Approaching	P.D. only	Ice	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Oct-02, Sun,15:56	Clear	Rear end	Non-fatal injury	Wet	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2017-May-14, Sun,21:45	Clear	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Pick-up truck	Other motor vehicle	
2018-Apr-12, Thu,12:53	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Jul-25, Wed,10:00	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Pick-up truck	Other motor vehicle	
2019-May-24, Fri,17:45	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-01, Fri,21:57	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jan-09, Thu,16:10	Clear	Sideswipe	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2020-Jan-22, Wed,10:59	Clear	Angle	Non-fatal injury	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Pick-up truck	Other motor vehicle	
2020-Apr-09, Thu,16:49	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2016 **To:** December 31, 2020

Location: BANK ST @ BLAIS RD

Traffic Control: Stop sign **Total Collisions:** 13

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-May-28, Thu,12:45	Clear	Rear end	P.D. only	Dry	South	Pulling away from shoulder or curb	Truck - closed	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Oct-01, Thu,12:30	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	

Location: BANK ST @ DUN SKIPPER DR

Traffic Control: Traffic signal **Total Collisions:** 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Jun-04, Thu,15:20	Clear	Turning movement	P.D. only	Dry	East	Turning right	Truck - dump	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	

Appendix E – Traffic Data

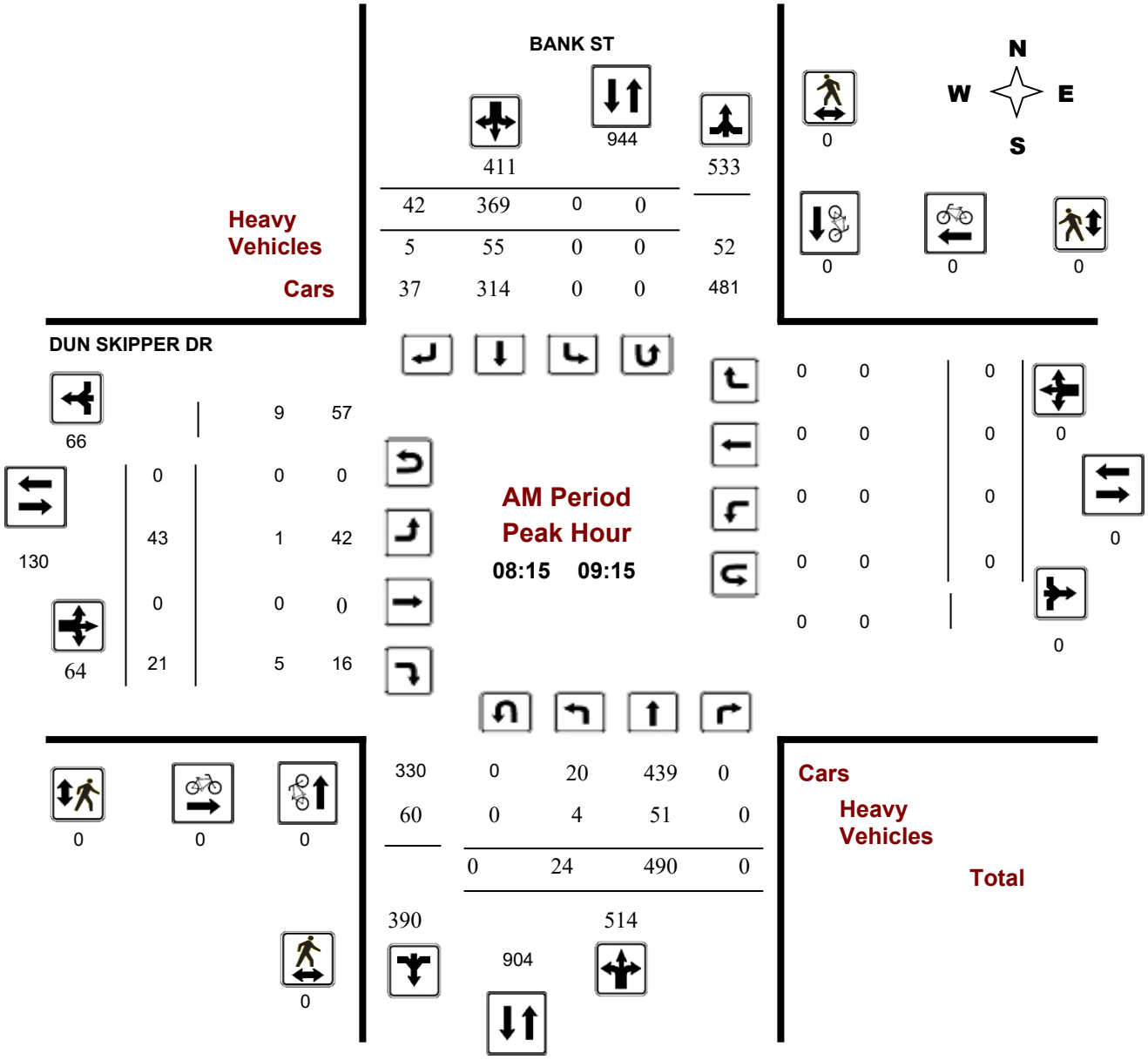
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

BANK ST @ DUN SKIPPER DR

Survey Date: Tuesday, October 19, 2021 **WO No:** 39939

Start Time: 07:00 **Device:** Miovision



Comments

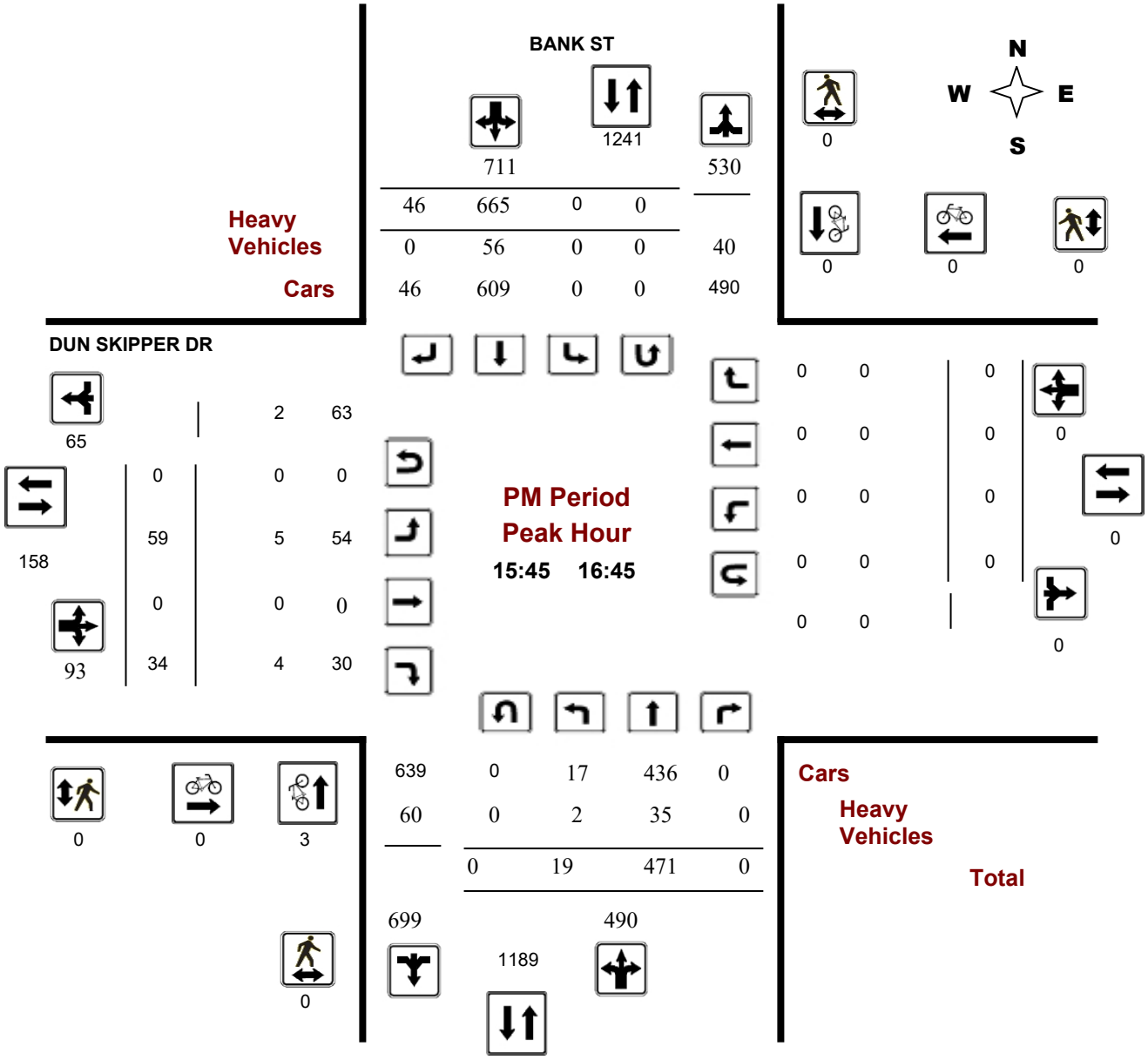
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

BANK ST @ DUN SKIPPER DR

Survey Date: Tuesday, October 19, 2021 **WO No:** 39939

Start Time: 07:00 **Device:** Miovision



Comments