


City of Ottawa 2017 TIA Guidelines Screening Form

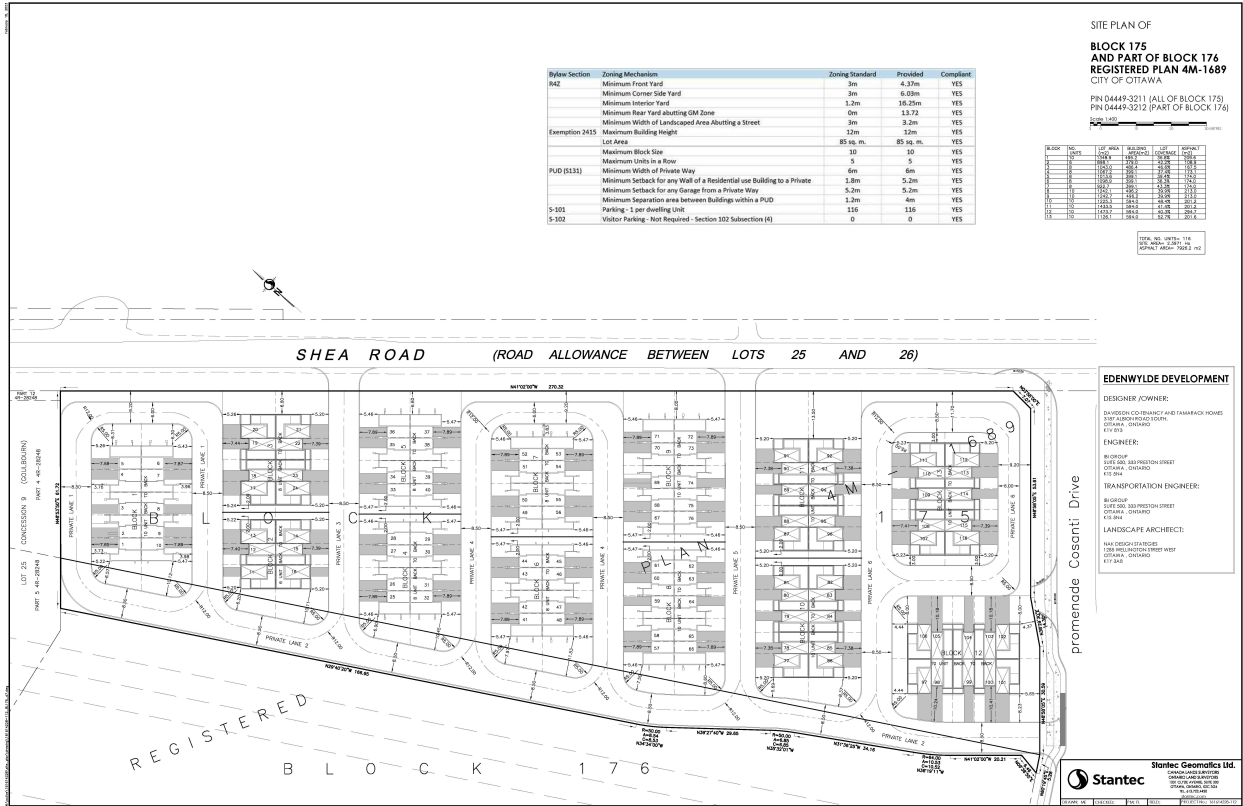
1. Description of Proposed Development

Municipal Address	1650 Shea Road, Ottawa, ON
Description of Location	Southwest of the Fernbank Road & Shea Road roundabout, within the Davidson Lands "Edenwyld" subdivision.
	
Land Use Classification	Residential
Development Size (units)	116 Townhouse Units
Development Size (m ²)	N/A
Number of Accesses and Locations	<ul style="list-style-type: none"> • One (1) all-movements access on Shea Road (~270m south of Fernbank) • One (1) all-movements access on Cosanti Drive (~105m west of Shea)
Phase of Development	Single Phase
Buildout Year	2024



Transportation Impact Assessment Screening Form

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 not 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?	✓	

Supplemental Information

The proposed development is located within the Davidson Lands “Edenwylde” subdivision with frontage on both Shea Road and Consanti Drive. In June 2015, IBI Group completed a Transportation Impact Assessment (TIA) in support of Phase 1 and 2 of the Davidson Lands subdivision. A Technical Memorandum was subsequently prepared by IBI Group in September 2019 which identified that site-generated traffic was expected to decrease due to a change the number of residential units. Traffic associated with the medium-density block at 1650 Shea Road (the subject site) was not considered in the 2015 TIA or 2019 memorandum, however, based on preliminary trip generation estimates using existing mode share data within the study area, it is expected that the addition of site-generated traffic will result in a net increase of only 10 to 13 two-way vehicle-trips during the weekday morning and afternoon peak hours relative to the original trip generation projections of the 2015 TIA, as illustrated in **Table 1** below:

Table 1- Trip Generation (Davidson Lands)

	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
2015 TIA	81	284	365	295	164	459
2019 Update	69	267	336	276	149	425
Net Change	-12	-17	-29	-19	-15	-34
1650 Shea Road	12	27	39	26	21	47
Net Increase¹	0	+10	+10	+7	+6	+13

Notes: ¹ – Difference between the combined traffic projections from the 2019 Update and 1650 Shea Road relative to the 2015 TIA projections.

The 2015 TIA indicated that the Shea & Cosanti intersection was expected to operate at Level of Service (LOS) ‘B’ under future traffic conditions therefore the net increase in vehicular traffic is expected to have a negligible impact on the results.

A TIA conducted in support of Cavanagh’s 5969 Fernbank Road development (Parsons, September 2018) analyzed future traffic operations at the nearby Fernbank & Shea roundabout. The analysis considered the volumes from the 2015 Davidson Lands TIA and assumed a general background traffic growth rate of 3% per year along both Fernbank Road and Shea Road. The results of the analysis indicated that the roundabout was expected to exceed its theoretical capacity in 2025, however, it is expected that the net increase in traffic generated by the proposed development will have a negligible impact on these results. Based on the background growth rate assumed for that study, the minor net-increase in traffic associated with the proposed development can be considered captured in this analysis and will therefore not contribute any added impact.

The transportation assessment in support of the proposed development can therefore be limited to a Technical Memorandum which evaluates the site’s conformance with technical standards and bylaw requirements, including a review of the site access geometry and location, Transportation Demand Management (TDM) measures and site circulation.

CONCLUSION: Although the Trip Generation and Safety trigger is satisfied; a TIA is not required as the majority of site-generated traffic impacts on the study area intersections have already been captured as part of other TIAs and the net increase in traffic generated by the proposed development is expected to have a negligible impact on the intersection capacity analysis results from those TIAs.