RICHCRAFT™
Group of Companies

February 2018

Richcraft 1298 Ogilvie Road

TIA Forecasting and Strategy Report

PARSONS

Richcraft 1298 Ogilvie Road

TIA Forecasting and Strategy Report

prepared for:
Richcraft Group of Companies Inc.
2280 St Laurent Blvd, Suite 201
Ottawa, ON
K1G 4K1

prepared by:
PARSONS
1223 Michael Street North
Suite 100
Ottawa, ON K1J 7T2

February 27, 2018

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PARSONS

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TIA Forecasting and Strategy Report

1. SCREENING FORM

The Screening and Scoping Report was submitted on January 24, 2018 to the City of Ottawa Transportation Project Manager (TPM). The Location and Safety Triggers were met in the screening form and the Screening and Scoping Report and exemptions were prepared within that context.

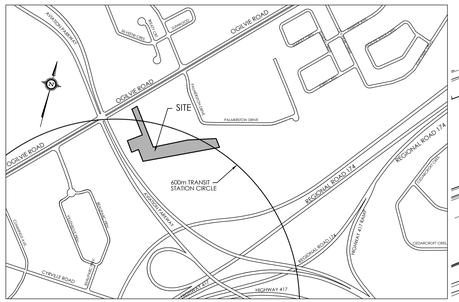
The report concluded to exempt Module 3.1- Element 3.1.3, Module 3.2, Module 3.3, Module 4.1 – Element 4.1.3, Module 4.2, Module 4.3, Module 4.4 – Elements 4.4.2 and 4.2.3, Module 4.5, Module 4.6 – Element 4.6.1, Module 4.7 – Element 4.7.2, Module 4.8, and Module 4.9. No response has been received from the TPM at the time of the submission of this report.

The Screening Form and correspondence is provided in Appendix A.

2. DESCRIPTION OF PROPOSED DEVELOPMENT

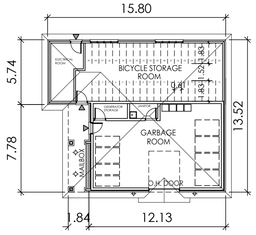
From the information provided, it is our understanding that the proponent is proposing to construct a residential development located at 1298 Ogilvie Road. The development will consist of 78 residential units. The site is currently forested. The local context of the site is provided as Figure 1 and the proposed Site Plan is provided as Figure 2. As the site is currently zoned partly as Open Space and partly as Residential, a Zoning By-Law Amendment will need to be completed.

Figure 1: Local Context

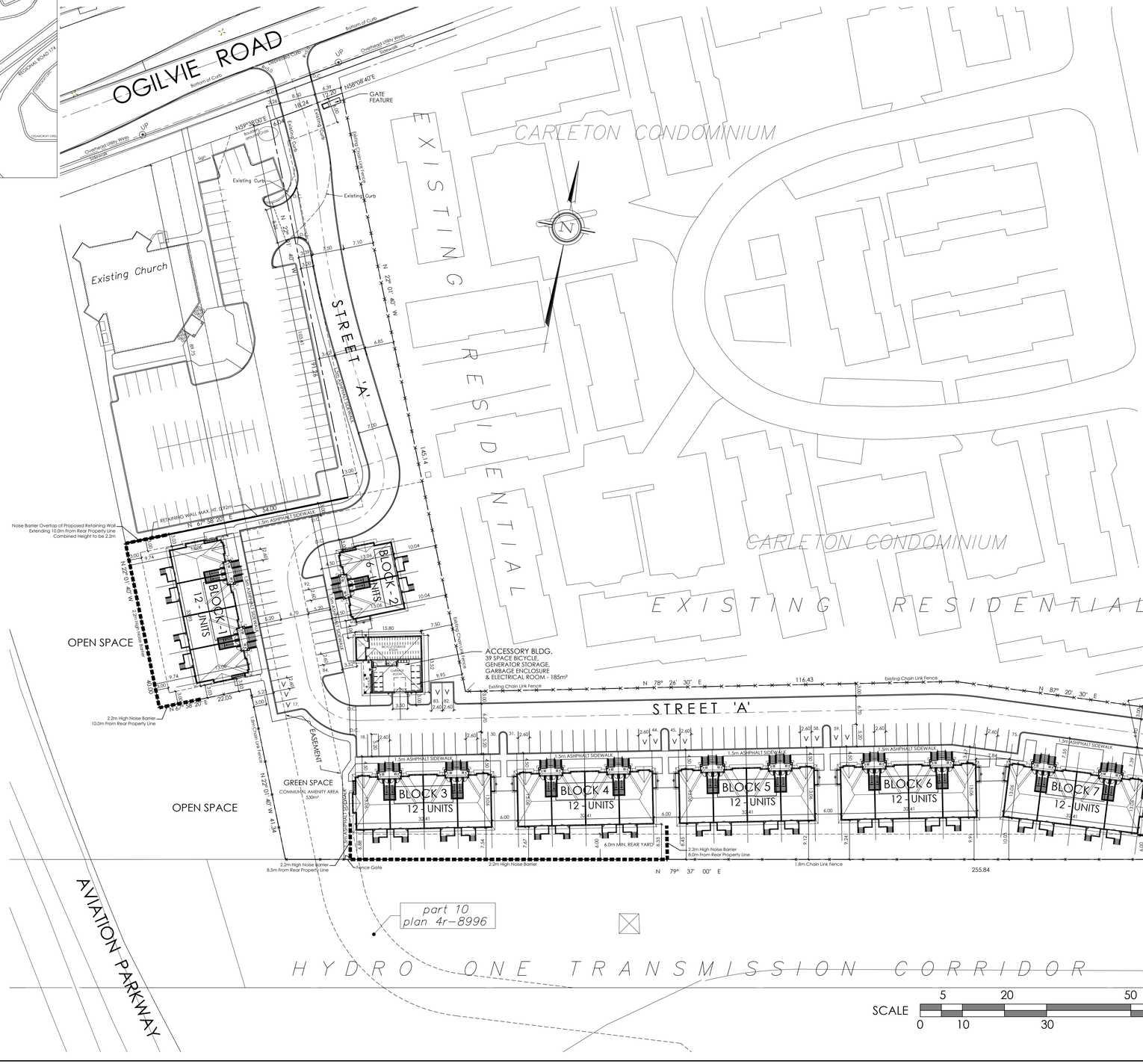


KEY PLAN
NOT TO SCALE

LEGEND:



ACCESSORY BUILDING
BICYCLE STORAGE 39 SPACES,
GARBAGE ROOM, GENERATOR STORAGE
& ELECTRICAL ROOM - 185m²



SITE INFORMATION :

EXISTING ZONING : O1 & R3Y[708]
PROPOSED ZONING : R4Z - PERMITTED USES : - PLANNED UNIT DEVELOPMENT
- APARTMENT DWELLING LOW RISE

SITE AREA : 14,851.0 m²
TOTAL BUILDING AREA : 2,844.0 m²

PROPOSED ZONING:	R4Z	PROVIDED:
LOT AREA (MIN.):	1,400.0 m²	14,851.00 m² (1.48 ha)
LOT FRONTAGE (MIN.):	18.0 m	18.24 m
FRONT YARD (MIN.) :	3.0 m	Block 1 - 89.75 m Block 2 - 103.41 m
INTERIOR SIDE YARD (MIN.) : - APARTMENT LOW RISE	3.0 m	3.03 m
REAR YARD (MIN.) :	7.5 m (EAST)	47.03 m
BUILDING HEIGHT (MAX.): - APARTMENT LOW RISE	15.0 m	13.20 m
MINIMUM LANDSCAPED AREA :	30.0%	49.6 % (7,379.8m²)
BUILDING SPACING :	1.2 m	4.06 m

TOTAL AMENITY AREA REQUIRED :
- APARTMENT LOW RISE - 6.0m² x 78 = 468.0 m²

COMMUNAL AMENITY AREA REQ'D. (MIN.):
50% of 468 m² = 234.0 m²

- PRIVATE AMENITY AREA - (BALONIES & PATIOS) 6.5m² x 78 = 507.0 m²
- COMMUNAL AMENITY AREA - 810.0 m²
TOTAL AMENITY AREA PROVIDED : 1317.0 m²

ACCESSORY BUILDING	R4Z	PROVIDED:
REAR YARD (MIN.) :	0.6 m	39.67 m
BUILDING HEIGHT (MAX.):	3.6 m	4.64 m
FLOOR AREA (MAX.) :	55.0 m²	185.00 m²

TERRACE FLATS PARKING :
PARKING REQUIRED : 0.5 Spaces / d.u. + 0.2 / d.u. (Visitor) = 39.0 + 15.6 = 54.6 Spaces
PARKING PROVIDED : 76 Spaces + 16 Visitor Spaces = 92 Spaces

BICYCLE PARKING REQUIRED : 78 (0.5 / d.u.) = 39 Spaces
BICYCLE PARKING PROVIDED : 39 Interior Spaces

BLOCK No. :		BUILDING AREA:	No. UNITS:
BLOCK 1 =	TERRACE FLATS	412.0 m²	12 UNITS
BLOCK 2 =	TERRACE FLATS	207.0 m²	6 UNITS
BLOCK 3 =	TERRACE FLATS	412.0 m²	12 UNITS
BLOCK 4 =	TERRACE FLATS	412.0 m²	12 UNITS
BLOCK 5 =	TERRACE FLATS	412.0 m²	12 UNITS
BLOCK 6 =	TERRACE FLATS	412.0 m²	12 UNITS
BLOCK 7 =	TERRACE FLATS	412.0 m²	12 UNITS
BICYCLE / GARBAGE =		185.0 m²	
TOTAL =		2,864.0 m²	78 UNITS

TERRACE FLATS = 78 UNITS

NOTE:
SITE PLAN TO BE READ IN CONJUNCTION WITH :
- SITE SERVICING PLAN PREPARED BY DSEL - DAVID SCHAEFFER ENGINEERING LIMITED.
- LANDSCAPING PLAN PREPARED BY F.D. FOUNTAIN LANDSCAPE ARCHITECT.
- BOUNDARIES DERIVED FROM : SITE PLAN OF PART OF LOT 25, CONCESSION 2 (OTTAWA FRONT), GEOGRAPHIC TOWNSHIP OF GLOUCESTER, CITY OF OTTAWA
PLAN PREPARED BY ANNIS O'SULLIVAN VOLLEBEKK LTD. DATED APR. 3, 2012.
- CLEARED SNOW TO BE REMOVED FROM SITE.

APPROVED ☐ REFUSED ☐
THIS _____ DAY OF _____, 20___

JEFF MCEWEN, P. ENG.
MANAGER DEVELOPMENT REVIEW - EAST
PLANNING, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT DEPTMENT, CITY OF OTTAWA

M. David Blakely Architect Inc.
2200 Prince of Wales Dr. - Suite 101
Ottawa, Ontario K2E 6Z9
Phone (613) 226-8811 Fax (613) 226-7942

GENERAL NOTES:
1. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL DIMENSIONS, ANY DISCREPANCY MUST BE REPORTED TO M. DAVID BLAKELY ARCHITECT INC.
2. ALL WORK AND MATERIALS TO BE IN COMPLIANCE WITH ALL CODES, REGULATIONS, AND BY-LAWS.
3. ADDITIONAL DRAWINGS MAY BE ISSUED FOR CLARIFICATION TO ASSIST THE PROPER EXECUTION OF WORK. SUCH DRAWINGS WILL HAVE THE SAME MEANING AND INTENT AS IF THEY WERE INCLUDED WITH THE PLANS IN CONTRACT DOCUMENTS.
4. DO NOT SCALE DRAWINGS.
5. THIS DRAWING SHALL NOT BE USED FOR PERMIT OR CONSTRUCTION UNLESS THE DRAWING BEARS THE ARCHITECTS SEAL AND SIGNATURE.
6. THIS REPRODUCTION SHALL NOT BE ALTERED

CONSTRUCTION NORTH

No.	DATE	DESCRIPTION	INIT.
10.			
9.			
8.			
7.	26/02/18	RETAINING WALLS & NOISE BARRIERS	SM
6.	12/02/18	REV. ACCESSORY BLDG. LOCATION	SM
5.	24/01/18	AS PER CONSULTANT COMMENTS	SM
4.	09/01/18	AS PER RICHCRAFT COMMENTS	SM
3.	26/09/17	BLOCK 2, ADDED	SM
2.	25/08/17	REVISED ROAD LOCATION	SM
1.	09/11/16	REVISED MODEL TYPES	SM

REVISIONS

No.	DATE	DESCRIPTION	INIT.
20.			
19.			
18.			
17.			
16.			
15.			
14.			
13.			
12.			
11.			

REVISIONS

A - DETAIL NUMBER (DETAIL REQUIRED)
B - SHEET NUMBER
C - SHEET NUMBER (DETAIL LOCATION)

SEAL

PROJECT 78 UNIT
PLANNED UNIT DEVELOPMENT
1298 OGILVIE ROAD
OTTAWA, ONT.

CLIENT RICHCRAFT Group Of Companies

DRAWING TITLE SITE PLAN

DATE JULY, 2011. | SCALE 1:500 | SHEET No. SP-1

DRAWN BY: SBM | CHECKED MDB

\\Jon-pc\R\2018 PROJECTS\Richcraft Homes\Ogilvie Road\Site Plans\Site Plan 180226 R7.dwg, 26/02/2018 11:16:21 PM

3. EXISTING CONDITIONS

3.1. AREA ROAD NETWORK

Ogilvie Road is an east-west arterial roadway, which extends from the Rockcliffe Parkway in the east to St. Laurent Boulevard in the west and continues as Coventry Road. The cross section is divided with two travel lanes in each direction with bike lanes. The posted speed limit within the study area is 60 km/h.

Aviation Parkway is a north-south federal arterial roadway, which extends from Highway 417 in the south to the Rockcliffe Parkway in the north. The cross section consists of two travel lanes in each direction and is divided by a boulevard of varying width. The posted speed limit within the study area is 60 km/h.

Palmerston Drive is a north-south local roadway extending south of Ogilvie Road. The cross section consists of a single travel lane in each direction. The unposted speed limit assumed to be 50 km/h.

Matheson Road is a north-south collector roadway extending north of Ogilvie Road to Bathgate Drive. The cross section consists of a single travel lane in each direction. The posted speed limit assumed to be 50 km/h

3.2. PEDESTRIAN/CYCLING NETWORK

With respect to pedestrians, sidewalk facilities in the vicinity of the site are provided along both sides of Ogilvie Road, the east side of Palmerston Drive, and both sides of Matheson Road. A multi-use pathway is located along the south side of the site, connecting to the Epiphany Anglican Church and to the Aviation Parkway. The multi-use pathway continues along the west side of the Aviation Parkway, north of Ogilvie Road.

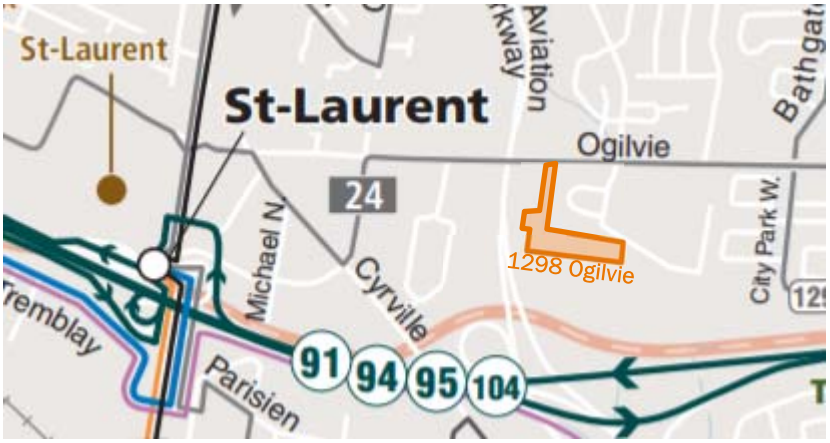
With respect to cyclists, according to the Ottawa Cycling Plan, Ogilvie Road is classified as a “spine” cycling route and has on-street bike lanes in each direction. The remaining cycling facilities are provided along the multi-use pathways. In the ultimate plan, additional multi-use pathways will connect to the Confederation Line corridor and the Cyrville Station on the west side of Aviation Parkway (Phase 2 – 2020-2025).

3.3. TRANSIT NETWORK

Transit service within the vicinity of the site is currently provided by OC Transpo Route #24. Bus stops for this route are located along Ogilvie Road on the far sides of the Aviation Parkway intersection and Palmerston Drive intersection. The nearest eastbound stop is approximately 50m from the proposed site access and the nearest westbound stop is approximately 150m from the proposed site access. These are both adjacent to the Aviation parkway intersection. Route 24 runs all day at approximately 20 to 30-minute intervals.

St Laurent and the Cyrville Station are beyond the typical catchment area for the site, but do provide access to Routes 91, 94, 95 and 104 (St Laurent) and the Confederation Line (Cyrville Station) for rapid transit purposes. The influence zone of the Cyrville Station does cover the proposed site, but the actual walking distance would be greater than 600m until the MUP crossing of the Aviation Parkway is completed along the light rail corridor.

Figure 3: Area Transit Network



Passenger data was acquired from OC Transpo for Route 24 (formerly Route 124 until June 2017), for the AM and PM peak periods. Table 1 summarizes the boarding, alighting and average loads for the two closest stops. Route 24 is typically planned with single 40-ft buses.

Table 1: Route 24 Passenger Data – Peak Period Average

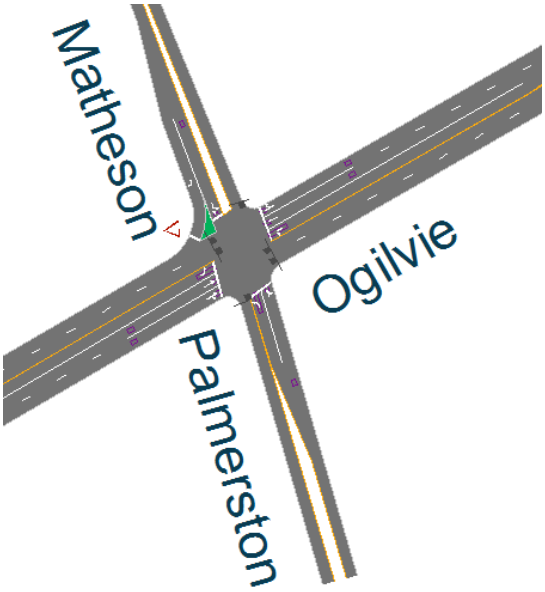
Stop #	AM Peak (6-9am)			PM Peak (3-6pm)		
	Boarding	Alighting	Average load at departure	Boarding	Alighting	Average load at departure
8521 (eastbound)	0	0	11	0	1	12
1238 (westbound)	0	1	10	0	0	11

OC Transpo boarding and alighting data is provided in Appendix D

3.4. EXISTING STUDY AREA INTERSECTION

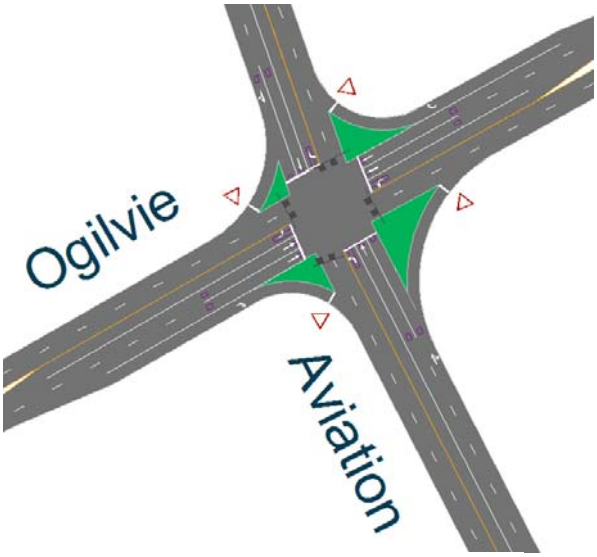
Ogilvie/Palmerston

The Ogilvie/Palmerston intersection is a signalized four-legged intersection. The east and westbound approaches consist of a left turn lane and two through lanes, the southbound approach consists of a shared left-through lane and channelized right turn lane, and the northbound approach consists of a single lane but is wide enough to allow left turn storage and a shared through-right lane. All movements are permitted at this location.



Ogilvie/Aviation

The Ogilvie/Aviation intersection is a signalized four-legged intersection. The north, south, east and westbound approaches consist of a left turn lane, two through lanes, and a channelized right turn lane. All movements are permitted at this location.



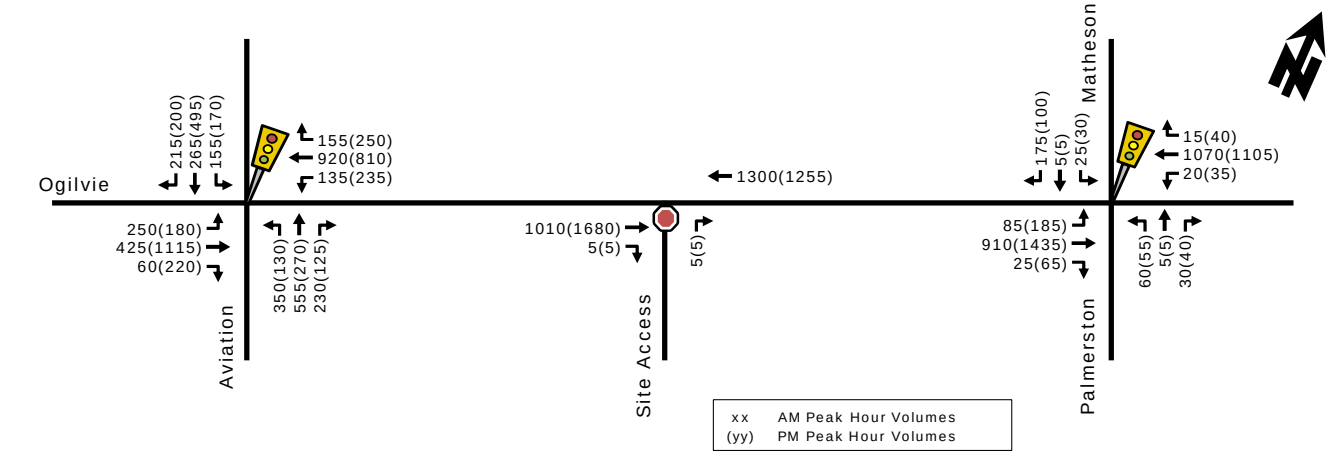
Ogilvie/Epiphany Anglican Church

The Ogilvie/Epiphany Anglican Church Access intersection is a right-in/right-out t-access. The eastbound approach consists of two through lanes and the access is a two-way access. The center median prohibits the crossing of Ogilvie Road.

3.5. EXISTING INTERSECTION VOLUMES

Illustrated as Figure 4, are the most recent weekday morning and afternoon peak hour traffic volumes obtained from the City of Ottawa at the study area intersections. The full traffic counts are provided in Appendix B.

Figure 4: Existing Peak Hour Traffic Volumes (2017 Balanced)



It is noted that the Ogilvie and Palmerston intersection experiences approximately 9 and 25 eastbound u-turn movements during the AM and PM peaks, respectively. The left-turn lane and actuated advance phase provide storage and opportunity for these movements during the peak hours.

3.6. EXISTING ROAD SAFETY CONDITIONS

Collision history for the Ogilvie/Palmerston, Ogilvie/Aviation, and mid-block on Ogilvie Road between Aviation Parkway and Palmerston Drive (2014 to 2016, inclusive) was obtained from the City of Ottawa. Most collisions (83%) involved only property damage, indicating low impact speeds, and 17% involved personal injuries. One fatality was noted at the Ogilvie Road and Aviation Parkway intersection. The primary causes of collisions cited by police include; rear ends (59% or 48 collisions), turning movement (23% or 19 collisions), sideswipe (10% or 8 collisions), angle (6% or 5 collisions), and single vehicle/other (1% or 1 collision).

A standard unit of measure for assessing collisions at an intersection is based on the number collisions per million entering vehicles (MEV). At intersections and road segments within the study area, reported collisions have historically take place at a rate of:

- 1.33 collisions/MEV at the Ogilvie Road and Aviation Parkway intersection.
- 0.10 collisions/MEV along Ogilvie Road between Aviation Parkway and Palmerston Drive.
- 0.30 collisions/MEV at the Ogilvie Road and Palmerston Drive intersection.

Based on the available data, there does not appear to be any prevailing safety issues along Ogilvie Road, east of Aviation Parkway or at the Palmerston Drive intersection. A single u-turn collision was noted at Palmerston, involving a northbound and eastbound vehicle.

The Aviation Parkway intersection is noted to have a high level of collisions (68) during the history review period. Rear end collisions (43) are the primary collision type observed at the intersection. The rear end accidents were broken down based on a direction basis, as a collision diagram would only illustrate this in a similar manner.

- Northbound: 10 rear end collisions
- Southbound: 10 rear end collisions
- Eastbound: 14 rear end collisions
- Westbound: 9 rear end collisions

The approaches to the intersection are relatively flat and straight, with approximately 300m or more of clear sight lines in the northbound direction and approximately 260m of clear sight lines in the southbound direction, before the Aviation Parkway curves. Of the 43 collisions, 21 are related to right turning movements, representing almost 50% of the collisions at the intersection. As such, the City may want to review the right-turn channel geometry to improve the angle and pedestrian crossing distances.

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

4. PLANNED CONDITIONS

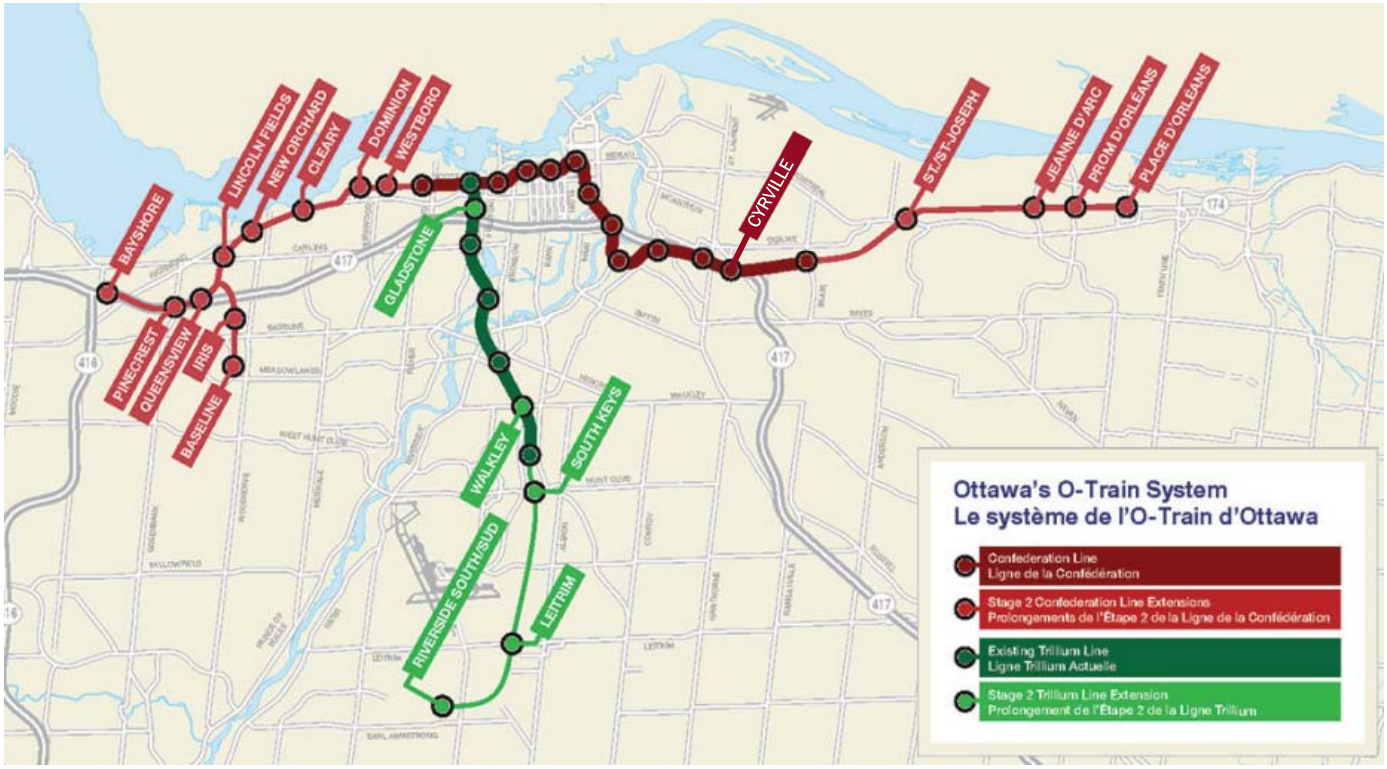
4.1. PLANNED STUDY AREA TRANSPORTATION NETWORK CHANGES

A notable transportation network change within the study area is the Phase I construction of the east-west LRT, which is the conversion of the City's existing BRT corridor to LRT between the current Blair transit station and the Tunney's Pasture station which includes a tunnel through the City's Downtown. Currently, this phase of construction is underway and is

expected to be completed by 2019. Phase II of the LRT construction, which will extend the City's LRT further east, west and south, is expected to begin by 2019 and be completed by 2024.

The following Figure 5 illustrates the planned Phases I and II of the future Confederation/Trillium Lines. As mentioned previously, the subject development is located within the 600m radius from the Cyrville Station.

Figure 5: Confederation Line LRT



4.2. OTHER AREA DEVELOPMENT

According to the City's development application search tool, the following developments are planned within the vicinity of the subject site.

1220 Ogilvie Road/1235 Cyrville Road
Richcraft is constructing a development between Ogilvie Road and Cyrville Road with a total of 957 apartment units. Currently, approximately 176 units have been completed. A signalized intersection is identified along Ogilvie Road at Beaulieu Place, approximately 175m west of Aviation Parkway.

1111 Cummings Avenue
An infill development of approximately 83 townhome units is proposed along Cummings Avenue, south of Ogilvie Road. As the site is west of the Aviation Parkway and the low unit count, the development is anticipated to have negligible impacts on the subject study area.

5. STUDY AREA

5.1. Transit

As mentioned previously, transit is served within the area with bus stops for Route #24 located approximately 50m and 150m from the site. In addition, the Cyrville Station is beyond the 600m walking distance for consideration as a TOD site until the MUP crossing of the Aviation Parkway is completed along the light rail line.

5.2. NETWORK CONCEPT

No screenline is present in close proximity to the subject site. Given the low unit count for the development, is unlikely the impact the closest screenlines (SL14, SL 16, SL32, SL33, and SL 54).

5.3. INTERSECTION DESIGN

The study area consists of the proposed right-in/right-out private approach to the site reducing the requirements for analysis and design of study area intersections in the Forecasting Report and Strategy Report.

6. TIME PERIODS

Given the majority of trips expected to be generated by this development will be residential trips, the time periods to be assessed are the weekday morning and afternoon commuter peak hours.

7. HORIZON YEARS

The expected build-out date for the proposed development is assumed to be 2019. Depending on the growth rate of the study area, the horizon year 2024 will be assessed for 5-years beyond site build out.

8. EXEMPTION REVIEW

Based on the City's TIA guidelines and the subject site, the following modules/elements of the TIA process, summarized in Table 2, are recommended to be exempt in the subsequent steps of the TIA process:

Table 2: Exemptions Review Summary

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 site's residential parking rate is noted to meet the City's minimum By-Law for residential parking (55 stalls). As such, parking is not expected to spill out of the site.
4.5 Transportation Demand Management	All elements	Residential development with less than 60 auto trips.
4.6 Neighbourhood traffic Management	4.6.1 Adjacent Neighbourhoods	Residential development will not connect to any adjacent developments.
4.8 Review of Network Concept	All elements	This development is not expected to generate 200-person trips more than the permitted zoning for the site.

In addition to the above recommendations of the Exemptions Review, the following exemptions are also proposed for both Step 3 – Forecasting and Step 4 – Analysis, and are summarized in Table 3.

Table 3: Additional Recommended Exemptions Summary

Module	Element	Exemption Consideration
3.1 Development-generated Travel Demand	3.1.2 Trip Distribution	Minimal auto share anticipated given only 78 residential units on site, and negligible impact anticipated on road network.
	3.1.3 Trip Assignment	Minimal auto share anticipated given only 78 residential units on site, and negligible impact anticipated on road network.
3.2 Background Network Travel Demand	All Elements	Minimal auto share anticipated given only 78 residential units on site, and negligible impact anticipated on road network.
3.3 Demand Rationalization	All Elements	Minimal auto share anticipated given only 78 residential units on site, and negligible impact anticipated on road network.
4.2 Parking	4.2.1 Parking Supply	Auto and Bicycle parking requirements have been met.
4.3 Boundary Street Design	All Elements	Frontage is restricted to the site access which will operate as a private approach. No street design required.
4..4 Access Intersection Design	4.4.2 Intersection Control	Site access will operate at a private approach and will not require an intersection screening for a signal or roundabout.
	4.4.3 Intersection Design	Site access will operate at a private approach and will not require an intersection screening for a signal or roundabout.
4.7 Transit	4.7.2 Transit Priority	Site access will operate at a private approach and will not require an intersection screening for a signal or roundabout.
4.9 Intersection Design	All Elements	Site access will operate at a private approach and will not require an intersection screening for a signal or roundabout.

9. DEVELOPMENT GENERATED TRAVEL DEMAND

9.1. TRIP GENERATION AND MODE SHARES

9.1.1. TRIP GENERATION

Appropriate trip generation rate for the proposed development consisting of 124 residential units was obtained from the City's 2009 TRANS Trip Generation – Residential Trip Rates. These rates are summarized in Table 4.

Table 4: 2009 TRANS Trip Generation Rate

Land Use	Trip Rates	
	AM Peak	PM Peak
Townhomes	T = 0.50(du)	T = 0.51(du)
Notes: *T = Average Vehicle Trip Ends* *du = Dwelling units*		

Using the TRANS Trip Generation rate, the total amount of vehicle trips generated by the proposed townhome units were projected and the results are summarized in Table 5.

Table 5: TRANS Vehicle Trip Generation

Land Use	Data Source	Units	AM Peak (veh/h)			PM Peak (veh/h)		
			In	Out	Total	In	Out	Total
			22%	78%		62%	38%	
Townhomes	TRANS	78 du	8	31	39	24	16	40
		Total	8	31	39	24	16	40

As shown in Table 5, a total of 39 and 40 veh/h are projected to travel to/from the proposed development during the weekday morning and afternoon peak hours.

9.1.2. MODE SHARES

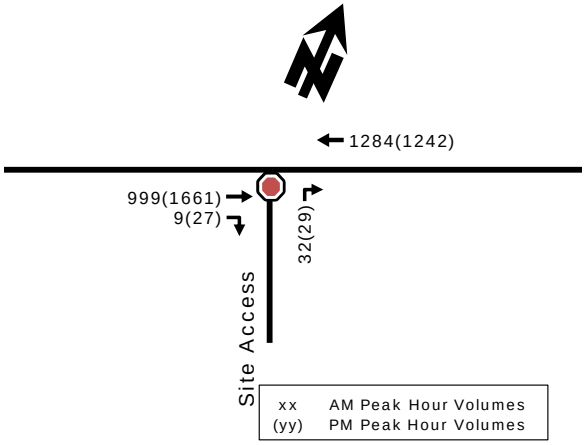
Using the TRANS Auto Trips projected in Table 5 and the modal share percentages from the 2011 NCR Household Origin – Destination Survey and Table 3.13 of the TRANS Trip Generation Study, the modal share for the proposed development are summarized in Table 6.

Table 6: Total Site Trip Generation

Travel Mode	AM Mode Share	AM Peak (persons/h)			PM Mode Share	PM Peak (persons/h)		
		In	Out	Total		In	Out	Total
Auto Driver	50%	8	31	39	50%	24	16	40
Auto Passenger	10%	2	6	8	15%	8	4	12
Transit	25%	4	16	20	20%	9	7	16
Non-motorized	15%	2	10	12	15%	7	5	12
Total People Trips	100%	16	63	78	100%	48	32	80
Total 'New' Auto Trips		**8**	**31**	**39**		**24**	**16**	**40**

As shown in Table 6, based on the TRANS Trip Generation method, the proposed site is projected to generate approximately 78 to 80 two-way person-trips per hour during the weekday peak hours. The increase in two-way transit trips is estimated to be 16 to 20 persons per hour, and the increase in bike/walk trips is approximately 12 persons per hour.

Figure 6: Projected Site Access Volumes (2018)



10. DEVELOPMENT DESIGN

10.1. DESIGN FOR SUSTAINABLE MODES

The minimum parking requirements for this development within 600m of an LRT station are 39 car spaces (0.5 spaces per unit) for the residents, 16 car spaces (0.2 spaces per unit) for visitor parking, and 39 bike spaces (0.5 spaces per unit) for bicycles. The site provides 76 residents and 16 visitor car parking spaces and 39 interior bike parking spaces.

An asphalt pathway extends along the frontage of the residential units, connecting to Ogilvie Road and the multi-use pathway south of the site.

The furthest units (Block 7) within the site are approximately 440m and 575m from the nearest transit stops, in the westbound and eastbound directions respectively.

10.2. CIRCULATION AND ACCESS

No issues were noted for emergency vehicles (HSU turning templates) for accessing or circulating the site.

11. ACCESS INTERSECTIONS DESIGN

11.1. LOCATION AND DESIGN OF ACCESS

The access will be in the same location as the existing Epiphany Anglican Church access, approximately 90m from the crosswalk at the Ogilvie at Aviation intersection. The proposed 8.5m pavement width is sufficient for the access to Ogilvie Road.

12. TRANSIT

12.1. ROUTE CAPACITY

As outlined within Section 9.1.2, the forecasted 'new' two-way transit trips are estimated to be 20 trips (4 in, 16 out) during the AM peak and 16 trips (9 in, 7 out) during the PM peak. During the AM peak, the outbound trips represent approximately 29% of a single bus (55 passengers), approximately 21% of an articulated bus (75 passengers), or approximately 18% of a double decker bus (90 passengers).

The average load for transit vehicles is typically 10-12 passengers during the AM and PM peak periods, and as such, the additional forecasted transit trips can be accommodated on the existing Route 24 service.

13. SUMMARY OF IMPROVEMENTS INDICATED AND MODIFICATION OPTIONS

Based on the results summarized herein the following conclusions are offered:

- The proposed site will consist of 78 residential units and share an access with the Epiphany Anglican Church on Ogilvie Road;
- The access is located approximately 110m east of the Ogilvie Road and Aviation Parkway intersection. The access will operate as a right-on/right-out access;
- In total, the development is anticipated to generate approximately 80 two-way person trips during both peak hours, split into the following modal shares:
  - 39 auto trips (8 in, 31 out) during the AM peak and 40 auto trips (24 in, 16 out) during the PM peak;
  - 20 transit trips (4 in, 16 out) during the AM peak and 16 transit trips (9 in, 7 out) during the PM peak; and
  - 12 active mode trips (2 in, 10 out) during the AM peak and 12 active mode trips (7 in, 5 out) during the PM peak.
- No capacity analysis was required for the TIA, as the trip generate trigger was not met;
- Existing capacity exists on the current transit service in the area (Route 24) to accommodate the forecasted transit trips;
- A total of 92 parking spaces will be provided within the development, 76 for residents and 16 for visitor parking. This amount of parking meets the City's Zoning Bylaw minimum and maximum parking requirements;
- A total of 39 interior bicycle parking spaces will be provide and meets the City's Zoning By-Law requirements; and,

- The Ogilvie Road and Aviation Parkway intersection was noted to experience a significant number of rear end collisions, with approximately 50% of these involving right-turning vehicles;
- A single u-turn collision was noted at the Ogilvie Road and Palmerston Drive intersection;
- No issues were noted within the site or at the access for emergency vehicle turning movements; and
- No local improvements are required for the proposed access configuration as it will operate within the Private Approach By-Law.

Based on the foregoing conclusions, this report satisfies the TIA requirements for Richcraft's 1298 Ogilvie Road development and is recommended to proceed from a transportation perspective.

Prepared By:

Andrew Harte, P.Eng.
Senior Transportation Engineer

Reviewed By:

Christopher Gordon, P.Eng.
Senior Project Manager

Appendix A

Screening Form and Correspondence

PARSONS

1223 Michael Street, Suite 100, Ottawa, Ontario, K1J 7T2
P: +1 613.738.4160 l F: +1 613.739.7105 l www.parsons.com

City of Ottawa 2017 TIA Guidelines

TIA Screening Form

Date	1/16/2018
Project	Richcraft - 1298 Ogilvie Rd
Project Number	476609

Results of Screening	Yes/No
Development Satisfies the Trip Generation Trigger	No
Development Satisfies the Location Trigger	Yes
Development Satisfies the Safety Trigger	Yes

Module 1.1 - Description of Proposed Development	
Municipal Address	1298 Ogilvie Road
Description of location	Parcel adjacant to Epiphany Anglican Church, part 01, part R3Y[708]
Land Use	Proposed residential
Development Size	78 Townhomes
Number of Accesses and Locations	Existing Church access to Ogilvie Road
Development Phasing	Single Phase
Buildout Year	2019
Sketch Plan / Site Plan	See attached

Module 1.2 - Trip Generation Trigger		
Land Use Type	Townhomes or Apartments	
Development Size	78	Units
Trip Generation Trigger Met?	No	

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;	Yes	
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?	Yes	

Harte, Andrew

From: Harte, Andrew
Sent: Wednesday, January 24, 2018 1:53 PM
To: 'Yousfani, Asad'
Subject: FW: Richcraft 12980 Ogilvie Road - TIA Screening and Scoping Report Submission
Attachments: 476609.1298 Ogilvie.Scoping.01232018.pdf

Asad,

Just in case Steve forgot the attachment.

Regards,

Andrew Harte, P.Eng.
Senior Transportation Engineer
1223 Michael Street North, Suite 100, Ottawa, Ontario, K1J 7T2
andrew.harte@parsons.com – P: +1 613.691.1527

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From: Harte, Andrew
Sent: Wednesday, January 24, 2018 1:38 PM
To: Dubyk, Wally <Wally.Dubyk@ottawa.ca>
Cc: Gordon, Christopher <Christopher.Gordon@parsons.com>; 'steve.belan@ottawa.ca' <steve.belan@ottawa.ca>; Fairouz Wahab <FWahab@richcraft.com>; 'tremblay@fotenn.com' <tremblay@fotenn.com>
Subject: Richcraft 12980 Ogilvie Road - TIA Screening and Scoping Report Submission

Wally,

Please find attached the Screening and Scoping Report for Richcraft's 1298 Ogilvie Road development. If you require any physical copies, please let me know how many and I will send them in.

If you have any questions or wish to discuss, feel free to give me a call or let me know a good time to call you. If you can also advise on the timeline for review / comments, I would greatly appreciate it so that I can move onto the Forecasting Report asap.

Regards,

Andrew Harte, P.Eng.
Senior Transportation Engineer
1223 Michael Street North, Suite 100, Ottawa, Ontario, K1J 7T2
andrew.harte@parsons.com – P: +1 613.691.1527

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Appendix B

Traffic Count Data

Public Works - Traffic Services

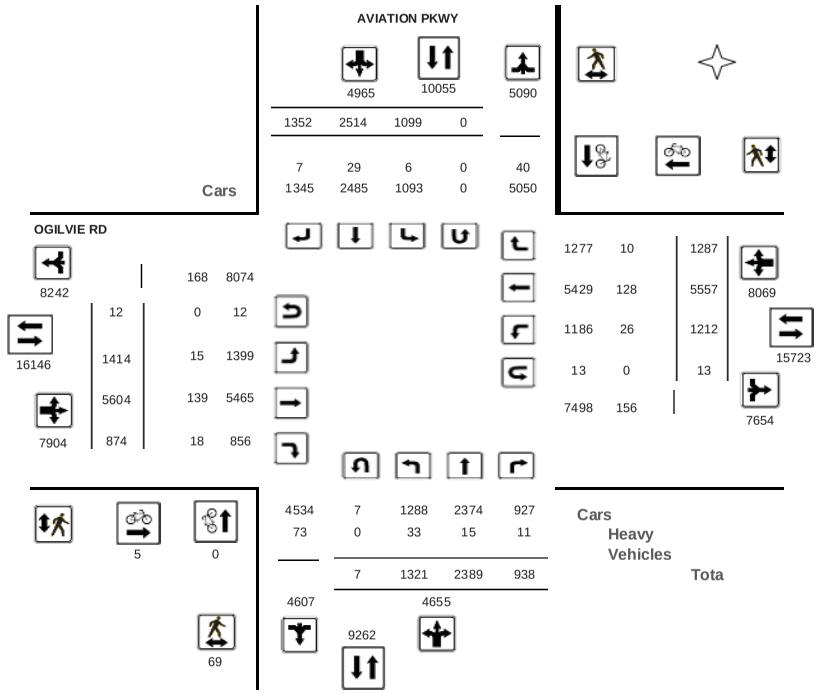
Turning Movement Count - Full Study Diagram

AVIATION PKWY @ OGILVIE RD

Survey Date: 28-Jan-15

WO#: 34325

Device: Miovision



Comments

2015-Jul-06

Page 1 of 1

Public Works - Traffic Services

Turning Movement Count - Peak Hour Diagram

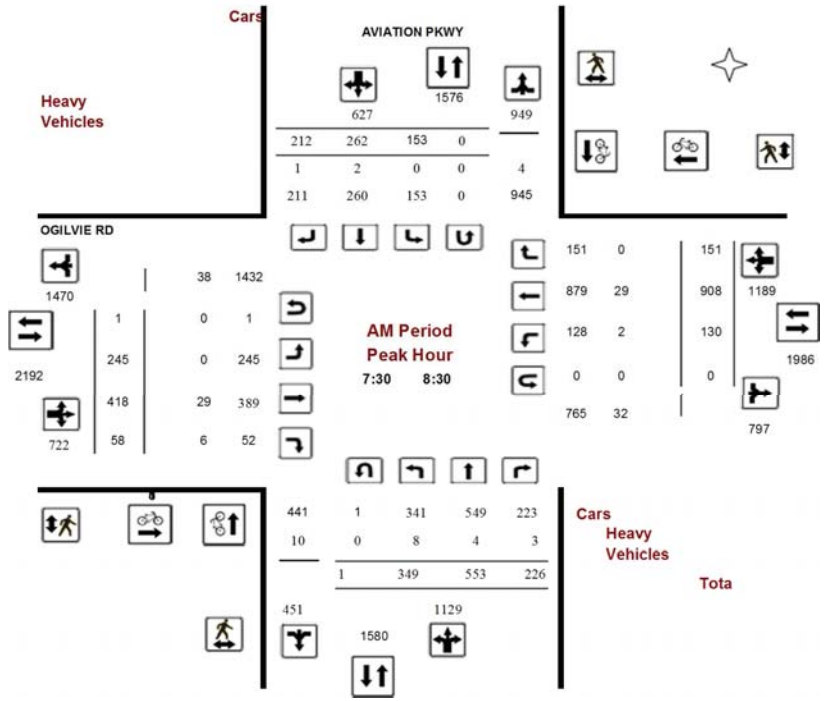
AVIATION PKWY @ OGILVIE RD

Survey Date: 28-Jan-15

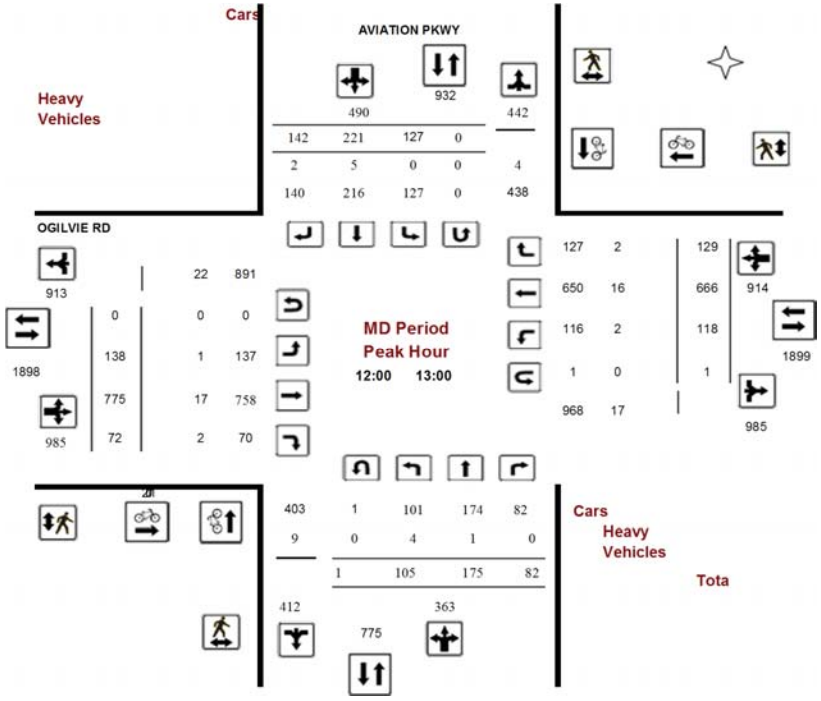
Start Time: 7:00

WO No: 34325

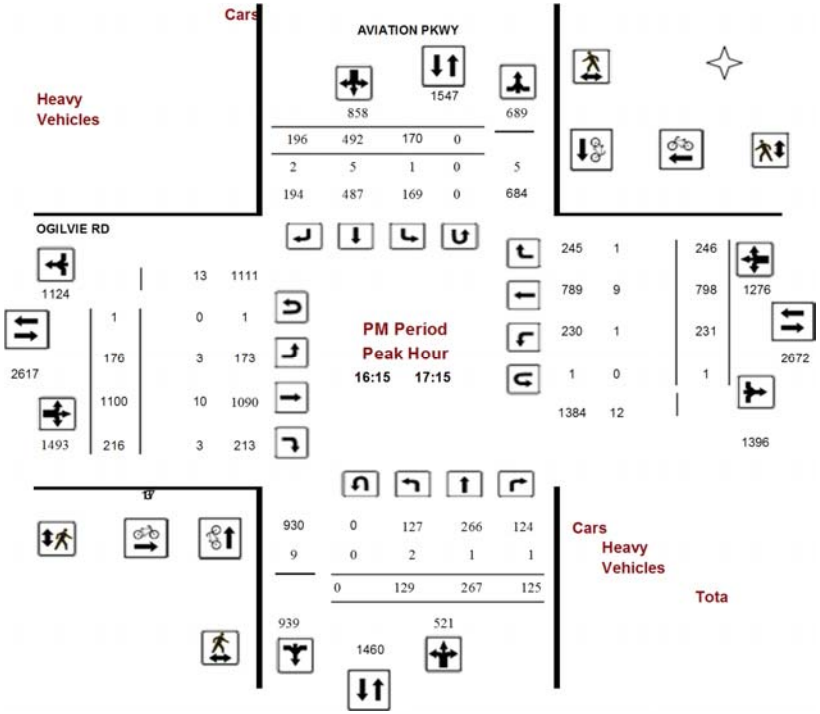
Device: Miovision



Comments



Comments



Comments

Public Works - Traffic Services

Work Order 34325

Turning Movement Count - Full Study Summary Report

AVIATION PKWY @ OGILVIE RD

Survey Date: 28-Jan-15

Total Observed U-Turns

Northbound: 7 Southbound: 0

Eastbound: 12 Westbound: 13

AADT Factor 1.00

Full Study

		AVIATION PKWY									OGILVIE RD									
		Northbound				Southbound					Eastbound				Westbound					
Period		LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TO	STR TOT	Grand Total
7:00	8:00	287	567	202	**1056**	139	236	167	**542**	**1598**	247	351	48	**646**	111	800	142	**1053**	**1699**	**3297**
8:00	9:00	328	475	163	**966**	154	238	206	**598**	**1564**	230	400	53	**683**	136	773	131	**1040**	**1723**	**3287**
9:00	10:00	133	216	90	**439**	96	192	115	**403**	**842**	143	431	43	**617**	90	528	116	**734**	**1351**	**2193**
11:30	12:30	118	165	68	**351**	115	221	155	**491**	**842**	147	704	66	**917**	125	669	115	**909**	**1826**	**2668**
12:30	13:30	96	147	90	**333**	128	200	116	**444**	**777**	146	777	92	**1015**	108	626	120	**854**	**1869**	**2646**
15:00	16:00	115	285	101	**501**	145	514	203	**862**	**1363**	156	904	182	**1242**	240	738	228	**1206**	**2448**	**3811**
16:00	17:00	125	268	130	**523**	178	515	202	**895**	**1418**	172	1073	221	**1466**	239	761	255	**1255**	**2721**	**4139**
17:00	18:00	119	266	94	**479**	144	398	188	**730**	**1209**	173	964	169	**1306**	163	662	180	**1005**	**2311**	**3520**
Total		1321	2389	938	**4648**	1099	2514	1352	**4965**	**9613**	1414	5604	874	**7892**	1212	5557	1287	**8056**	**15948**	**25561**
Equ 12Hr		1836	3320	1303	**6459**	1527	3494	1879	**6900**	**13359**	1965	7789	1214	**10968**	1684	7724	1788	**11196**	**22164**	**35523**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.															**1.39**					
Avg 12Hr		1836	3320	1303	**6459**	1527	3494	1879	**6900**	**13359**	1965	7789	1214	**10968**	1684	7724	1788	**11196**	**22164**	**35523**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.															**1.00**					
Avg 24Hr		2405	4349	1706	**8461**	2000	4577	2461	**9039**	**17500**	2574	10203	1590	**14368**	2206	10118	2342	**14666**	**29034**	**46535**
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.															**1.31**					

Comments:

Note: U-Turns are included in Totals.

2015-Jul-06

Public Works - Traffic Services

W.O. 34325

Turning Movement Count - 15 Minute Summary Report

AVIATION PKWY @ OGILVIE RD

Survey Date: 28-Jan-15

Total Observed U-Turns

Northbound: 7 Southbound: 0

Eastbound: 12 Westbound: 13

		AVIATION PKWY									OGILVIE RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
7:00	7:15	44	99	26	**169**	36	45	36	**117**	**286**	49	48	10	**107**	23	136	33	**192**	**299**	**585**
7:15	7:30	69	144	46	**259**	29	62	33	**124**	**383**	71	82	8	**161**	27	186	29	**242**	**403**	**786**
7:30	7:45	84	155	63	**302**	39	70	48	**157**	**459**	61	113	17	**191**	34	226	39	**299**	**490**	**949**
7:45	8:00	90	169	67	**326**	35	59	50	**144**	**470**	66	108	13	**187**	27	252	41	**320**	**507**	**977**
8:00	8:15	83	103	56	**242**	43	62	45	**150**	**392**	57	108	19	**184**	44	240	37	**321**	**505**	**897**
8:15	8:30	92	126	40	**259**	36	71	69	**176**	**435**	61	89	9	**160**	25	190	34	**249**	**409**	**844**
8:30	8:45	105	124	35	**265**	36	45	48	**129**	**394**	64	98	14	**177**	30	176	38	**244**	**421**	**815**
8:45	9:00	48	122	32	**205**	39	60	44	**143**	**348**	48	105	11	**165**	37	167	22	**226**	**391**	**739**
9:00	9:15	46	64	23	**133**	36	51	24	**111**	**244**	46	99	8	**153**	23	134	32	**190**	**343**	**587**
9:15	9:30	26	66	26	**118**	14	44	30	**88**	**206**	37	102	11	**150**	24	154	25	**205**	**355**	**561**
9:30	9:45	32	44	20	**96**	21	50	34	**105**	**201**	32	96	14	**143**	24	115	35	**177**	**320**	**521**
9:45	10:00	29	42	21	**92**	25	47	27	**99**	**191**	28	134	10	**173**	19	125	24	**170**	**343**	**534**
11:30	11:45	35	46	20	**101**	32	57	40	**129**	**230**	45	161	13	**219**	30	166	24	**220**	**439**	**669**
11:45	12:00	30	32	20	**82**	26	60	44	**130**	**212**	32	167	21	**221**	32	165	27	**226**	**447**	**659**
12:00	12:15	28	40	12	**81**	28	53	30	**111**	**192**	46	199	16	**261**	36	161	28	**225**	**486**	**678**
12:15	12:30	25	47	16	**88**	29	51	41	**121**	**209**	24	177	16	**217**	27	177	36	**241**	**458**	**667**
12:30	12:45	21	41	34	**96**	31	70	38	**139**	**235**	43	209	19	**271**	20	171	36	**227**	**498**	**733**
12:45	13:00	31	47	20	**98**	39	47	33	**119**	**217**	25	190	21	**236**	35	157	29	**221**	**457**	**674**
13:00	13:15	25	33	19	**77**	25	38	27	**90**	**167**	37	196	25	**258**	36	137	24	**197**	**455**	**622**
13:15	13:30	19	26	17	**62**	33	45	18	**96**	**158**	41	182	27	**251**	17	161	31	**209**	**460**	**618**
15:00	15:15	32	81	30	**143**	32	110	52	**194**	**337**	33	208	32	**274**	60	178	74	**312**	**586**	**923**
15:15	15:30	24	58	22	**104**	35	120	49	**204**	**308**	40	213	49	**302**	53	215	58	**326**	**628**	**936**
15:30	15:45	36	85	16	**137**	33	145	45	**223**	**360**	44	224	51	**319**	70	154	47	**271**	**590**	**950**
15:45	16:00	23	61	33	**118**	45	139	57	**241**	**359**	39	259	50	**349**	57	191	49	**297**	**646**	**1005**
16:00	16:15	33	82	24	**139**	47	133	60	**240**	**379**	38	249	59	**347**	55	140	56	**251**	**598**	**977**
16:15	16:30	29	68	37	**134**	39	130	46	**215**	**349**	46	275	62	**383**	61	215	62	**338**	**721**	**1070**
16:30	16:45	23	68	34	**125**	54	153	51	**258**	**383**	35	268	44	**348**	63	192	81	**336**	**684**	**1067**
16:45	17:00	40	50	35	**125**	38	99	45	**182**	**307**	53	281	56	**390**	60	214	56	**331**	**721**	**1028**
17:00	17:15	37	81	19	**137**	39	110	54	**203**	**340**	42	276	54	**372**	47	177	47	**271**	**643**	**983**
17:15	17:30	35	56	30	**121**	39	116	44	**199**	**320**	40	253	44	**338**	50	182	62	**294**	**632**	**952**
17:30	17:45	24	77	24	**125**	36	104	42	**182**	**307**	49	217	33	**299**	37	146	38	**221**	**520**	**827**
17:45	18:00	23	52	21	**96**	30	68	48	**146**	**242**	42	218	38	**298**	29	157	33	**220**	**518**	**760**
TOTAL:		1321	2389	938	**4655**	1099	2514	1352	**4965**	**9620**	1414	5604	874	**7904**	1212	5557	1287	**8069**	**15973**	**25593**

Note: U-Turns are included in Totals.

Comment:

2015-Jul-06

Public Works - Traffic Services

W.O. 34325

Turning Movement Count - Heavy Vehicle Report

AVIATION PKWY @ OGILVIE RD

Survey Date: 28-Jan-15

Time Period		AVIATION PKWY Northbound LT	ST	RT	N TOT	Southbound LT	ST	RT	S TOT	STR TOT	OGILVIE RD Eastbound LT	ST	RT	E TOT	Westbound LT	ST	RT	W TOT	STR TOT	Grand Total
7:00	8:00	9	4	4	**17**	0	3	0	**3**	**20**	0	22	5	**27**	3	20	1	**24**	**51**	**71**
8:00	9:00	7	3	1	**11**	0	2	1	**3**	**14**	2	21	4	**27**	0	28	0	**28**	**55**	**69**
9:00	10:00	6	1	1	**8**	3	1	1	**5**	**13**	4	26	0	**30**	8	17	2	**27**	**57**	**70**
11:30	12:30	2	3	1	**6**	0	3	1	**4**	**10**	2	12	3	**17**	4	15	2	**21**	**38**	**48**
12:30	13:30	2	0	2	**4**	1	4	1	**6**	**10**	1	22	0	**23**	4	16	1	**21**	**44**	**54**
15:00	16:00	5	1	1	**7**	1	3	0	**4**	**11**	1	18	2	**21**	4	16	2	**22**	**43**	**54**
16:00	17:00	2	2	1	**5**	1	6	0	**7**	**12**	4	10	3	**17**	1	11	2	**14**	**31**	**43**
17:00	18:00	0	1	0	**1**	0	7	3	**10**	**11**	1	8	1	**10**	2	5	0	**7**	**17**	**28**
Total	:	33	15	11	**59**	6	29	7	**42**	**101**	15	139	18	**172**	26	128	10	**164**	**336**	**437**

Heavy Vehicles are vehicles having one rear axle with four or more wheels, or having two or more rear axles. These vehicles include most O.C. Transpo, school and inter-city buses. Further, they ARE included in the Turning Movement Count Summary.

Printed on: 2015-Jul-06

Public Works - Traffic Services

Work Order 34325

Turning Movement Count - Cyclist Volume Report

AVIATION PKWY @ OGILVIE RD

Count Date: 28-Jan-15 **Start Time:** 7:00

Time Period		AVIATION PKWY Northbound	Southbound	Street Total	OGILVIE RD Eastbound	Westbound	Street Total	Grand Total
7:00	8:00	0	1	**1**	0	0	**0**	**1**
8:00	9:00	0	0	**0**	3	0	**3**	**3**
9:00	10:00	0	0	**0**	1	0	**1**	**1**
11:30	12:30	0	0	**0**	0	0	**0**	**0**
12:30	13:30	0	0	**0**	0	1	**1**	**1**
15:00	16:00	0	0	**0**	0	1	**1**	**1**
16:00	17:00	0	0	**0**	0	0	**0**	**0**
17:00	18:00	0	0	**0**	1	2	**3**	**3**
Total	.....	0	1	**1**	5	4	**9**	**10**

Comment:

Note: These volumes consists of bicycles only (no mopeds or motorcycles) and ARE NOT included in the Turning Movement Count Summary.

2015-Jul-06

Public Works - Traffic Services

Work Order
34325

Turning Movement Count - Pedestrian Volume Report

AVIATION PKWY @ OGILVIE RD

Count Date: 28-Jan-15 **Start Time:** 7:00

Time Period		NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
7:00	7:15	1	2	**3**	1	0	**1**	**4**
7:15	7:30	1	1	**2**	1	0	**1**	**3**
7:30	7:45	1	2	**3**	1	0	**1**	**4**
7:45	8:00	1	1	**2**	1	0	**1**	**3**
7:00	8:00	4	6	**10**	4	0	4	**14**
8:00	8:15	0	2	**2**	0	0	**0**	**2**
8:15	8:30	2	0	**2**	1	0	**1**	**3**
8:30	8:45	1	1	**2**	0	0	**0**	**2**
8:45	9:00	1	1	**2**	0	0	**0**	**2**
8:00	9:00	4	4	8	1	0	1	9
9:00	9:15	1	1	**2**	0	0	**0**	**2**
9:15	9:30	0	1	**1**	0	0	**0**	**1**
9:30	9:45	0	1	**1**	1	0	**1**	**2**
9:45	10:00	0	1	**1**	0	0	**0**	**1**
9:00	10:00	1	4	5	1	0	1	6
11:30	11:45	1	3	**4**	0	0	**0**	**4**
11:45	12:00	0	1	**1**	1	0	**1**	**2**
12:00	12:15	5	3	**8**	1	0	**1**	**9**
12:15	12:30	7	1	**8**	0	0	**0**	**8**
11:30	12:30	13	8	**21**	2	0	2	**23**
12:30	12:45	5	0	**5**	0	0	**0**	**5**
12:45	13:00	4	2	**6**	0	3	**3**	**9**
13:00	13:15	1	0	**1**	0	0	**0**	**1**
13:15	13:30	5	0	**5**	2	0	**2**	**7**
12:30	13:30	15	2	**17**	2	3	5	**22**
15:00	15:15	0	2	**2**	0	1	**1**	**3**
15:15	15:30	3	3	**6**	1	2	**3**	**9**
15:30	15:45	1	3	**4**	0	0	**0**	**4**
15:45	16:00	3	1	**4**	1	2	**3**	**7**
15:00	16:00	7	9	**16**	2	5	7	**23**
16:00	16:15	3	1	**4**	1	1	**2**	**6**
16:15	16:30	5	0	**5**	0	1	**1**	**6**
16:30	16:45	4	1	**5**	0	0	**0**	**5**
16:45	17:00	5	1	**6**	1	0	**1**	**7**
16:00	17:00	17	3	**20**	2	2	4	**24**
17:00	17:15	3	5	**8**	2	0	**2**	**10**
17:15	17:30	1	0	**1**	0	0	**0**	**1**
17:30	17:45	2	1	**3**	1	2	**3**	**6**
17:45	18:00	2	1	**3**	0	1	**1**	**4**
17:00	18:00	8	7	**15**	3	3	6	**21**
Total	.....	69	43	**112**	17	13	30	**142**

Comment:

Transportation Services - Traffic Services

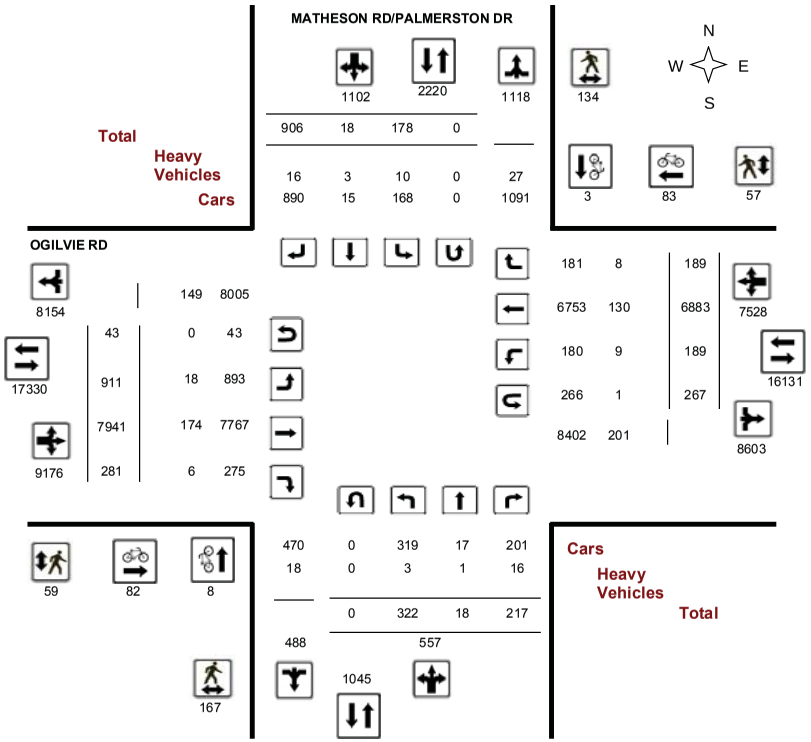
Turning Movement Count - Full Study Diagram

OGILVIE RD @ MATHESON RD/PALMERSTON DR

Survey Date: Tuesday, May 09, 2017

WO#: 37015

Device: Miovision



Comments

Transportation Services - Traffic Services

Work Order 37015

Turning Movement Count - Full Study Summary Report

OGILVIE RD @ MATHESON RD/PALMERSTON DR

Survey Date: Tuesday, May 09, 2017

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 43 Westbound: 267

AADT Factor .90

Full Study

	MATHESON RD/PALMERSTON DR								OGILVIE RD									
	Northbound				Southbound				Eastbound				Westbound					
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	54	4	24	**82**	22	3	175	**200**	**282**	65	828	21	**914**	14	863	15	**892**	**1806**	**2088**
08:00 09:00	53	0	26	**79**	26	1	154	**181**	**260**	73	873	21	**967**	15	1015	14	**1044**	**2011**	**2271**
09:00 10:00	28	1	12	**41**	23	2	115	**140**	**181**	65	673	18	**756**	11	556	21	**588**	**1344**	**1525**
11:30 12:30	32	0	20	**52**	19	1	79	**99**	**151**	118	904	23	**1045**	16	718	19	**753**	**1798**	**1949**
12:30 13:30	36	1	22	**59**	14	2	92	**108**	**167**	82	961	30	**1073**	16	747	21	**784**	**1857**	**2024**
15:00 16:00	23	2	31	**56**	19	3	101	**123**	**179**	164	1162	38	**1364**	30	994	28	**1052**	**2416**	**2595**
16:00 17:00	52	4	39	**95**	29	4	96	**129**	**224**	181	1419	61	**1661**	33	1094	38	**1165**	**2826**	**3050**
17:00 18:00	44	6	43	**93**	26	2	94	**122**	**215**	163	1121	69	**1353**	54	896	33	**983**	**2336**	**2551**
Sub Total	322	18	217	**557**	178	18	906	**1102**	**1659**	911	7941	281	**9133**	189	6883	189	**7261**	**16394**	**18053**
U Turns				**0**				**0**	**0**				**43**				**267**	**310**	**310**
Total	322	18	217	**557**	178	18	906	**1102**	**1659**	911	7941	281	**9176**	189	6883	189	**7528**	**16704**	**18363**
EQ 12Hr	448	25	302	**774**	247	25	1259	**1532**	**2306**	1266	11038	391	**12755**	263	9567	263	**10464**	**23219**	**25525**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.													**1.39**						
AVG 12Hr	403	23	271	**697**	223	23	1133	**1379**	**2076**	1140	9934	352	**11479**	236	8611	236	**9418**	**20897**	**22973**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.													**.90**						
AVG 24Hr	528	29	356	**913**	292	29	1485	**1806**	**2719**	1493	13014	461	**15038**	310	11280	310	**12337**	**27375**	**30094**
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.													**1.31**						

Comments:

Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.

Transportation Services - Traffic Services

W.O. 37015

Turning Movement Count - 15 Minute Summary Report

OGILVIE RD @ MATHESON RD/PALMERSTON DR

Survey Date: Tuesday, May 09, 2017

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 43 Westbound: 267

		MATHESON RD/PALMERSTON DR									OGILVIE RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	13	0	5	**18**	6	0	33	**39**	**57**	7	173	5	**185**	2	178	1	**182**	**367**	**424**
07:15	07:30	11	2	6	**19**	5	1	48	**54**	**73**	16	207	8	**231**	2	199	6	**211**	**442**	**515**
07:30	07:45	13	1	6	**20**	6	2	49	**57**	**77**	19	227	4	**251**	5	229	3	**240**	**491**	**568**
07:45	08:00	17	1	7	**25**	5	0	45	**50**	**75**	23	221	4	**249**	5	257	5	**273**	**522**	**597**
08:00	08:15	13	0	8	**21**	11	0	44	**55**	**76**	16	238	7	**261**	6	286	0	**295**	**556**	**632**
08:15	08:30	14	0	5	**19**	3	0	33	**36**	**55**	22	212	6	**241**	3	284	6	**295**	**536**	**591**
08:30	08:45	15	0	6	**21**	5	1	47	**53**	**74**	13	216	4	**234**	3	227	6	**240**	**474**	**548**
08:45	09:00	11	0	7	**18**	7	0	30	**37**	**55**	22	207	4	**233**	3	218	2	**226**	**459**	**514**
09:00	09:15	6	0	4	**10**	7	0	35	**42**	**52**	20	192	4	**217**	4	146	7	**163**	**380**	**432**
09:15	09:30	8	0	5	**13**	6	0	31	**37**	**50**	12	169	3	**185**	2	145	5	**155**	**340**	**390**
09:30	09:45	6	0	0	**6**	3	0	24	**27**	**33**	13	168	7	**188**	1	135	6	**148**	**336**	**369**
09:45	10:00	8	1	3	**12**	7	2	25	**34**	**46**	20	144	4	**171**	4	130	3	**142**	**313**	**359**
11:30	11:45	9	0	1	**10**	5	0	18	**23**	**33**	35	240	1	**276**	2	151	2	**162**	**438**	**471**
11:45	12:00	4	0	9	**13**	8	0	18	**26**	**39**	27	220	1	**248**	2	171	8	**188**	**436**	**475**
12:00	12:15	3	0	5	**8**	2	1	21	**24**	**32**	29	223	12	**266**	8	184	7	**210**	**476**	**508**
12:15	12:30	16	0	5	**21**	4	0	22	**26**	**47**	27	221	9	**259**	4	212	2	**229**	**488**	**535**
12:30	12:45	10	0	10	**20**	4	2	23	**29**	**49**	15	258	9	**285**	7	206	6	**229**	**514**	**563**
12:45	13:00	10	1	3	**14**	5	0	22	**27**	**41**	15	242	8	**266**	2	197	6	**214**	**480**	**521**
13:00	13:15	6	0	2	**8**	1	0	25	**26**	**34**	27	243	8	**278**	4	173	2	**185**	**463**	**497**
13:15	13:30	10	0	7	**17**	4	0	22	**26**	**43**	25	218	5	**249**	3	171	7	**186**	**435**	**478**
15:00	15:15	6	1	12	**19**	1	2	23	**26**	**45**	37	276	6	**323**	11	244	8	**277**	**600**	**645**
15:15	15:30	6	0	3	**9**	10	1	20	**31**	**40**	32	263	7	**304**	8	235	8	**266**	**570**	**610**
15:30	15:45	7	0	7	**14**	5	0	34	**39**	**53**	44	329	14	**391**	3	248	6	**263**	**654**	**707**
15:45	16:00	4	1	9	**14**	3	0	24	**27**	**41**	51	294	11	**357**	8	267	6	**293**	**650**	**691**
16:00	16:15	14	1	9	**24**	8	2	22	**32**	**56**	37	375	10	**423**	8	273	6	**308**	**731**	**787**
16:15	16:30	14	0	10	**24**	7	1	25	**33**	**57**	51	364	17	**436**	9	300	12	**332**	**768**	**825**
16:30	16:45	11	2	6	**19**	6	0	27	**33**	**52**	42	359	19	**420**	8	268	14	**304**	**724**	**776**
16:45	17:00	13	1	14	**28**	8	1	22	**31**	**59**	51	321	15	**389**	8	253	6	**282**	**671**	**730**
17:00	17:15	5	2	14	**21**	5	1	25	**31**	**52**	48	360	21	**430**	9	260	5	**285**	**715**	**767**
17:15	17:30	14	0	9	**23**	4	0	19	**23**	**46**	36	264	15	**316**	21	235	12	**286**	**602**	**648**
17:30	17:45	8	0	14	**22**	5	0	28	**33**	**55**	46	277	17	**342**	13	234	10	**263**	**605**	**660**
17:45	18:00	17	4	6	**27**	12	1	22	**35**	**62**	33	220	16	**272**	11	167	6	**196**	**468**	**530**
TOTAL:		322	18	217	**557**	178	18	906	**1102**	**1659**	911	7941	281	**9176**	189	6883	189	**7528**	**16704**	**18363**

Note: U-Turns are included in Totals.

Comment:

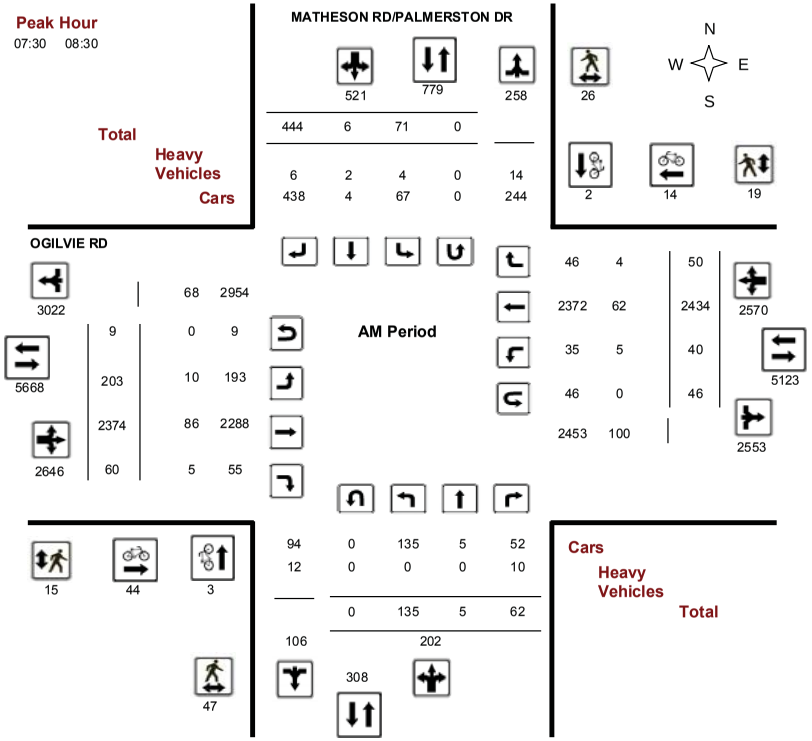
Transportation Services - Traffic Services

Turning Movement Count - AM Period Diagram

OGILVIE RD @ MATHESON RD/PALMERSTON DR

Survey Date: Tuesday, May 09, 2017 **WO#:** 37015

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



Comments :

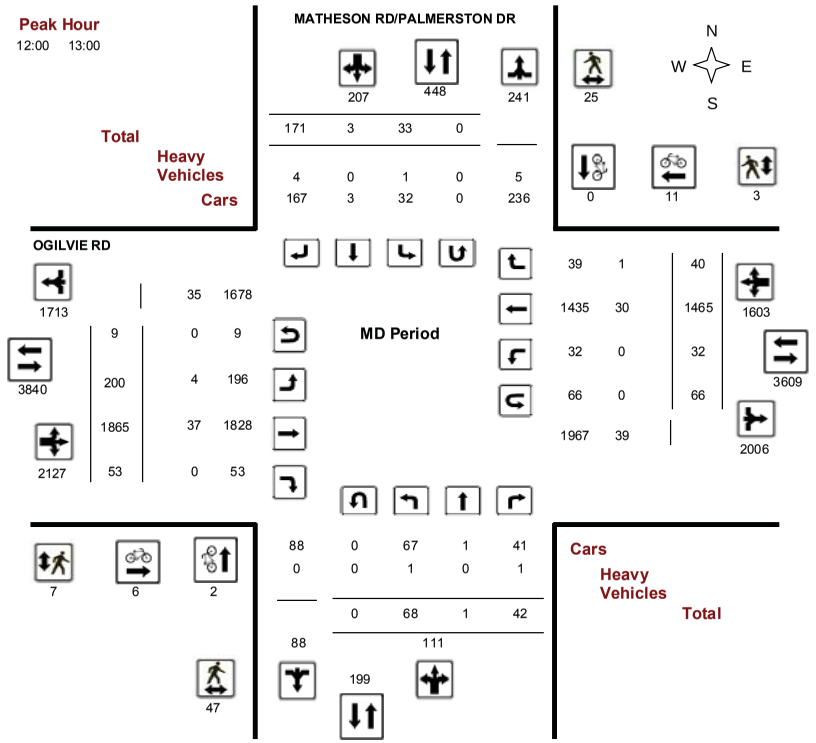
Transportation Services - Traffic Services

Turning Movement Count - MD Period Diagram

OGILVIE RD @ MATHESON RD/PALMERSTON DR

Survey Date: Tuesday, May 09, 2017 **WO#:** 37015

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



Comments :

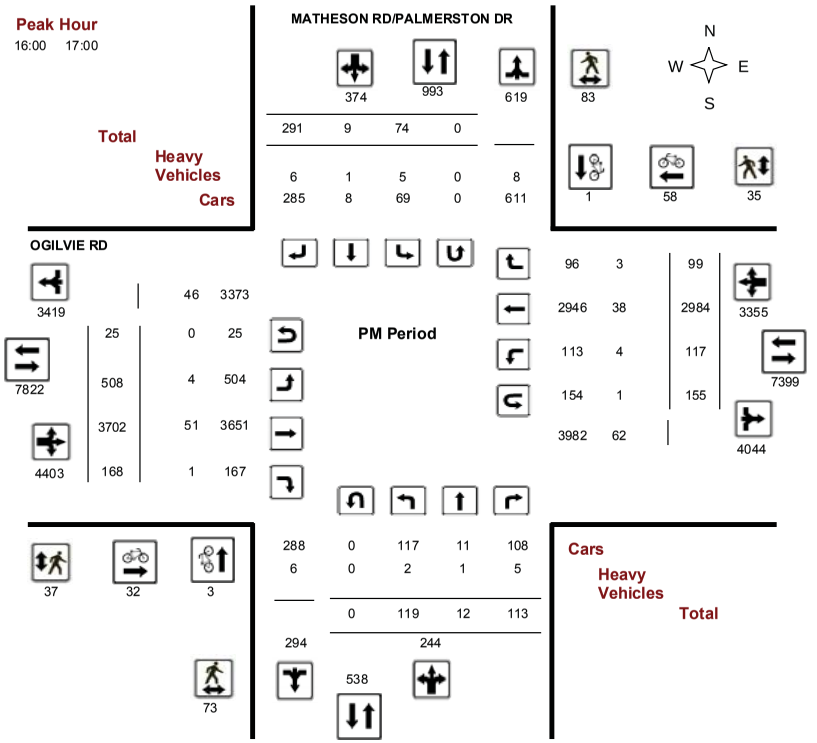
Transportation Services - Traffic Services

Turning Movement Count - PM Period Diagram

OGILVIE RD @ MATHESON RD/PALMERSTON DR

Survey Date: Tuesday, May 09, 2017 **WO#:** 37015

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



Comments :

Transportation Services - Traffic Services

W.O. 37015

Turning Movement Count - Heavy Vehicle Report

OGILVIE RD @ MATHESON RD/PALMERSTON DR

Survey Date: Tuesday, May 09, 2017

		MATHESON RD/PALMERSTON DR									OGILVIE RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	08:00	0	0	6	**6**	1	2	1	**4**	**10**	3	25	1	**29**	1	26	3	**30**	**59**	**69**
08:00	09:00	0	0	3	**3**	2	0	3	**5**	**8**	4	30	3	**37**	3	21	1	**25**	**62**	**70**
09:00	10:00	0	0	1	**1**	1	0	2	**3**	**4**	3	31	1	**35**	1	15	0	**16**	**51**	**55**
11:30	12:30	1	0	1	**2**	1	0	4	**5**	**7**	3	21	0	**24**	0	14	1	**15**	**39**	**46**
12:30	13:30	0	0	0	**0**	0	0	0	**0**	**0**	1	16	0	**17**	0	16	0	**16**	**33**	**33**
15:00	16:00	2	1	4	**7**	2	1	4	**7**	**14**	3	24	0	**27**	4	16	2	**22**	**49**	**63**
16:00	17:00	0	0	1	**1**	3	0	2	**5**	**6**	0	17	0	**17**	0	15	1	**16**	**33**	**39**
17:00	18:00	0	0	0	**0**	0	0	0	**0**	**0**	1	10	1	**12**	0	7	0	**8**	**20**	**20**
Sub Total		3	1	16	**20**	10	3	16	**29**	**49**	18	174	6	**198**	9	130	8	**148**	**346**	**395**
U-Turns (Heavy Vehicles)					**0**				**0**	**0**				**0**				**1**	**1**	**1**
Total		3	1	16	**0**	10	3	16	**29**	**49**	18	174	6	**198**	9	130	8	**149**	**347**	**396**

Heavy Vehicles include Buses, Single-Unit Trucks and Articulated Trucks. Further, they ARE included in the Turning Movement Count Summary.

Transportation Services - Traffic Services

Work Order 37015

Turning Movement Count - Pedestrian Volume Report

OGILVIE RD @ MATHESON RD/PALMERSTON DR

Count Date: Tuesday, May 09, 2017 **Start Time:** 07:00

Time Period		NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00	07:15	1	2	**3**	2	2	**4**	**7**
07:15	07:30	5	2	**7**	0	1	**1**	**8**
07:30	07:45	5	2	**7**	0	2	**2**	**9**
07:45	08:00	6	2	**8**	0	5	**5**	**13**
07:00	08:00	17	8	**25**	2	10	**12**	**37**
08:00	08:15	7	4	**11**	3	5	**8**	**19**
08:15	08:30	8	3	**11**	1	2	**3**	**14**
08:30	08:45	2	3	**5**	0	0	**0**	**5**
08:45	09:00	4	1	**5**	3	1	**4**	**9**
08:00	09:00	21	11	**32**	7	8	**15**	**47**
09:00	09:15	4	1	**5**	3	1	**4**	**9**
09:15	09:30	4	0	**4**	1	0	**1**	**5**
09:30	09:45	0	3	**3**	0	0	**0**	**3**
09:45	10:00	1	3	**4**	2	0	**2**	**6**
09:00	10:00	9	7	**16**	6	1	**7**	**23**
11:30	11:45	4	2	**6**	0	0	**0**	**6**
11:45	12:00	7	7	**14**	0	0	**0**	**14**
12:00	12:15	8	2	**10**	1	0	**1**	**11**
12:15	12:30	8	5	**13**	0	1	**1**	**14**
11:30	12:30	27	16	**43**	1	1	**2**	**45**
12:30	12:45	4	2	**6**	2	0	**2**	**8**
12:45	13:00	6	1	**7**	0	2	**2**	**9**
13:00	13:15	8	3	**11**	2	0	**2**	**13**
13:15	13:30	2	3	**5**	2	0	**2**	**7**
12:30	13:30	20	9	**29**	6	2	**8**	**37**
15:00	15:15	3	5	**8**	3	2	**5**	**13**
15:15	15:30	9	16	**25**	5	7	**12**	**37**
15:30	15:45	3	6	**9**	3	2	**5**	**14**
15:45	16:00	7	4	**11**	4	3	**7**	**18**
15:00	16:00	22	31	**53**	15	14	**29**	**82**
16:00	16:15	5	3	**8**	3	1	**4**	**12**
16:15	16:30	12	9	**21**	6	4	**10**	**31**
16:30	16:45	10	3	**13**	7	2	**9**	**22**
16:45	17:00	7	9	**16**	0	4	**4**	**20**
16:00	17:00	34	24	**58**	16	11	**27**	**85**
17:00	17:15	5	11	**16**	0	2	**2**	**18**
17:15	17:30	6	10	**16**	3	2	**5**	**21**
17:30	17:45	3	4	**7**	2	5	**7**	**14**
17:45	18:00	3	3	**6**	1	1	**2**	**8**
17:00	18:00	17	28	**45**	6	10	**16**	**61**
Total	.....	167	134	**301**	59	57	**116**	**417**

Comment:

Transportation Services - Traffic Services

Turning Movement Count - Cyclist Volume Report

Work Order
37015

OGILVIE RD @ MATHESON RD/PALMERSTON DR

Count Date: Tuesday, May 09, 2017 **Start Time:** 07:00

	MATHESON RD/PALMERSTON DR			OGILVIE RD			
Time Period	Northbound	Southbound	**Street Total**	Eastbound	Westbound	**Street Total**	**Grand Total**
07:00 08:00	1	1	**2**	19	9	**28**	**30**
08:00 09:00	2	1	**3**	13	4	**17**	**20**
09:00 10:00	0	0	**0**	12	1	**13**	**13**
11:30 12:30	1	0	**1**	3	5	**8**	**9**
12:30 13:30	1	0	**1**	3	6	**9**	**10**
15:00 16:00	0	0	**0**	7	11	**18**	**18**
16:00 17:00	3	1	**4**	11	22	**33**	**37**
17:00 18:00	0	0	**0**	14	25	**39**	**39**
Total	8	3	**11**	82	83	**165**	**176**

Comment:

Note: These volumes consists of bicycles only (no mopeds or motorcycles) and ARE NOT included in the Turning Movement Count Summary.

Appendix C

Collision Data and Analysis

Total Area

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total	
P.D. only	42	13	7	4	0	0	0	1	67	83%
Non-fatal injury	6	6	1	1	0	0	0	0	14	17%
Non reportable	0	0	0	0	0	0	0	0	0	0%
Total	**48**	**19**	**8**	**5**	**0**	**0**	**0**	**1**	**81**	100%
	#1 or 59%	#2 or 23%	#3 or 10%	#4 or 6%	#6 or 0%	#6 or 0%	#6 or 0%	#5 or 1%		

Ogilvie Rd, Aviation Pkwy to Palmerston Dr

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2014-2016	3	28,575	1095	**0.10**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total	
P.D. only	1	0	2	0	0	0	0	0	3	100%
Non-fatal injury	0	0	0	0	0	0	0	0	0	0%
Non reportable	0	0	0	0	0	0	0	0	0	0%
Total	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	100%
	33%	0%	67%	0%	0%	0%	0%	0%		

Ogilvie Rd / Palmerston Dr

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2014-2016	10	30,094	1095	**0.30**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total	
P.D. only	4	2	1	1	0	0	0	1	9	90%
Non-fatal injury	0	1	0	0	0	0	0	0	1	10%
Non reportable	0	0	0	0	0	0	0	0	0	0%
Total	**4**	**3**	**1**	**1**	**0**	**0**	**0**	**1**	**10**	100%
	40%	30%	10%	10%	0%	0%	0%	10%		

Ogilvie Rd / Aviation Pkwy

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2014-2016	68	46,535	1095	**1.33**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total	
P.D. only	37	11	4	3	0	0	0	0	55	81%
Non-fatal injury	6	5	1	1	0	0	0	0	13	19%
Non reportable	0	0	0	0	0	0	0	0	0	0%
Total	**43**	**16**	**5**	**4**	**0**	**0**	**0**	**0**	**68**	100%
	63%	24%	7%	6%	0%	0%	0%	0%		

Appendix D

OC Transpo Transit Data

Harte, Andrew

From: Stefanoff, Genya <genya.stefanoff@ottawa.ca>
Sent: Monday, February 26, 2018 9:30 AM
To: Harte, Andrew
Cc: Nahas, Rani
Subject: RE: Transit Data Request - Ogilvie/Aviation - Route 24

Hi Andrew,

My apologies for the delay. Please find below passenger data from the January 2017 booking for the AM and PM peak periods (6-9am and 3-6pm, respectively). The data was gathered for Route 124, which was the route number in Jan. 2017. This route was renumbered to Route 24 in the June 2017 service change.

	AM Peak			PM Peak		
Stop #	ONs	OFFs	Average load at departure	ONs	OFFs	Average load at departure
8521	0	0	11	0	1	12
1238	0	1	10	0	0	11

The typical bus types planned on this route during the AM and PM peak periods in Jan 2017 were as follows:

Route	AM peak period	PM peak period
24*	40-foot	40-foot

* As noted above, this route was numbered as Route 124 in Jan. 2017.

Please don't hesitate to contact me if you have any questions or require additional information.

Best regards,
Genya

Genya Stefanoff, MCIP, RPP
Senior Transit Planner, Service Strategy

City of Ottawa | OC Transpo | Transportation Services Department
1500 St. Laurent Blvd., Ottawa, ON K1G 0Z8

tel: 613-580-2424 ext. 52294
genya.stefanoff@ottawa.ca