

630 CUMMINGS AVENUE REDEVELOPMENT 630 CUMMINGS AVENUE OTTAWA, ONTARIO

SCOPING DOCUMENT

January 27, 2020

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**630 CUMMINGS AVENUE REDEVELOPMENT
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OTTAWA, ONTARIO**

SCOPING DOCUMENT

January 27, 2020

Prepared for:

Apartments For Rent Ottawa
108-2448 Carling Avenue
Ottawa, ON K2B 7H3

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STEP 1 - SCREENING

A Screening Form has been prepared for the apartment units proposed for the addition to the existing apartment building at 630 Cummings Avenue. The Screening Form, which was prepared by the Architect and is included as Exhibit 1.1 in the Appendix, determined that the apartment addition to the existing 630 Cummings Avenue building would not meet the Triggers for a TIA Study. City of Ottawa staff has requested that further TIA reports are required to address MMLOS and the potential for spillover parking.

STEP 2 - SCOPING

MODULE 2.1 – Existing and Planned Conditions

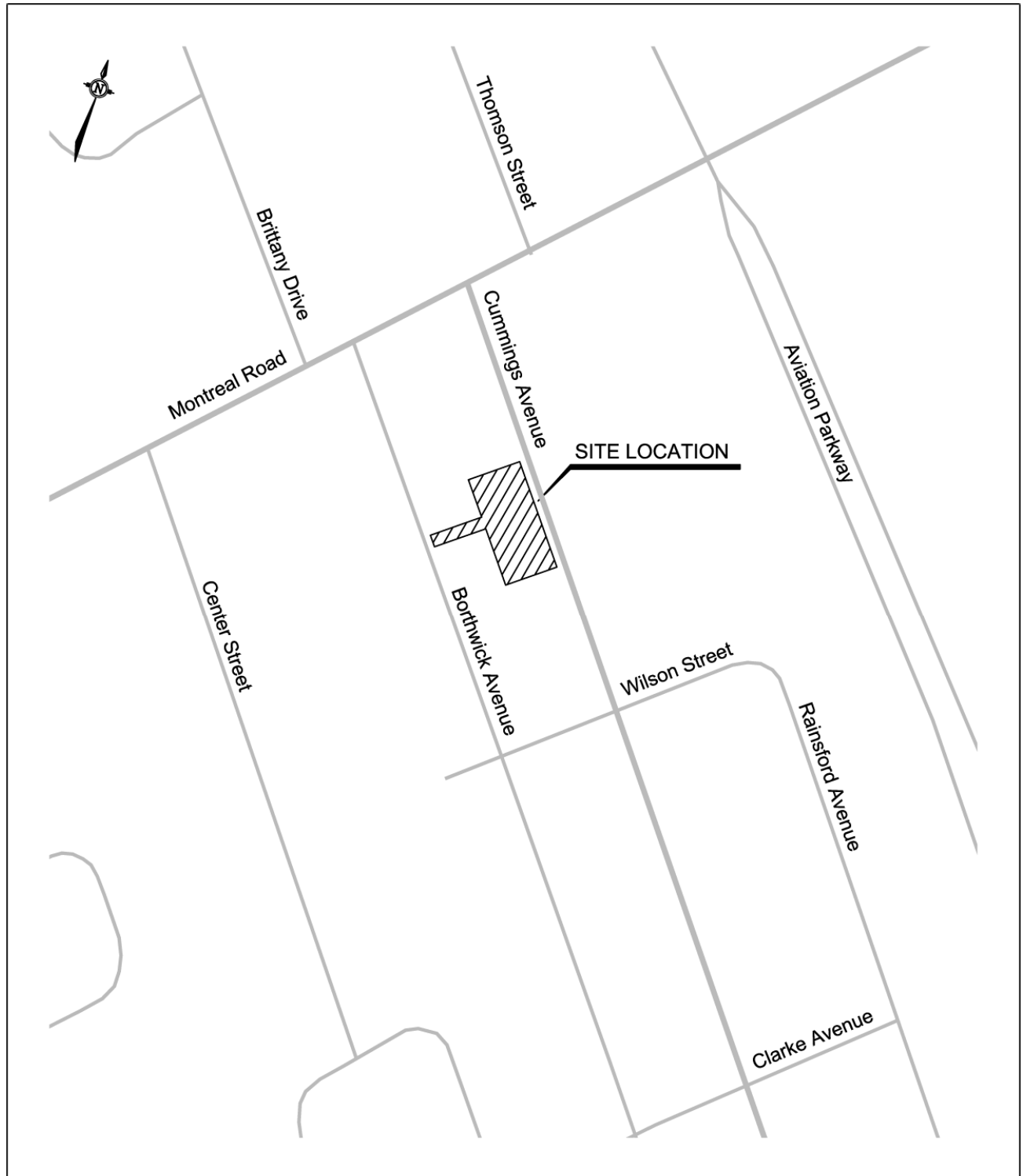
Element 2.1.1 – Proposed Development

The proposed development will consist of the additions to the existing apartment building at 630 Cummings Avenue. The apartment building is located on the west side of Cummings Avenue approximately 125 m south of Montreal Road. Figure 2.1 shows the location of the site.

The existing property has a lot size of 1,546 m² which contains one three storey apartment building with 12 apartment units. The building has the main entrance off of Cummings Avenue, and a rear entrance to the parking lot which has access directly onto Borthwick Avenue. The existing parking lot currently contains 11 parking spaces for the 630 Cummings Avenue building.

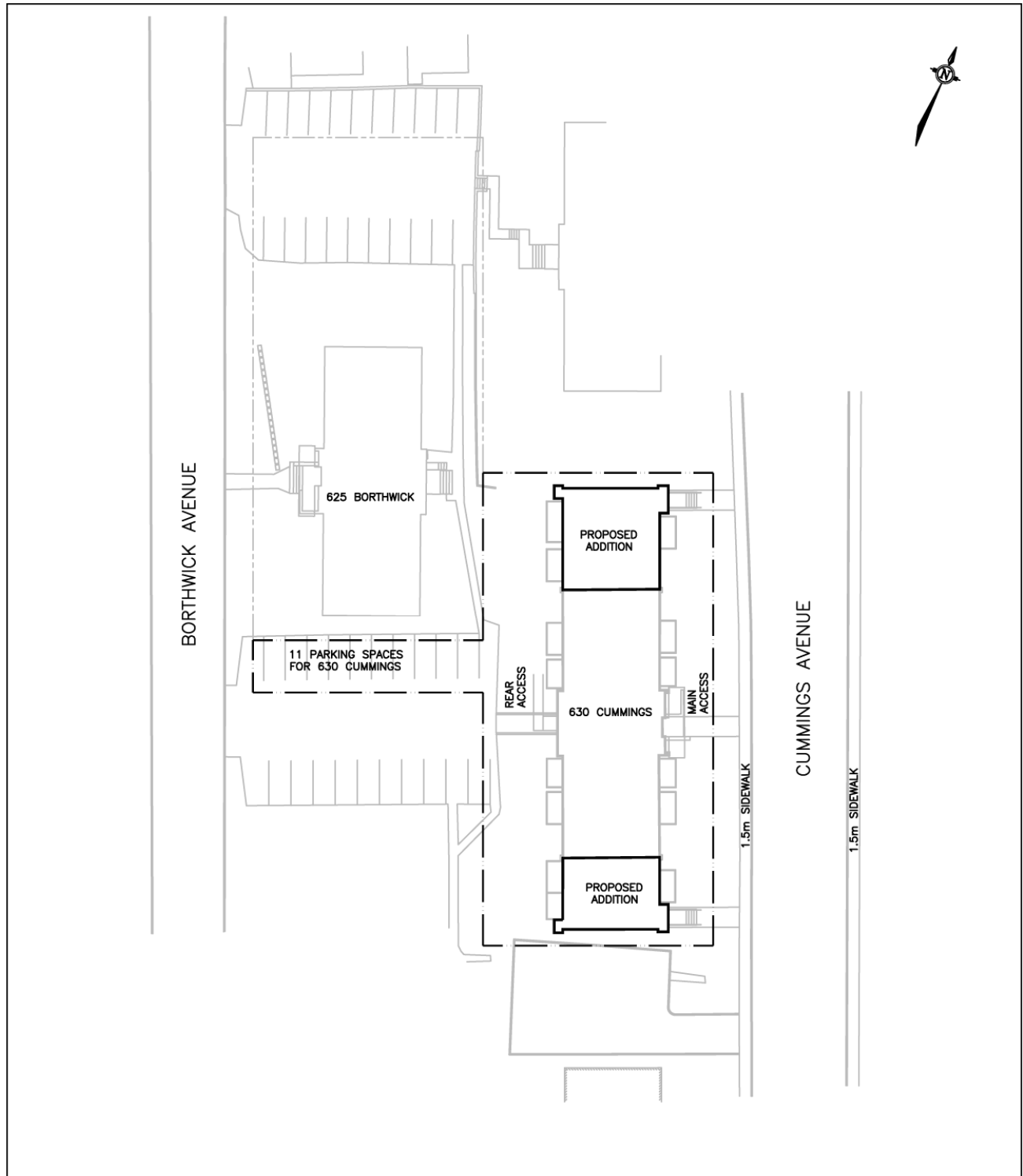
The proposed redevelopment will consist of an addition to both the north and south sides of the existing apartment building which will provide an additional 30 rental units for a total of 42 apartment units in the 3 storey building. The property is currently zoned R4N “Residential Fourth Density Zone” which will support the proposed addition. The building will retain the 11 vehicle parking spaces for all 42 apartment units, and provide bicycle parking for 21 bikes. Figure 2.2 provides a conceptual site plan of the apartment addition which is expected to be completed by the year 2022.

FIGURE 2.1
SITE LOCATION PLAN



NOT TO SCALE

FIGURE 2.2
CONCEPTUAL SITE PLAN



NOT TO SCALE

Element 2.1.2 – Existing Conditions

Cummings Avenue

The apartment building at 630 Cummings Avenue is located along Cummings Avenue approximately 125 m south of Montreal Road. Cummings Avenue in the vicinity of the site is designated as a collector road in the City of Ottawa *Transportation Master Plan* (TMP). The road has an urban cross section with a pavement width of 11 m. There are 1.5 m wide sidewalks on both sides of the road, with the west sidewalk adjacent to the building property integrated with the curb, and the east sidewalk having a boulevard of approximately 1.5 m between the curb and sidewalk.

OC Transpo bus routes 20 and 27 travel along Cummings Avenue past the site. Vehicle parking/stopping is prohibited along the street in the vicinity of the bus stops.

The speed limit is unposted at 50 km/h. Traffic calming measures are implemented along the street which is designated as a “Traffic Calmed Neighbourhood”. Truck traffic is prohibited along Cummings Avenue between Donald Street and Montreal Road.

Borthwick Avenue

Borthwick Avenue is designated as an urban local road with a pavement width of 8.5 m. There are no sidewalks along the street in the vicinity of the site.

On-street parking is prohibited along the east side of the street. There are no restrictions to parking along the west side of the street.

The speed limit is unposted at 50 km/h.

Cummings Avenue and Montreal Road Intersection

The Cummings/Montreal intersection is a “T” intersection controlled by traffic signals. Cummings Avenue forms the northbound approach and Montreal Road the eastbound and westbound approaches. The following is the lane configuration of the intersection:

Northbound Cummings	One left turn lane One right turn lane
Eastbound Montreal	One through lane One shared through/right lane
Westbound Montreal	One left turn lane Two through lanes

Borthwick Avenue and Montreal Road Intersection

The Borthwick/Montreal intersection is a two-way stop controlled intersection with the stop sign installed at the northbound Borthwick Avenue approach. The intersection is a

“T” intersection with Montreal Road forming the eastbound and westbound approaches. The following is the lane configuration of the intersection:

Northbound Cummings	One shared left/right turn lane
Eastbound Borthwick	One through lane
	One shared through/right lane
Westbound Borthwick	One left turn lane
	Two through lanes

Collision reports were obtained from the City of Ottawa through Open Data Ottawa for the five year time period between the years January 1, 2014 and December 31, 2018. The collision reports were for the road segments of Cummings Avenue and Borthwick Avenue between Wilson Street and Montreal Road. During the five year period 3 collisions were reported along the Cummings Avenue road segment and 0 collisions along the Borthwick Avenue road segment. Table 2.1 summarizes the collisions by year and type.

**TABLE 2.1
COLLISION SUMMARY**

YEAR	COLLISION TYPE					TOTAL
	REAR END	ANGULAR	TURNING	SIDESWIPE	OTHER (SMV)	
Cummings Avenue between Wilson Street and Montreal Road						
2014	0	1	0	0	0	1
2015	0	1	0	0	0	1
2016	0	0	0	0	0	0
2017	1	0	0	0	0	1
2018	0	0	0	0	0	0
Borthwick Avenue between Wilson Street and Montreal Road						
2014	0	0	0	0	0	0
2015	0	0	0	0	0	0
2016	0	0	0	0	0	0
2017	0	0	0	0	0	0
2018	0	0	0	0	0	0

Element 2.1.3 – Planned Conditions

The Planned Conditions element considers any planned development within the study area or planned changes to the study area transportation network. There are no planned changes within the study area which would have an impact on the development.

MODULE 2.2 – Study Area and Time Periods

Element 2.2.1 – Study Area

The 30 proposed apartment units will be part of the addition to the existing apartment building at 630 Cummings Avenue. The addition will be constructed on both the north and south sides of the building with the main access onto Cummings Avenue and the rear access onto Borthwick Avenue through the existing parking lot.

With the study not triggering the requirement for a TIA study and no additional parking spaces provided for the 30 apartment units, the scope of the study will be confined to the roadway segments along Cummings Avenue and Borthwick Avenue in the vicinity of the site. The study will determine the number of trips generated by the additional 30 apartment units and for the total 42 units in the 630 Cummings Avenue building. The trips would be for all modes of transportation.

Element 2.2.2 – Time Periods

The time period for the analysis would be the weekday peak AM and PM time period of traffic which would occur during the peak hour of the adjacent street traffic when drivers are travelling to and from work. This would be the peak time for both the background traffic and trips generated by the apartment building use.

Element 2.2.3 – Horizon Years

The TIA will address the impact of the additional apartment units which are expected to be completed and occupied by the year 2022. The analysis will examine the impact of all modes of trips at the year 2022/2027.

MODULE 2.3 – Exemptions Review

The exemptions, which provide possible reductions to the scope of work of the TIA Study, were examined using Table 4: Possible Exemptions which is provided in the City's *Transportation Impact Assessment Guidelines (2017)*. Utilizing the table, the following lists the possible exemptions proposed for the TIA Study report:

MODULE	ELEMENT	EXEMPTION CONSIDERATIONS
Design Review Component		
4.1 Development Design	4.1.2 Circulation and Access	Yes – The parking lot for the site will not be modified and will still contain 11 spaces for tenant parking.
	4.1.3 New Street Networks	Yes - The plan does not add any additional vehicular trips.
4.2 Parking	4.2.1 Parking Supply	No – The parking supply will be examined. The number of parking spaces will be discussed.
	4.2.2 Spillover Parking	No - Parking Supply/Demand will be examined within the site and on the street.
Network Impact Component		
4.5 Transportation Demand Management	All Elements	No – TDM measures will be discussed.
4.6 Neighbourhood Traffic Management	4.6.1 Adjacent Neighbourhoods	Yes – The development would add no additional parking spaces or vehicular traffic.
4.8 Network Concept		Yes - The site would not generate more than 200 person-trips per peak hour in excess of the volume permitted by established zoning.

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APPENDIX

SCREENING FORM

EXHIBIT 1.1 SCREENING FORM



Transportation Impact Assessment Guidelines

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	630 Cummings Avenue
Description of Location	Residential R4N zoned property East of Vanier
Land Use Classification	Residential
Development Size (units)	36 Proposed
Development Size (m ²)	TBD
Number of Accesses and Locations	One access from Borthwick Avenue
Phase of Development	N/A
Buildout Year	TBD

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.

If the proposed development size is greater than the sizes identified above, the Trip Generation Trigger is satisfied.

The trip generation trigger is not satisfied. The 36 proposed units is well below the 90 unit threshold as noted in the table above.



Transportation Impact Assessment Guidelines

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?		x
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*		x

*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).

If any of the above questions were answered with 'Yes,' the Location Trigger is satisfied.

4. Safety Triggers

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

If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

5. Summary

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

If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).