

Arcadis Professional Services
(Canada) Inc.
333 Preston Street
Suite 500
Ottawa, Ontario K1S 5N4
Canada
Phone: 613 241 3300
www.arcadis.com

Mike Giampa
Development Approvals, Transportation
City of Ottawa
110 Laurier Avenue, West
Ottawa, ON
Mike.Giampa@ottawa.ca

Date: June 3, 2024
Our Ref: 134297
Subject: 2095 Dilworth Road – Transportation Impact Assessment (Addendum #1)

Mr. Giampa,

A Transportation Impact Assessment (TIA) was prepared in by IBI Group, now Arcadis, in support of a Zoning By-law Amendment for the change in use to an undeveloped parcel of land located at 2095 Dilworth Road. The site is located in the northeast quadrant of the Dilworth Road interchange with Highway 416 in the southwestern region of Ottawa.

Schedule B9 of the Official Plan describes the various land designations in the Rural Transect. The subject lands are within an area of the Rural Transect designated as Rural Countryside which is intended to provide a variety of land uses that are appropriate for a rural location, limiting the amount of residential development and supporting industries that serve local residents and the travelling public, while ensuring that the character of the rural area is preserved. Small-scale, light industrial and commercial uses may be permitted in accordance with the underlying zoning if not within 1 kilometer any other Urban Village. In the context of transportation, the subject land conforms to Official Plan Policy 9.2.2 as it is within 200 metres of an arterial road and can be safely accessed by minimizing hazards between the road on which the site fronts and its vehicular points of access, as demonstrated in the TIA. The site is optimally situated near a highway interchange to provide services to the travelling public while minimizing impacts to the surrounding rural area.

Consistent with this Official Plan's policy direction, the zoning bylaw amendment seeks to change the zoning from Rural Countryside (RU) to Rural Commercial (RC). Examples of uses current permitted in the RU zone include agricultural-related operations, retirement/group homes, and animal care facilities, while the permitted land uses within the RC zone are defined as follows:

RC Zone - Permitted Uses			
amusement centre amusement park animal care establishment animal hospital artist studio automobile rental establishment	automobile dealership automobile service station bar campground car wash	click and collect facility (By-law 2016-289) detached dwelling dwelling unit gas bar kennel, see Part 3, Section 84 parking lot	restaurant retail food store, limited to a farmers' market (By-law 2016-134) retail store storefront industry, see Part 3, Section 99 (By-law 2018-171) warehouse (By-law 2013-58)

The TIA, dated July 2021 and attached for your reference, had evaluated the impacts of a conceptual development that included a gas station and cardlock truck stop, representing one of the highest trip-generating uses permitted in the RC zone that could reasonably be accommodated on a site of this size. Based on the analysis, the site could therefore be expected to generate, at most, 150 two-way vehicular trips during the weekday peak hours with approximately half of that volume being pass-by traffic (i.e. traffic that would otherwise already be present on the adjacent road network). The site's proximity to an interchange with Highway 416 takes advantage of the high volume of pass-by traffic thereby minimizing impacts to the surrounding rural area. For the purposes of analysis and with consideration of the conceptual land use, 100% of the site generated traffic was assumed to be to/from Highway 416. Historical two-way traffic volumes on Dilworth Road along the site frontage were recorded as being less than 75 vehicles per hour during the weekday peaks. The evaluation of this land use was intended to demonstrate that the site could be developed in accordance with by-law requirements (those relating to transportation) with minimal impact to the adjacent transportation network.

Since the completion of the TIA, the site's constraints have since been refined. The developable land area within the approximate 36-hectare site now includes three separate portions with a total net area of 12.14 hectares. The initial concept plan evaluated in the TIA, considered a Cardlock/truck stop on 5.1ha, and a gas station on 6.8ha for a total of 11.9 hectares of planned development area. An additional area of 8.6ha in size was also identified on the concept plan as "future expansion", though the transportation impacts related to any future expansion were not considered. As the refined area of developable land (see Figure 1 below) is similar in size to the concept plan presented in the TIA, the relative impacts on a trip-per-hectare basis remain virtually unchanged and thus the transportation impacts would not be expected to differ significantly from the TIA. It can reasonably

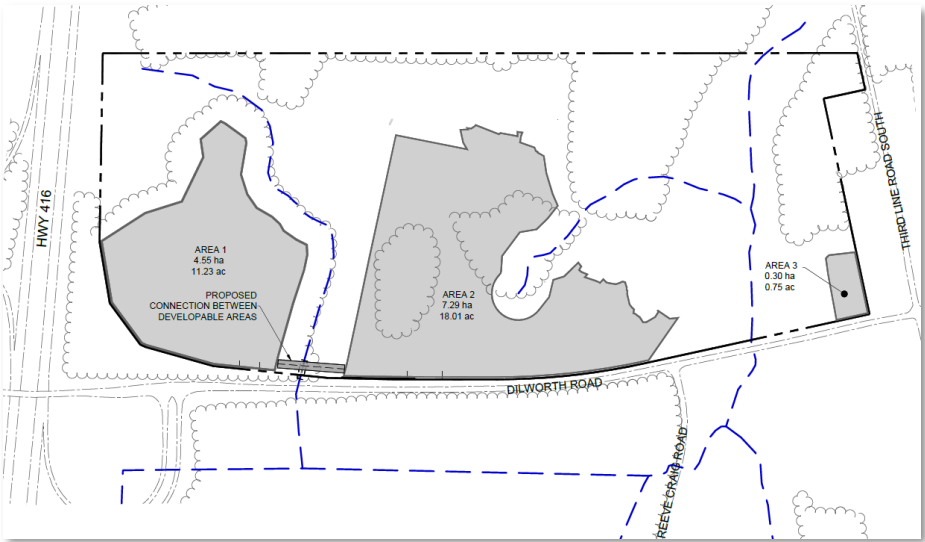


Figure 1 - Developable Area (May 2024)

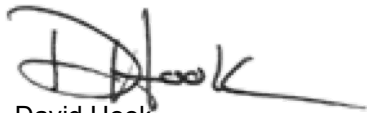
Mike Giampa
City of Ottawa
June 3, 2024

be concluded that other permitted uses within the RC zone could therefore be safely accommodated by the adjacent transportation network and will be further evaluated as part of a subsequent Site Plan Application.

It should be noted that the TIA considered analysis years which assumed a theoretical buildout year of 2022 and a horizon year of 2027. Although several years have elapsed, based on the relatively low annual growth in traffic at the study area intersections (3% applied to relatively low base traffic volumes) and the results of the 2027 analysis indicating Level of Service 'A' and 'B', there is sufficient long-term capacity to accommodate development of this site without the need for intersection improvements or the addition of auxiliary turning lanes at the site access driveways.

We trust that this provides sufficient clarification and added detail to support the approval of the TIA in support of the zoning by-law amendment application.

Sincerely,
Arcadis Professional Services (Canada) Inc.



David Hook
Associate | Manager, Transportation Engineering

Email: david.hook@arcadis.com
Direct Line: (613) 225 1311 ext 64029
Mobile: (613) 697-3236

CC. Greg Winters, Novatech
Dennis Colautti, Colautti Construction
Gary Colautti, Cohen and Cohen
Walter Griesseier, Loucon Metal
Rod Price, DeMarco Construction

Enclosures:
Transportation Impact Assessment – Step 4: Analysis (IBI Group / July 21, 2021)