

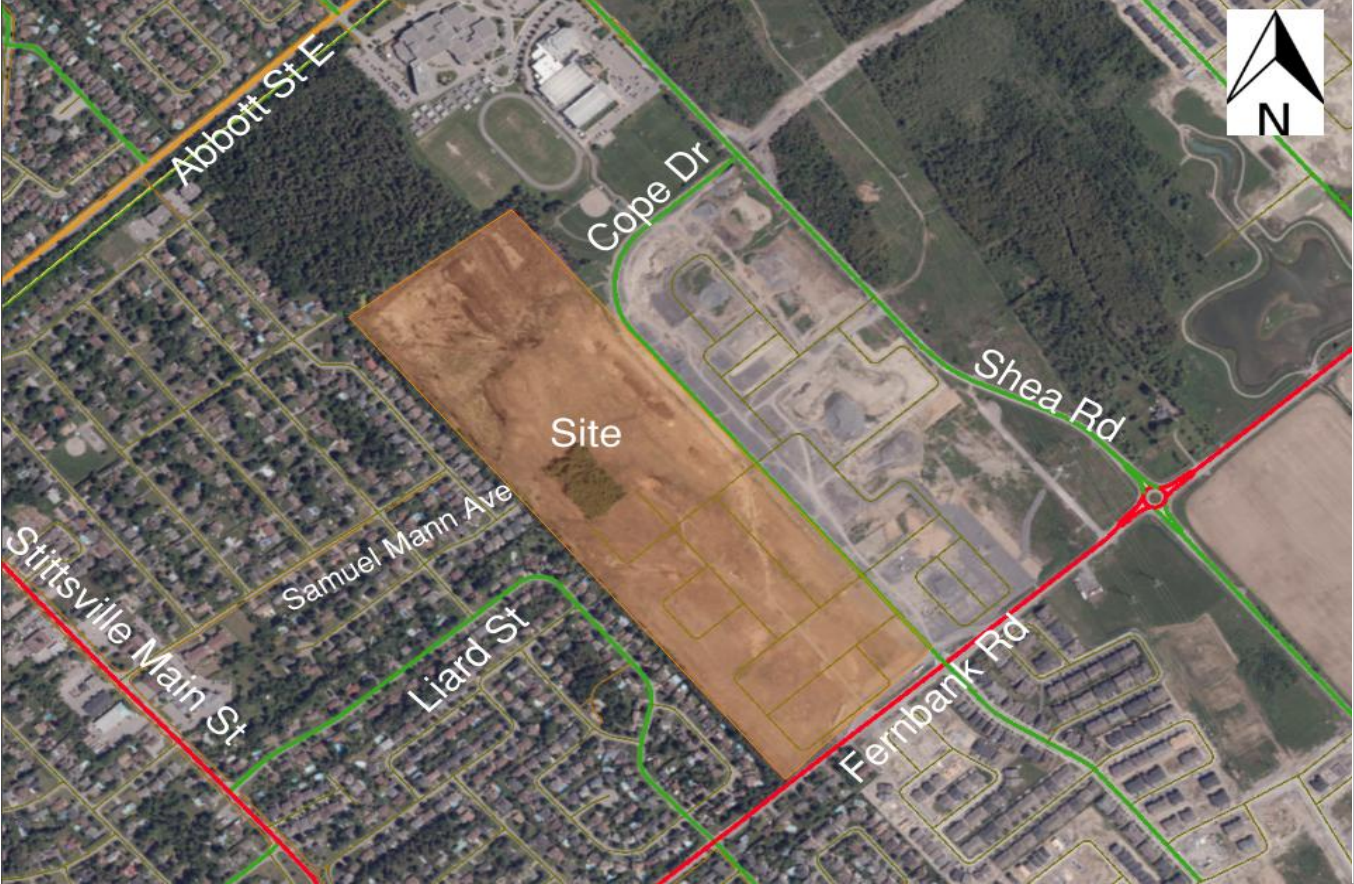
City of Ottawa 2017 TIA Guidelines Screening Form

*Revised per City of Ottawa update to the TIA Guidelines, effective June 14, 2023

1. Description of Proposed Development

Municipal Address	Idylea Lands - 6041 Fernbank Road
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Description of Location	The site is generally bound by Cope Dr to the east and Fernbank Rd to the south.
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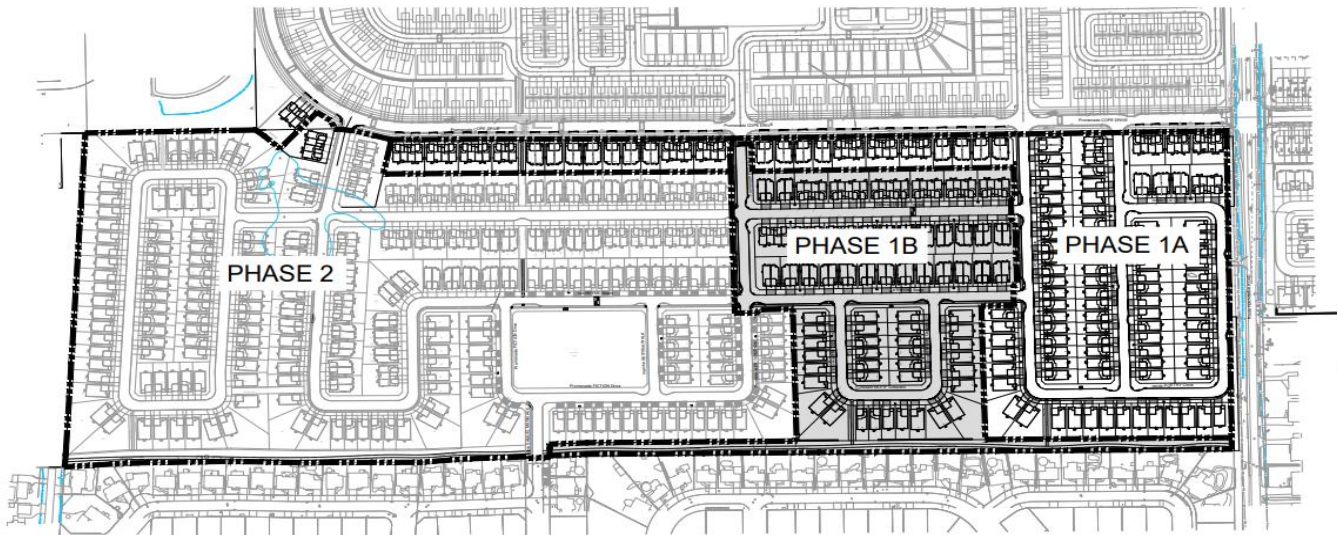
Land Use Classification	Residential
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Development Size (units)	506 units total (270 single family detached, 124 Semi-detached units, 112 Townhome units)
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Development Size (m ²)	N/A
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Number of Accesses and Locations	Five (5) all-movement site access intersections at the following locations: (1) Samuel Mann Ave (through existing subdivision lands to the west) (2) Villanelle Road (off Cope Drive) (3) Poetry Circle (off Cope Drive) (4) Fiction Drive (off Cope Drive) (5) Additional Proposed Access Intersection Off Cope Drive in Phase 2
Phase of Development	Phase 1A, Phase 1B, Phase 2 (phased build-out years TBD)
Buildout Year	~2035 (anticipated full build-out of all phases)

If available, please attach a sketch of the development or site plan to this form.



2. Trip Gen 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 (60 person trips)	
Single-Detached ¹	60 units	✓
Multi-Use Family (Low-Rise) ¹	90 units	✓
Multi-Use Family (High-Rise) ¹	150 Units	
Office ²	1,400 m ²	
Industrial ²	7,000 m ²	
Fast-food restaurant or coffee shop ²	110 m ²	
Destination Retail ²	1,800 m ²	
Gas Station or convenience market ²	90 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.

¹ Table 2, Table 3 & Table 4 TRANS Trip Generation Summary Report

² ITE Trip Generation Manual 11.1 Ed.

A Transportation Brief (TB) was prepared in 2013 using relevant Institute of Transportation Engineers' (ITE) trip generation rates. The unit counts were revised in 2021, but recent calculations using the City's current standard trip generation methodology from the 2020 TRANS Trip Generation Summary Report and the latest updated unit counts indicate reductions in site-generated vehicles volumes. Although the trip generation trigger is technically met, no further traffic analysis is needed, as more conservative site-generated vehicular impacts were already assessed in the 2013 TB. A comparison of unit counts and weekday peak hour site-generated vehicle trips from the 2013 TB and the proposed 2025 revisions are summarized in the table below.

Table 1 - Vehicle Trip Generation Summary for 6041 Fernbank Road (Idylea Lands)

	Unit count	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
2013 TB ¹	581	72	260	332	267	149	416
Proposed Revision (2021)	638	128	254	382	248	192	440
Proposed Revision (2025)	506	65	153	218	156	105	261
Difference²	-75	-7	-107	-114	-111	-44	-155

¹ Trip Generation based on ITE rates

² Difference between 2013 TB and Proposed Revision (2025)

Based on the 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 Cross-Town Bikeways?		✓
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)? ¹		✓

¹ Hubs are identified in Schedules B1 to B8 of the City of Ottawa Official Plan. PMTSAs are identified in Schedule C1 of the Official Plan. DPAs are identified in Schedule C7A and C7B of the Official. See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA.

Based on the above, the Location Trigger is not satisfied.

4. Safety Triggers		
	Yes	No
Are posted speed limits on a boundary street 80km/hr or greater?		✓
Are there any horizontal/vertical curvatures on a boundary street that limit 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 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 above, the Safety Trigger is not 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?		✓

Based on the results of the TIA Screening Form, the Trip Generation Trigger is satisfied. However, since the site-generated vehicular impacts were already assessed as part of the 2013 TB and are now anticipated to be lower based on the reduced unit counts and changes in the trip generation methodology, a TIA is not required for the proposed development.