INNES ROAD DEVELOPMENT
3817 - 3843 INNES ROAD
OTTAWA, ONTARIO

SCOPING DOCUMENT

August 12, 2020

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August 12, 2020

Prepared for:

Bridor Development
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723 TIA Scoping.doc

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SCOPING DOCUMENT

STEP 1 - SCREENING

A Screening Form has been prepared which is included as Exhibit 1.1 in the Appendix. The Screening Form is being submitted to the City of Ottawa along with the Scoping Document. The Screening Form has determined that the Trip Generation, Location, and Safety Triggers have all been met and a Transportation Impact Assessment (TIA) study must continue onto the next stage. The following will address the requirements of the Scoping Document.

STEP 2 - SCOPING

MODULE 2.1 – Existing and Planned Conditions

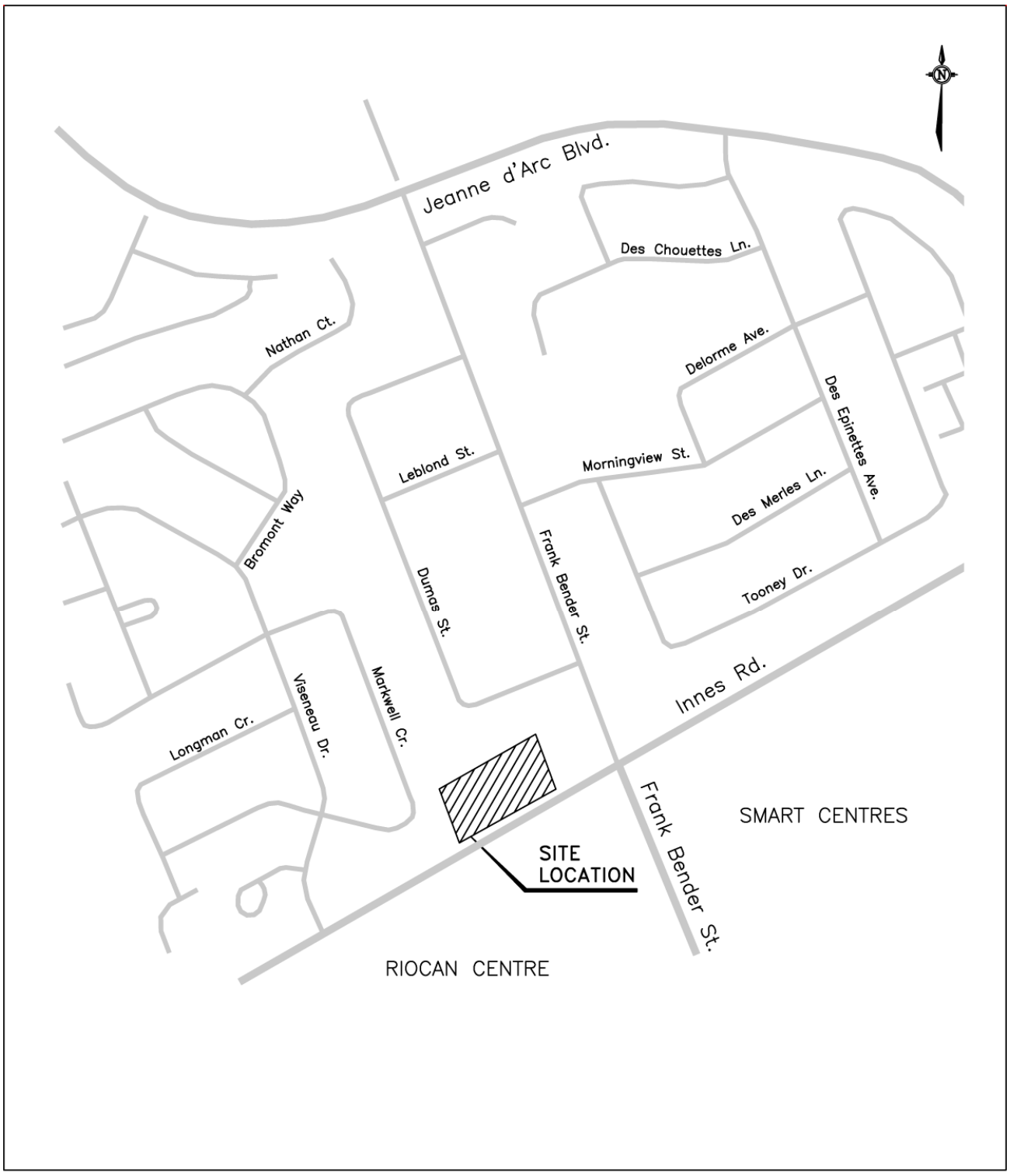
Element 2.1.1 – Proposed Development

The proposed Innes Road Development will be located on three blocks of land at 3817, 3835 and 3843 Innes Road. The total property is 7,268 m^2 in size and is located on the north side of Innes Road approximately 125 m west of the intersection of Frank Bender Street and Innes Road. The three sites currently have two existing residential buildings. Development in the area consists of retail and commercial development along Innes Road and residential development on the local streets north of Innes Road. The property is currently zoned R4Z, Residential Fourth Density, which will support the proposed apartment development. Figure 2.1 provides a site location plan of the development.

The Innes Road Development will consist of three apartment buildings, each on a separate Block of land. The development will be constructed in three phases, one phase for each Block of land and apartment building. The total development will comprise of 97 residential rental apartments. The site will contain 45 surface parking spaces and 76 spaces in an underground parking garage for a total of 121 parking spaces which include 6 barrier free spaces. Bicycle racks will be provided in a secured bicycle room in the underground parking garage. The site will have a bicycle room for each Block providing a total of 47 spaces for bike parking.

The site will provide two points of access onto Innes Road. The first access is located approximately 110 m west of Frank Bender Street with the site access restricted to

FIGURE 2.1
SITE LOCATION PLAN



NOT TO SCALE

right-in/right-out turning movements which would be controlled by a raised centre median along Innes Road. The second access would be located approximately 145 m west of Frank Bender Street and would provide full turning movements across a depressed median. Figure 2.2 shows a conceptual site plan of the development. All three phases of the development are expected to be completed and substantially occupied by the year 2024.

Element 2.1.2 – Existing Conditions

ROADS

The Innes Road Development is located along the north side of Innes Road. Adjacent to the east limit of the site is an Esso Service Centre with convenience mart which has two right-in/right-out accesses onto Innes Road, and one full movement access onto Frank Bender Street. There are no other driveways onto Innes Road along the north side between Viseneau Drive and Frank Bender Street. Along the south side of Innes Road across from the site is the Riocan Shopping Centre. There is one right-in/right-out access on the south side of Innes Road across from the east portion of the site.

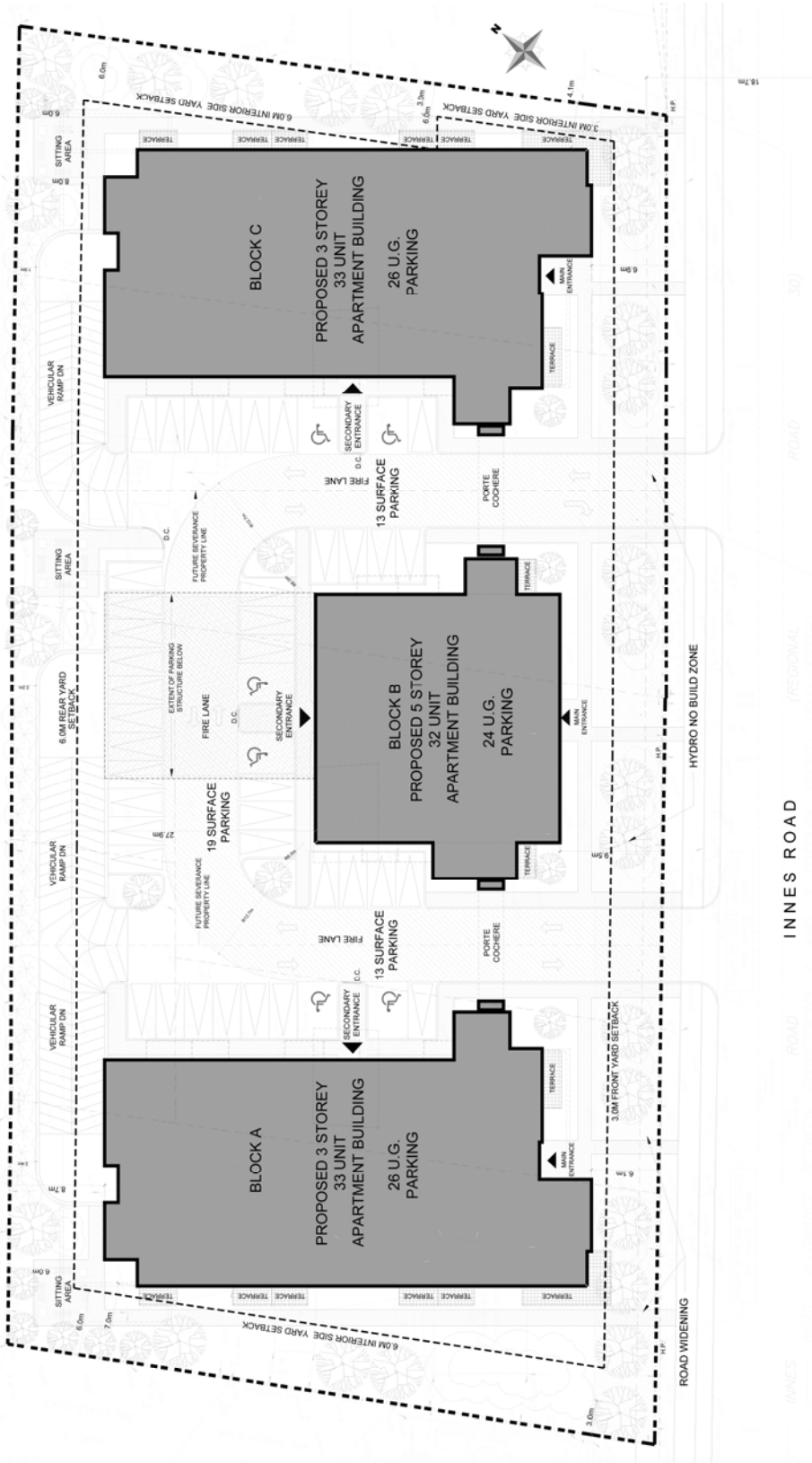
Innes Road is a four lane divided roadway which is under the jurisdiction of the City of Ottawa and is designated in the *Ottawa 20/20 – Transportation Master Plan* (TMP) as an east-west arterial road. Innes Road in the vicinity of the site is designated as a "Spine Route" in the City's TMP with cycling lanes provided along the roadway adjacent to the site. The speed limit along Innes Road is posted at 60 km./h.

Approximately 125 m east of the site is Frank Bender Street. Frank Bender Street is a north-south road designated in the TMP as a two lane collector road in the section north of Innes Road which passes through a residential neighbourhood, and a major collector road south of Innes Road. The north section the road is a two lane urban street with a sidewalk along the east side of the road and a posted speed limit of 40 km./h. The south section of road is a four lane divided road with sidewalks along both sides of the street which provides access to the retail and commercial shopping centres.

Viseneau Drive is located approximately 250 m west of the site. The road is designated as collector road with a two lane urban cross section. Signs are posted which prohibits trucks. The speed limit is posted at 40 km./h. Viseneau Drive has a pedestrian sidewalk along the west side of the road. There are no cycling facilities along the road and the road is not designated as a cycling route.

Jeanne d'Arc Boulevard is located approximately 720 m east of the site and is designated in the City of Ottawa TMP as an arterial road. The road has a four lane divided urban cross section with a posted speed limit of 60 km./hr. Jeanne d'Arc Boulevard is designated as a "Spine Route" in the TMP. There are no dedicated cycling facilities along the road, which has pedestrian sidewalks along both sides of the road. South of Innes Road Jeanne d'Arc Boulevard becomes Mer Bleue Road. Mer Bleue Road is identified as an arterial road in the TMP. The road has a posted speed limit of

FIGURE 2.2
CONCEPTUAL SITE PLAN



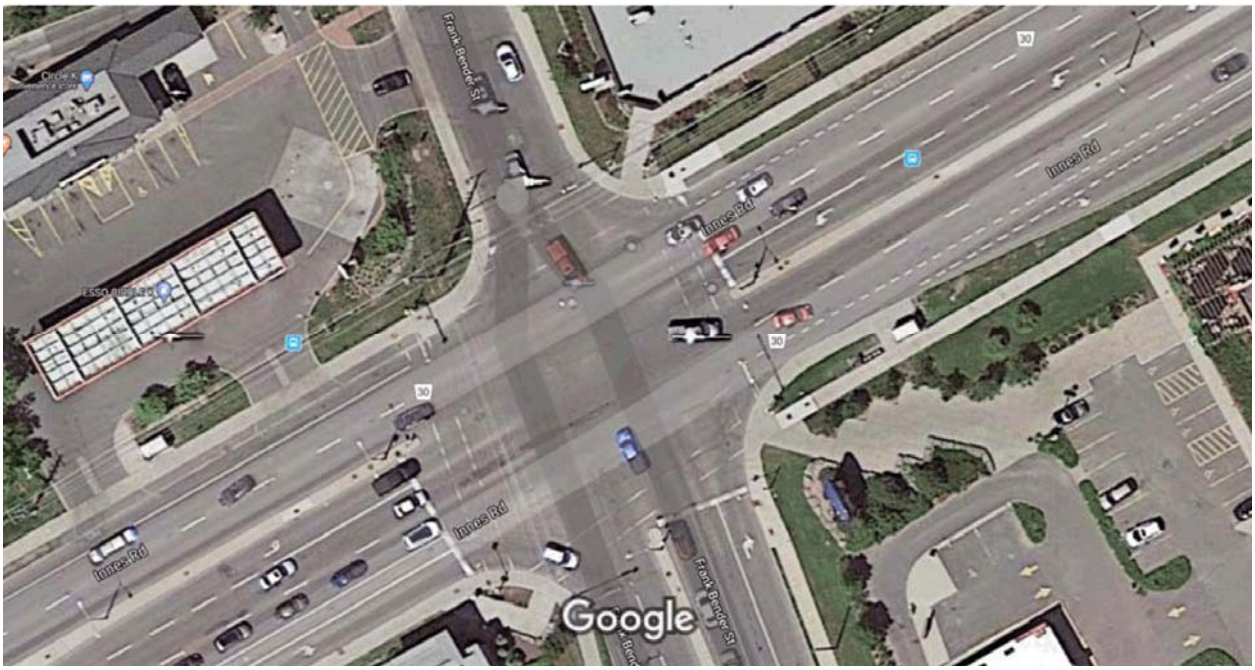
60 km./hr. with sidewalks along both sides of the road. The road is identified as a "Spine Route" and has designated cycling lanes.

INTERSECTIONS

The intersection of Frank Bender Street and Innes Road is controlled by traffic signals with Innes Road forming the eastbound and westbound approaches, and Frank Bender Street the northbound and southbound approaches. The intersection has the following lane configuration:

Northbound Frank Bender Street Approach	One exclusive left turn lane
	One through lane
	One exclusive right turn lane
Southbound Frank Bender Street Approach	One exclusive left turn lane
	One shared through/right lane
Eastbound Innes Road Approach	One exclusive left turn lane
	Two through lanes
	One exclusive right turn lane
Westbound Innes Road Approach	One exclusive left turn lane
	One through lane
	One shared through/right lane

INTERSECTION OF FRANK BENDER STREET AND INNES ROAD



The intersection of Viseneau Drive and Innes Road is controlled by traffic signals with Viseneau Drive forming the southbound approach and the access to the Riocan Centre

shopping centre the northbound approach. The intersection has the following lane configuration:

Northbound Riocan Centre Approach	One exclusive left turn lane One through lane One exclusive right turn lane
Southbound Viseneau Drive Approach	One shared left/through/right lane
Eastbound Innes Road Approach	One exclusive left turn lane Two through lanes One exclusive right turn lane
Westbound Innes Road Approach	One exclusive left turn lane One shared through/right lane

INTERSECTION OF VISENEAU DRIVE AND INNES ROAD

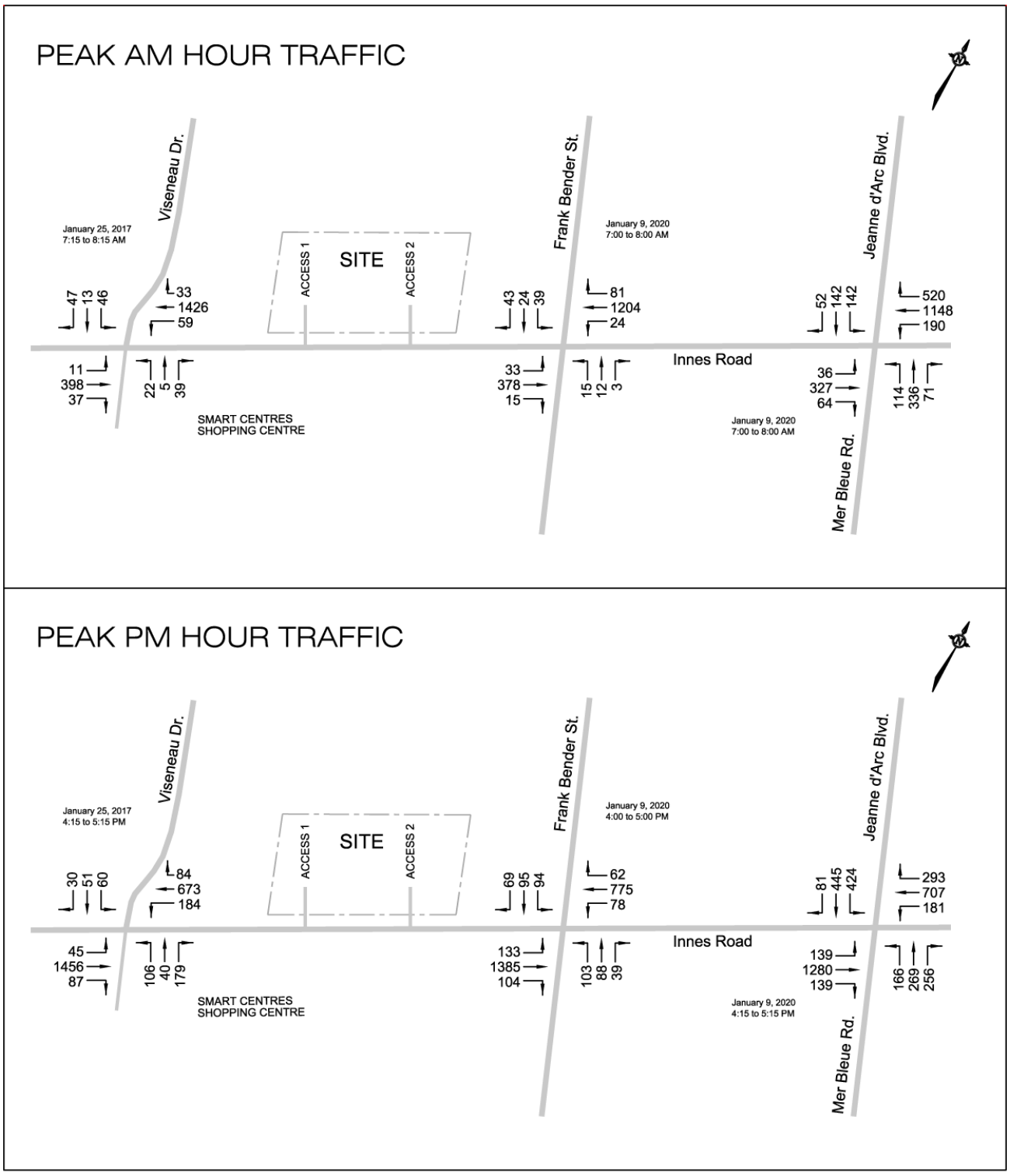
The intersection of Jeanne d'Arc Boulevard (Mer Bleue Road) and Innes Road is controlled by traffic signals where Jeanne d'Arc Boulevard forms the southbound approach and Mer Bleue Road the northbound approach. The intersection has the following lane configuration:

Northbound Mer Bleue Road Approach	Two exclusive left turn lanes One through lane One shared through/right lane (channelized)
Southbound Jeanne d'Arc Blvd. Approach	Two exclusive left turn lanes One through lane One shared through/right lane (channelized)
Eastbound Innes Road Approach	One exclusive left turn lane Two through lanes One exclusive right turn lane (channelized) One exclusive right turn lane
Westbound Innes Road Approach	One exclusive left turn lane Two through lanes One exclusive right turn lane (channelized)

INTERSECTION OF JEANNE D'ARC BOULEVARD AND INNES ROAD

Figure 2.3 shows the weekday peak AM and PM hour traffic counts obtained from the City of Ottawa at the Frank Bender/Inness intersection taken January 9, 2020, the Viseneau/Innes intersection taken January 25, 2017, and the Jeanne d'Arc/Innes intersection taken January 9, 2020. The traffic counts are presented in the Appendix as Exhibit 2.1 for the Frank Bender/Inness intersection, Exhibit 2.2 for the Viseneau/Innes intersection, and Exhibit 2.3 for the Jeanne d'Arc/Innes intersection.

FIGURE 2.3
PEAK AM AND PM HOUR TRAFFIC COUNTS



TRANSIT

The site is well serviced by transit with local routes 131 and 138 traveling past the site, with Route 131 traveling to the Jeanne d'Arc Rapid Route Station and Route 138 travelling to both the Jeanne d'Arc and Place d'Orléans Rapid Route Stations. Frequent Route 25 travels along Innes Road between the Blair Transitway Station and the Millennium Rapid Route Station. Weekday peak hour service is provided by Route 231 which travels along Viseneau Drive to the Jeanne d'Arc Rapid Route Station.

Bus stops are located along Innes Road in close proximity to the site with the westbound Innes Road stop located in front of the Esso Service Centre at the northwest corner of the Frank Bender/Innes intersection, and the eastbound Innes Road stop located at the southeast corner of the Frank Bender/Innes intersection.

COLLISION HISTORY

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 data was obtained for the Frank Bender/Innes, Viseneau/Innes, and the Jeanne d'Arc/Innes intersections along with the road segments along Innes Road between Viseneau Drive and Frank Bender Street, and Frank Bender Street and Jeanne d'Arc Boulevard. Over the five year period there were 34 collisions at the Frank Bender/Innes intersection, and 14 collisions along Innes Road segment past the site. The Viseneau/Innes and Jeanne d'Arc/Innes intersections experienced 36 and 104 collisions respectively. The road segment between Frank Bender Street and Jeanne d'Arc Boulevard experienced 38 collisions over the same five year period. The collision data for all intersections and road segments showed that the majority of collisions were rear end collisions which would not be attributed to the roadway infrastructure. A summary of the type and year of each collision is provided in Table 2.1..

Element 2.1.3 – Planned Conditions

The City of Ottawa *Transportation Master Plan 2013* was reviewed to identify transit and roadway projects in the vicinity of the development which may have an impact on travel demands and trip patterns. The document identified in the 2031 Affordable Network the extension of the LRT Confederation Line from the Blair Road Transit Station easterly to Place d'Orléans. Under the 2031 Affordable Transit Priority projects, peak period bus lanes and transit signal priority were identified along Blackburn Hamlet Bypass between Innes Road and Brian Coburn Boulevard.

Under the roadway projects, the document identified the extension of Brian Coburn Boulevard. Phase 1 has already been completed between Mer Bleue Road and Navan Road which was identified in the TMP to take place between 2014 and 2019. Phase 2 will be the continuation of the extension of Brian Coburn Boulevard from Navan Road to Innes Road and is identified in the TMP to take place between 2020 and 2025. The alignment options are still under review.

TABLE 2.1
COLLISION SUMMARY

YEAR	COLLISION TYPE					TOTAL
	REAR END	ANGULAR	TURNING	SIDESWIPE	OTHER-SMV	
Frank Bender Street and Innes Road Intersection						
2014	2	0	2	1	1	6
2015	6	1	1	2	0	10
2016	3	0	3	0	0	6
2017	4	1	1	0	0	6
2018	3	0	2	1	0	6
TOTAL	18	2	9	4	1	34
Viseneau Drive and Innes Road Intersection						
2014	2	2	2	0	0	6
2015	3	0	3	0	0	6
2016	7	2	1	0	1	11
2017	0	0	4	0	0	4
2018	6	0	0	3	0	9
TOTAL	18	4	10	3	1	36
Jeanne d'Arc Boulevard and Innes Intersection						
2014	11	2	4	1	1	19
2015	12	1	1	0	2	16
2016	9	1	6	2	1	19
2017	11	4	9	3	1	28
2018	12	1	6	3	0	22
TOTAL	55	9	26	9	5	104
Innes Road Between Viseneau Drive and Frank Bender Street						
2014	3	0	0	1	0	4
2015	1	0	0	2	0	3
2016	1	0	0	3	0	4
2017	2	0	0	0	0	2
2018	0	0	0	1	0	1
TOTAL	7	0	0	7	0	14
Innes Road Between Frank Bender Street and Jeanne d'Arc Boulevard						
2014	3	1	1	3	0	8
2015	3	2	0	3	0	8
2016	5	1	1	1	1	9
2017	3	0	1	1	1	6
2018	6	0	0	1	0	7
TOTAL	20	4	3	9	2	38

The TMP has also identified in the “2031 Network Concept” Plan the construction of the Cumberland Transitway between Blair Road and Frank Kenny Road. The Transitway will follow the alignment of Brian Coburn Boulevard with a transit station planned at Navan Road. The TMP also identified the widening of Navan Road and reconstruction of the Renaud/Navan intersection in the “2031 Network Concept” Plan with construction dependent on roadway capacity. The alignment options are still under review.

Other study area developments which may have an impact of the surrounding road network which are in the approval process or have been approved are the following:

3434 Innes Road - The development is a six storey mixed-use building located at the northwest corner of the intersection of Innes Road and Page Road which is approximately 1.3 km west of the site. The development would provide 35 residential units above a ground floor commercial use.

3490 Innes Road - The development is located on the south side of Innes Road just east of Page Road and about 1.2 km west of the site. The development would consist of a subdivision with 534 single family residential homes and townhouse units.

3604 Innes Road - The development is a subdivision located on the south side of Innes Road at the intersection of Boyer Road. The subdivision would be approximately 825 m west of the site and would comprise of 457 single family and townhouse dwellings units.

MODULE 2.2 – Study Area and Time Periods

Element 2.2.1 – Study Area

The number of site generated trips would be low with the TIA Trip Generation Trigger just meeting the 90 unit trigger with a total of 97 apartment units. The Location Trigger was met due to the site location being in a Design Priority Area (DPA), and the Safety Trigger met by being within 150 m of a signalized intersection.

The study area was determined following an examination of the size of the development and TIA Triggers satisfied by the development, along with all major intersections located within 1 km. of the site as stipulated in the TIA Guidelines. The study area would comprise of the site accesses onto Innes Road and the Frank Bender/Innes, Viseneau/Innes, and Jeanne d’Arc/Innes intersections. The road segment would consist of Innes Road between Frank Bender Street and Viseneau Drive, and the segment between Frank Bender Street and Jeanne d’Arc Boulevard.

The study will examine the intersection geometry and roadway segments in accordance with the City of Ottawa *Transportation Impact Assessment Guidelines (2017).*

Element 2.2.2 – Time Periods

The time periods for the analysis would be determined from the background traffic from the traffic counts obtained from the City of Ottawa at the Frank Bender/Innes intersection. The peak hours for the analysis would be the weekday peak AM and PM hours which would coincide with the trips from the residential apartment units of the development.

Element 2.2.3 – Horizon Years

The development would be constructed in three phases, with each phase representing the construction of one apartment building. The total development is expected to be completed and substantially occupied by the year 2024. The TIA study will examine the site at the completion of all three phases in 2024, and the impact of the development traffic at five years beyond completion at the year 2029.

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	No - The access and circulation of on-site traffic will be examined.
	4.1.3 New Street Networks	Yes – The development does not propose any new municipal streets.
4.2 Parking	4.2.1 Parking Supply	No – Parking does not meet the City of Ottawa parking Bylaws.
	4.2.2 Spillover Parking	No - Spillover will be examined as parking does not meet bylaws.
Network Impact Component		
4.5 Transportation Demand Management	All Elements	No – TDM measures will be examined.
4.6 Neighbourhood Traffic Management	4.6.1 Adjacent Neighbourhoods	Yes – Access to the development will be from an arterial road.
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.

APPENDIX

SCREENING FORM

TRAFFIC COUNTS

EXHIBIT 1.1
SCREENING FORM

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	3817-3843 Innes Road, Ottawa
Description of Location	Residential Development
Land Use Classification	"R4Z" Zoning – Residential Fourth Density
Development Size (units)	97 Units total in three Apartment Buildings
Development Size (m^2)	7,268 m^2 Lot Area
Number of Accesses and Locations	2 accesses onto Innes Road
Phase of Development	Three Phases of development
Buildout Year	2024

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
Apartments	98 units

	Yes	No
98 Apartment units > 90 Minimum Development Size	X	

** 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.

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

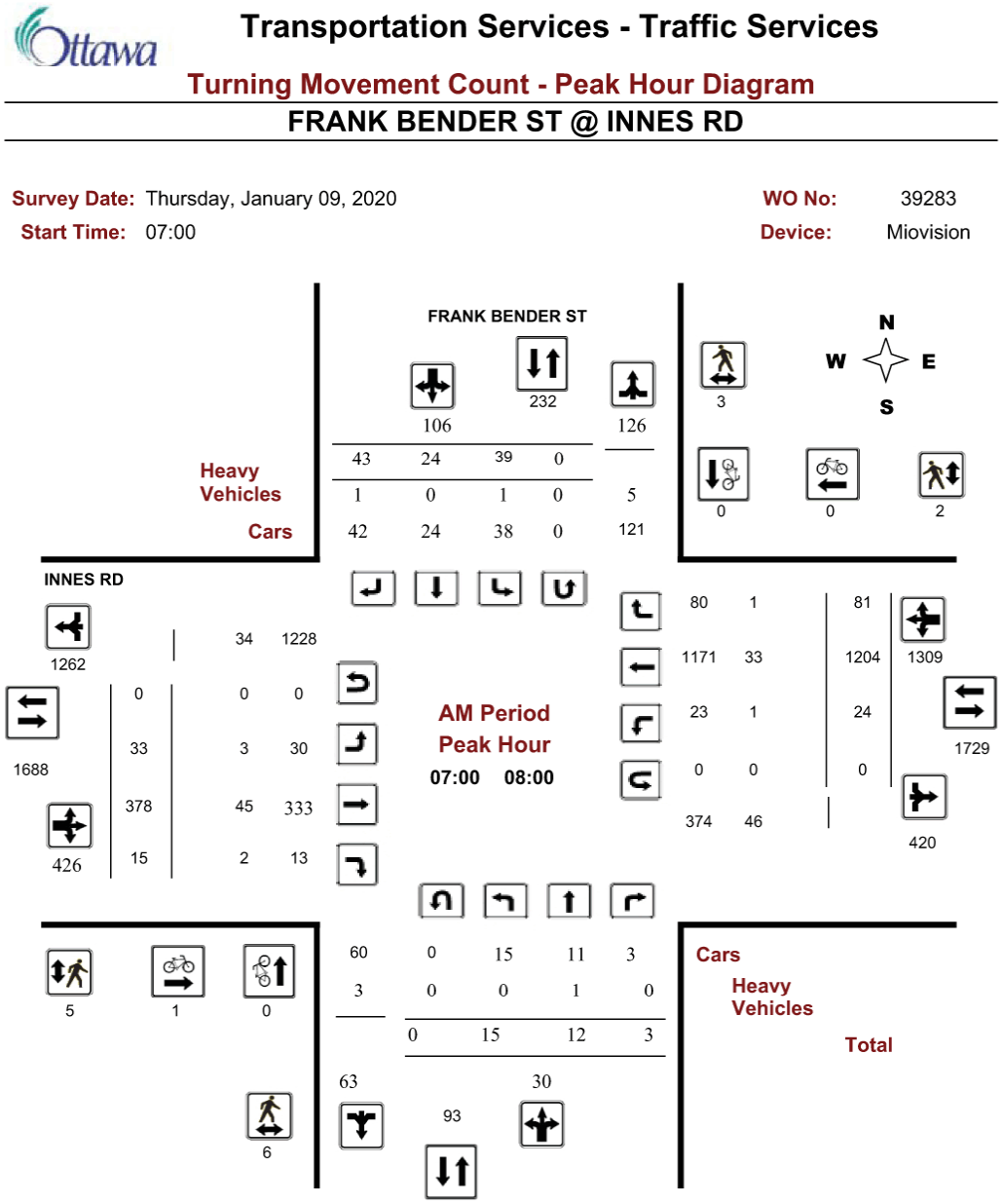
If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

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).

EXHIBIT 2.1
2020 PEAK AM HOUR TRAFFIC COUNTS - FRANK BENDER/INNES INTERSECTION



2020 PEAK PM HOUR TRAFFIC COUNTS - FRANK BENDER/INNES INTERSECTION

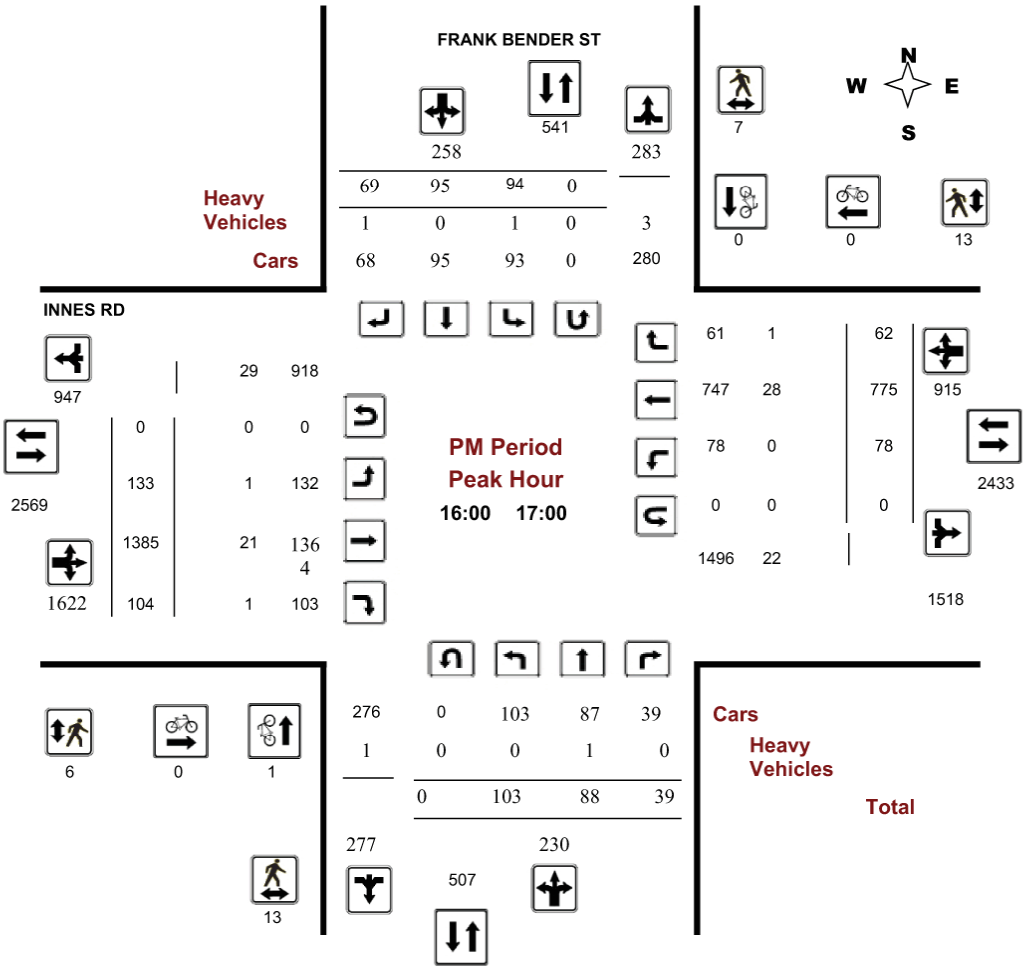
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

FRANK BENDER ST @ INNES RD

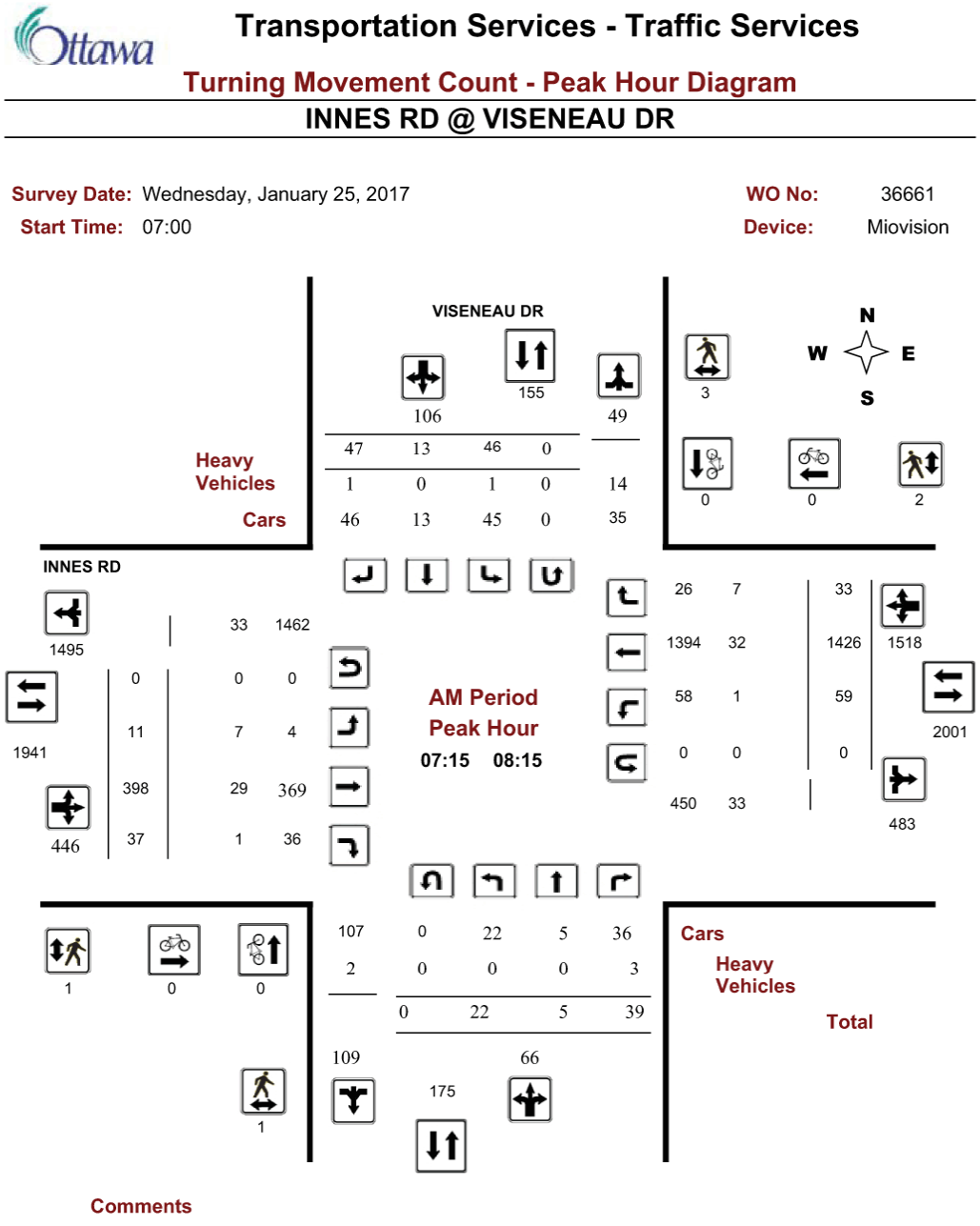
Survey Date: Thursday, January 09, 2020 **WO No:** 39283

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



Comments 5469224 - THU JAN 09, 2020 - 8HRS - LORETTA

EXHIBIT 2.2
2017 PEAK AM HOUR TRAFFIC COUNTS - VISENEAU/INNES INTERSECTION



2017 PEAK PM HOUR TRAFFIC COUNTS - VISENEAU/INNES INTERSECTION

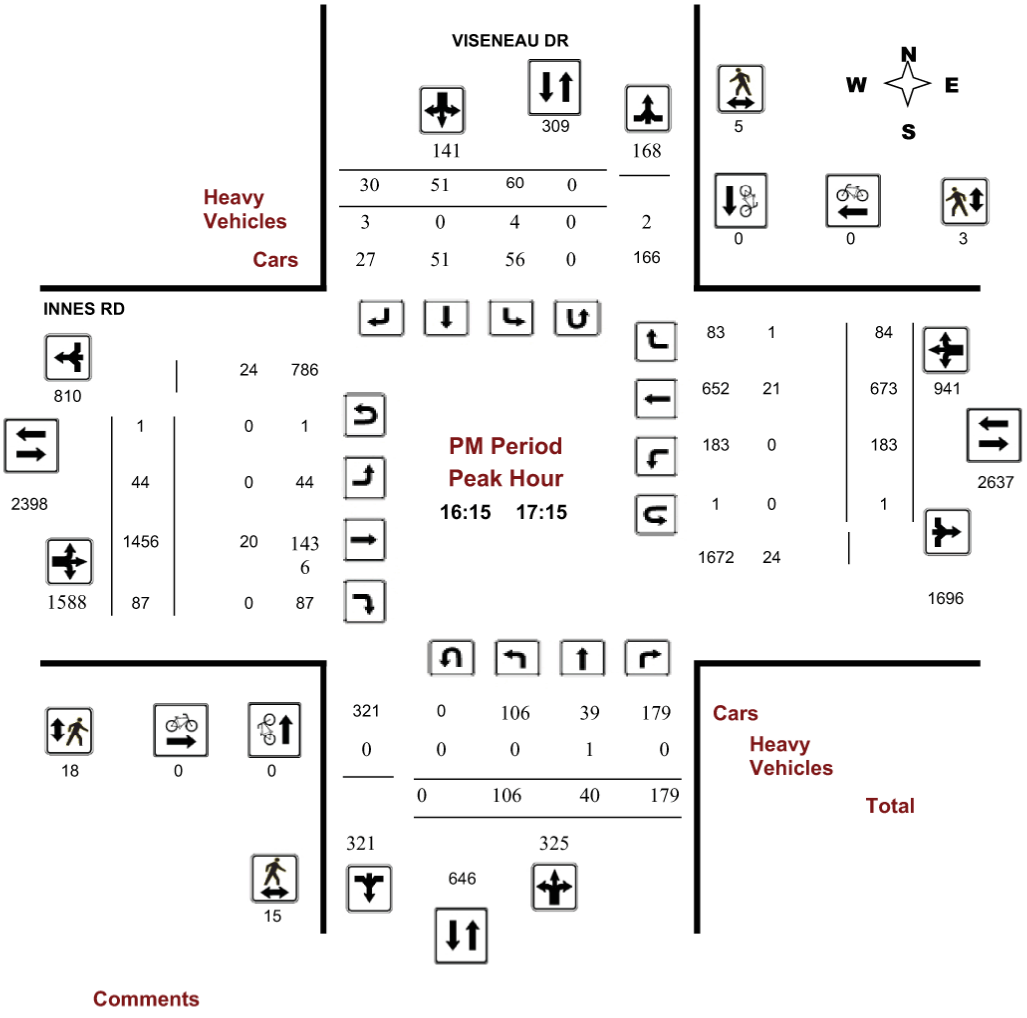
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

INNES RD @ VISENEAU DR

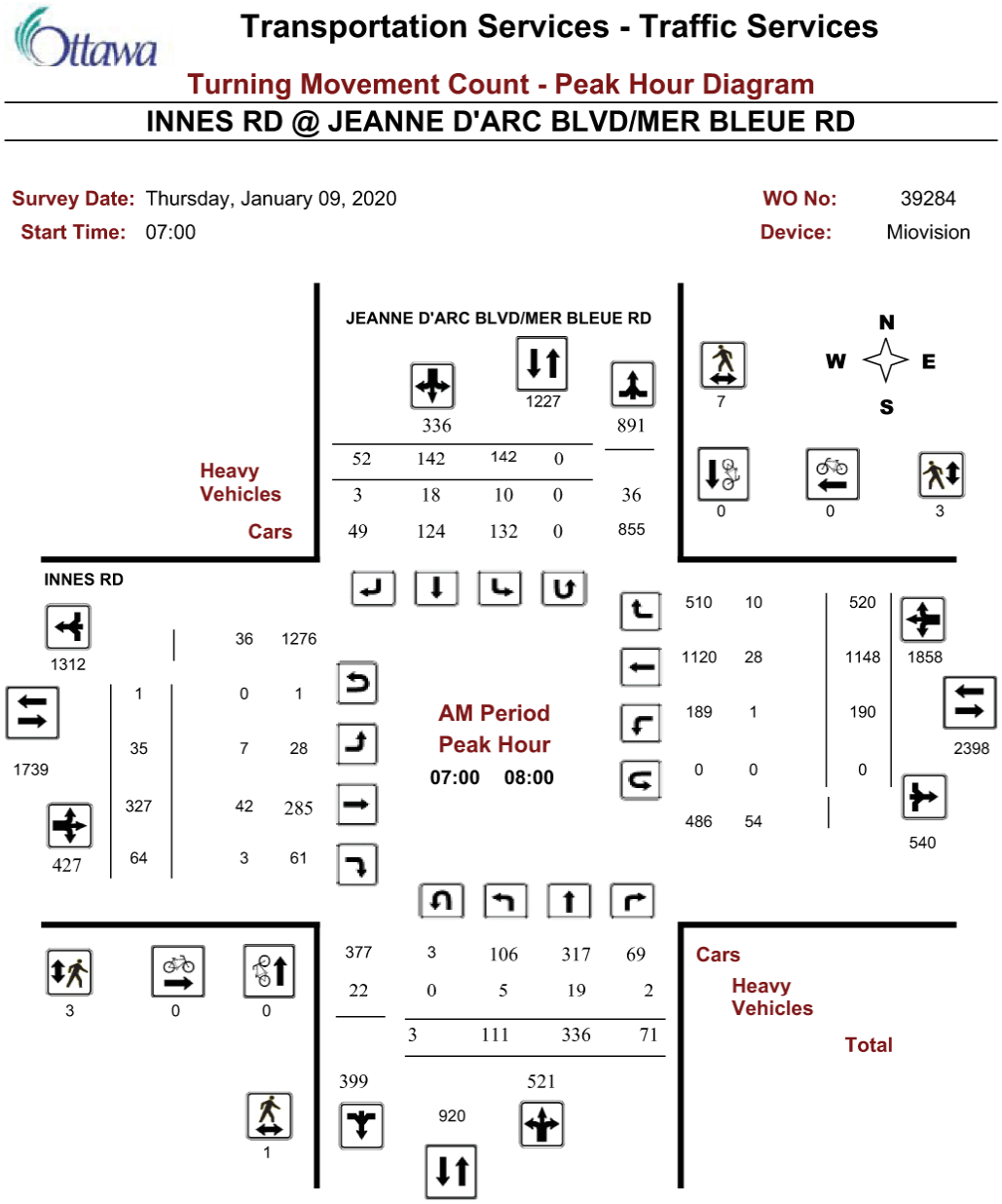
Survey Date: Wednesday, January 25, 2017 **WO No:** 36661

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



Comments

EXHIBIT 2.3
2020 PEAK AM HOUR TRAFFIC COUNTS - JEANNE D'ARC/INNES INTERSECTION



2020 PEAK PM HOUR TRAFFIC COUNTS - JEANNE D'ARC/INNES INTERSECTION

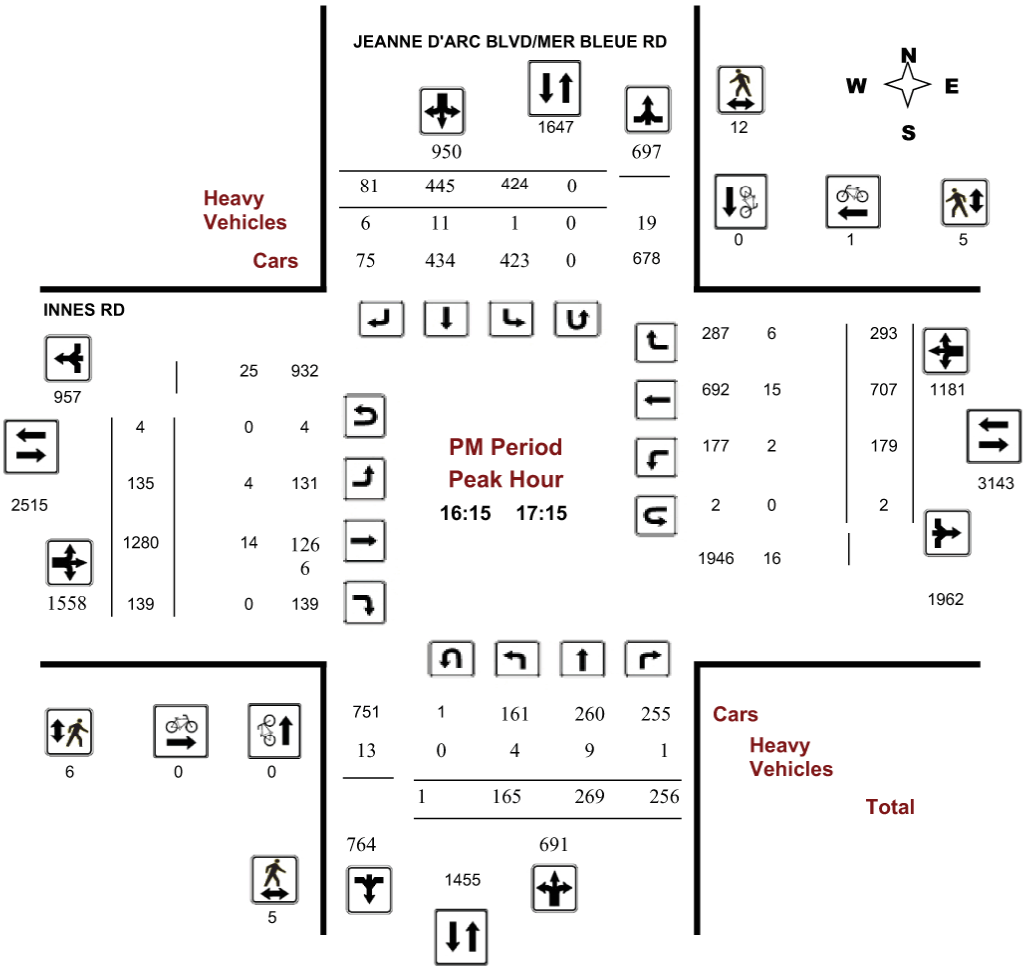
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

INNES RD @ JEANNE D'ARC BLVD/MER BLEUE RD

Survey Date: Thursday, January 09, 2020 **WO No:** 39284

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



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