

ACCESS PROPERTY DEVELOPMENT
REPORT NUMBER: PC2021-0327

415 LEGGET DRIVE & 2700 SOLANDT ROAD TRANSPORTATION IMPACT ASSESSMENT FINAL REPORT

AUGUST 17, 2022





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PROJECT NO.: OUR REF. NO. 211-06996-00
CLIENT REF:PC2021-0327
DATE: AUGUST 17, 2022

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CERTIFICATION FORM FOR TIA STUDY PM

TRANSPORTATION IMPACT ASSESSMENT REPORTS

On 14 June 2017, the Council of the City of Ottawa adopted new Transportation Impact Assessment (TIA) Guidelines. In adopting the guidelines, Council established a requirement for those preparing and delivering transportation impact assessments and reports to sign a letter of certification.

Individuals submitting TIA reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Ottawa's Official Plan, the Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines.

By submitting the attached TIA report (and any associated documents) and signing this document, the individual acknowledges that s/he meets the four criteria listed below.

CERTIFICATION

- I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines;
- I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;
- I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and
- I am either a licensed¹ or registered² professional in good standing, whose field of expertise is either
 - Transportation engineering
 - Transportation planning

^{1,2} License of registration body that oversees the profession is required to have a code of conduct and ethics guidelines that will ensure appropriate conduct and representation for transportation planning and/or transportation engineering works.

Dated at Ottawa this 17 day of August, 2022
(City)

Name: Kimberley Hunton, P. Eng.

Professional Title: Manager, Transportation Planning

Signature of individual certifier that they meet the above criteria

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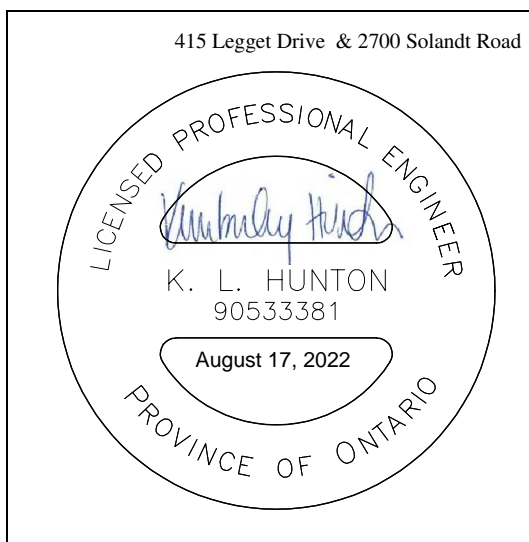




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1 SCREENING

This Transportation Impact Assessment (TIA) has been prepared to support the **Site Plan Control Application** for the development at 415 Legget Drive and 2700 Solandt Road in Ottawa. The TIA follows the City of Ottawa's TIA Guidelines (June 2017) which potentially includes five steps:

- 1 Screening
- 2 Scoping
- 3 Forecasting
- 4 Analysis
- 5 TIA Report

The Screening Step determines the need to continue with a TIA Study. The development is assessed against three triggers: trip generation, location, and safety to identify the next step of the study. If one or more of the triggers is satisfied, the Scoping Step must be completed. If none of the triggers are satisfied, the TIA is deemed complete. If one or more triggers are satisfied, specific TIA components are required to be carried out depending on the combination of triggers (**Table 1-1**) that have been satisfied.

The proposed development at 415 Legget Drive and 2700 Solandt **satisfied the Trip Generation trigger** indicating that, as part of Steps Two through Five of the TIA process, the Design Review and Network Impact components should be completed. Throughout the TIA process, the City of Ottawa will have the ability to provide comments on the various steps of the TIA. Note that City of Ottawa comments and responses to those comments will be tracked in **Appendix A**.

For reference, the completed Screening Form is provided in **Appendix B**.

Table 1-1. Transportation Impact Assessment (TIA) Screening Triggers

Next Step of the TIA Process	TIA TRIGGERS SATISFIED		
	Trip Generation	Location	Safety
<i>Design Review and Network Impact</i>	Yes	No	No

2 SCOPING

2.1 DESCRIPTION OF PROPOSED DEVELOPMENT

This Transportation Impact Assessment (TIA) has been prepared in support of the Site Plan Control Application for the proposed development at 415 Legget Drive and 2700 Solandt Road. The site is currently occupied by a two-storey general office building (9,600 m²) with a large parking lot. The site area is 72,860 m² (7.3 ha or 18 acres) and is located at the northeast corner of the Legget Drive and Solandt Road intersection.

The redevelopment of the site is anticipated to be developed in two (2) phases. Phase 1 includes the reconfiguration of most of the existing office building to a warehouse facility (11,900 m²), while maintaining a small portion (6,500 m²) for office space. The proposed development of Phase 2 will include the construction of two (2) warehouse buildings. Proposed Building 'A' and Proposed Building 'B' (combined GFA of 18,580 m²) will be constructed within the existing parking lot. The property contains two access points along Legget Drive, and a third along Solandt Road about 150 m north of the intersection of Legget Drive and Solandt Road. All existing site accesses will remain as the access/egress points to the proposed development.

The property is currently zoned as a Business Park Industrial Zone Subzone 6 (IP-6). **Figure 2-1** illustrates the Study Area Context. The development information, as stated in the draft site plan attached as **Appendix C**, states that 152 surface level parking spaces will be provided.

The new warehouse buildings will be built with an estimated date of completion in 2023 and full occupancy in mid 2024.

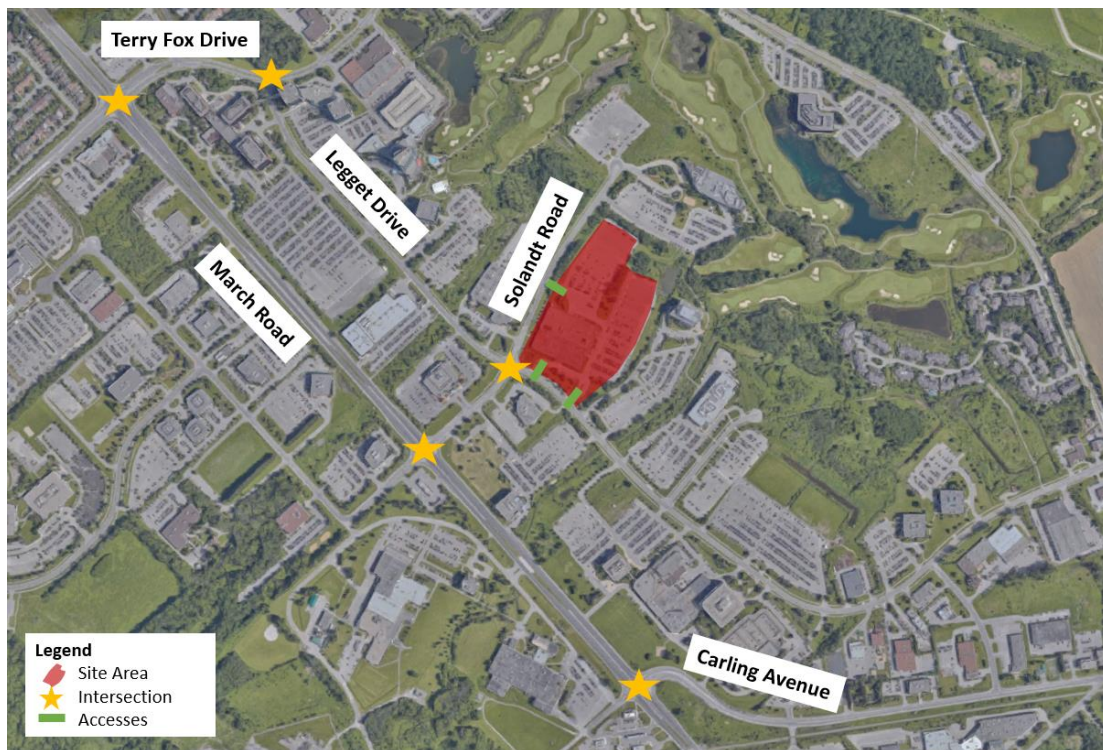


Figure 2-1. Area Context Plan (Source: Google Maps)

2.2 EXISTING CONDITIONS

2.2.1 ROADWAYS AND PEDESTRIAN / CYCLING FACILITIES

The five existing roadways that the TIA will consider are Solandt Road, Legget Drive, March Road, Terry Fox Drive, and Carling Avenue.

March Road is designated as a Full Load truck routes, and Carling Avenue is designated as a Restricted Loads truck route as identified on the Ottawa Rural Truck Routes Map (March 2021) under the jurisdiction of the City of Ottawa. The road classification for City of Ottawa roadways is defined in the City of Ottawa Official Plan, 2013, Volume 1, Section 7, Annex 1 Road Classifications and Rights-of-Way.

Solandt Road is an urban collector road that runs in an east-west alignment with a posted speed limit of 50 km/h. It has one traffic lane in each direction near the access point of the existing development. The right-of-way adjacent to the development is 24 metres. Street parking is permitted on the west side of the road. There is a sidewalk, separated from the road by a boulevard, on the west side of the road north of Legget Drive. Sidewalks are present on both sides of the road south of Legget Drive towards March Road.

Legget Drive is an urban collector road that runs in a north-south alignment with a posted speed limit of 50 km/h. In mid-block, it has one traffic lane in each direction, but adjacent to the existing access points there is a second westbound lane approaching the Legget/Solandt intersection. The right-of-way adjacent to the proposed development is 24 metres. There are sidewalks, separated by boulevards, on both sides of the road east of the Legget/Solandt intersection. West of the intersection, there is a sidewalk on the north side of the road and on-street cycling lanes on both sides of the road.

March Road is an urban arterial road that runs in a north-south alignment with a posted speed limit of 80 km/h within the study area. It has two travel lanes in each direction between Terry Fox Drive and Solandt Road. Between Carling Avenue and Solandt Road there are three northbound lanes and two southbound lanes. A physical median or varying width is present along March Road through the entire study area. The right-of-way through the study area is 44.5 metres. Sidewalks and on-street cycling lanes are present on both sides of the road throughout the study area except for a sidewalk on the south side of the road between Solandt Road and Carling Avenue.

Terry Fox Drive is an urban arterial road west of the Terry Fox/March intersection and an urban major collector road east of the Terry Fox/March intersection that runs in an east-west alignment with a posted speed limit of 60km/h. It has one travel in each direction between March Road and Legget Drive and a physical median separating the two lanes. The right-of-way through the study area is 44.5 metres. On-street cycling lanes are present on both sides of the road, while the south side of the road contains a sidewalk that is separated by a boulevard.

Carling Avenue is an urban arterial road that runs in an east-west alignment with a posted speed limit of 60 km/h. Upon approaching March Road, it has two travel lanes in each direction with a physical median separating the two directions of traffic. The right-of-way through the study area is 44.5 metres.

The existing pedestrian and cycling facilities providing direct connections to the proposed development are shown in **Figure 2-2**.

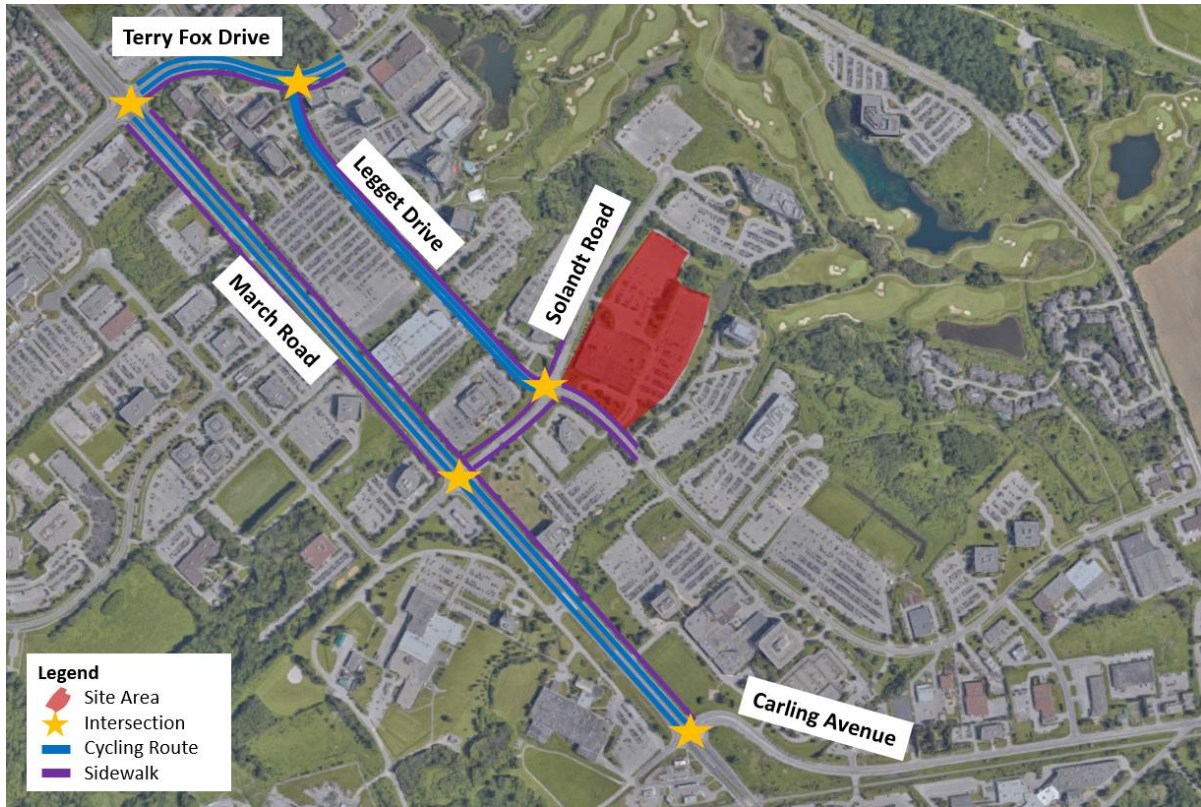



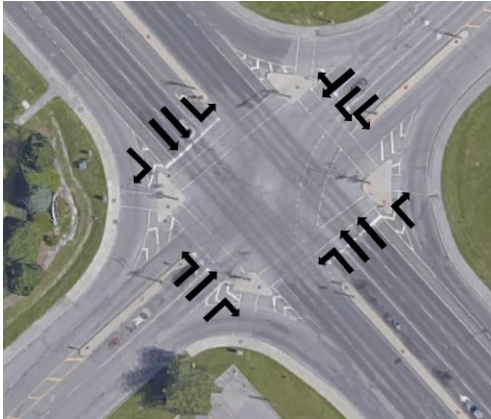
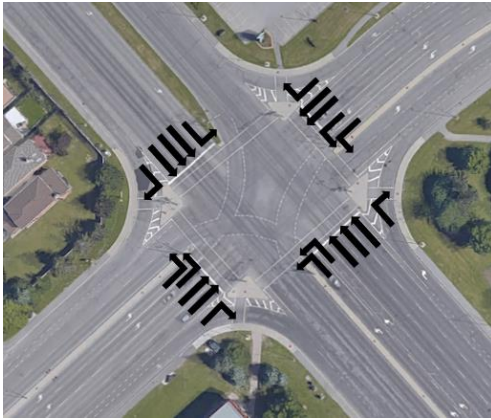
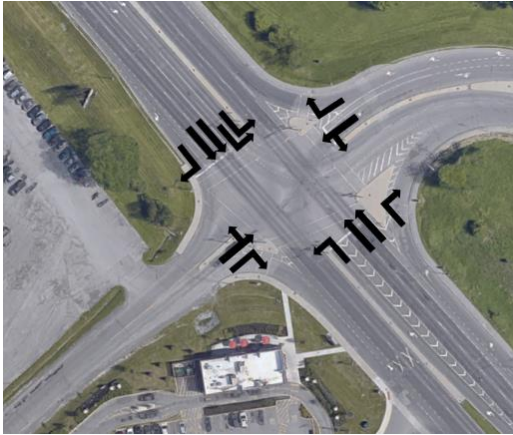
Figure 2-2: Bicycle and Pedestrian Facilities (Source: Google Maps)


2.2.2 INTERSECTIONS

The TIA will consider the five intersections identified in **Table 2-1**. All aerial images in **Table 2-1** are provided via Google Maps.

Table 2-1. Description of Study Area Intersections

INTERSECTION (DESCRIPTION)	LANE CONFIGURATION
<p>Legget Drive/Solandt Road is a signalized intersection.</p> <p>North Approach: One left-turn lane and one through/right-turn lane</p> <p>East Approach: One left-turn lane and one through/right-turn lane</p> <p>South Approach: One left-turn lane and one through/right-turn lane</p> <p>West Approach: One left-turn lane and one through/right-turn lane</p> <p>Pedestrian/Bicycle: Pedestrian crossing facilities are provided on all approaches</p>	

INTERSECTION (DESCRIPTION)	LANE CONFIGURATION
<p>March Road/Solandt Road is a signalized intersection.</p> <p>North Approach: One left-turn lane, two through lanes, and one right-turn lane (yield controlled).</p> <p>East Approach: Two left-turn lanes, one through/right-turn lane (RT is yield controlled).</p> <p>South Approach: One left-turn lane, two through lanes, and one right-turn lane (yield controlled).</p> <p>West Approach: One left-turn lane, one through lanes, and one right-turn lane (yield controlled).</p> <p>Pedestrian/Bicycle: Pedestrian crossing facilities are provided on all approaches. Bicycle crossing along March Road.</p>	
<p>March Road/Terry Fox Drive is a signalized intersection.</p> <p>North Approach: Two left-turn lanes, three through lanes and one right-turn lane (yield controlled).</p> <p>East Approach: Two left-turn lanes, two through lanes, and one right-turn lane (yield controlled).</p> <p>South Approach: Two left-turn lanes, three through lanes and one right-turn lane (yield controlled).</p> <p>West Approach: Two left-turn lanes, two through lanes, and one right-turn lane (yield controlled).</p> <p>Pedestrian/Bicycle: Pedestrian and bicycle crossing facilities are provided on all approaches.</p>	
<p>March Road/Carling Avenue is a signalized intersection.</p> <p>North Approach: Two left-turn lanes, two through lanes and one right-turn lane (yield controlled)</p> <p>East Approach: One through/left-turn lane and one right-turn lane (yield controlled)</p> <p>South Approach: One left-turn lane, two through lanes and one right-turn lane (yield controlled)</p> <p>West Approach: One through/left-turn lane and one right-turn lane (yield controlled)</p> <p>Pedestrian/Bicycle: Pedestrian and bicycle crossing facilities are provided on all approaches with the exception of a bicycle crossing facility from the west approach.</p>	

INTERSECTION (DESCRIPTION)	LANE CONFIGURATION
<p>March Road/Carling Avenue is an unsignalized intersection with one lane in each direction. The minor road, Legget Drive, is stop-controlled.</p> <p>Pedestrian/Bicycle: Pedestrian and bicycle crossing facilities are provided when crossing the minor street (east/west).</p>	

2.2.3 DRIVEWAYS

There are three existing driveway accesses to 415 Legget Drive and 2700 Solandt Road.

- One access from Legget Drive, about 25 m east of the Legget/Solandt intersection
- One access from Legget Drive, about 200 m east of the Legget/Solandt intersection
- One access from Solandt Road, about 150 m north of the Legget/Solandt intersection

2.2.4 TRANSIT FACILITIES

OC Transpo provides four transit stops in close proximity to 415 Legget Drive and 2700 Solandt Road:

- Transit Stop 6909 on Legget Drive west of Solandt Road (Bus 63, 66, 110, 166)
- Transit Stop 7987 on Legget Drive east of Solandt Road (Bus 63, 64, 110)
- Transit Stop 7991 on Legget Drive east of Solandt Road (Bus 64)
- Transit Stop 6150 on Legget Drive west of Solandt Road (Bus 66, 166)

Figure 2-3 highlights all OC Transpo bus routes on adjacent roadways in close proximity of the proposed development.



Figure 2-3: OC Transpo Bus Routes (Source : OC Transpo)

2.2.5 AREA TRAFFIC MANAGEMENT MEASURES

The existing area traffic management measures identified adjacent to the proposed development site include:

- Boulevards between the sidewalk and road along both sides of the road along Legget Drive adjacent to the proposed development access on Legget Drive
- Boulevard between the sidewalk and road along the west side of the road along Solandt Road adjacent to the proposed development access on Solandt Road

2.2.6 PEAK HOUR TRAVEL DEMANDS

The TRANS Committee was established to co-ordinate transportation planning efforts among various planning agencies located within the National Capital Region. In the most recent TRANS Trip Generation Manual, an employment mode share by district was developed. For this analysis, the employment mode share of the Kanata-Stittsville district was taken as the existing mode share. A map of the district area is provided in **Appendix D**. The TRANS mode share for the Kanata-Stittsville District is summarized in **Table 2-2**.

Table 2-2. Employment Generator Mode Share – Kanata-Stittsville District

TRAVEL MODE	AM PEAK PERIOD (7:00 A.M. – 9:30 A.M.)	PM PEAK PERIOD (3:30 P.M. – 6:00 P.M.)
Auto-Driver	84%	84%
Auto-Passenger	4%	4%
Transit	8%	8%
Bicycle	1%	1%
Walk	3%	3%

Source: 2021 TRANS Trip Generation Manual

2.2.7 FIVE-YEAR COLLISION HISTORY

Using the collision history from the City of Ottawa Open Data, WSP reviewed the number and types of collisions (January 1, 2015 through December 31, 2019) at the three existing access points to 415 Legget Drive and the Legget/Solandt intersection. More recent and detailed five-year collision data will be requested from the City in support of a more thorough collision review if necessary. **Table 2-3** summarizes the five-year collision history on the boundary road.

Table 2-3. Five Year Collision History Summary

LOCATION	SUMMARY	TRENDS
Boundary Road: Solandt Road Adjacent to the Property	One collision over the five-year period.	-
Boundary Road: Legget Drive Adjacent to the Property	One collision over the five-year period.	-
Intersection: Legget Drive and Solandt Road	Four collisions over the five-year period.	-
Intersection: March Road and Solandt Road	53 collisions over the five-year period.	-

2.3 PLANNED CONDITIONS

2.3.1 CHANGES TO THE STUDY AREA TRANSPORTATION NETWORK

Based on the City of Ottawa’s Construction and Infrastructure projects, the only major project near the adjacent roads expected this year is a new sewer about a kilometre east along Legget Drive. Additionally, the City’s Transportation Master Plan Affordable Transit Network has a Bus Rapid Transit (BRT) route along March Road from Highway 417 to Solandt Road. However, there is no timeline for the implementation of the route and is beyond our planning horizon.

2.3.2 OTHER STUDY AREA DEVELOPMENTS

As indicated in the City of Ottawa’s Development Application Search tool, there is one development near the study area that could influence the analysis of the Transportation Impact Assessment:

- 2707 Solandt Road (D07-12-19-0172): Eight storey office building with 443 surface parking spaces (247 from existing parking lot at 2505 Solandt Road)

2.4 STUDY AREA

The limits for the Transportation Impact Assessment (TIA) study area are shown in **Figure 2-4**.

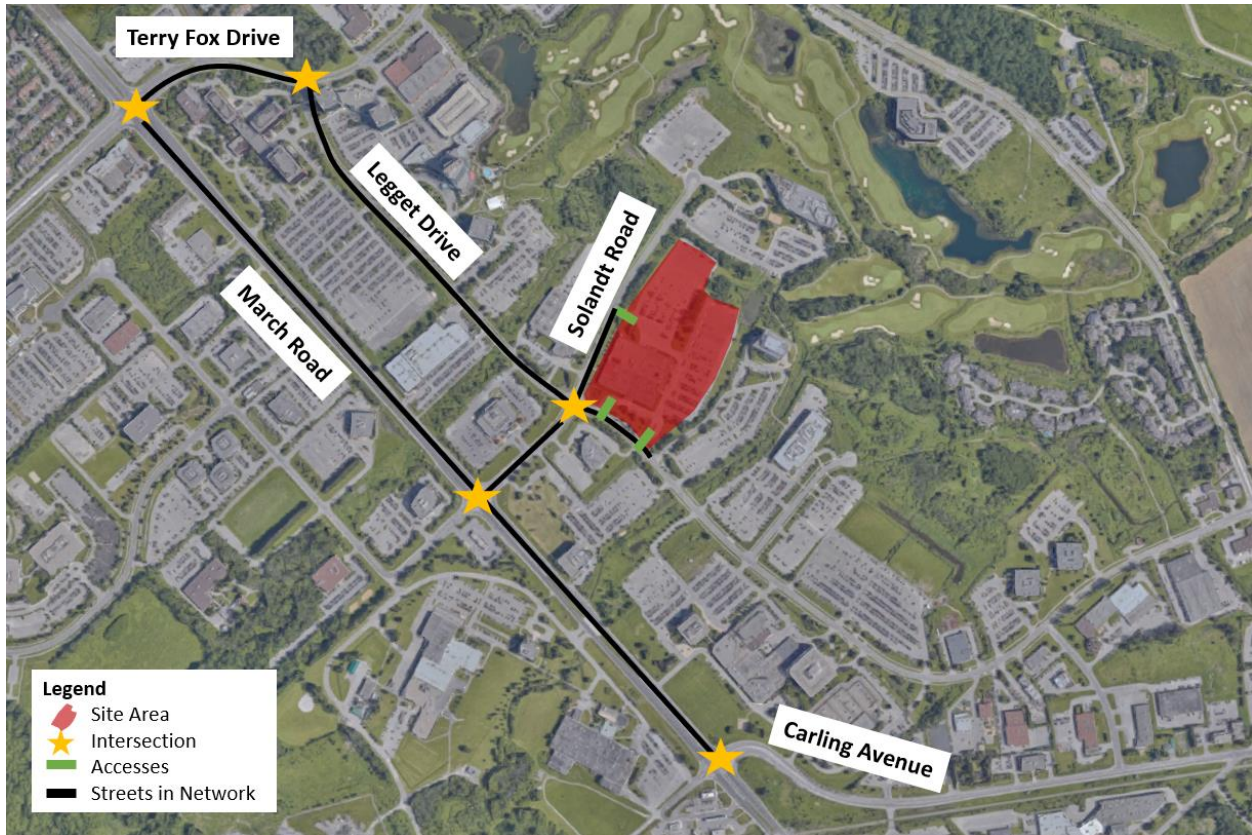


Figure 2-4: Study Area (Source: Google Maps)

2.5 TIME PERIOD

The time periods identified for the traffic analysis are:

- Weekday AM Peak Hour: 8:15 a.m. to 9:15 a.m.
- Weekday PM Peak Hour: 4:30 p.m. to 5:30 p.m.

These are consistent with the AM and PM peak hours identified in the turning movement counts that were collected at the March Road/Solandt Road intersection.

2.6 HORIZON YEARS

The proposed facility is expected to be completed in one phase with a target build-out year of 2023 and full occupancy in mid 2024. In accordance with the TIA Guidelines, the following horizons will be considered for analysis

- 2024, which represents the anticipated buildout horizon,
- 2029, which represents the buildout year plus five years.

2.7 EXEMPTIONS REVIEW

Based on the review of the development and network conditions, the following elements shown in **Table 2-4** qualify for an exemption from this Transportation Impact Assessment.

Table 2-4. Exemptions Summary

MODULE	ELEMENT	EXEMPTIONS
DESIGN REVIEW COMPONENT		
All Modules	All Elements	Exempted The development is proposing no new accesses and the travel demand forecasting completed as part of Section 3 indicates that the development generated trips results in a reduction in future travel demand resulting from the conversion of most of the office space to a warehouse space. Therefore, the development will not negatively impact the surrounding road network and no further study is proposed
NETWORK IMPACT COMPONENT		
All Modules	All Elements	Exempted The development is proposing no new accesses and the travel demand forecasting completed as part of Section 3 indicates that the development generated trips results in a reduction in future travel demand resulting from the conversion of most of the office space to a warehouse space. Therefore, the development will not negatively impact the surrounding road network and no further study is proposed.

3 FORECASTING

3.1 DEVELOPMENT GENERATED TRAFFIC

3.1.1 TRIP GENERATION

Base Trip Generation. The ITE Trip Generation Manual (11th Edition) was used to determine the base trip generation rate for *Warehousing* (Land Use Code 150):

- AM Base Rate: $0.12(X) + 23.62$ vehicle trips per hour, where X is 1,000 square feet (ground floor area)
- PM Base Rate: $0.12(X) + 26.48$ vehicle trips per hour, where X is 1,000 square feet (ground floor area)

Additionally, the ITE Trip Generation Manual (11th Edition) was used to determine the base trip generation rate for *General Office Building* (Land Use Code 710):

- AM Base Rate: $\ln(t) = 0.86 \ln(X) + 1.16$, where X is 1,000 square feet (ground floor area) and t is the total number of trips
- PM Base Rate: $\ln(t) = 0.83 \ln(X) + 1.29$, where X is 1,000 square feet (ground floor area) and t is the total number of trips

Total Development-Generated Person-Trips. In accordance with the City of Ottawa’s Transportation Impact Assessment Guidelines (2017), the ITE vehicle trips were multiplied by 1.28 to convert to person trips. The total development-generated person-trips to the two new warehouses (**Table 3-1**) were estimated using the projected auto trips and the trip generation multiplier.

Table 3-1. Estimated Total Development-Generated Person-Trips (Warehousing)

PEAK HOUR	GROSS FLOOR AREA (SQ/FT)	ITE TRIP RATE	PROJECTED AUTO TRIPS	ITE PERSON TRIP CONVERSION	TOTAL PERSON TRIPS
AM	200,000	$0.12(X)+23.62$	48	1.28	61
PM		$0.12(X)+26.48$	51		65

The directional distribution (**Table 3-2**) was taken from the ITE Trip Generation Manual (10th Edition) and applied to the total person trips calculated in **Table 3-1**.

Table 3-2. Directional Splits (Warehousing)

PEAK HOUR	PERSON TRIPS	% ENTER	% EXIT	ENTER	EXIT
AM	61	77%	23%	47	14
PM	65	28%	72%	18	47

Identify Existing Mode Share. The existing peak hour travel demand at a place of employment was identified in the most recent TRANS Trip Generation Manual and is shown in **Table 3-3**.

Table 3-3. Existing Employee Mode Share - Kanata-Stittsville District

PEAK HOUR	AUTO DRIVER	AUTO PASSENGER	TRANSIT	BICYCLE	WALK
AM	84%	4%	8%	1%	3%
PM	84%	4%	8%	1%	3%

Future Mode Share Targets. Given the location of the proposed development, and its proximity to nearby amenities, the future mode share targets are to remain relatively similar with the existing mode share except for an increase in bicycle mode share due to the cycling infrastructure projects to be mentioned in **Section 3.2.1**. The mode share targets are shown in **Table 3-4**.

Table 3-4: Future Travel Mode Share Targets

TRAVEL MODE	COMMUTER TARGET MODE SHARE	RATIONALE
Auto Driver	80%	Staff trips are expected to largely be in-line with the existing employment mode share apart from a slightly higher bicycle share due to proposed infrastructure near the proposed development.
Auto Passenger	4%	
Transit	8%	
Bicycle	5%	
Walk	3%	

Projected Development Trips by Mode. Based on the estimated employment mode share, the number of person trips to and from the proposed development at 415 Legget Drive and 2700 Solandt Road are shown in **Table 3-5**.

Table 3-5. Trips Generated by Mode for Proposed Development

MODE	TRIPS GENERATED	
	AM Peak Hour	PM Peak Hour
Auto Driver	49	52
Auto Passenger	2	3
Transit	5	5
Bicycle	3	3
Walk	2	2

Trip Reduction Factors. As mentioned in Section 2.1, the redevelopment of the site will include converting most of the existing office building to a warehouse. As shown in **Table 3-6**, the total person trips are reduced by more than 150 trips per peak hour.

Table 3-6. Trip Reduction - Redevelopment of Existing Building

TIME PERIOD	OFFICE (193,750 FT ²)		OFFICE (69,750 FT ²) & WAREHOUSE (127,850 FT ²)		REDUCTION IN PERSON TRIPS
	ITE Trip Rate*	Total Person Trips*	ITE Trip Rate*	Total Person Trips*	
AM Peak Hour	$\ln(t) = 0.86 \ln(X) + 1.16$	379	$\ln(t) = 0.86 \ln(X) + 1.16$ $0.12(X) + 23.62$	157+50 = 207	172
PM Peak Hour	$\ln(t) = 0.83 \ln(X) + 1.29$	369	$\ln(t) = 0.83 \ln(X) + 1.29$ $0.12(X) + 26.48$	157+54 = 211	158

*ITE Trip Rates displayed are for vehicle trips. The Person-Trip conversion of 1.28 was applied in the Total Person Trips column. Accounting for the trip reduction in **Table 3-6** and the development-generated trips in **Table 3-1**, the proposed development is expected to generate 111 and 93 fewer person-trips during the AM and PM peak hour, respectively than existing conditions.

3.1.2 TRIP DISTRIBUTION

Currently, there are three vehicle accesses to the development: two on Legget Drive and one on Solandt Road. However, it is anticipated that the south access will be the primary access for employees since it provides direct access to the parking lot, while the north access would be used by visitors and short-stay delivery vehicles circulating passed the front of the building. The trip distribution for the proposed development is presented in **Table 3-7**.

Table 3-7. Trip Distribution

DIRECTION	DIRECTIONAL SPLIT (%)			
	AM Peak Hour – Inbound	AM Peak Hour – Outbound	PM Peak Hour – Inbound	PM Peak Hour – Outbound
North	24%	24%	23%	28%
West	0%	0%	0%	0%
East	8%	33%	19%	11%
South	68%	43%	58%	61%

3.1.3 TRIP ASSIGNMENT

Trips were assigned to the adjacent transportation network and have been based upon a good understanding of existing travel patterns identified from a review of intersection turning movement counts, including those at the following locations:

- Carling Avenue/March Road/Station Road.
- March Road/Solandt Road.
- March Road/Terry Fox Drive
- Legget Drive/Solandt Road
- Legget Drive/Terry Fox Drive

The distribution of development-generated vehicle trips at 415 Legget Drive and 2700 Solandt Road is shown in **Figure 3-1**.

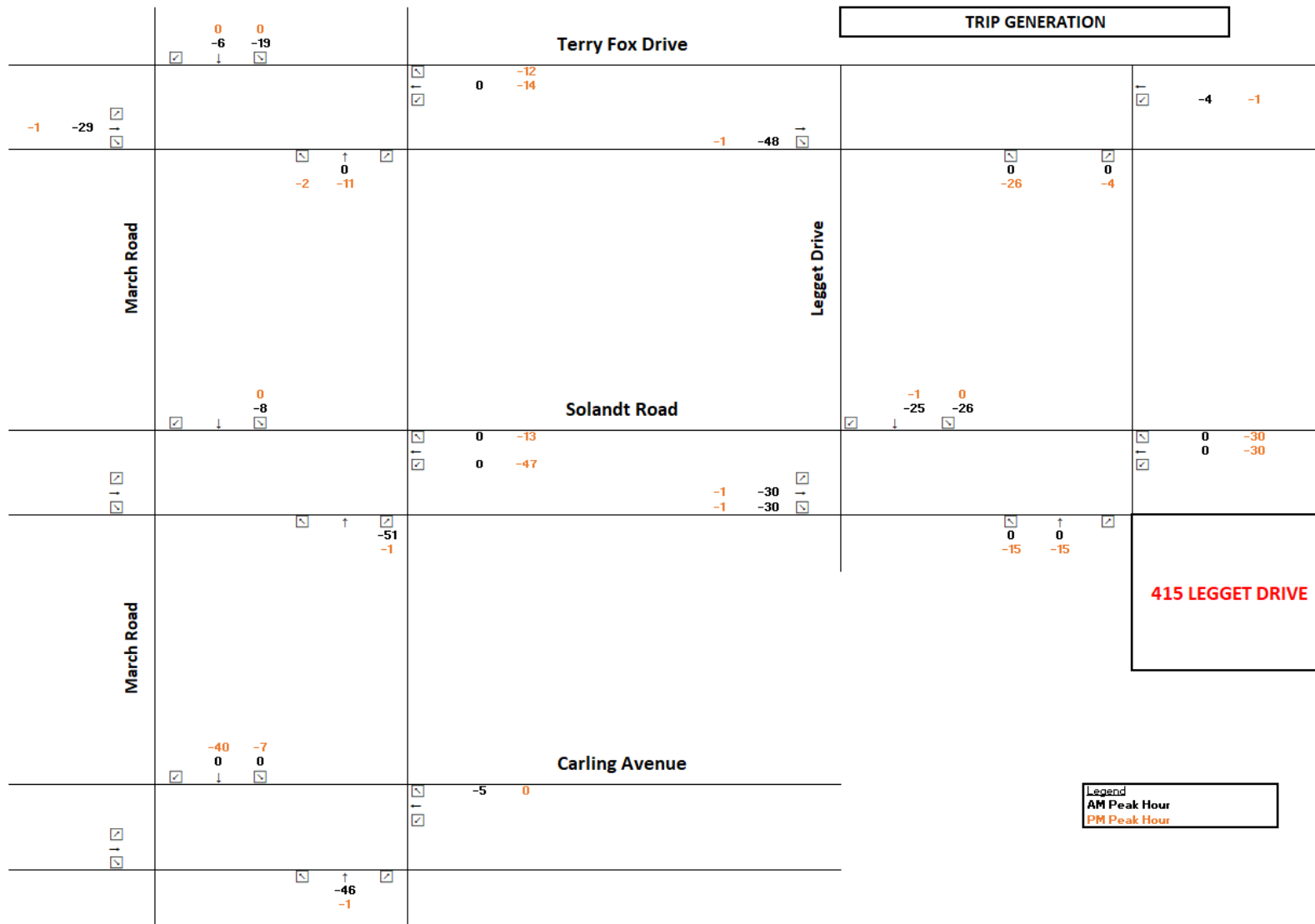


Figure 3-1. Vehicle Trips Generated by Development

3.2 BACKGROUND NETWORK TRAFFIC

3.2.1 CHANGES TO THE BACKGROUND TRANSPORTATION NETWORK

The addition of bike lanes on Legget Drive south of the Legget/Solandt intersection and on Solandt Road west of the Legget/Solandt intersection are categorized as a Phase 2 (P2-8) project in the Ottawa Cycling Plan (2013) are to be implemented between 2020 and 2025. Additionally, as part of the Ultimate Cycling Network an extension of a major east-west pathway that will cross Legget Drive, about 150 m north of the Legget/Solandt intersection has been proposed (no schedule for implementation).

There are no proposed pedestrian improvement projects per the Ottawa Pedestrian Plan (2013).

3.2.2 GENERAL BACKGROUND GROWTH RATES

A 2.6% background growth rate was calculated based on turning movement counts from 2015 and 2020 captured by the City of Ottawa at the Carling/March/Station intersection. The 2020 traffic counts were obtained in advance of the COVID-19 pandemic when travel patterns changed substantially. Additionally, the historical Travel Trends Greenbelt cordon auto person trip growth rate has previously been calculated at 2.2% for the AM peak hour and 2.3% for the PM peak hour.

For this analysis, a background growth rate of 2.5% was applied to the arterial roads, which is marginally less than the pre-pandemic growth rate experienced along the nearby arterial roads and marginally higher than the pre-pandemic growth rate across the wider Greenbelt cordon.

3.2.3 OTHER AREA DEVELOPMENTS

As noted in **Section 2.3.2**, there is one active development application near the proposed development at 415 Legget Drive and 2700 Solandt Road. The trips generated from this development at 2707 Solandt Road (D07-12-19-0172) will be added to the future background volumes. See **Appendix E** for the estimated vehicle trips generated as presented in its TIA prepared by Novatech in 2020.

The background traffic volumes for 2024 and 2029 are provided in **Figure 3-2** and **Figure 3-3**.

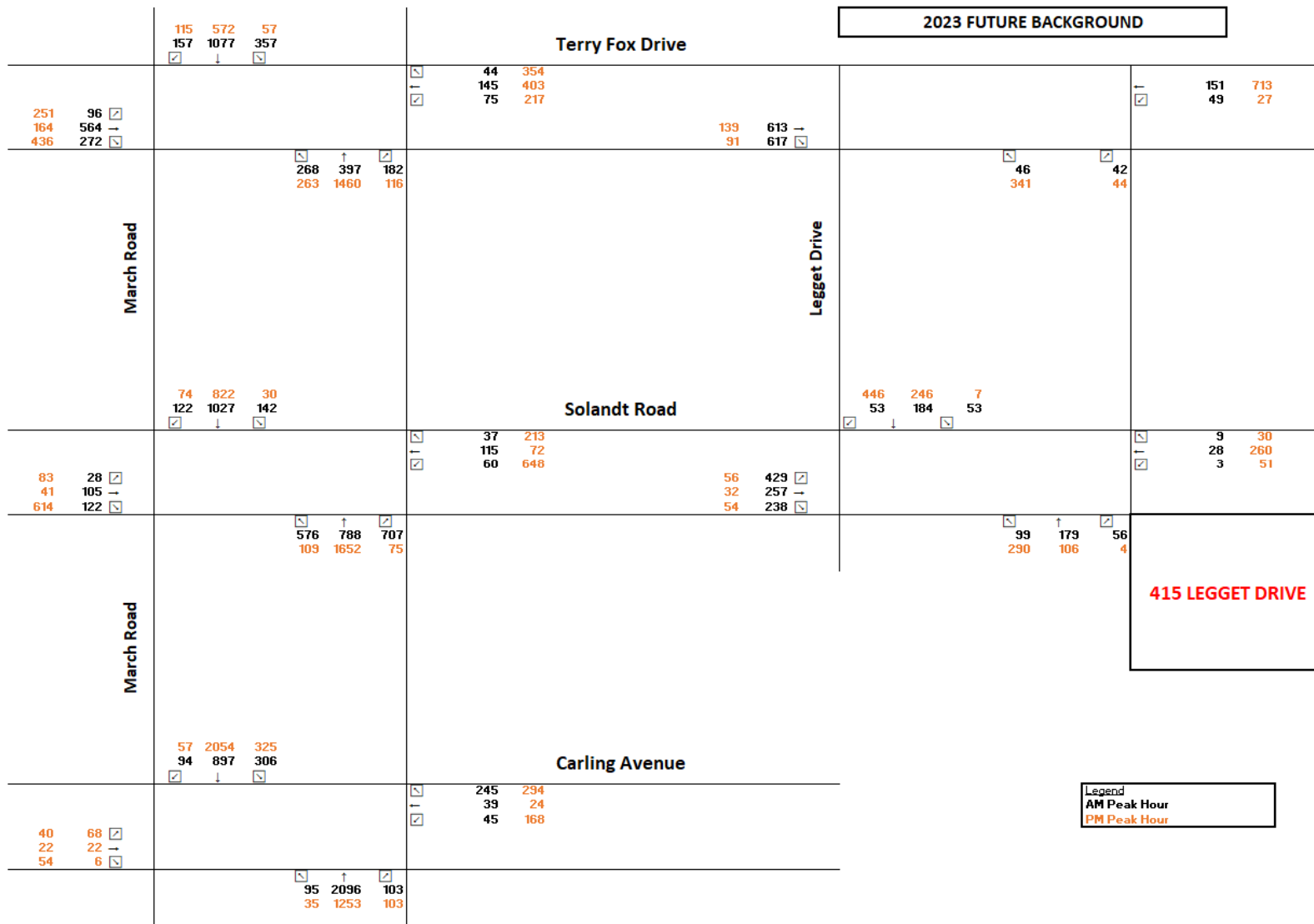


Figure 3-2. 2024 Future Background Volumes

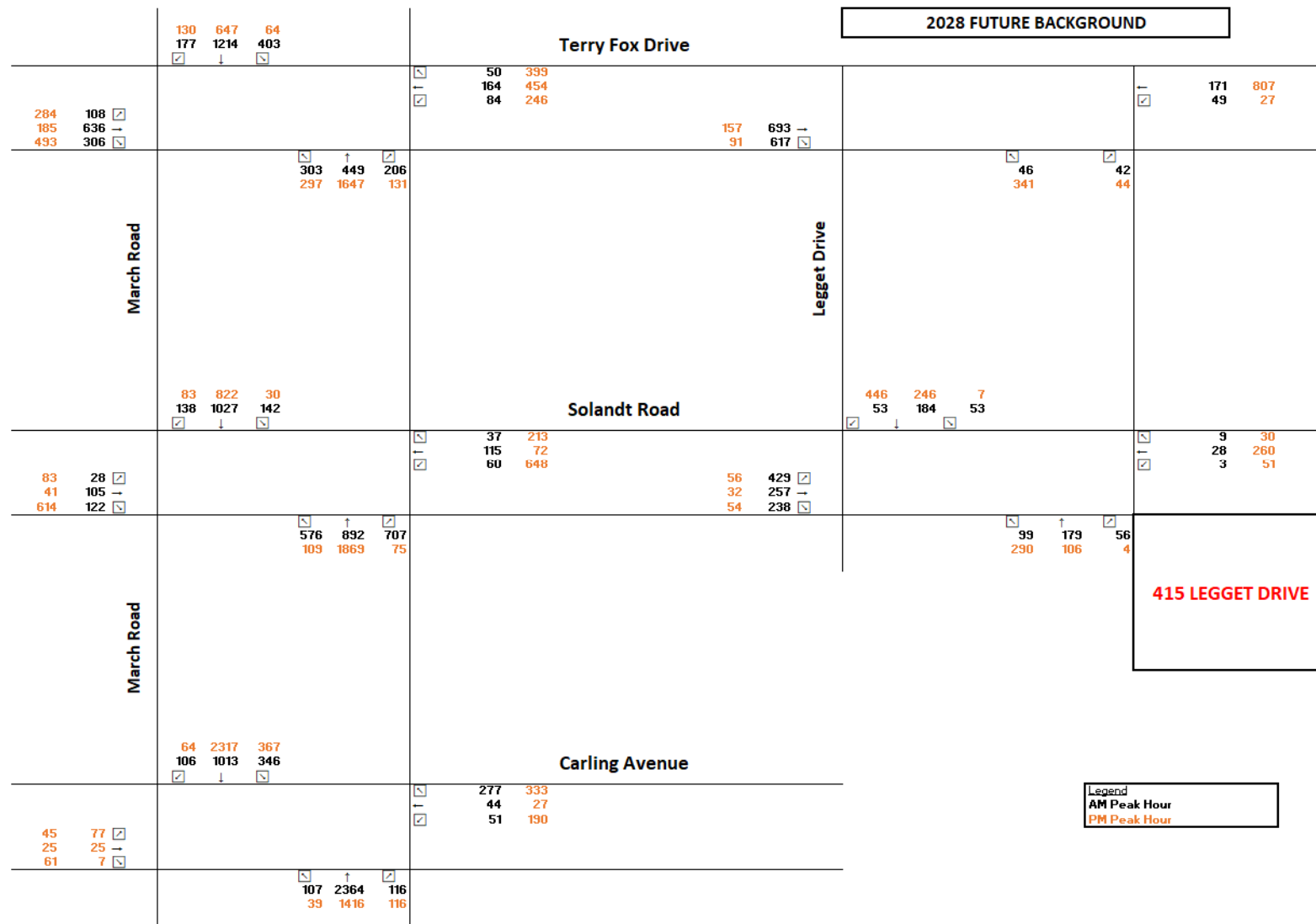


Figure 3-3. 2029 Future Background Volumes

3.3 DEMAND RATIONALIZATION

3.3.1 DESCRIPTION OF CAPACITY ISSUES

The total traffic volumes for the 2024 and 2029 planning horizons were estimated by adding trips generated by the proposed development to the background traffic and other area developments. The estimated total traffic volumes are shown in **Figure 3-4** and **Figure 3-5**.

3.3.2 ADJUSTMENTS TO DEVELOPMENT GENERATED DEMANDS

The development-generated trips resulted in a negative future travel demand through the conversion of the existing office space to a future warehouse / storage space. As a result, there are no proposed adjustments to development generated demands.

3.3.3 ADJUSTMENTS TO BACKGROUND NETWORK DEVELOPMENT

There are no proposed adjustments to background network demands.

3.4 SUMMARY OF IMPROVEMENTS INDICATED AND MODIFICATION OPTIONS

The proposed development at 415 Legget Drive and 2700 Solandt Road does not include new driveway accesses and the travel demand forecasting completed as part of this Section indicates that the development generated trips results in a reduction in future travel demand resulting from the conversion of the office space to a warehouse space. Therefore, the development will not negatively impact the surrounding road network and no further study is proposed.

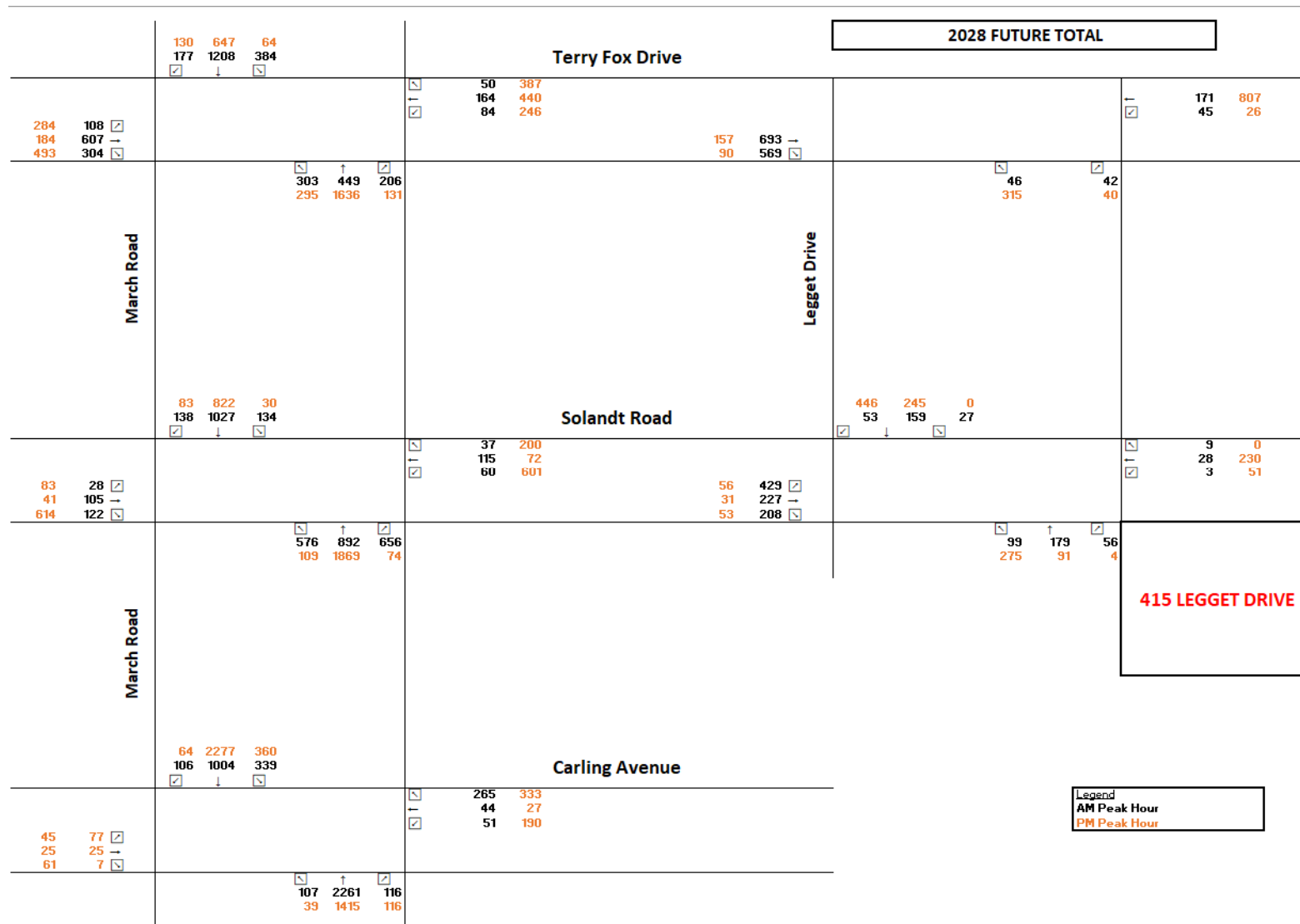


Figure 3-5. 2029 Future Total Volumes

APPENDIX

A CIRCULATION COMMENT / RESPONSE



COMMENT AND RESPONSE LOG

TO: File
FROM: Kimberley Hunton, P.Eng
SUBJECT: 415 Legget Drive & 2700 Solandt Drive Transportation Impact Assessment
DATE: November 30, 2021

SCOPING REPORT COMMENT / RESPONSE

WSP Submission October 19, 2021
City Comments Received October 29, 2021

Section 2.3 Existing Conditions

- 1 Please remove “The TIA will not consider any intersections in the study area given that the trip generation trigger was not met.” from 2.3.2- Intersections.
The sentence has been revised for the Draft Final Report.
- 2 Provide collisions on boundary streets/ intersections within 500m of the development should be included in the existing conditions. Provide the collision data should be provided in the appendix.
The collision history included the boundary streets of Solandt Road and Legget Drive, and the intersection of the two boundary streets. Along Solandt Road, between Legget Drive and March Road there has only been one documented collision from 2015 to 2019 according to the City’s Open Data. The 500m boundary would include the intersection of March Road and Solandt Road, where there have been 53 collisions over five years. The details as to whether these collisions have been on March Road or Solandt Drive are not available on the City’s Open Data website. Given that the Forecasting has resulted in a negative trip generation (i.e. fewer trips on the boundary street of Solandt Road), the collision predictions would be expected to be reduced. If a more thorough review is required from the City, collisions data will be requested for the north leg approach on Solandt Road for the March/Solandt intersection.

Section 2.4 Planned Conditions

- 3 Planned conditions within the study area must be provided. This includes transit priority measures on March road. Please also include the cycling infrastructure projects planned within the vicinity of the site from the Ottawa Cycling Plan/
The transit improvements were referenced in Section 2.4.1 of the report. The cycling infrastructure projects will be referenced in section 3.2.1 of the Draft Final Report.

Prepared by:

Kimberley Hunton, P.Eng
Senior Project Manager, Transportation Planning

APPENDIX

B

SCREENING
FORM



City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	415 Legget Drive
Description of Location	Located on the north side of Legget Drive east of Solandt Road
Land Use Classification	Industrial and Office
Development Size (units)	N/A
Development Size (m ²)	18,580 (total building area of two new warehouse/storage buildings)
Number of Accesses and Locations	No vehicle accesses proposed
Phase of Development	Phase 2
Buildout Year	N/A

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.

Two proposed buildings >5,000 m²



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

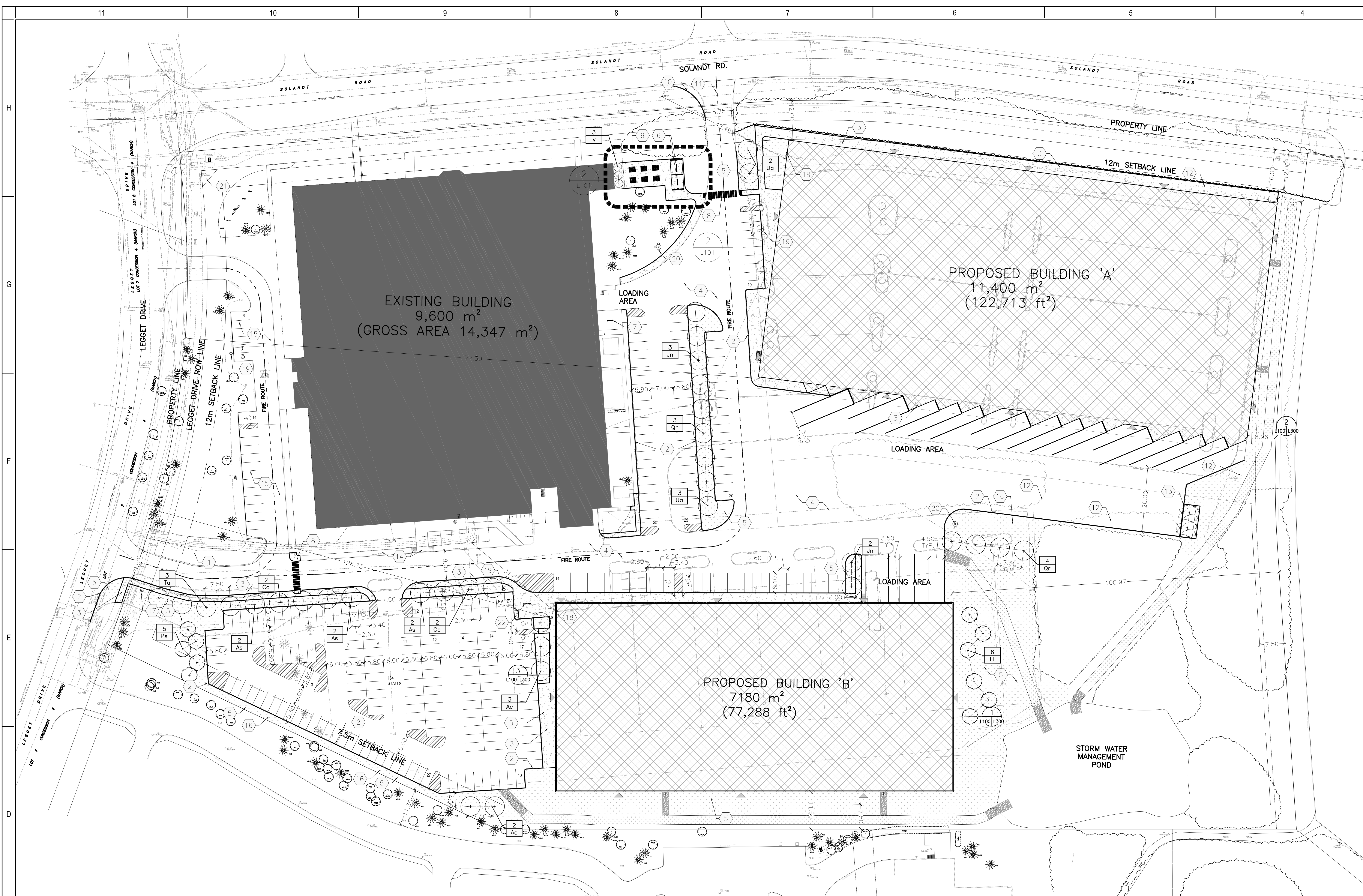
	Yes	No
Does the development satisfy the Trip Generation Trigger?	X	
Does the development satisfy the Location Trigger?		X
Does the development satisfy the Safety Trigger?		X

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).

APPENDIX

C SITE PLAN





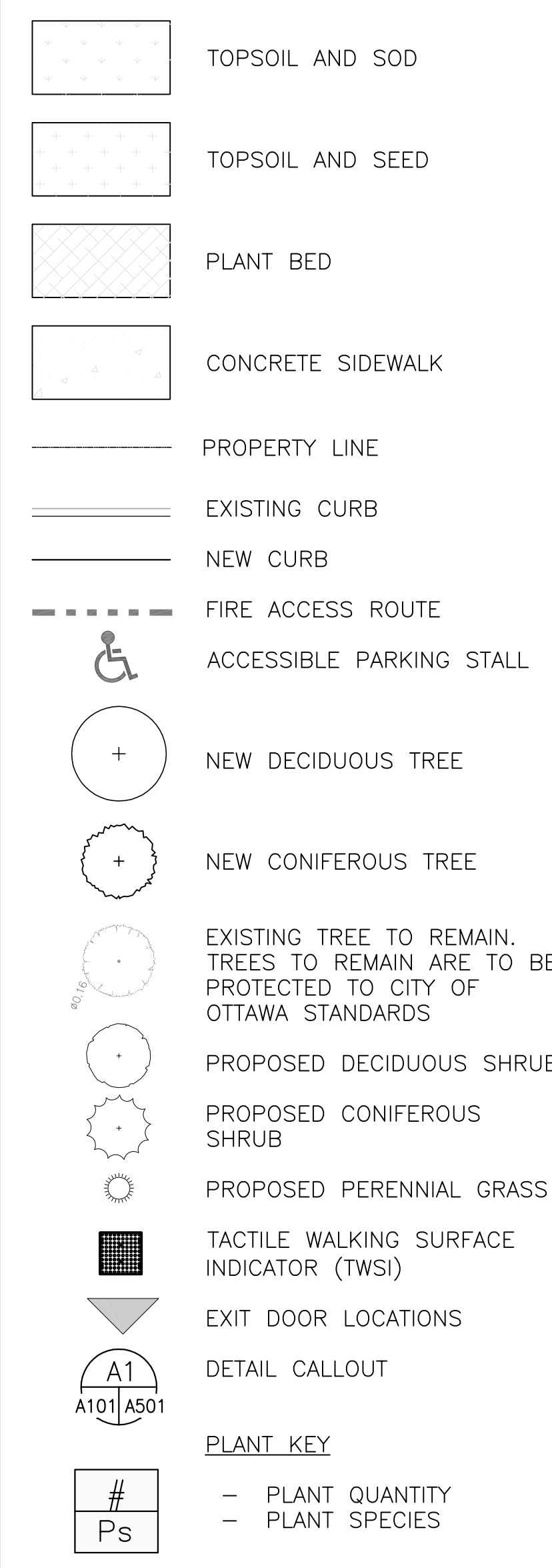
KEYNOTES:

- EXISTING PLANTING BED
- CONCRETE CURB
- CONCRETE SIDEWALK
- ASPHALT PAVEMENT
- SODDED AREA
- PROPOSED BICYCLE RACKS AND SHELTERS
- EXISTING BICYCLE RACK
- PAINTED CROSSWALK
- RELOCATE EXISTING PICNIC TABLES, SUPPLY NEW AS REQUIRED
- MODIFIED EXISTING APPROACH TO ACCOMMODATE 12m TURN RADIUS
- FIRE ACCESS ROUTE
- REMOVAL OF EXISTING PLANTING
- NEW GARBAGE ENCLOSURE
- RETAINED EXISTING SIDEWALK AND STAIRCASE
- EXISTING PARKING AND DRIVE AISLE TO REMAIN
- SNOW STORAGE
- RELOCATED SIGN
- SIAMSESE FIRE CONNECTION
- ELECTRIC VEHICLE CHARGING STATION
- NEW FIRE HYDRANT
- SIGHT TRIANGLE
- PROPOSED BICYCLE RACK

LAYOUT NOTES:

- CONTRACTOR TO CONFIRM ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO CONTRACTOR ADMINISTRATOR PRIOR TO CONSTRUCTION
- LAYOUT TO BE APPROVED BY CONTRACT ADMINISTRATOR PRIOR TO ANY CONSTRUCTION OR REMOVALS
- ALL DIMENSIONS ARE IN METRIC UNLESS OTHERWISE NOTED
- CONTRACTOR IS RESPONSIBLE FOR ALL EXCAVATIONS, REMOVALS, DISPOSALS AND ROUGH GRADING AS REQUIRED TO CONSTRUCTION WORKS AS SHOWN ON ALL PLANS, DETAILS AND SPECIFICATIONS
- LOCATION OF ALL UTILITIES SHOWN FOR ILLUSTRATION ONLY. CONTRACTOR MUST CONTACT ALL UTILITIES REGARDING RULES FOR WORKING IN THE AREA OF THE UTILITIES PRIOR TO COMMENCEMENT OF ANY WORK. CONTRACTOR MUST CONFIRM LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION
- ALL EXISTING ROADS, SIDEWALKS, CURBS, FENCING, PAVING, SODDED AREAS, AND APPROACHES, ETC. TO REMAIN TO BE PROTECTED DURING CONSTRUCTION TO CONTRACT ADMINISTRATOR'S APPROVAL AT THE CONTRACTOR'S OWN COSTS.
- ALL EXISTING TREES, SHRUB BEDS, MULCH BEDS, AND SOD TO REMAIN TO BE PROTECTED DURING CONSTRUCTION. AREAS DAMAGED DURING CONSTRUCTION TO BE REPAIRED TO CONTRACT ADMINISTRATOR'S APPROVAL AT THE CONTRACTOR'S OWN COST.
- USE SPECIFIED BACKFILL IN ALL TRENCHES RUNNING BELOW ALL STRUCTURES, PAVING, WALKWAYS, ETC.
- FILL ALL HOLES AND LOW AREAS TO DESIGN SUBGRADE WITH COMPACTED FILL (SUITABLE TO SURFACE FINISH), FOR SODDED/PLANTED AREAS USE COMPACTED CLEAN EARTH FILL SUITABLE FOR PLANT GROWTH. FOR PAVED AREAS USE COMPACTED GRANULAR BASE.
- ALL TREES WITHIN OR IMMEDIATELY ADJACENT TO AREA OF WORK TO BE PROTECTED TO CITY OF OTTAWA TREE PROTECTION STANDARDS.
- THE LANDSCAPE PLAN WAS DEVELOPED TO BE CONSISTENT WITH RECOMMENDATIONS PROVIDED IN THE GEOTECHNICAL REPORT (GODDARD, MARCH 2022) TO FULFILL THE REQUIREMENTS OF THE TREE PLANTING IN SENSITIVE MARINE CLAY SOILS GUIDELINES.

LEGEND:



PLANTING NOTES:

- LOCATION OF ALL PLANTS MATERIAL TO BE MARKED OUT ON SITE AND APPROVED BY CONTRACT ADMINISTRATOR PRIOR TO PLANTING
- TREE SPACING, UNLESS OTHERWISE NOTED:
 - DECIDUOUS TREES: 6.0m MIN.
 - CONIFEROUS TREES: 3.0m MIN.
- SHRUB SPACING, UNLESS OTHERWISE NOTED:
 - SMALL DECIDUOUS: 600mm O.C.
 - LARGE DECIDUOUS: 900mm O.C.
 - CONIFEROUS: 750mm O.C.
 - GRASSES: 450mm O.C.
- ALL PLANT MATERIAL TO BE BEST QUALITY. REVIEWED ON SITE BY LANDSCAPE ARCHITECT PRIOR TO PLANTING. UNACCEPTABLE PLANTS TO BE REPLACED AND NEW PLANTS APPROVED PRIOR TO PLANTING. REPLACEMENTS ARE AT CONTRACTOR'S OWN COST.
- ALL PLANTING EXCAVATIONS ARE TO BE REVIEWED AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLACEMENT OF DRAINAGE COURSE, FILTER FABRIC AND/OR SOIL.
- SHRUB BEDS AT PARKING AREA TO HAVE PLANTS SET BACK SO THAT THERE IS A 450mm WIDE MULCH EDGE CURB WITH FULL GROWTH OF PLANTS.

SITE INFORMATION:

LEGAL DESCRIPTION:
PART BLOCKS 33 AND 34, PLAN 4M-280, BEING PARTS 7, 8, AND 9 ON PLAN 4R29533

EASEMENTS:
LT25203; SUBJECT TO AN EASEMENT OVER PART 8, PLAN 4R29533 AS IN LT240531; CITY OTTAWA, PINS 04517-1998 AND 04517-200

MUNICIPAL ADDRESS:
415 LEGGET DRIVE / 2700 SOLANDT ROAD, OTTAWA, ONT

SITE AREA:
72,859.8m² (784,282 FT²)

BUILDING AREA:
EXISTING: 18,400m² (198,062 FT²)
PROPOSED: 18,580m² (200,000 FT²)

MAX. BUILDING HEIGHT (IP):
22m (72'-2")

PARKING REQUIREMENTS:

- WAREHOUSE:**
0.8 PER 100m² FOR THE FIRST 5000m² GROSS FLOOR AREA,
0.4 PER 100m² ABOVE 5000m² GROSS FLOOR AREA
= 142 SPACES
- OFFICE:**
2.4 PER 250m² OF GROSS FLOOR AREA = 155 SPACES
= 297 TOTAL PARKING SPOTS
- ACCESSIBLE PARKING REQ.:**
4 TYPE A
4 TYPE B
- TOTAL PARKING PROVIDED:**
297 SPACES PROVIDED (297 REQ.)
18 LOADING SPACES PROVIDED
- BICYCLE PARKING:**
1 STALL PER 2000m² GROSS FLOOR AREA
31 SPACES PROVIDED (31 REQ.)

ZONING INFORMATION:

ZONING:
BUSINESS PARK INDUSTRIAL ZONE (IP-6)

PROPOSED LOT COVERAGE:
39% (MAX. ALLOWABLE 45%)

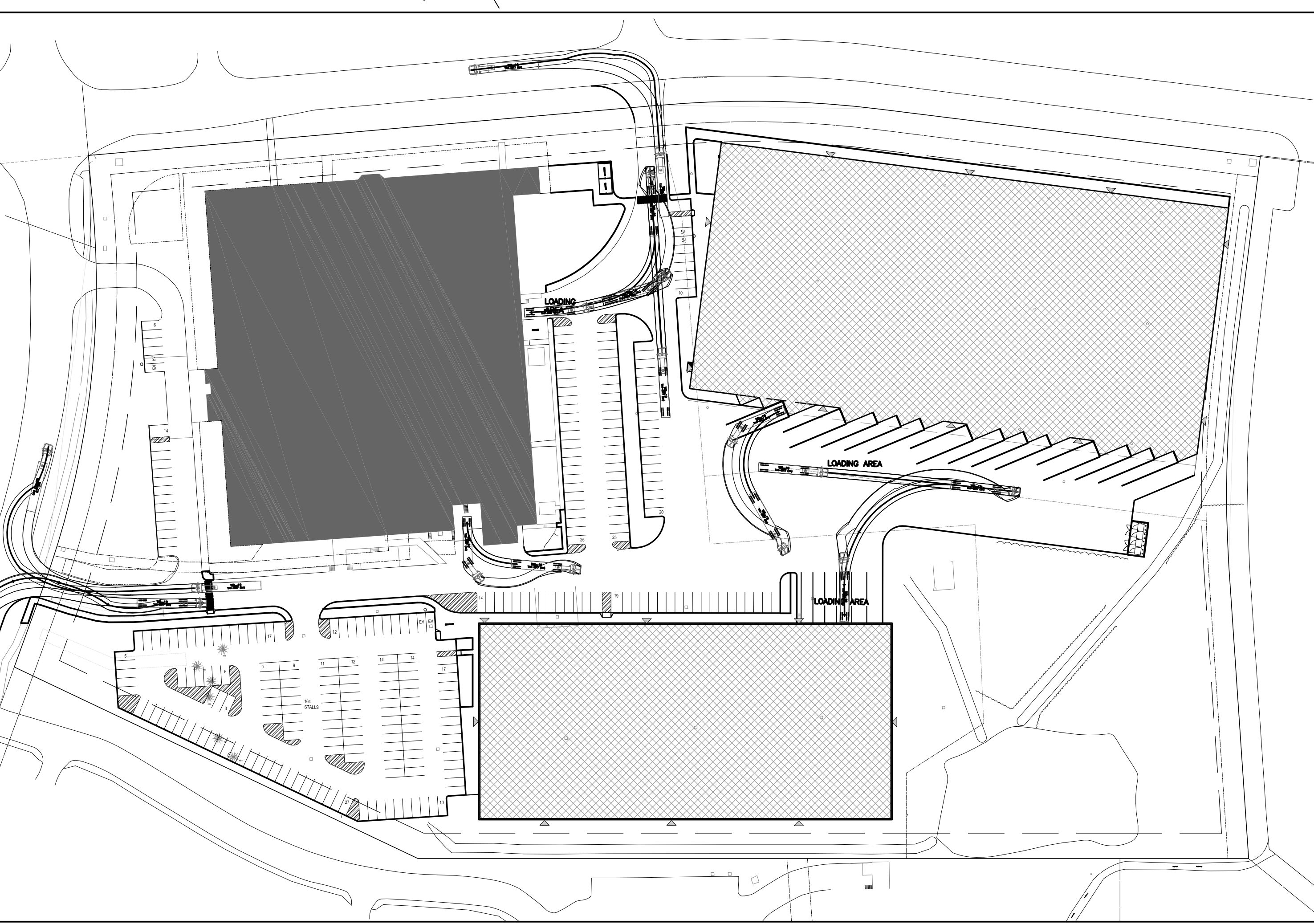
BUILDING 'A' SETBACKS:
MIN. FRONT YARD: 187.56m (REQ. 12m)
MIN. EXT. SIDE YARD: 12m (REQ. 12m)
MIN. REAR YARD: 8.96m (REQ. 7.5m)

BUILDING 'B' SETBACKS:
MIN. FRONT YARD: 129.87m (REQ. 12m)
MIN. INT. SIDE YARD: 12m (REQ. 7.5m)
MIN. REAR YARD: 93.14m (REQ. 7.5m)

PROPOSED PLANT LIST:

KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	SPACING (mm) (75%)	SIZE	COMMENTS
TREES - DECIDUOUS						
As	6	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	as shown	65mm Cal. B&B	TREES TO BE BALL & BURLAP. SOURCED IN SAME GROWING ZONE. ALL TREES SHOULD HAVE 3 TO 7 MAIN BRANCHES WITH DOMINANT LEADER BRANCH AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER TREE: 30 CU. M.
Ac	6	Amelanchier canadensis	Amelanchier-Servoberry	as shown	50mm Cal. B&B	
Cc	4	Carya cordiformis	Bitternut Hickory	as shown	65mm Cal. B&B	
Jn	5	Juglans nigra	Black Walnut	as shown	65mm Cal. B&B	
Ta	3	Tilia americana	American Linden	as shown	65mm Cal. B&B	
Qr	7	Quercus rubra	Red Oak	as shown	65mm Cal. B&B	
Ua	6	Ulmus americana 'Brandon'	Brandon Elm	as shown	65mm Cal. B&B	
TREES - CONIFEROUS						
Pg	5	Pinus strobus	White Pine	as shown	180cm height min. B&B	TREES TO BE BALL & BURLAP. SOURCED IN SAME GROWING ZONE. ALL TREES SHOULD HAVE DENSE GROWTH AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER TREE: 30 CU. M.
Li	6	Larix laricina	Tamarack	as shown	180cm height min. B&B	
SHRUBS - DECIDUOUS						
Iv	3	Ilex verticillata	Winterberry	as shown	2 gal.	SHRUBS TO BE IN POTS. SOURCED IN SAME GROWING ZONE. ALL SHRUBS SHOULD HAVE DENSE GROWTH, WELL ROOTED AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER SHRUB: 5 CU. M.

1 SITE PLAN LEGGET DRIVE
L100 1:500



2 VEHICULAR TURNING MOVEMENTS
L100 1:1000

1345 ROSEMOUNT AVENUE
OTTAWA, ONTARIO, CANADA K1Z 1K6
PHONE: (613) 933-0004 FAX: (613) 936-0333 WWW.ARCHITECTURE49.COM

CONSULTANT - S&S CONSULTANT

CONSULTANT - S&S CONSULTANT

CLIENT REF. #
PROJECT

CLIENT REF. #
PROJECT

ACCESS STORAGE LEGGET DRIVE

KEY PLAN

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THIS DRAWING IS NOT TO BE SCALED.

DESIGNED FOR: REVISION

DATE: 16 AUG 2022

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APPENDIX

D TRANS O-D SURVEY

Kanata - Stittsville

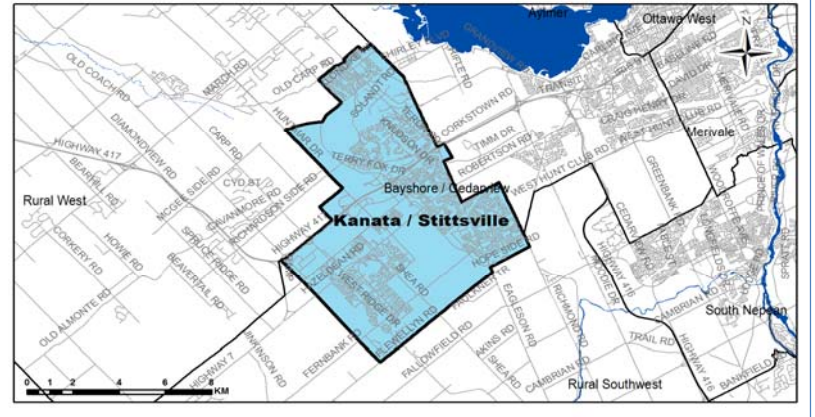
Demographic Characteristics

Population	105,210	Actively Travelled	83,460
Employed Population	49,640	Number of Vehicles	64,540
Households	38,010	Area (km ²)	82.6

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	24,670	19,590	44,260
Part Time Employed	1,540	3,840	5,380
Student	13,630	13,410	27,040
Retiree	6,480	8,350	14,820
Unemployed	850	940	1,790
Homemaker	160	3,310	3,470
Other	350	1,010	1,360
Total:	47,690	50,440	98,120

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	5,940	6,920	12,860
Licensed Drivers	36,280	36,790	73,070
Telecommuters	200	380	580
Trips made by residents	135,300	143,330	278,630

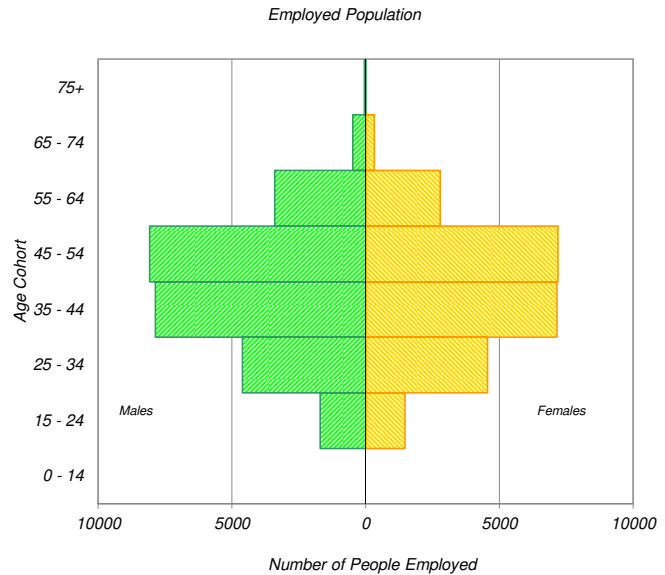
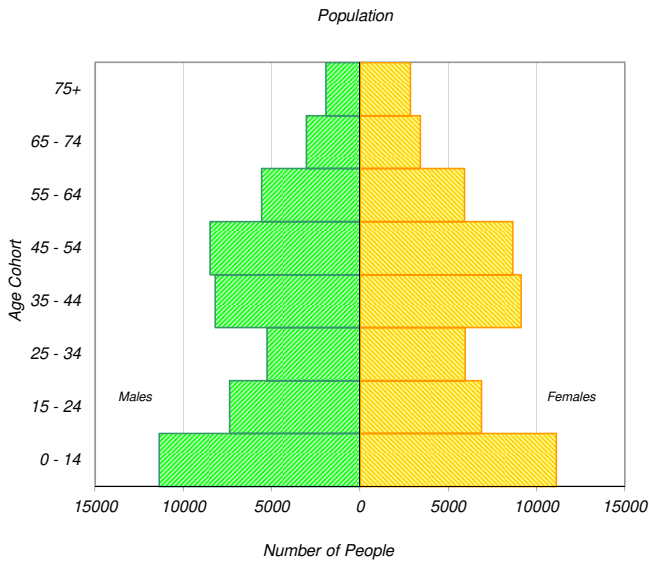
Selected Indicators	
Daily Trips per Person (age 5+)	2.84
Vehicles per Person	0.61
Number of Persons per Household	2.77
Daily Trips per Household	7.33
Vehicles per Household	1.70
Workers per Household	1.31
Population Density (Pop/km ²)	1270



Household Size		
1 person	5,810	15%
2 persons	11,660	31%
3 persons	7,490	20%
4 persons	8,890	23%
5+ persons	4,160	11%
Total:	38,010	100%

Households by Vehicle Availability		
0 vehicles	1,050	3%
1 vehicle	14,090	37%
2 vehicles	19,110	50%
3 vehicles	3,000	8%
4+ vehicles	770	2%
Total:	38,010	100%

Households by Dwelling Type		
Single-detached	21,610	57%
Semi-detached	3,890	10%
Townhouse	10,550	28%
Apartment/Condo	1,960	5%
Total:	38,010	100%

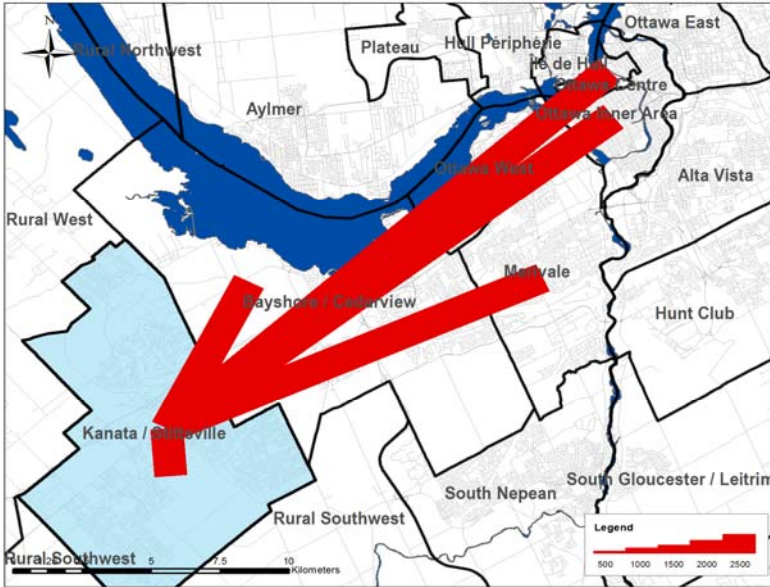


* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

Travel Patterns

Top Five Destinations of Trips from Kanata - Stittsville

AM Peak Period



Summary of Trips to and from Kanata - Stittsville

AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	4,560	8%	140	0%
Ottawa Inner Area	3,350	6%	970	2%
Ottawa East	660	1%	260	1%
Beacon Hill	280	0%	170	0%
Alta Vista	1,810	3%	660	1%
Hunt Club	490	1%	420	1%
Merivale	3,410	6%	1,200	3%
Ottawa West	2,020	4%	840	2%
Bayshore / Cedarview	5,010	9%	2,420	5%
Orléans	290	1%	500	1%
Rural East	100	0%	30	0%
Rural Southeast	50	0%	260	1%
South Gloucester / Leitrim	60	0%	140	0%
South Nepean	690	1%	1,800	4%
Rural Southwest	1,130	2%	1,850	4%
Kanata / Stittsville	30,360	54%	30,360	66%
Rural West	1,050	2%	3,250	7%
Île de Hull	670	1%	30	0%
Hull Périphérie	160	0%	30	0%
Plateau	100	0%	230	0%
Aylmer	0	0%	190	0%
Rural Northwest	20	0%	60	0%
Pointe Gatineau	20	0%	80	0%
Gatineau Est	0	0%	60	0%
Rural Northeast	30	0%	50	0%
Buckingham / Masson-Angers	30	0%	10	0%
Ontario Sub-Total:	55,320	98%	45,270	98%
Québec Sub-Total:	1,030	2%	740	2%
Total:	56,350	100%	46,010	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	27,180	29%	17,020	18%	14,550	9%
School	7,070	7%	2,500	3%	15,110	9%
Shopping	6,070	6%	9,150	10%	22,480	14%
Leisure	8,450	9%	10,590	11%	17,090	11%
Medical	2,520	3%	1,170	1%	2,660	2%
Pick-up / drive passenger	6,570	7%	5,470	6%	15,190	9%
Return Home	33,610	35%	45,620	48%	65,770	41%
Other	3,560	4%	3,590	4%	8,440	5%
Total:	95,030	100%	95,110	100%	161,290	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	18,030	69%	11,020	70%	7,430	24%
School	4,890	19%	2,280	15%	11,740	39%
Shopping	170	1%	320	2%	760	3%
Leisure	340	1%	400	3%	780	3%
Medical	330	1%	230	1%	350	1%
Pick-up / drive passenger	1,260	5%	580	4%	4,760	16%
Return Home	290	1%	380	2%	1,980	7%
Other	670	3%	430	3%	2,560	8%
Total:	25,980	100%	15,640	100%	30,360	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	390	2%	350	1%	930	2%
School	370	2%	0	0%	90	0%
Shopping	1,030	5%	1,910	7%	5,100	14%
Leisure	2,140	11%	3,080	11%	4,130	11%
Medical	230	1%	180	1%	400	1%
Pick-up / drive passenger	1,980	10%	1,980	7%	3,410	9%
Return Home	12,130	64%	20,550	71%	21,560	58%
Other	680	4%	860	3%	1,850	5%
Total:	18,950	100%	28,910	100%	37,470	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	351,430		46%
AM Peak Period	71,980	20%	42%
PM Peak Period	85,330	24%	44%

Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	63,470	67%	63,830	67%	92,190	57%
Auto Passenger	15,220	16%	14,920	16%	31,880	20%
Transit	12,200	13%	12,270	13%	4,050	3%
Bicycle	360	0%	410	0%	960	1%
Walk	40	0%	50	0%	21,080	13%
Other	3,730	4%	3,660	4%	11,130	7%
Total:	95,020	100%	95,140	100%	161,290	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	15,360	59%	11,530	74%	13,630	45%
Auto Passenger	2,450	9%	1,160	7%	5,050	17%
Transit	6,230	24%	1,290	8%	1,210	4%
Bicycle	30	0%	80	1%	220	1%
Walk	0	0%	40	0%	5,730	19%
Other	1,900	7%	1,560	10%	4,510	15%
Total:	25,970	100%	15,660	100%	30,350	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	13,850	73%	17,660	61%	21,240	57%
Auto Passenger	3,240	17%	4,270	15%	8,570	23%
Transit	1,270	7%	5,980	21%	670	2%
Bicycle	40	0%	100	0%	260	1%
Walk	40	0%	0	0%	4,570	12%
Other	520	3%	910	3%	2,160	6%
Total:	18,960	100%	28,920	100%	37,470	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.24		1.23		1.35	
AM Peak Period	1.16		1.10		1.37	
PM Peak Period	1.23		1.24		1.40	

Transit Modal Split	From District		To District		Within District	
24 Hours	13%		13%		3%	
AM Peak Period	26%		9%		6%	
PM Peak Period	7%		21%		2%	

APPENDIX

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2707 SOLANDT

TIA

Engineering

Land / Site
Development

Municipal
Infrastructure

Environmental /
Water Resources

Traffic /
Transportation

Structural

Recreational

Planning

Land / Site
Development

Planning Application
Management

Municipal Planning
Documents &
Studies

Expert Witness
(OMB)

Wireless Industry

Landscape

Architecture

Urban Design &
Streetscapes

Open Space, Parks &
Recreation Planning

Community &
Residential
Developments

Commercial &
Institutional Sites

Environmental
Restoration



Proposed Office Building 2707 Solandt Road, Ottawa Transportation Impact Assessment

Figure 6: Site-Generated Traffic

