



**Extendicare Orleans
1001 Noella Leclair & 4200 Innes
Road
Transportation Impact
Assessment**
Screening Report

February 22, 2023

Prepared for:

Montgomery Sisam Architects Inc.

Prepared by:

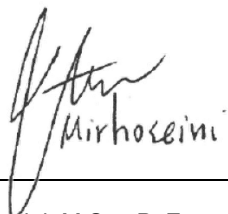
Stantec Consulting Ltd.

Certification

1. 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;
2. 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;
3. 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
4. I am either a licensed¹ or registered¹ professional in good standing, whose field of expertise is either transportation engineering or transportation planning.

Signature of individual certifier that s/he meets the above four criteria.

Prepared By:



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¹ 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



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1.0 SCREENING

1.1 SUMMARY OF DEVELOPMENT

Municipal Address	20 Cedarow Court (Stittsville)
Description of Location	The proposed development is located at 1001 Noella Leclair Way and 4200 Innes Road, at the intersection of Roger Pharand Road
Land Use Classification	Long Term Care Home
Development Size (units)	256 beds
Development Size (m ²)	14,261 m ² GFA
Number of Accesses and Locations	2 full movements access roads to the extension of Noella Leclair Way 1 full movement access to the extension of Vanguard Drive
Phase of Development	1 Phase
Buildout Year	Assumed build-out and occupancy by 2026

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

1.2 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	Triggered
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	✘
Generates more than 60 person trips per hour		✘

** 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.

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1.3 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.

1.4 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 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.

1.5 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).

2.0 SITE REVIEW

2.1 PROPOSED DEVELOPMENT

The proposed development is located south of Innes Road and east of Mer-Bleue Road between 1001 Noella Leclair Way and 4200 Innes Road at the intersection of Roger Pharand Road. The site will be accessed by the extension of Noella Leclair Way and future Vanguard Drive.

The existing property is currently a vacant lot. The proposed site access makes up the north leg of the Hazeldean Road at Fringewood Drive intersection. This site will have two full access roads connected to the extension of Noella Leclair Way and one access road that will be connected to Vanguard Drive. **Figure 1** illustrates the proposed site plan. **Appendix A** includes the site plan as well.

The proposed development will include a 4-storey building with a total of 256 bed long-term care homes. A total of 110 vehicle parking spaces, including 103 standard parking spaces plus 7 accessible parking spaces (3 type A and 4 type B), will be provided as part of the proposed development.

Table 1 outlines the proposed land use code assumed for the analysis which were obtained from the *Institute of Transportation (ITE) Trip Generation Manual 11th Edition*. Trip generation rates are extracted for both vehicle and person trip types where they were available. **Table 2** provide the trip generation for based on the proposed development land use statistics. As a conservative approach, the maximum of total trips estimated based on the fitted curve equations and average rates from ITE Trip Generation Manual were used in trip generation calculations when both were available. As the person trip rates for the PM peak was not available, it was estimated based on utilizing the same rate of person to vehicle extracted from the AM peak hour. The results confirm the development trips in both weekday peaks are expected to be lower than 60 person trips.

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Table 1 - Trip Generation Rates- ITE Trip Generation Manual, 11th Edition

Proposed Land Use	Variable	Trip Type	AM Peak Hour			PM Peak Hour		
			Fitted Curve Eqn./Average Rate	IN	OUT	Fitted Curve Eqn./Average Rate	IN	OUT
				%	%		%	%
620 – Nursing Home	Beds	Vehicle	Trips = 0.10(X) + 5.42	72%	28%	Trips = 0.11(X) + 3.98	33%	67%
			0.14			0.14		
		Person	Not Given	73%	27%	Not Given	-	-
			0.18			Not Given		

Table 2 - Development Trip Generation

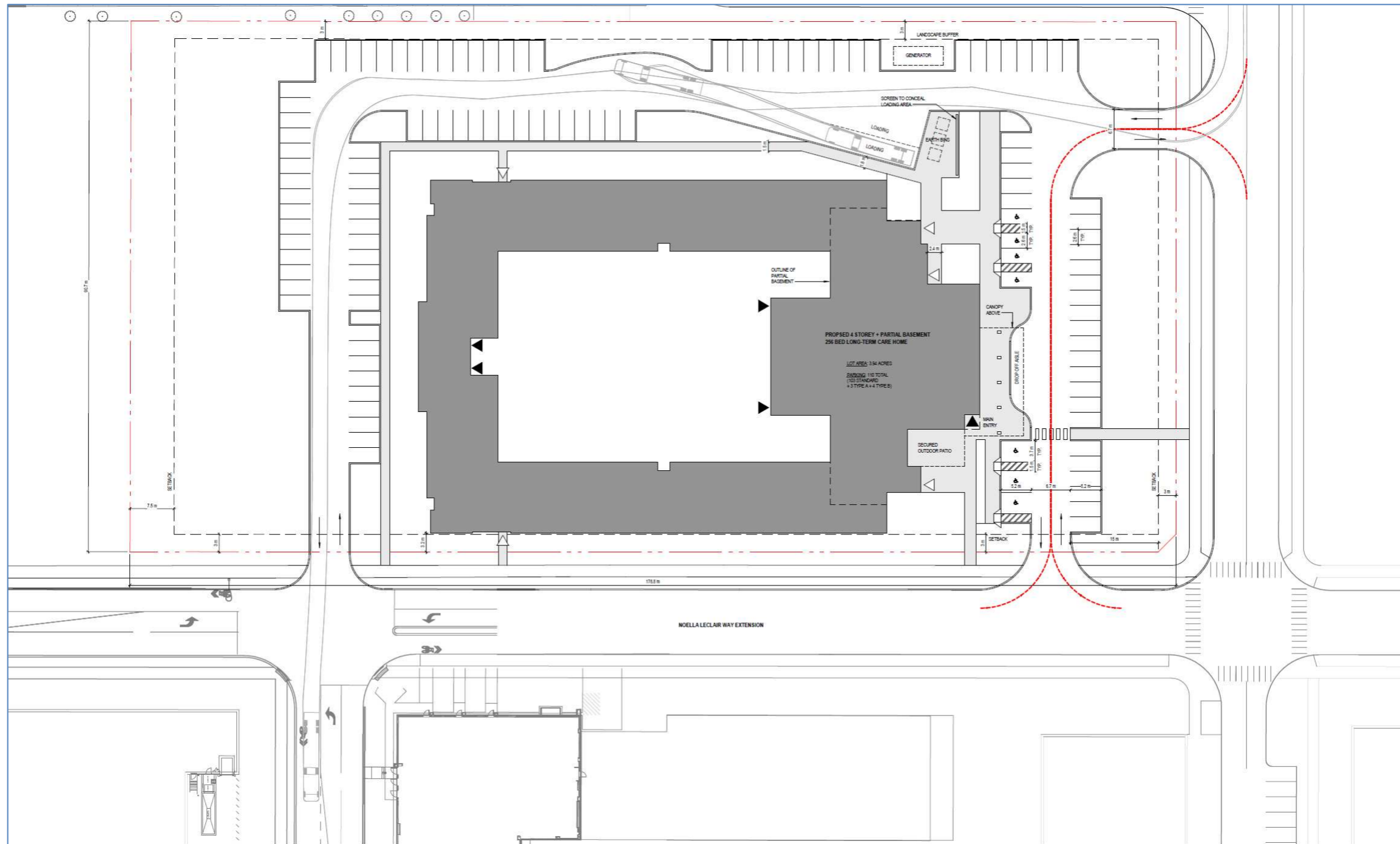
Proposed Land Use	Variable	Units	Trip Type	AM Peak Hour			PM Peak Hour		
				Total	IN	Out	Total	IN	Out
620 – Nursing Home)	Beds	256	Vehicle	36	26	10	36	12	24
			Person	46	34	12	46*	16*	30*

*Calculated using person to vehicle ratio from AM peak hour

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Figure 1 - Site Plan



APPENDIX A

Site Plan

