



May 16, 2024

Neeti Paudel, P.Eng.
Transportation Project Manager
City of Ottawa
110 Laurier Avenue West
Ottawa, ON
K1P 1J1

Dear Neeti Paudel:

Re: 1518-1526 Stittsville Main Street Traffic Impact Study Screening Form

Egis (formerly McIntosh Perry) submitted a Traffic Impact Assessment in 2021 for the 1518-1526 Stittsville Main Street development under the previous site plan. Based on a review of the expected trip generation for the 2021 and updated site plans, the following trips are expected to be generated by each site plan:

- 2021 Site Plan:
 - AM Peak Hour: 87 Person-Trips, and
 - PM Peak Hour: 79 Person-Trips.
- Updated Site Plan:
 - AM Peak Hour: 80 Person-Trips, and
 - PM Peak Hour: 78 Person-Trips.

As shown, the updated site plan is expected to generate fewer trips than the 2021 site plan for which a TIA was submitted. While the updated site plan still satisfies all triggers within the Screening Form Egis believes that completion of an updated TIA is not required and is satisfied by the previous submission.

Thomas Gryz, M.A.Sc., P.Eng.
Senior Transportation / Traffic Engineer
thomas.gryz@egis-group.com
613.903.5772

115 Walgreen Road, R.R.3. Carp, ON K0A 1L0 | T. 613-836-2184 | F. 613-836-3742
info.north-america@egis-group.com | www.egis-group.com



City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	1518-1526 Stittsville Main Street
Description of Location	Northwest Quadrant of Stittsville Main Street and Orville Street Intersection
Land Use Classification	TM9 (Traditional Main Street)
Development Size (units)	27 (Residential Component)
Development Size (m ²)	777 m ² (338 m ² Restaurant & 439 m ² Office)
Number of Accesses and Locations	One (1)
Phase of Development	One (1)
Buildout Year	2025

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 (60 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 square meters (m ²)
Industrial ²	7,000 m ²
Fast-food restaurant or coffee shop ²	110 m ²
Destination retail ²	1800 m ²
Gas station or convenience market ²	90 m ²

1. Table 2, Table 3 & Table 4 TRANS Trip Generation Manual
2. ITE Trip Generation Manual 11.1 Ed.

See Trip Generation Table provided on Page 3.

* 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).

ITE Land Use	Unit of Measure	Quantity (Units / ft ²)	Rate (per Unit / 1000 ft ²)		Person-Trips Factor		Person-Trips	
			AM	PM	AM	PM	AM	PM
Multifamily Housing (Mid-Rise) (LUC 221)	Units	27	0.81	0.62	*	*	22	17
Small Office Building (LUC 712)	GFA (m ² /ft ²)	4725	1.92	2.45	1.28	1.28	12	15
High-Turnover (Sit-Down) Restaurant (LUC 932)	GFA (m ² /ft ²)	3638	9.94	9.77	1.28	1.28	46	46
Development Totals:							80	78