

City of Ottawa 2017 TIA Guidelines
Step 1 - Screening Form

Date: 16-Apr-20
Project Number: 2020-41
Project Reference: 140 Bank Street

1.1 Description of Proposed Development	
Municipal Address	1040 Bank Street
Description of Location	Frontage on Alymer Ave and Gale St, existing Southminster United Church
Land Use Classification	Minor Institutional Zone (*I1a)
Development Size	Remove existing side building, redevelop for 17 condo units and 4 townhomes
Accesses	Single access on Gale St
Phase of Development	Single Phase
Buildout Year	2022
TIA Requirement	Design Review Component

1.2 Trip Generation Trigger	
Land Use Type	Townhomes or apartments
Development Size	21 Units
Trip Generation Trigger	No

1.3 Location Triggers	
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?	No
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?	Yes
Location Trigger	Yes Recommended that the Location Warrant is not triggered due to no frontage along Bank St. The priority area has been factored into the zoning and site design, and does not impact the transportation network.

1.4. Safety Triggers	
Are posted speed limits on a boundary street 80 km/hr or greater?	No
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	No
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)?	Yes Proposed driveway is on a side street off of a side street from the Bank St signal. Location is currently has perpendicular onstreet parking.
Is the proposed driveway within auxiliary lanes of an intersection?	No
Does the proposed driveway make use of an existing median break that serves an existing site?	No
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	No
Does the development include a drive-thru facility?	No
Safety Trigger	Yes Recommended that the Safety Warrant is not triggered as the existing on-street parking being removed currently has a similar impact on the signal.



TIA Plan 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

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 registered² professional in good standing, whose field of expertise [check appropriate field(s)] is either transportation engineering or 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.


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Dated at Ottawa this 20 day of September, 2018.
(City)

Name: Andrew Harte
(Please Print)

Professional Title: Professional Engineer



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

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