

2460 Lancaster Road, Suite 200,  
Ottawa, Ontario, K1B 4S5  
Tel: 613-731-4052

## City of Ottawa 2017 TIA Guidelines Screening Form

**Mr. Mike Giampa**  
Project Manager, City of Ottawa  
110 Laurier Avenue West,  
Ottawa, ON, K1G 6J9

**March 24<sup>th</sup>, 2020**

Please find below the completed screening form for the proposed 1010 Byron Avenue residential infill development. The proposed 1010 Byron Avenue development is located to the east of the Byron Avenue / Lockhart Avenue intersection and east of the Richmond Road corridor. The development proposes to replace two auxiliary parking structures with a 13-unit apartment complex with 12 parking stalls. This results in a net loss of 10 parking stalls for the combined site.

The existing 1010 Byron Avenue property is an “integrated site” in which 5 multi-residential low-rise buildings utilize the same parking lot arrangement. The existing site is accessed from a main driveway from Byron Avenue with a secondary driveway located on Honeywell Avenue.

The development proposes to adjust the existing on-site traffic flow on site to enter from Byron Avenue and exit onto Honeywell Avenue. Drive lanes provide for a single direction of travel.

The development proposes 18 exterior bicycle parking stalls for existing units and 10 indoor bicycle stalls for the 13 proposed apartment units.

In summary, the Trip Generation and Safety Triggers were not met. However, the Location Trigger is met as the development resides within the Cleary and New Orchard Area Secondary Plan, therefore the area is considered a “Design Priority Area”.

### 1. Description of Proposed Development

<b>Municipal Address</b>	1010 Byron Avenue, Ottawa
<b>Description of Location</b>	Existing residential property with 5 multi-unit residential buildings that share a common parking space, located east of Richmond Road.
<b>Land Use Classification</b>	Residential
<b>Development Size (units)</b>	13 Apartment Units
<b>Development Size (m<sup>2</sup>)</b>	N/A
<b>Number of Accesses and Locations</b>	2 existing driveway accesses; Byron Avenue (1) and Honeywell Avenue (1)
<b>Phase of Development</b>	Submission of Site Plan Control Application
<b>Buildout Year</b>	2021 (Anticipated)

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## 2. Trip Generation Trigger

The development will consist of 13 apartment units as infill development.

Land Use Type	Development Size
Residential – Apartments	13 Units

**The proposed development size is less than the minimum development threshold size (of 90 units) for apartment dwelling developments and therefore the Trip Generation Trigger is not satisfied.**

Table 2: Trip Generation Trigger

Land Use Type	Minimum Development Size
Single-family homes	40 units
Townhomes or apartments	90 units
Office	3,500 m <sup>2</sup>
Industrial	5,000 m <sup>2</sup>
Fast-food restaurant or coffee shop	100 m <sup>2</sup>
Destination retail	1,000 m <sup>2</sup>
Gas station or convenience market	75 m <sup>2</sup>

## 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).*

**The development proposes to using an existing access.**

**The proposed development lies within the Cleary and New Orchard Area Secondary Plan. Subsection 3.3 of the Plan is most applicable to the proposed development, as it applies to the "Low- and Mid-Rise Park-Frame area to properties on the south side of Byron Avenue. The proposed Mid-Rise structure appears to be appropriate considering the provisions within the Secondary plan**

**Therefore, the Location Trigger is satisfied.**

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#### 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

The development proposes to utilize the existing access, which is approximately 15m south of the Byron Avenue / Lockhart Avenue intersection and 40m north of the Byron Avenue / Lockhart Avenue. Both of these intersections are minor in nature, do not provide auxiliary lanes, and are stop-controlled on the minor approaches. This access is provided suitable sight lines given the low traffic in this area.

Therefore, the Safety Trigger is not 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



## *Transportation Impact Assessment Screening Form*

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Please review the above screening form information and let us know if you have any comments or questions. It is our opinion that no further Traffic Impact Assessment steps are required for the 1010 Byron Avenue proposal.

Yours truly,

  
\_\_\_\_\_  
Mr. Arthur Gordon B.A. P.Eng  
Principal Engineer  
Castleglenn Consultants Inc.

  
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Mr. Jake Berube L.Eng. EIT  
Traffic Planning Specialist  
Castleglenn Consultants Inc.

## Appendix A – Certification Form for TIA Study Project Manager



## **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**

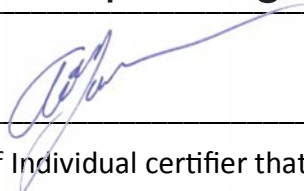
1. I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines;
2. I have a sound knowledge of industry standard practice with respect to the preparation 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 licensed<sup>1</sup> or registered<sup>2</sup> 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.**

Dated at Ottawa this 24 day of March, 2020.  
(City)

Name: Arthur Gordon  
(Please Print)

Professional Title: Principal Engineer

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

**Office Contact Information (Please Print)**

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Stamp

