



## Certification Form for TIA Study PM

### TIA Plan Reports

On April 14, 2022, the Province's Bill 109 received Royal Assent providing legislative direction to implement the More Homes for Everyone Act, 2022 aiming to increase the supply of a range of housing options to make housing more affordable. Revisions have been made to the TIA guidelines to comply with Bill 109 and streamline the process for applicants and staff.

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 they meet 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; (Update effective July 2023)



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 licensed or registered<sup>1</sup> professional in good standing, whose field of expertise



is either transportation engineering



or transportation planning.

<sup>1</sup> 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 29th day of July, 2023.  
(City)

Name : Arthur Gordon

Professional title: Principal



Signature of individual certifier that s/he/they meet the above criteria

Office Contact Information (Please Print)
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**Stamp**



Revision Date: June 2023

## City of Ottawa 2017 TIA Guidelines Screening Form

### 1. Description of Proposed Development

Municipal Address	6622 Bank Street
Description of Location	Industrial Warehousing
Land Use Classification	Rural Heavy Industrial
Development Size (units)	2 Buildings
Development Size (m <sup>2</sup> )	4,640 m <sup>2</sup> GFA (Building 1: 2,316 m <sup>2</sup> GFA / Building 2: 2,324 m <sup>2</sup> )
Number of Accesses and Locations	2 Accesses
Phase of Development	2 Phases (Building 1: 2025 / Building 2: 2026)
Buildout Year	Fall 2026 (Year of Occupancy)

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.

Table notes:

Land Use Type	Minimum Development Size (60 trips)
Single-Detached <sup>1</sup>	60 units
Multi-Use Family (Low-Rise) <sup>1</sup>	90 units
Multi-Use Family (High-Rise) <sup>1</sup>	150 units
Office <sup>2</sup>	1,400 square meters (m <sup>2</sup> )
Industrial <sup>2</sup>	7,000 m <sup>2</sup>
Fast-food restaurant or coffee shop <sup>2</sup>	110 m <sup>2</sup>
Destination retail <sup>2</sup>	1800 m <sup>2</sup>
Gas station or convenience market <sup>2</sup>	90 m <sup>2</sup>

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

2. Institute of Transportation Engineers (ITE) Trip Generation Manual 11.1 Ed.

If the proposed development size is greater than the sizes identified above, the Trip Generation Trigger is satisfied.

The development is Industrial and is less than 7,000m<sup>2</sup>. Therefore, the trip generation trigger is **not** 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 Network, Rapid Transit network or Cross-Town Bikeways?		X
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)? <sup>2</sup>		X

If any of the above questions were answered with ‘Yes,’ the Location Trigger is satisfied.

*The location trigger is not satisfied.*

### 4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street 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.

*As the posted speed on Bank Street is 80kph, the Safety Trigger is satisfied.*

### 5. Summary

	Yes	No
Does the development satisfy the results of screening?		X
Does the development satisfy the Location Trigger?		X
Does the development satisfy the Safety Trigger?	X	

<sup>2</sup>Hubs are identified in Schedules B1 to B8 of the City of Ottawa Official Plan. PMTSAs are identified in Schedule C1 of the Official Plan. DPAs are identified in Schedule C7A and C7B of the Official. See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA.

**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).**

