

City of Ottawa 2023 Revisions to 2017 TIA Guidelines
Step 1 - Screening Form

Date: 18-Sep-24
Project Number: 2024-122
Project Reference: 955 Borbridge

1.1 Description of Proposed Development	
Municipal Address	955 Borbridge Avenue
Description of Location	1.45 ha parcel on the southwest quadrant of the intersection of Borbridge Ave and Ralph Hennessy Ave
Land Use Classification	Residential Fourth Density - R4Z
Development Size	93 Terrace Flats
Accesses	One full-moves on Borbridge Ave and one full-moves on Ralph Hennessy Ave
Phase of Development	Single
Buildout Year	2027
TIA Requirement	No TIA Recommended Based on Low Trip Gen (Attached) and No Other Triggers

1.2 Trip Generation Trigger	
Land Use Type	Multi-Family (Low-Rise)
Development Size	93 Units
Trip Generation Trigger	Yes

1.3 Location Triggers	
Does the development propose a new driveway to a boundary street that is designated as part of the Transit Priority Network, Rapid Transit network or Cross-Town Bikeways?	No
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)?	No
Location Trigger	No

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)?	No
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	No

Table 1: Trip Generation Person Trip Rates by Peak Period

Land Use	Land Use Code	Peak Period	Person Trip Rates
Multi-Unit Low-Rise	220 (TRANS)	AM	1.35
		PM	1.58

Table 2: Total Residential Person Trip Generation by Peak Period

Land Use	Units	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Multi-Unit Low-Rise	93	38	88	126	82	65	147

Table 3: Trip Generation by Mode/Peak Hour – South Gloucester/Leitrim Recommended Mode Shares

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Multi-Unit (Low-Rise)	Auto Driver	59%	11	25	36	62%	22	18	40
	Auto Passenger	20%	4	8	12	18%	6	5	11
	Transit	16%	3	8	11	17%	7	5	12
	Cycling	1%	0	1	1	1%	0	0	0
	Walking	4%	1	2	3	3%	1	1	2
	Total	100%	19	44	63	100%	36	29	65



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 registered¹ professional in good standing, whose field of expertise



is either transportation engineering



or transportation planning.

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.

Dated at Ottawa this 17 day of August, 20 23.
(City)

Name : Andrew Harte

Professional title: Senior Transportation Engineer / Vice-President Ottawa



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

Office Contact Information (Please Print)
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Stamp



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