



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 09 day of April, 2026.
(City)

Name : Omar Elsaferdi

Professional title: Transportation Engineer

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



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Stamp



City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	100 Lusk Street, Ottawa, ON K2J 6S5
Description of Location	The proposed development is located at the southwest side of the O’Keefe Court–Lusk Street intersection and east of Highway 416 in Ottawa. It is located approximately 300 metres northwest of the Fallowfield Road and Strandherd Drive intersection. It sits within an urban boundary, designated as Mixed Industrial Zone (IM5[2265] H(12)) and enjoys strong access to major arterial routes. The surrounding area features a blend of residential communities and industrial areas. The proposed development will not rely on access from any boundary street designated within the City’s Transit Priority network or Rapid Transit network. In addition, the subject property is not located within a Design Priority Area or a Transit-Oriented Development zone.
Land Use Classification	The property is zoned Mixed Industrial under designation IM5[2265]H(12), which corresponds to the Mixed Industrial Zone.
Development Size (units)	The proposed development consists of a one-storey, 780 m ² child care facility accommodating nine program rooms. The site plan provides 18 on-site parking spaces, including 16 standard spaces and 2 accessible spaces, along with 4 bicycle parking spaces
Development Size (m ²)	The proposed development comprises a one-storey child care facility with a gross floor area of 780 m ² , situated on a 3,986.3 m ² lot. A 3.5 m × 7.0 m loading area. The plan incorporates 3 m landscaped buffers, defined yards ranging from 3 m to 6 m, a designated playground, snow-storage area, and additional outdoor program spaces, achieving a lot coverage of 19.57%
Number of Accesses and Locations	The sole access point connects directly to Lusk Street and serves all on-site functions, including: 1. Parking areas 2. The loading space 3. Internal Circulation All vehicle movements, including drop-off, staff access, loading operations, and fire-route circulation, occur through this single access location.

Phase of Development	Single Phase
Buildout Year	TBD

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:

1. Table 2, Table 3 & Table 4 TRANS Trip Generation Manual
2. Institute of Transportation Engineers (ITE) Trip Generation Manual 11.1 Ed.

Land Use Type	Minimum Development Size
Single-family homes	60 units
Multi-Use Family (Low-Rise) ¹	90 units
Multi-Use Family (High-Rise) ¹	150 units
Office ²	1,400 m ²
Industrial ²	7,000 m ²
Fast-food restaurant or coffee shop ²	110 m ²
Destination retail ²	1,800 m ²
Gas station or convenience market ²	90 m ²

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

Based on the information provided for the proposed development, the minimum development size required to trigger a formal Transportation Impact Assessment was not met. However, for further review and to apply a conservative methodology, the ITE Trip Generation Manual, 12th Edition, was used to estimate the trip generation associated with the proposed development.

Given that the proposed land use is a Day Care Center, the Institutional land use category – Day Care Center (ITE Land Use Code 565) was selected for the trip generation analysis.

Due to the operational characteristics of a day care facility, trip activity is primarily concentrated in the morning drop-off period and the afternoon pick-up period. Parents or guardians are required to drop off and pick up children, and given the nature of the land use, opportunities for walking or the use of public transportation are considered limited.

As illustrated in the attached figures, trip generation was evaluated for the following two peak periods:

- Weekday AM Peak Hour, and
- Weekday PM Peak Hour.

During the Weekday AM Peak Hour, the development is expected to generate an average of 23 total trips, consisting of 12 inbound trips and 11 outbound trips, representing approximately 53% entering and 47% exiting traffic (refer to attached figures).

During the Weekday PM Peak Hour, the development is expected to generate an average of 22 total trips, including 11 inbound trips and 11 outbound trips, corresponding to 47% entering and 53% exiting traffic (refer to attached figures).

Based on the trip generation estimates obtained from the ITE Trip Generation Manual, the proposed development is not expected to generate a significant number of trips. These results confirm that the development does not trigger trip generation thresholds and is anticipated to have negligible transportation impacts on the surrounding roadway network.

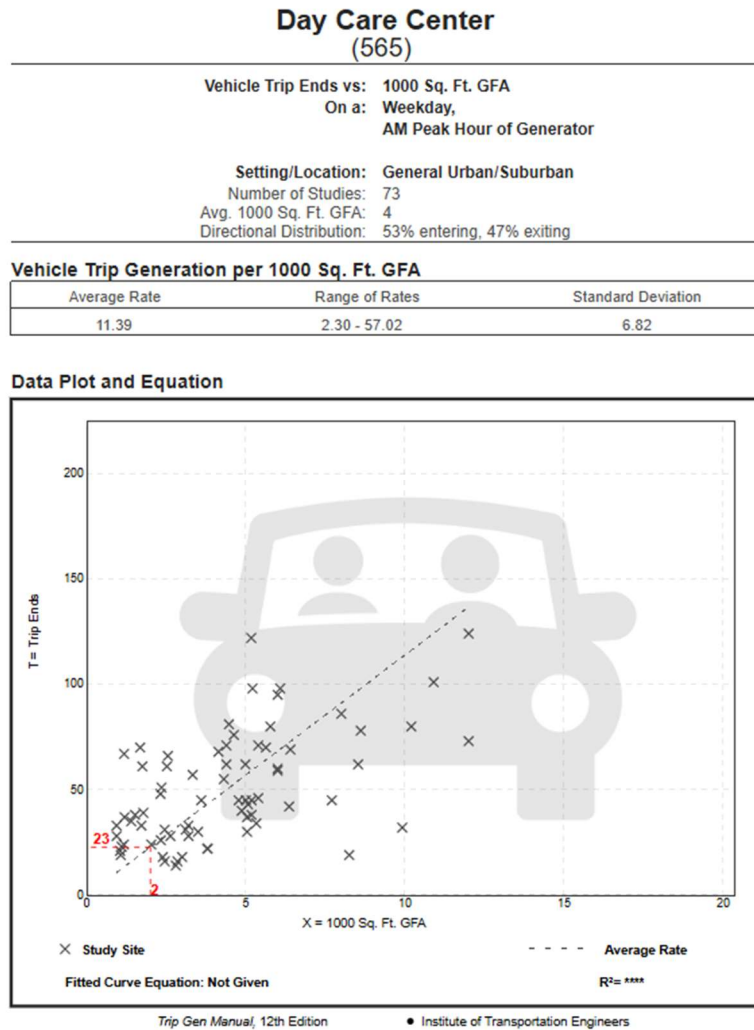


Figure 1. Weekday, AM Peak Hour of Generator

Day Care Center (565)

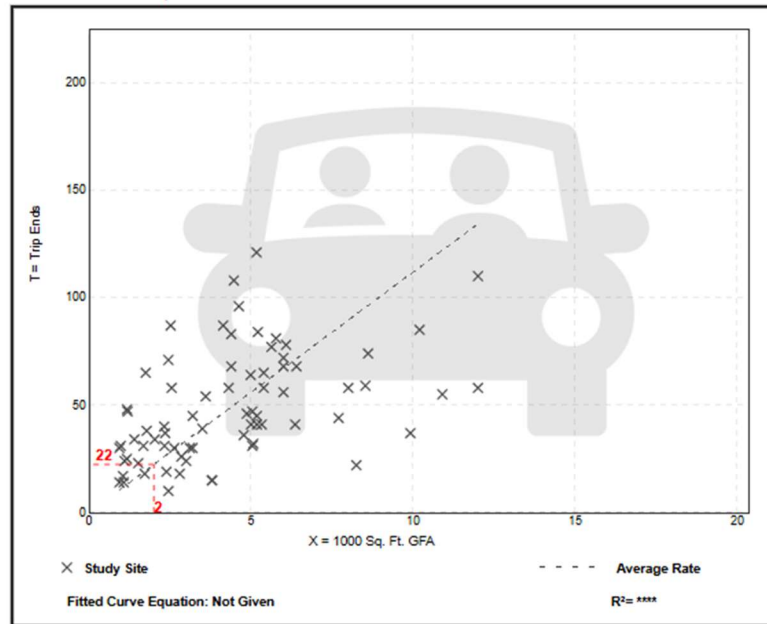
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 73
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.19	2.67 - 40.85	6.83

Data Plot and Equation



Trip Gen Manual, 12th Edition

• Institute of Transportation Engineers

Figure 2. Weekday, PM Peak Hour of Generator

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?		✓
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)? ²		✓

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 80 km/hr or greater?		✓
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		✓
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)?		✓
Is the proposed driveway within auxiliary lanes of an intersection?		✓
Does the proposed driveway make use of an existing median break that serves an existing site?		✓
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		✓
Does the development include a drive-thru facility?		✓

If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

5. Summary

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

² 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).

Transportation Impact Assessment Guidelines

- Overall, based on the trip generation estimates derived from the ITE Trip Generation Manual, the proposed development is not expected to generate a significant number of trips and is therefore anticipated to have negligible impact on the surrounding roadway network.