

**JUNE 3, 2022**

**PROJECT NO: 2259-6324**

City of Ottawa  
Planning and Infrastructure  
110 Laurier Avenue West  
Ottawa ON K1P 1J1

**Attention: Patrick McMahon**  
**Project Manager, Infrastructure Approvals**  
**Development Review Branch**

**RE: TRAFFIC IMPACT ASSESSMENT**  
**125 COLONNADE ROAD**  
**CITY OF OTTAWA**

Dear Patrick,

C.F. Crozier & Associates Inc. (Crozier) was retained by Access Property Development Inc. to undertake a Transportation Impact Assessment (TIA) for the proposed development located at 125 Colonnade Road in the City of Ottawa. This letter is prepared in support of the planning application and to highlight the progress to date regarding the TIA process. This Letter is being submitted in place of the TIA report to confirm the TIA process is well advanced and that a TIA report will be coordinated with City staff post the formal 1<sup>st</sup> submission package by Access Storage.

The City of Ottawa's Transportation Impact Assessment Guidelines (June 2017) require that a TIA study complete five sequential steps in support of a transportation review for a development application. The five steps are listed below:

1. Screening
2. Scoping
3. Forecasting
4. Analysis
5. TIA Report

Steps 1 and 2 of the TIA process were sent via email to the City as part of Screening & Scoping Report (dated January 2022). Based on the screening portion of the process, the trip generation and safety thresholds were both triggered, necessitating a TIA. The screening form for the development proposal is included within the **Attachments** of this letter. The scoping of the TIA was confirmed through comments received from Patrick McMahon via email on January 28, 2022. It was established that the TIA will analyze the following study intersections:

- Prince of Wales Drive and Colonnade Road
- Colonnade Road and Colonnade Road North / Colonnade Road South
- Prince of Wales Drive and Fisher Avenue
- Colonnade Road North and Citiplace Drive

- The site access connections to Colonnade Road and Colonnade Road South

Following receipt of comments concerning the Screening and Scoping Report, the Forecasting and Analysis Report (dated March 2022) was prepared and issued to the City. This Report addressed the relevant comments concerning the previous step of the process (Scoping), completes the forecasting step of the TIA, and completes preliminary traffic analysis to verify the forecasting approach. The report identified the trip generation and trip distribution of the development proposal, along with transportation related future background conditions in the study area.

The Forecasting and Analysis Report was confirmed by staff on June 2, 2022; however, the proponent has long planned for a full submission package for the 125 Colonnade Road to occur on June 3, 2022. Therefore, the TIA report will be coordinated directly with City staff post the formal 1<sup>st</sup> submission package by Access Storage. The full TIA report will incorporate the Screening and Scoping, Forecasting, and Analysis components into one document in support of the development application.

Should you have any questions or require further information, please contact the undersigned.

Sincerely,

**C.F. CROZIER & ASSOCIATES INC.**



Peter Apasnore, M.A.Sc., P.Eng., PTOE  
Project Manager

**C.F. CROZIER & ASSOCIATES INC**



Aidan Hallsworth, EIT  
Transportation

/AH  
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**Attachments:**

Screening Form

## City of Ottawa 2017 TIA Guidelines Screening Form

### 1. Description of Proposed Development

Municipal Address	125 Colonnade Road, Ottawa, ON
Description of Location	Existing 1-storey warehouse building with surface parking lot
Land Use Classification	ZBL: General Industrial (IG5), OP: Urban Employment Area
Development Size (units)	N/A
Development Size (m <sup>2</sup> )	13,223
Number of Accesses and Locations	Three Total (2 - Colonnade Road S., 1- Colonnade Road)
Phase of Development	Single Phase
Buildout Year	2025

**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.

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>

*\* If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.*

**If the proposed development size is greater than the sizes identified above, the Trip Generation Trigger is 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, Rapid Transit or Spine Bicycle Networks?		✓
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*		✓

\*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).

**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 are 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 Trip Generation Trigger?	✓	
Does the development satisfy the Location Trigger?		✓
Does the development satisfy the Safety Trigger?	✓	

**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).**