

City of Ottawa 2017 TIA Guidelines Screening Form

Mr. Mike Giampa
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110 Laurier Avenue West,
Ottawa, ON, K1G 6J9

September 16, 2020

Please find below the completed screening form for the proposed 3776-3780 Albion Road residential infill development. The proposed development is located approximately 40m south of the existing STOP-controlled Albion Road and Wyldewood Street intersection. The development proposes to replace two existing single dwelling units with a 3-storey, 38-unit apartment complex with 31 parking stalls (19 external, 12 interior).

The development proposes to improve the existing 3776 Albion Road driveway to a two-way access along the northern boundary of the property. The existing access to 3780 Albion Rd property would be removed.

In summary, the Trip Generation and Location Triggers were not met. The Safety Trigger was considered met as traffic operations and safety concerns have been expressed through the on-going “Albion Road Traffic Study” being undertaken by the City of Ottawa.

1. Description of Proposed Development

Municipal Address	3776-3780 Albion Road
Description of Location	Developed residential area with primarily single-dwelling units. The existing properties each have a single dwelling unit.
Land Use Classification	Dwelling, Low-Rise Apartment Residential
Development Size (units)	38 Apartment Units
Development Size (m²)	N/A
Number of Accesses and Locations	1 Two-Way Access to Albion Road
Phase of Development	Submission of Site Plan Control Application & Zoning Application
Buildout Year	2021 (Anticipated)

2. Trip Generation Trigger

Land Use Type	Development Size
Residential – Apartments	38 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 ²
Industrial	5,000 m ²
Fast-food restaurant or coffee shop	100 m ²
Destination retail	1,000 m ²
Gas station or convenience market	75 m ²

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).*

Albion Road in the vicinity of the development is not part of the City's Transit Priority, Rapid Transit or Spine Bicycle Networks. The development is not located in either a DPS or TOD zone.

Therefore, the Location Trigger is not satisfied.

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

Albion Road in the vicinity of the development has a 50 km/hr posted speed limit.

Albion Road is currently subject to a traffic study between Bank Street and Lester Road. The study has completed 1 Public Open House and is on-going,

The study has thus far identified:

- Excessive vehicle speeds on Albion Road and side streets;
- High cut-through traffic on side streets;
- Congestion at Albion / Leirim and Albion / Lester intersection;
- Drivers failing to make stop at stop signs;
- Lack of pedestrian crossing facilities; and
- Poor road conditions (potholes).

Therefore, the Safety Trigger is satisfied. However, these concerns are currently being addressed in the on-going Traffic Study commissioned by the City.

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	

Please review the above screening form information and let us know if you have any comments or questions.

Yours truly,



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



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



**Castleglenn
Consultants**

Engineers, Project Managers & Planners

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 licensed¹ or registered² 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.

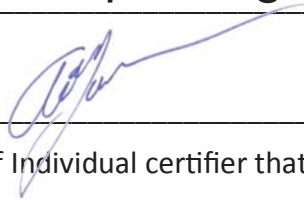
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Dated at Ottawa this 29 day of June, 2020.
(City)

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

