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Our ref: 12586015

September 29, 2022

Mark VanKlaveren
Chief Operating Officer
ASB Greenworld Ltd.
332911 Plank Line Road
Mount Elgin, Ontario N0J 1N0

ASB Greenworld TIA Screening Document

Dear Mr. VanKlaveren

1. Introduction

The following is intended to address "Step 1 – Screening" of the **Transportation Impact Assessment (TIA) Guidelines (City of Ottawa, June 2017)**[1] for the proposed development approximately 2 kilometres (km) east of Metcalfe village.

1.1 Summary of Development

Address: 2545 9th Line Road, Ottawa, Ontario (see Figure 1-1 below for Proposed Location of Development, and Attachment 1 for Site Plan)

The site owner, ASB Greenworld, is proposing to develop the property to facilitate the manufacturing and distribution of garden products for horticulture. This screening document is intended to address the following proposed operation:

Proposed operation: Mixing and Packaging Soils + Donut Shop [THE SUBJECT OF THIS TIA SCREENING EXERCISE]

Transportation considerations:

– An estimated five to ten employees will be required for daily operations.
– The site will receive three to five deliveries of raw materials by truck daily.
– Orders of packaged soils will be delivered by truck to customers/clients (approximately 10 to 15 loads outbound per day).
– Use of existing driveways/accesses will continue.
– All parking will be accommodated on-site using existing paved areas.

[1] A TIA study is required in support of all development proposals requiring a development agreement.

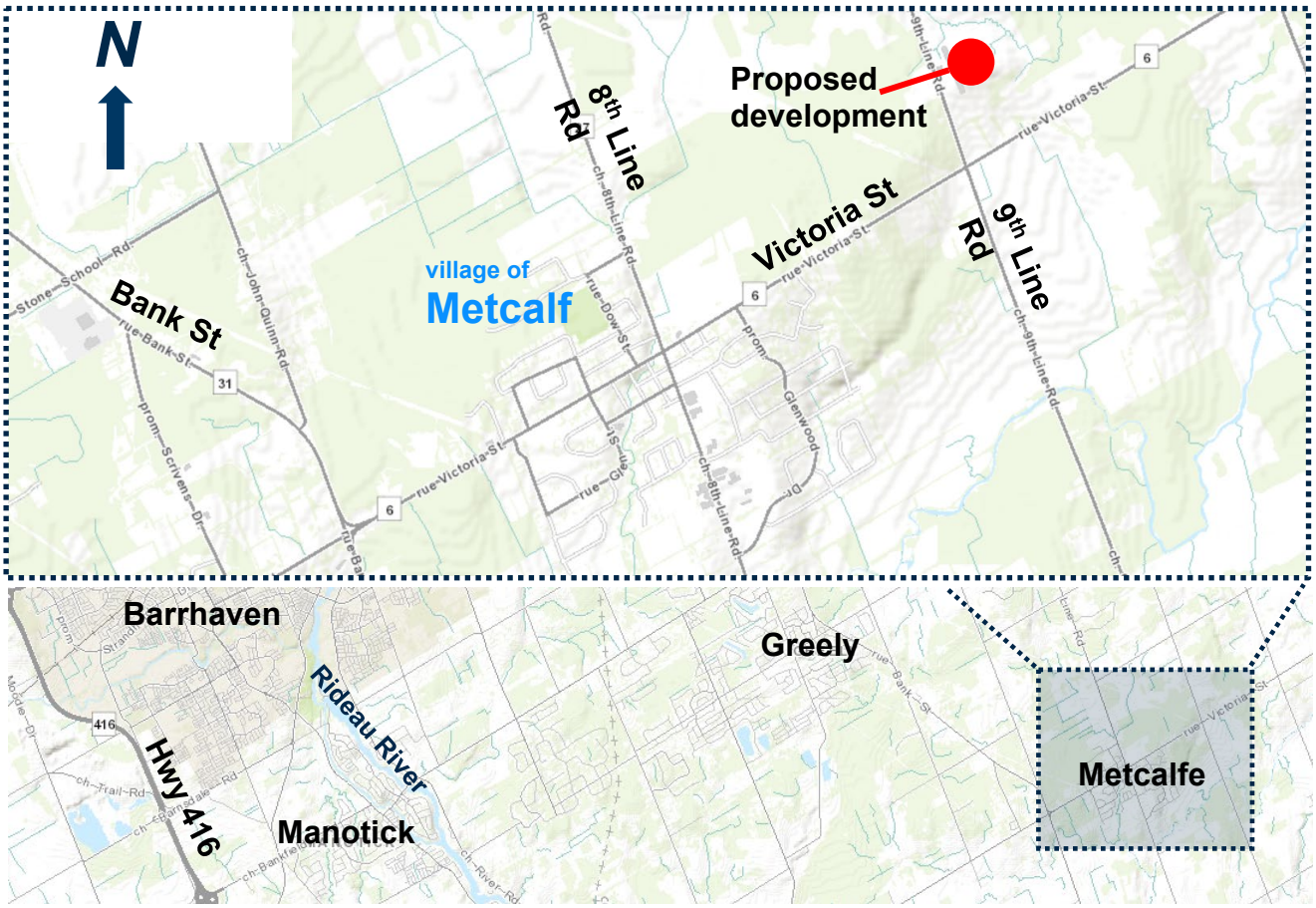

Figure 1-1 Proposed Location of Development

Development Size:
(all figures are approximate and only for the purposes of communicating general scale)

– Land area: ~145,000 square metres(m^2)
– Buildings (total): ~15,000 m^2
  - Compost building - ~1,500 m^2
  - Compost Drying Buildings 1 and 2 - ~3,000 m^2
  - Mushroom Building - ~7,500 m^2
  - Storage Building (main – beside Compost buildings) - ~1,000 m^2
  - Office - ~1,100 m^2
  - Donut Factory - ~400 m^2

1.2 Trip Generation Triggers

The unique nature of the proposed development suggested an estimation of weekday peak hour trips would be best achieved from understanding the nature of planned operations (key points are included above in Section 1.1). The table below summarizes the estimated total weekday trips for the busiest periods of operations. Given the expected variation in seasonal operations, the table considered a “conservative” scenario looking at the expected peak conditions of the site during the busiest time of year.

Based on our understanding of the proposed development and estimated trips below, the site does not activate the need to proceed to Step 2 of the TIA study process through the trip generation trigger.

Table 1 Trip Generation Estimate – ASB GreenWorld – Peak Hour Person Trips (Conservative Scenario)

Trip Generator	Totals	Daily Trips		Peak Hour Trips				Assumptions
		Total		AM		PM		
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	
Employee Commutes	10	10	10	10			10	All employees travel to the site in the AM peak hour and return home in the PM peak hour. Assumed upper threshold of employee number estimate (10 total).
Raw Material	5	5	5	3	3			All raw material deliveries are performed by heavy vehicles during the AM peak period. These trucks then return to origin during the same AM peak period. It is assumed 50% of these trips will occur during the AM peak hour. Assumed upper threshold of material deliveries (5)
Product delivery loads outbound	15	15	15	8	8			All deliveries are performed by heavy vehicles during the AM peak period. These trucks then return to the site during the same AM peak period. It is assumed 50% of these trips will occur during the AM peak hour. Assumed upper threshold of outbound load estimate during peak season (15).
Total Trips (all modes):	100%	30	30	21	11	0	10	
Walking:	0%	0	0	0	0	0	0	
Cycling:	0%	0	0	0	0	0	0	
Transit:	0%	0	0	0	0	0	0	
Vehicle (Passenger):	0%	0	0	0	0	0	0	
Vehicle (driver):	100%	30	30	21	11	0	10	

1.3 Location Triggers

The proposed development site does not activate the need to proceed to Step 2 of the TIA study process through the trip generation trigger. The site:

– Does not propose any new driveways.
– Is not located on City's Transit Priority Network.
– Is not located on the City's Rapid Transit or Spine Bicycle Networks.
– Is not located within a Design Priority Area or Transit-oriented Development zone.

1.4 Safety Triggers

Between 2015 and 2019, the were six collisions reported in total at the intersection of Victoria Street and 9th Line Road. During that time, one mid-block collision was reported on 9th Line Road.

The posted speed limit on 9th Line Road to which the site accesses are connected is 80 kilometre per hour (km/h). For this reason, **the proposed development site activates the need to proceed to Step 2 of the TIA study process through the safety trigger.**

2. Discussion/Review and Sign-off

The City may wish to consider removing the need to advance this file further with respect to the TIA process. While the screening exercise suggested this development proposal triggers the need to advance to Step 2 through the existence of the 80 km/h posted speed on the adjacent road, all other considerations indicate this site falls below thresholds of concern.

Vehicular traffic collisions on 9th Line Road are low, sight lines are generous, and there are no major vertical or horizontal curves of note. The nearest intersection is more than 300 m away from the site. Building setbacks on site are significant and there is currently no plan to reduce those through introducing new buildings closer to the road. Site generated traffic is anticipated to be low – including during the busiest season and periods of operations. In addition, the cross-section is not urbanized, the existing access configuration will not be changing, and there is sufficient parking provided onsite.

3. TIA Screening Form

See Attachment 2 enclosed.

We hope this meets with your requirements. Should you have any questions please contact the undersigned.

Regards

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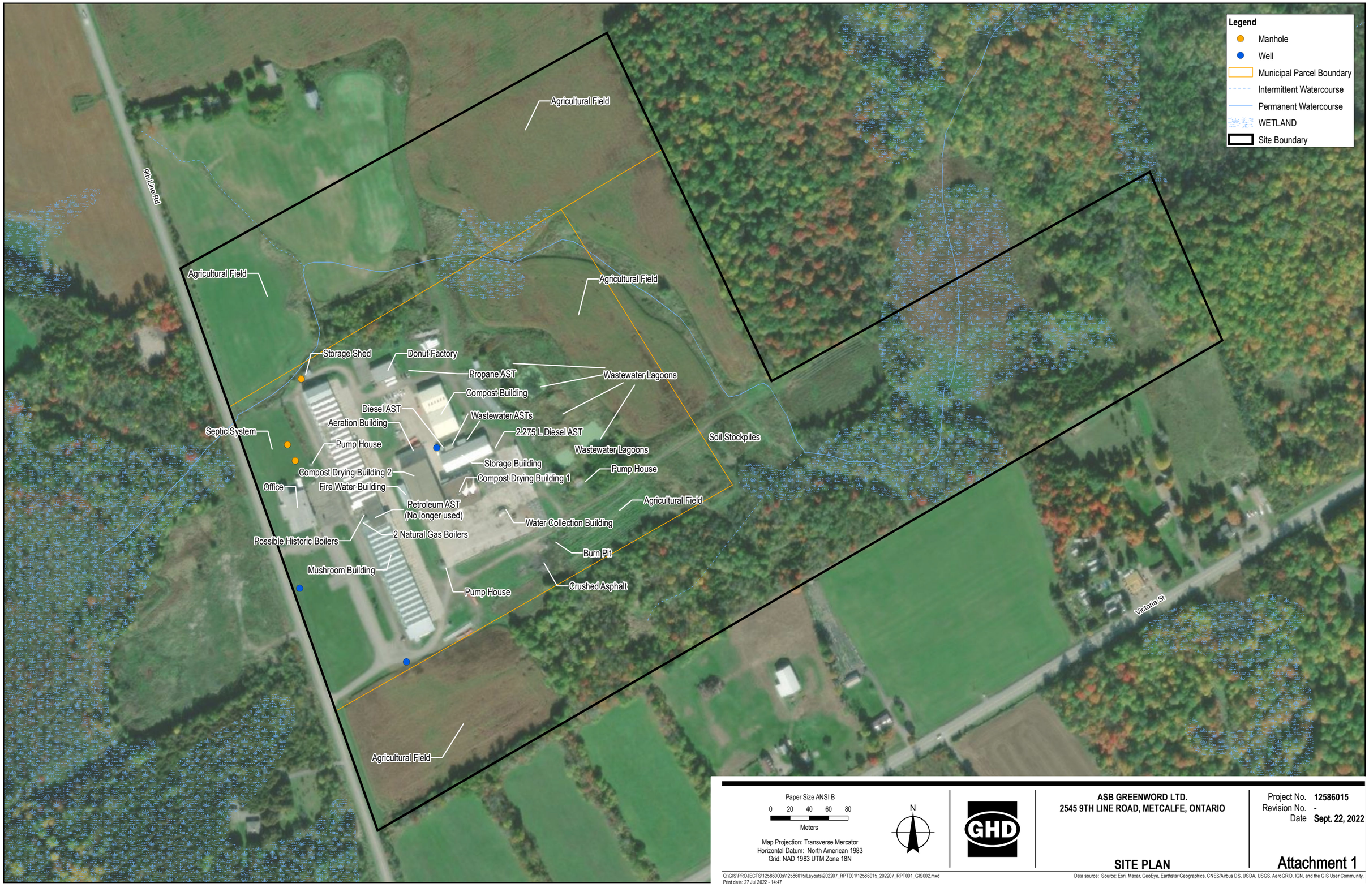
VS/vl/1

Encl

Attachments

Attachment 1

Site Plan



Paper Size ANSI B

0 20 40 60 80

Meters

Map Projection: Transverse Mercator
Horizontal Datum: North American 1983
Grid: NAD 1983 UTM Zone 18N

N

GHD

ASB GREENWORD LTD.
2545 9TH LINE ROAD, METCALFE, ONTARIO

Project No. **12586015**
Revision No. **-**
Date **Sept. 22, 2022**

SITE PLAN

Attachment 1

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Print date: 27 Jul 2022 - 14:47

Attachment 2

Screening Form

Certification Form for TIA Study PM

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

- ☑ 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;
- ☑ 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[1] or registered[2] professional in good standing, whose field of expertise
  - ☑ 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.

City Of Ottawa
Infrastructure Services and Community Sustainability
Planning and Growth Management
110 Laurier Avenue West, 4th fl.
Ottawa, ON K1P 1J1
Tel. : 613-580-2424
Fax: 613-560-6006

Dated at Ottawa (City) this 29 day of September, 20 22.

Name : Vanessa Skelton

Professional title: Transportation Project Manager

Signature of individual certifier that s/he meets the above criteria

Office Contact Information (Please Print)	
Address:	179 Colonnade Road South- Suite 400
City / Postal Code:	Ottawa, On K2E 7J4
Telephone / Extension:	613-288-1727
E-Mail Address:	vanessa.skelton@ghd.com

Stamp

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	2545 9th Line Road, Ottawa
Description of Location	2 km east of Metcalfe, east side of 9th Line, 450m north of Victoria St
Land Use Classification	RU (old OP), Rural Transect-Rural Countryside (new OP)
Development Size (units)	n/a
Development Size (m^2)	143,500 (land area) 1500 (compost building) 3000 (compost drying)
Number of Accesses and Locations	2 access, 350m and 515m north of Victoria Street
Phase of Development	soil packaging operations
Buildout Year	2023

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^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

** 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?		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).*

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?	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.

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	

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).