

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

Date: 2025-04-28
Project Number: 2025-020
Project Reference: 3971 Greenbank

| 1.1 Description of Proposed Development | |
|---|---|
| Municipal Address | 3971 Greenbank Road |
| Description of Location | Northeast quadrant of Greenbank Rd at Barnsdale Rd intersection |
| Land Use Classification | Rural Countryside Zone |
| Development Size | a 400 sq.m one-storey building and a 450 sq.m dome-shaped metal structure |
| Accesses | Two full move accesses on Greenbank Road |
| Phase of Development | Single Phase |
| Buildout Year | 2027 |
| TIA Requirement | No TIA Required |

| 1.2 Trip Generation Trigger | |
|-----------------------------|-------------------------------|
| Land Use Type | Other - See Attached Trip Gen |
| Development Size | 4,844 G.F.A. |
| Trip Generation Trigger | No |

| 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 | Posted speed limit on Greenbank Rd is 60 km/h north of Barnsdale Rd and 80 km/h south of Barnsdale Rd |
| 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 | Existing driveway |
| Is the proposed driveway within auxiliary lanes of an intersection? | No | Existing driveway |
| Does the proposed driveway make use of an existing median break that serves an existing site? | No | Existing driveway |
| 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 | |

The trip generation analysis for the proposed mosque will be forecasted based the land use “Mosque”. The one hour of highest generation was noted to be on Friday from 12 to 1 pm. The average rate and directional distribution from the Friday PM peak hour of generator were used for the Friday Noon peak hour and the average rate for the Friday PM peak hour of adjacent street was used for the Friday PM peak hour. Since directional distribution for the Friday PM peak hour of adjacent street was not available, the distribution from the Friday Noon peak hour was used as a proxy. Person trip rates from the ITE Trip Generation Manual 10th Edition (2017) were derived using the City-prescribed conversion factor of 1.28. Table 1 and Table 2 summarize the trip generation for the proposed use.

Table 1: ITE Trip Generation Rates – Proposed Mosque

| Land Use | Land Use Code | Peak Hour | Directional Distribution | | Vehicle Trip Rates | Person Trip Rates |
|----------|---------------|-------------|--------------------------|-----|--------------------|-------------------|
| Mosque | ITE LUC 562 | Friday Noon | In | 43% | 23.55 | 30.14 |
| | | | Out | 57% | | |
| | | Friday PM | In | 43% | 4.22 | 5.40 |
| | | | Out | 57% | | |

Table 2: Total Site Person Trip Generation by Peak Hour – Proposed Mosque

| Land Use | Land Use Code | GFA (sq. ft.) | Friday Noon Peak Hour | | | Friday PM Peak Hour | | |
|----------|---------------|---------------|-----------------------|-----|-------|---------------------|-----|-------|
| | | | In | Out | Total | In | Out | Total |
| Mosque | ITE LUC 562 | 4,844 | 63 | 83 | 146 | 11 | 15 | 26 |

The existing land use that is being replaced is approximately 10,226 sq. ft light industrial. Using the ITE trip generation rates for general light industrial (ITE 110), the estimated trip generation of the existing site was summarized in Table 3 and Table 4.

Table 3: ITE Trip Generation Rates – Existing Zoning

| Land Use | Land Use Code | Peak Hour | Directional Distribution | | Vehicle Trip Rate | Person Trip Rate |
|--------------------------|---------------|-----------|--------------------------|-----|-------------------|------------------|
| General Light Industrial | ITE LUC 110 | PM | In | 14% | 0.65 | 0.83 |
| | | | Out | 86% | | |

Table 4: Total Site Person Trip Generation by Peak Hour – Existing Zoning

| Land Use | Land Use Code | GFA (sq. ft.) | PM Peak Period | | |
|--------------------------|---------------|---------------|----------------|-----|-------|
| | | | In | Out | Total |
| General Light Industrial | ITE LUC 110 | 10,226 | 1 | 7 | 8 |

Table 5 compares the estimated existing person trips and forecasted site-generated person trips. Trip generation during the AM peak hour was not considered, as the proposed mosque will not be operational during that time.

Table 5: Estimated Existing Person Trips vs Forecasted Person Trips

| Scenario | PM Peak Hour | | |
|---------------|--------------|-----|-------|
| | In | Out | Total |
| Existing site | 1 | 7 | 8 |
| Proposed site | 11 | 15 | 26 |
| Difference | +10 | +8 | +18 |

As shown above, the proposed site is anticipated to generate 18 additional two-way PM peak hour person trips from the existing use.

Figure 1 and Figure 2 illustrates the existing traffic counts during the Midday and PM peak hour.

Figure 1- Existing Traffic Counts-Midday Peak

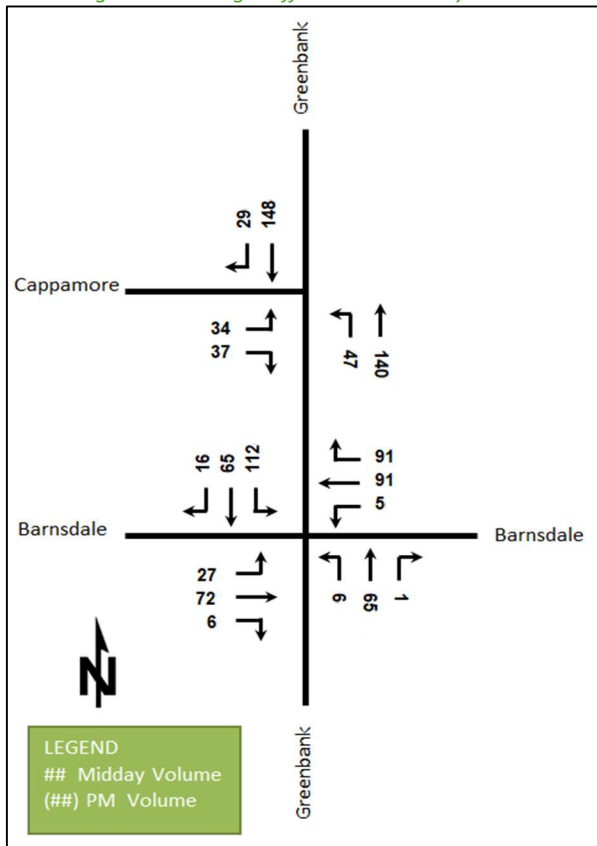
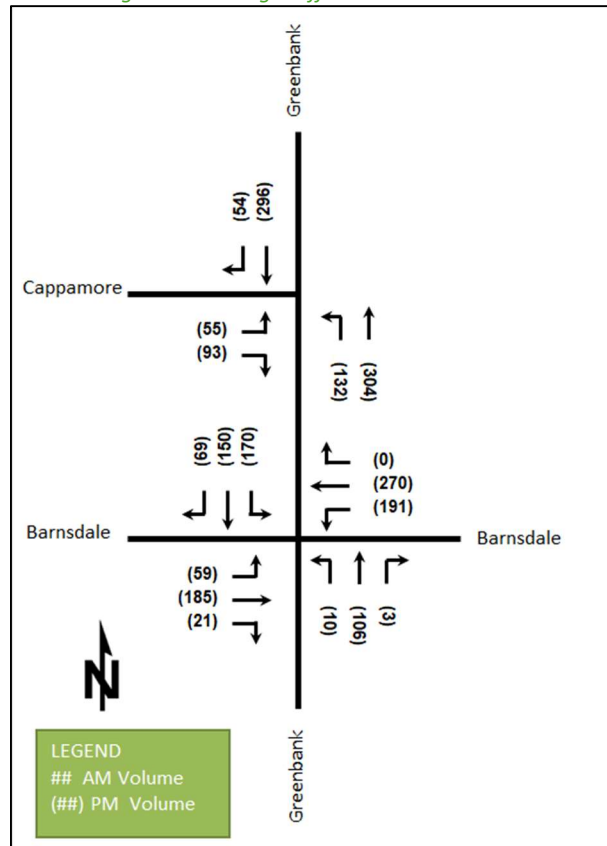


Figure 2- Existing Traffic Counts-PM Peak



Given the peak operation of the proposed mosque, there are no capacity concerns at the study area intersections.



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

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Stamp



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