CITY OF OTTAWA

555 ALBERT STREET TRANSPORTATION IMPACT ASSESSMENT

SCOPING REPORT

JUNE 01, 2020

DRAFT

555 ALBERT STREET TRANSPORTATION IMPACT ASSESSMENT

SCOPING REPORT

CITY OF OTTAWA

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DRAFT

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1 SCREENING

This Transportation Impact Assessment (TIA) has been prepared to support the Site Plan application for the development of the Ottawa Public Library (OPL) and Library and Archives Canada (LAC) Joint Facility at 555 Albert Street. The TIA follows the City of Ottawa guidelines which includes 5 steps:

1 Screening
2 Scoping
3 Forecasting
4 Analysis
5 TIA Plan

The Screening Step determines the need to continue with a Transportation Impact Assessment (TIA) Study. The development is assessed against three triggers: trip generation, location, and safety to identify the next step of the study. If one or more of the triggers is satisfied, the Scoping Step must be completed. If none of the triggers are satisfied, the TIA is deemed complete. If one or more triggers are satisfied, specific TIA components are required to be carried out depending on the combination of triggers (**Table 1-1**) that have been satisfied.

The proposed development at 555 Albert Street **satisfied two triggers** indicating that, as part of Steps Two through Five of the TIA process, the Design Review and Network Impact components should be completed. be addressed. For reference, the completed Screening Form is provided in **Appendix A**.

Table 1-1. Transportation Impact Assessment (TIA) Screening Options

	TIA TRIGGERS SATISFIED		
Next Step of the TIA Process	**Trip Generation**	**Location**	**Safety**
Deemed Complete	No	No	No
Step Two: *Design Review Only*	No	Yes (one or both)	
Step Two: *Design Review and Network Impact*	**Yes**	**No**	**Yes**

2 SCOPING

2.1 SCREENING FORM

Refer to **Section 1** for the completed Screening Form.

2.2 DESCRIPTION OF PROPOSED DEVELOPMENT

This Transportation Impact Assessment (TIA) has been prepared in support of the Site Plan Application for the Ottawa Public Library (OPL) and Library and Archives Canada (LAC) Joint Facility being developed at 555 Albert Street.

The 555 Albert Street site is an undeveloped property owned by the City of Ottawa in the Ottawa Inner Area. It is located at the southwest corner of the Albert Street and Commissioner Street intersection. The property consists of approximately 10,530 m² of land which is currently zoned as a Mixed-Use Downtown Zone (MD). X illustrates the Study Area Context. The estimated size of the facility is approximately 20,000 square meters and it is expected to attract an average of 5,000 visitors daily.

The draft site plan, attached as **Appendix B**, includes a five-storey building with two levels of underground parking. Notable transportation elements on the draft site plan include:

- Pedestrians can enter the building at a number of locations with main entrances at the southwest entry between the north and central amphitheatres; at the southeast entry near the Albert Street pedestrian signals, and northeast entry near the corner of Albert Street and Commissioner Street.
- Ring bike racks (28) are provided along the east exterior wall of the building
- Private vehicles access the underground parking structure from Commissioner Street near the north property line (48 parking spaces on P1 and 138 parking spaces on P2; including 10 accessible spaces)
- Private vehicles will also have street parking available on Albert Street (*Albert and Slater Improvement Project*)
- Operations and maintenance vehicles have a separate entrance from Commissioner Street to two interior loading bays and one exterior loading bay south of the parking garage access.

The facility will be built as a single phase with an estimated date of completion during the summer of 2024.

Figure 2-1. Area Context Plan

2.3 EXISTING CONDITIONS

2.3.1 ROADWAYS AND PEDESTRIAN / CYCLING FACILITIES

The eight existing roadways that the Transportation Impact Assessment will consider are Commissioner Avenue, Albert Street, Slater Street, Empress Avenue North, Bronson Avenue, Bay Street, Lyon Street, and Wellington Street. These roads are all under the jurisdiction of the City of Ottawa with the exception of Wellington Street which is also part of the National Capital Commissions (NCC) ceremonial and discovery route: Confederation Boulevard. The road classification for City of Ottawa roadways are defined in the City of Ottawa Official Plan, 2013, Volume 1, Section 7, Annex 1 Road Classifications and Rights-of-Way.

Commissioner Avenue is an urban local road that runs north-south with a posted speed limit of 50 km/h. It has 2 lanes of traffic in one direction (southbound). The Right-of-Way adjacent to the proposed development is approximately 18 metres.

Albert Street is an urban arterial road that runs east-west with a posted speed limit of 50 km/h. On the western section of the study area, Albert Street is a two-way road with 2 lanes of traffic in both directions. Upon leaving the intersection with Empress Ave North, the road splits into a Y-shape; the left side continues as Albert Street while the right side turns into Slater Street. Once Albert Street passes the intersection with Commissioner Street, it becomes a one-way road with 2 lanes (and an HOV lane) of traffic. The Official Plan reserves a 40 metre Right-of-Way in the study area.

Slater Street is an urban arterial one-way road with 2 lanes of traffic throughout the study area. It begins east of Empress Avenue North and continues east-west through the downtown area. The posted speed limit is 50 km/h, similar to Albert Street. The Official Plan reserves a 40 metre Right-of-Way in the study area.

Empress Avenue North is an urban local road that runs north-south with a posted speed limit of 50 km/h and is not a through road. It has 2 lanes of traffic in one direction (southbound). Furthermore, the Right-of-Way is the study area is 15 metres.

Bronson Avenue is an urban arterial that runs north-south with a posted speed limit of 50 km/h. It has 2 lanes of traffic in both direction for a total of 4 lanes throughout the study area. Furthermore, the Right-of-Way is the study area is 23 metres.

Bay Street is an urban arterial that runs north-south with a posted speed limit of 50 km/h. It has 2 lanes of traffic in one direction (northbound). Furthermore, the Right-of-Way is the study area is 20 metres.

Lyon Street is a local road that runs north-south with a posted speed limit of 50 km/h. It has 2 lanes of traffic in one direction (southbound). Furthermore, the Right-of-Way is the study area is 23 metres.

Wellington Street is an urban atrial road that runs east-west alignment with a posted speed of 40 km/h. Wellington Street has 4 to 6 lanes of traffic, with 2 to 3 in each direction, on various locations of the study area. Wellington Street is part of the NCCs Confederation Boulevard which is the Capital's ceremonial and discovery route and connects many sites and symbols of national significance. The Official Plan reserves a 40 metre Right-of-Way west of the Portage Bridge and a 27m Right-of-Way east of the Portage Bridge in the study area.

The existing pedestrian and cycling facilities providing a direct connection to the site are shown in **Figure 2-2** and the City's Ultimate Cycling Network (including pathways) is shown in **Figure 2-3**. These pedestrian and cycling facilities include:

- Commissioner Avenue: 1.6m asphalt pathway on the north and south side
- Albert Street: 3.0m multi-use pathway separated by 4.5m boulevard on west side and 3.0m asphalt pathway separated by curb / seasonal flexible bollards on the east side.
- Pooley's Bridge providing a pedestrian / bicycle connection from Commissioner Street to Fleet Street
- Direct access to the Trans-Canada Trail using paths to the north

Portage Bridge
Wellington St.
Albert St.
Slater St.
Kent St.
Lyon St. N
Bay St.
Bronson Ave
Project Site
Sir John A. Macdonald Pkwy
Booth St.
Albert St.
Slater St.

Legend:

- Study Intersections
- Bike Lane
- Multi-Use Path
- Cycle Track
- Suggested Route

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Note: All Dimensions shown in Metres unless otherwise

Figure 2-2
Bicycle and Multi-Use Pathways

DRAWING:OLP Study Area.cdr DATE: 2020-05-15 DRAWN BY: adhikarb

Portage Bridge
Wellington St.
Albert St.
Slater St.
Kent St.
Lyon St. N
Bay St
Bronson Ave
Project Site
Sir John A. Macdonald Pkwy
Booth St.
Albert St.
Slater St.

Legend:
- Study Intersections
- Pedestrian Sidewalks
- Path

Google

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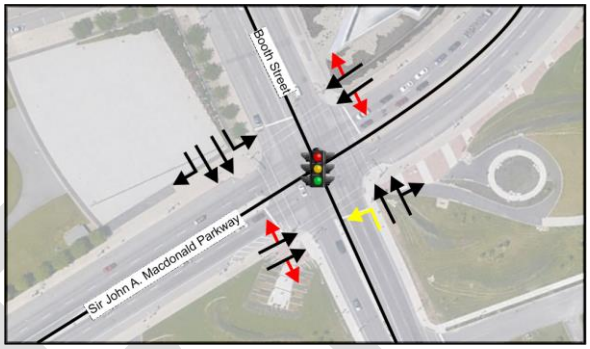
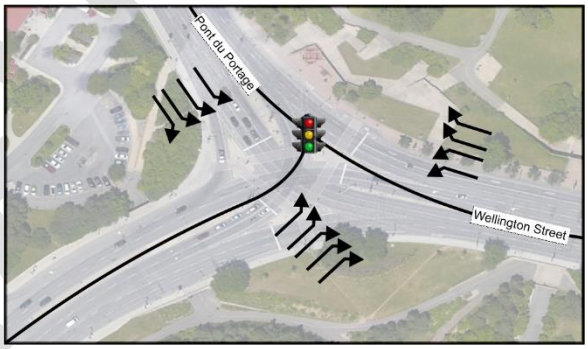
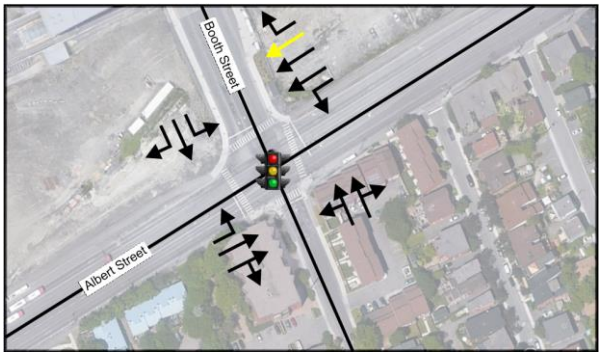
Figure 2-3
Pedestrian Pathways

DRAWING:OLP Study Area.cdr DATE: 2020-05-15 DRAWN BY: adhikarb

2.3.2 INTERSECTIONS

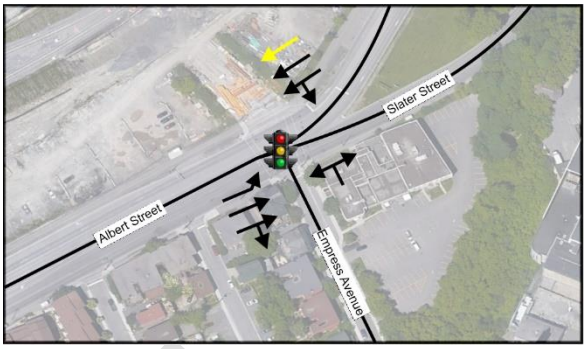
The Transportation Impact Assessment will consider fourteen intersections as described in **Table 2-1**.

Table 2-1. Description of Study Area Intersections

INTERSECTION (DESCRIPTION)	LANE CONFIGURATION (YELLOW INDICATES BUS, RED INDICATES AUTHORIZED VEHICLES ONLY)
Booth Street and Wellington Street / Sir John A. Macdonald Parkway is a signalized intersection. North Approach: Two through lanes, 50-m right turn lane, 150-m left turn lane East Approach: Two through lanes with the left-turn and right-turn restricted to authorized vehicles only South Approach: One through lane, one through/right turn lane, 60-m left turn lane for HOV vehicles West Approach: Two through lanes with the left-turn and right-turn restricted to authorized vehicles only Pedestrian/Bicycle: Pedestrian crossings across all four approaches	 Booth Street and Wellington Street/Sir John A. Macdonald Parkway Intersection
Wellington Street / Sir John A. Macdonald Parkway and Portage Bridge Street is a signalized intersection. Northwest Approach: Two left-turn lanes, Two right-turn lanes Southeast Approach: Two left-turn lanes, Two right-turn lanes Southwest Approach: Two left-turn lanes, three right-turn lanes Pedestrian/Bicycle: Bicycle and pedestrian crossings across three approaches.	 Wellington Street / Sir John A. Macdonald Parkway and Portage Bridge Intersection
Albert Street and Booth Street is a signalized intersection. North Approach: One through lane, 130-m right turn lane; left turn lane extends all the way to the parkway East Approach: Three through lanes (One is HOV), 130-m right turn lane; 80-m left turn lane South Approach: One through/left turn lane, 50-m through/right turn lane West Approach: 190-m left turn lane, one through lane and one through/right turn lane Pedestrian/Bicycle: Pedestrian crossing across all approaches.	 Albert Street and Booth Street Intersection

Albert Street and Empress Avenue North is a signalized intersection.

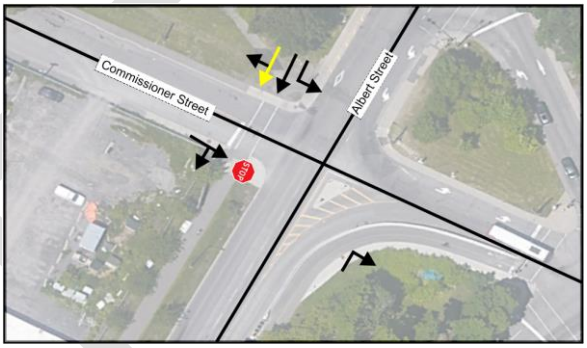
- Northeast Approach: Two through lanes (one HOV), one through/left turn lane
- South Approach: One left/right turn lane
- West Approach: One lane continues northeast on Albert Street and two lanes continue east on Slater Street (right turn on one of the lanes)
- Pedestrian/Bicycle: Pedestrian crossings across all approaches.



Albert Street and Empress Avenue Intersection

Albert Street and Commissioner Street is a one-way stop-controlled intersection.

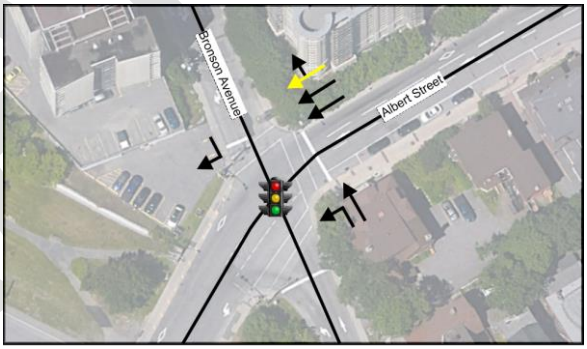
- Northeast Approach: One right/through HOV lane, One through lane, and 50-m left turn lane
- Northwest Approach: One through/right turn lane; left turns restricted
- Southeast Approach: one-way going southbound
- Southwest Approach: right-turn only lane
- Pedestrian/Bicycle: Bike lane and pedestrian crossing across northwest approach.



Albert Street and Commissioner Street Intersection

Albert Street and Bronson Avenue is a signalized intersection.

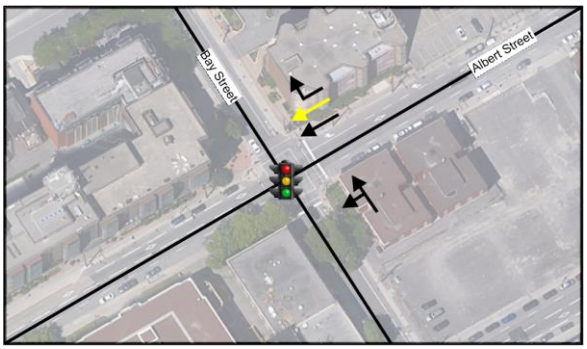
- Northeast Approach: right lane is for HOV and right turns, two through lanes
- Southeast Approach: 40-m left turn lane, One through lane
- Southwest Approach: One-way westbound
- Northwest Approach: Only right turns allowed
- Pedestrian/Bicycle: Pedestrian crossing across the three approaches.



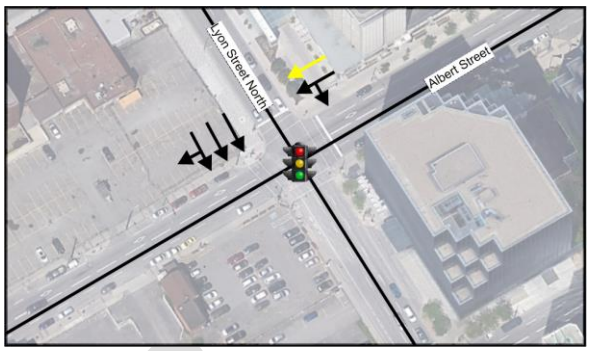
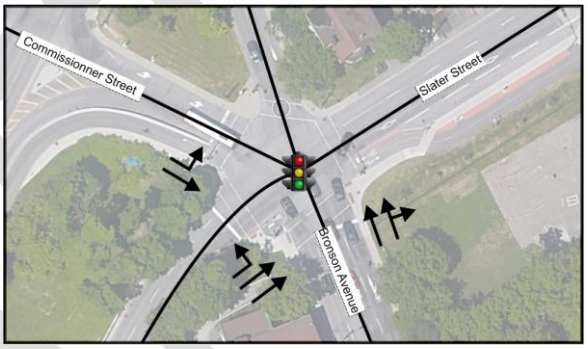
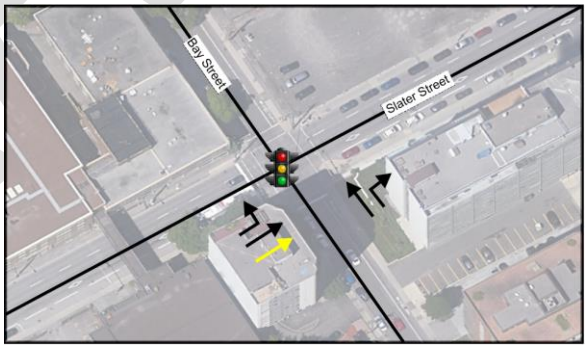
Albert Street and Bronson Avenue Intersection

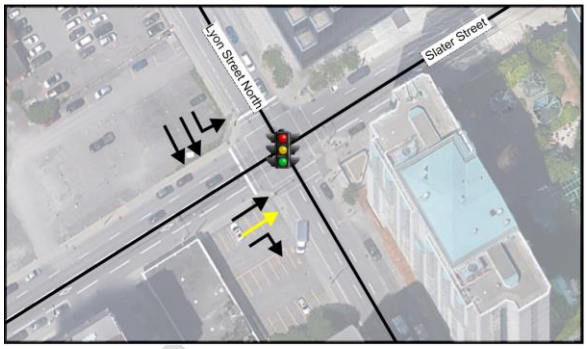
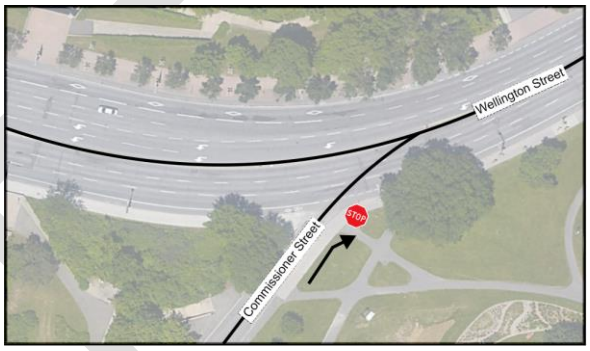
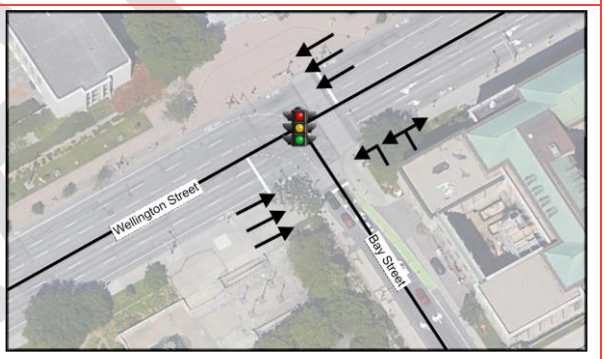
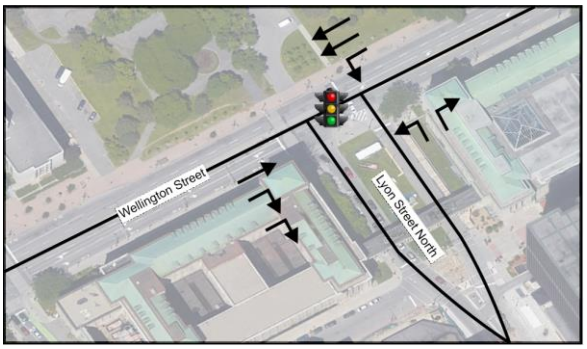
Albert Street and Bay Street is a signalized intersection.

- North Approach: One-way northbound
- East Approach: One through lane, 50-m right turn lane, one HOV through lane
- South Approach: One through/left turn lane
- West Approach: One-way westbound
- Pedestrian/Bicycle: Bicycle crossing across east approach and pedestrian crossings across all approaches.



Albert Street and Bay Street Intersection

Albert Street and Lyon Street North is a signalized intersection. North Approach: Two through lanes, one through/right turn lane East Approach: One HOV through lane, one through/left turn lane South Approach: One-way southbound West Approach: One-way westbound Pedestrian/Bicycle Infrastructure: Bicycle crossing across west north approach and pedestrian crossings across all approaches.	 Albert Street and Lyon Street Intersection
Slater Street and Bronson Avenue is a signalized intersection. North Approach: One-way northbound East Approach: One-way eastbound South Approach: One through lane, one through/right turn lane Southwest Approach: Two through lanes, one left turn lane Northwest Approach: One left turn lane, one through lane Pedestrian/Bicycle Infrastructure: bicycle crossing on south and southwest approaches and pedestrian crossings across all approaches.	 Slater Street and Bronson Avenue Intersection
Slater Street and Bay Street is a signalized intersection. North Approach: one-way going northbound East Approach: one-way going eastbound South Approach: One through lane, one right-turn lane West Approach: One left-turn lane, one through lane, one HOV through lane Pedestrian/Bicycle: Bicycle crossing across east approach and pedestrian crossings across all approaches.	 Slater Street and Bay Street Intersection

Slater Street and Lyon Street North is a signalized intersection. North Approach: Two through lanes, one left-turn lane East Approach: One-way eastbound South Approach: One-way southbound West Approach: One right-turn lane, one through lane, one HOV through lane Pedestrian/Bicycle: Bicycle crossing across west north approach and pedestrian crossings across all approaches.	 Slater Street and Lyon Street Intersection
Wellington Street and Commissioner Street is a one-way stop-controlled intersection. South Approach: merge onto Wellington Street; stop controlled Pedestrian/Bicycle: Bicycle and pedestrian crossing on south approach.	 Wellington Street and Commissioner Street Intersection
Wellington Street and Bay Street is signalized intersection East Approach: Three through lanes South Approach: one-way northbound; one left turn lane, one left/right turn lane West Approach: Three through lanes Pedestrian/Bicycle: Bicycle crossing across south approach. Pedestrian crossing across south and east approaches.	 Wellington Street and Bay Street Intersection
Wellington Street and Lyon Street North is a signalized intersection. East Approach: Two through lanes, one left-turn lane South Approach: One-way northbound; one left turn lane, one right turn lane West Approach: One through lane, two right-turn lanes Pedestrian/Bicycle: Pedestrian crossings across south east approaches.	 Wellington Street and Lyon Street North Intersection

2.3.3 DRIVEWAYS

The Cliff Heating and Cooling Plant (1 Fleet Street) main access intersections with Commissioner Street approximately 100m north of the proposed vehicle access to the OPL-LAC Joint Facility. There are no other existing private driveways that could influence access to the Joint Facility.

2.3.4 TRANSIT FACILITIES

OC Transport provides two bus stops within 200m of 555 Albert Street as shown in **Figure 2-5**:

- Westbound Transit Stop #2392: Bus Routes 16, 57, 61, 75 on Albert Street
- Eastbound Transit Stop #2396: Bus Routes 16, 57, 61, 75 on Albert Street

On October 6, 2019, the City of Ottawa's bus routes changed to provide connections from bus transit to the newly opened O-Train Line 1. The O-Train provides frequent and reliable service through downtown Ottawa and has a capacity of 600 passengers per train set.

The Pimisi Station is located approximately 400 metres west of the proposed development and is a key station people traveling between LeBreton Flats and Gatineau. OC Transpo provides an estimate of locations within a 5-minute walk of Pimisi Station (**Figure 2-4**) which includes the proposed development site.

Figure 2-4: 5-Minute Radius from Pimisi Station

Portage Bridge
Wellington St.
Albert St.
Slater St.
Kent St.
Lyon St. N
Bay St.
Bronson Ave
Project Site
Sir John A. Macdonald Pkwy
Booth St.
Albert St.
Slater St.

Legend:
- Study Intersections
- LRT Stops
- Bus Stops

Google

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Figure 2-5
Transit Services

DRAWING:OLP Study Area.cdr DATE: 2020-04-04 DRAWN BY: adhikarb

2.3.5 AREA TRAFFIC MANAGEMENT MEASURES

The identified area traffic management measures adjacent to the proposed development include:

- A signalized pedestrian crossing on Albert Street near the proposed pedestrian entrance to the OPL-LAC Joint Facility providing a connection between the continuous multi-use pathway on the west side and the multi-use pathway on the east side that begins at the pedestrian crossing and extends west towards the downtown.
- Seasonal flex posts on south side of Albert Street to separate the multi-use pathway from the driving lanes and improve visibility during poor weather conditions.

2.3.6 PEAK HOUR DEMANDS

The TRANS Committee was established to co-ordinate transportation planning efforts among various planning agencies located within the National Capital Region. The proposed development is located in the Ottawa Inner Area. The complete TRANS O-D results (including a map of the district area) is provided in Appendix D. The most recent Origin-Destination (O-D) survey was completed by TRANS in the Fall of 2011. The TRANS trip data for the Ottawa Inner Area is summarized in **Table 2-2**.

Table 2-2. TRANS Peak Period Trip Data for Ottawa Inner Area

TRAVEL MODE	AM PEAK PERIOD (6:30 A.M. – 9:00 A.M.)			PM PEAK PERIOD (3:30 P.M. – 6:00 P.M.)		
	FROM DISTRICT	TO DISTRICT	WITHIN DISTRICT	FROM DISTRICT	TO DISTRICT	WITHIN DISTRICT
Auto-Driver	40%	41%	20%	45%	43%	21%
Auto-Passenger	7%	9%	9%	11%	11%	8%
Transit	25%	41%	13%	33%	22%	10%
Bicycle	6%	4%	8%	5%	6%	7%
Walk	19%	3%	44%	5%	16%	53%
Other	4%	2%	6%	2%	2%	2%
Total Vehicles	**28,730**	**44,290**	**17,180**	**46,390**	**35,930**	**25,480**

Source: TRANS 2011 O-D Survey, Inner Area District

The existing vehicle turning movement volumes (at major intersections) and dates of the counts were obtained from the City of Ottawa; including those at the following locations:

- Albert Street and Booth Street — Thursday June 8, 2017*
- Albert Street and Bronson Avenue — Wednesday December 13, 2017
- Albert Street and Commissioner — Wednesday April 19, 2017
- Albert Street and Empress Avenue North — Wednesday April 19, 2017
- Bay Street and Slater Street — Wednesday May 30, 2012
- Bay Street and Wellington Street — Wednesday January 20, 2016*
- Booth Street and Wellington Street — Thursday June 8, 2017
- Bronson Avenue and Slater Street — Wednesday December 13, 2017
- Lyon Street and Slater Street — Thursday March 7, 2019
- Lyon Street and Wellington Street — Wednesday January 20, 2016*
- Wellington Street and Portage Bridge — Wednesday March 23, 2016*

** anticipating receiving updated turning movement counts from the City of Ottawa*

2.3.7 5-YEAR COLLISION HISTORY

The boundary streets for the development are Albert Street between Empress Avenue North and Commissioner Street and Commissioner Street from Albert Street and 100 metres north of the intersection. Upon receiving the collision history from the City of Ottawa, WSP will review the number and types of collisions on the boundary streets. The City of Ottawa will provide the most recent five years of crash history for review (January 1, 2015 through December 31, 2019). Once this data is provided, **Table 2-3** will be completed.

Table 2-3. Five Year Collision History Summary

LOCATION	SUMMARY	TRENDS
Segment: Albert Street between Empress Avenue North and Commissioner Street	TO BE COMPLETED UPON RECEIPT OF CRASH DATA.	
Segment: Commissioner Street from Albert Street to 100m north of intersection		
Intersection: Albert St & Commissioner St		

2.4 PLANNED CONDITIONS

2.4.1 CHANGES TO THE STUDY AREA TRANSPORTATION NETWORK

LRT Stage 2: The Confederation Line West is one of the three major extensions to Ottawa's light rail transit system. This extension will see LRT continue from Tunney's Pasture to Moodie and Baseline Stations. This extension will increase transit ridership through Pimisi Station. Revenue service for this extension is planned for 2025.

Albert and Slater Streets Improvement: With the development and extension of the Confederation Line Light Rail Transit (LRT), the City of Ottawa is planning to repurpose the corridor of Albert and Slater Streets. By removing the dedicated bus lanes and improving the streetscape environment, the city aims to make these streets more friendly and accessible to pedestrians and cyclists. The project is currently in the design stage, which should be completed by the end of the 2020. Construction schedule has yet to be determined but is anticipated to be completed by 2024.

LeBreton Flats: The National Capital Commission (NCC) approved a Master Concept Plan for LeBreton Flats in January 2020 (**Figure 2-6**). The Master Concept Plan describes a pedestrian and cyclist friendly space with parks and plazas. In the long-term, it will feature a mixed-use community combining residential units that will be supported by retail and employment opportunities. The Master Concept Plan has been designed to encourage active mobility over all other modes of transportation by providing:

- Grand Staircase connecting Booth Street to the Aqueduct District
- Pimisi Underpass providing an accessible ramp and staircase connecting Albert Street to the urban playground
- Preston Street Connection extending a pedestrian and cycling bridge over the LRT from Albert Street to the Aqueduct District

- City Centre Avenue Connection extending a pedestrian and cycling bridge over the LRT from Albert Street to Capital Park
- Pathway Connections connecting the river pathway network to the site
- Flexibility for a Major Event Centre

The phasing and implementation aspect of the LeBreton Flats Master Concept Plan is still being developed.

Figure 2-6. LeBreton Flats Master Concept Plan (2020)

2.4.2 OTHER STUDY AREA DEVELOPMENTS

One development is noted in the City of Ottawa's Development Application Search tool that could have an influence on the study area:

- 593 Laurier Avenue West (PIN D02-02-19-0144): 17-floor apartment building with approximately 85 residential units

2.5 STUDY AREA

The limits for the Transportation Impact Assessment (TIA) study area are shown in **Figure 2-7**.

Portage Bridge
Wellington St.
Albert St.
Slater St.
Kent St.
Lyon St. N
Bay St.
Bronson Ave
Project Site
Sir John A. Macdonald Pkwy
Booth St.
Albert St.
Slater St.

Legend:

- Study Intersections

Google

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Issue Date - 2020-05-15
Scale: NTS
Aerial Imagery: 2016
Note: All Dimensions shown in Metres unless otherwise

Figure 2-7
Study Area

DRAWING:OLP Study Area.cdr DATE: 2020-05-15 DRAWN BY: adhikarb

2.6 TIME PERIOD

The time periods identified for the traffic analysis are:

- AM Peak Hour: 7:45 a.m. to 8:45 a.m.
- PM Peak Hour: 4:30 p.m. to 5:30 p.m.

These are consistent with the AM and PM peak hours identified in the turning movement counts for the intersection of Albert Street and Commissioner Street dated Wednesday April 19, 2017.

2.7 HORIZON YEARS

The new Ottawa Public Library-Library of Archives Canada facility is expected to be completed in one phase with a target build-out year of 2024. In accordance with the TIA Guidelines, the following horizons will be considered for analysis

- 2024, which represents the anticipated buildout horizon
- 2029, which represents the buildout year plus five years

2.8 EXEMPTIONS REVIEW

Based on the review of the development and network conditions, the following elements shown in **Table 2-4** qualify for an exemption from this Transportation Impact Assessment.

Table 2-4. Exemptions Summary

MODULE	ELEMENT	EXEMPTIONS
DESIGN REVIEW COMPONENT		
4.1 Development Design	4.1.2 Circulation and Access	**Not Exempted.** This element is required for site plans.
	4.1.3 New Street Networks	**Exempted.** This element is only required for plans of subdivision.
4.2 Parking	4.2.1 Parking Supply	**Not Exempted.** This element is required for site plans.
	4.2.2 Spillover Parking	**Exempted.** This element is only required for site plans where parking supply is 15% below unconstrained demand.
NETWORK IMPACT COMPONENT		
4.5 Transportation Demand Management	All Elements	**Not Exempted.** Required for site plans expected to have more than 60 employees on location at any given time.
4.6 Neighborhood Traffic Management	4.6.1 Adjacent Neighbourhoods	**Not Exempted.** Required when the development relies on local access and total volumes exceed ATM capacity threshold of 1,000 vpd or 120 vph.
4.8 Network Concept		**Exempted.**

3 FORECASTING

To be submitted following approval by the City of Ottawa of the Transportation Impact Assessment – Scoping Report.

4 STRATEGY

To be submitted following approval by the City of Ottawa of the Transportation Impact Assessment – Forecasting Report.

APPENDIX

A SCREENING FORM

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	555 Albert Street
Description of Location	Sourth west corner of Albert / Commissioner
Land Use Classification	Mixed-Use Downtown (MD)
Development Size (units)	OPL-LAC Joint Facility, 5-storeys shared space
Development Size (m^2)	20,000 sq/m
Number of Accesses and Locations	1 private vehicle from Commissioner, 1 O&M from Commissioner
Phase of Development	One phase
Buildout Year	2024

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.

Estimated > 60 person-trips during peak hour

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.

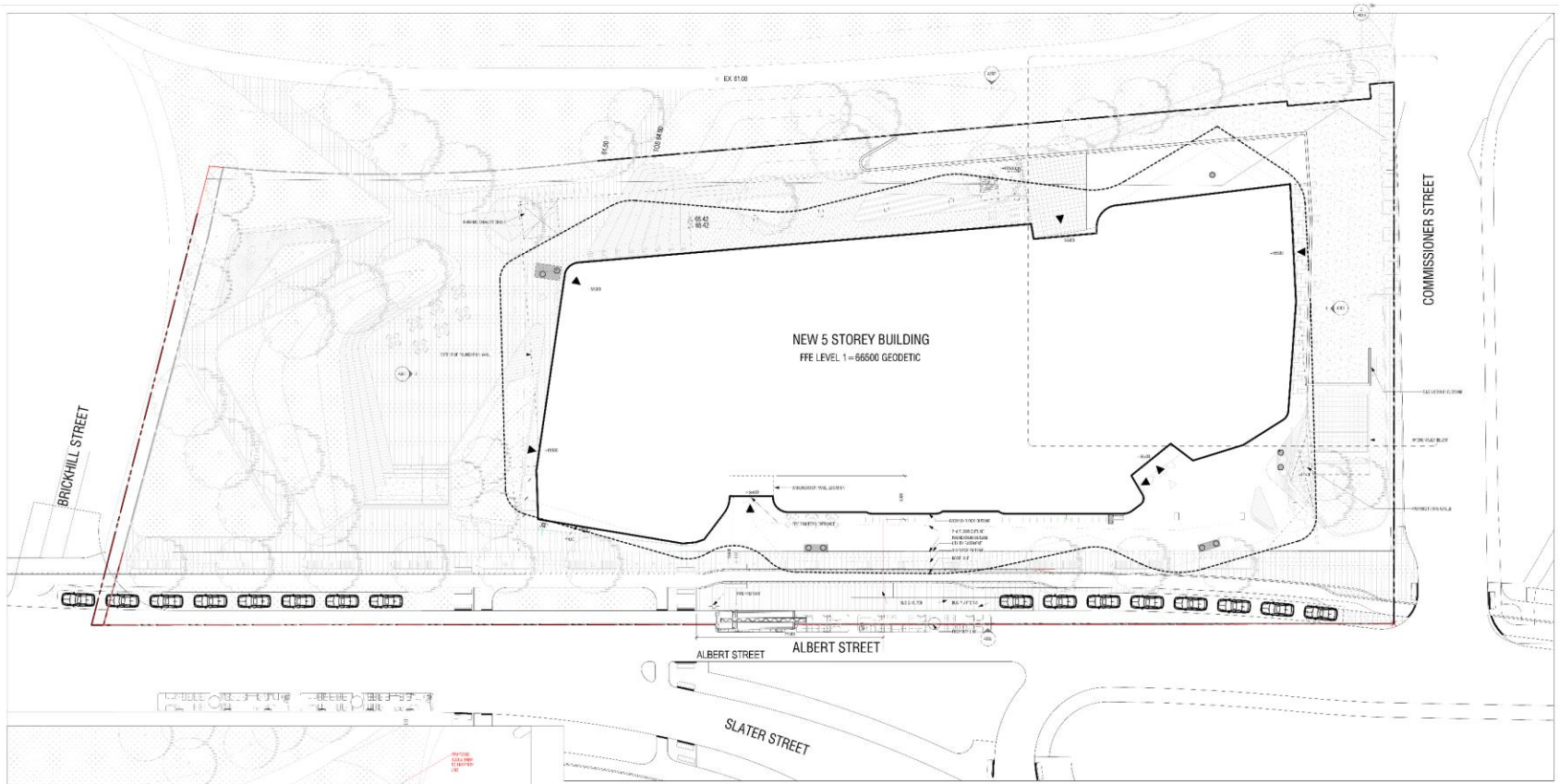
5. Summary

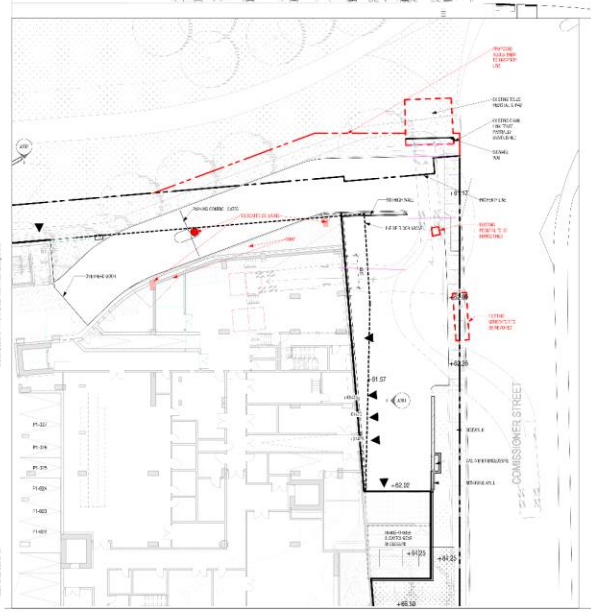
	Yes	No
Does the development satisfy the Trip Generation Trigger?	X	
Does the development satisfy the Location Trigger?		X
Does the development satisfy the Safety Trigger?	X	

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).

APPENDIX

B DRAFT SITE PLAN





SITE PLAN DETAIL - LOADING BAY

DRAFT

ISSUED

No.	Date	Description
	2020-06-29	ISSUED FOR CD 95%

Diamond Schmitt Architects
KWC Architects inc.
Architects in Joint Venture, for the OTL/LAC Joint Facility
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OTTAWA PUBLIC LIBRARY AND
LIBRARY AND ARCHIVES CANADA
JOINT FACILITY

SITE PLAN

Scale: 1 : 200
Project No:
Date:

A010