



**To:** Mike Giampa, City of Ottawa      **From:** Amar Lad, TYLin  
**Address:** 110 Laurier Avenue West,      **Date:** March 21, 2022  
Ottawa, ON, K1P 1J1      **CC:** Dream Asset Management

**Re:** TIA Screening & Scoping Report  
LeBreton Flats Library Parcel, City of Ottawa  
TYLin Ref. 10399

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## MEMORANDUM

T.Y. Lin International Canada Inc. (*formerly The Municipal Infrastructure Group Ltd. a T.Y. Lin International Company (TMIG)*) was retained by Dream Asset Management for transportation planning and engineering services with regards to the Official Plan and Zoning By-law Amendment and Site Plan Control Application for the development of the LeBreton Flats Library Parcel in the City of Ottawa.

This memorandum presents the TIA Screening & Scoping Reports, as required by the City of Ottawa's Transportation Impact Assessment Guidelines, dated June 2017.



## Screening Form

The following section is based upon Appendix B: TIA Screening Form, extracted from the city's Transportation Impact Assessment (TIA) Guidelines.

### 1. Description of the Proposed Development

A summary of the proposed development is provided in Table 1, below.

Table 1 Description of Proposed Development

Municipal Address	665 Albert Street, Ottawa, ON
Description of Location	The Library Parcel at 665 Albert Street is within the Albert Street Character Area within the Pimisi Station and LeBreton Flats District of the West Downtown Core Secondary Plan. The subject site, situated at the north-east corner of the intersection of Albert Street and Booth Street is currently undeveloped and positioned adjacent to the Pimisi O-Train station.
Land Use Classification	665 Albert Street is classified as part of the "Mixed-Use Downtown Zone" by zoning code MD[2509] H(83)-h.
Development Size (units)	601 residential units are proposed, inclusive of: <ul style="list-style-type: none"><li>- 130 multifaith housing initiative units,</li><li>- 117 Dream affordable housing units, and</li><li>- 354 Dream market housing units</li></ul> The West Building is proposed to be 35 storeys housing 331 residential units, and the East Building is proposed to be 30 storeys housing 270 residential units.
Development Size (m2)	The Gross Building Area is proposed to be 59,519.73 m <sup>2</sup> , broken down as: <ul style="list-style-type: none"><li>- East Podium: 7,918.98 m<sup>2</sup></li><li>- East Tower: 18,172.02 m<sup>2</sup></li><li>- West Podium: 5,415.25 m<sup>2</sup></li><li>- West Tower: 21,806.58 m<sup>2</sup></li><li>- Parking: 6,206.90 m<sup>2</sup></li></ul>
Number of Accesses and Locations	The development is proposed to include one (1) full-moves vehicular access from the southeast corner of the subject site at the intersection of Albert Street and Empress Avenue North. The proposed access leads to the loading area and underground parking entrance located at the northeast corner of the East Podium.
Phase of Development	To expedite the availability of affordable housing to the Ottawa community, Dream intends to construct the full development all at once – two towers with a shared underground parking



structure. Moreover, Dream will work closely with EllisDon to implement a phased occupancy program for the residential units to further accelerate the availability of affordable and market residential units.

Accordingly, the West Tower is planned to be completed in September 2025 and the East Tower in January 2026.

Buildout Year

The TIA will assume build-out and full occupancy of the development by 2027.

A rendering of the proposed development is illustrated in Figure 1 and a ground floor plan extracted from the development's NCC Application is provided in

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Figure 2 below.

*Figure 1 LeBreton Flats Library Development Rendering*



Figure 2 Ground Floor Plan



GROUND FLOOR PLAN

## 2. Trip Generation Triggers

Table 2 presents the TIA Guideline’s Trip Generation Trigger checks, based on the development type and size.

Table 2 Trip Generation Triggers

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>

Based on the proposed development’s type and size, as detailed in the previous section, the Trip Generation Trigger is satisfied.



### 3. Location Triggers

Table 3 presents the TIA Guideline’s Location Trigger chart, based on the development location.

Table 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	

Based on the above, the Location Trigger is satisfied.

### 4. Safety Triggers

Table 4 presents the TIA Guideline’s Safety Trigger chart, based on the development location.

Table 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

Based on the above, the Safety Trigger is satisfied.

### Summary

As detailed above, all three (3) triggers are satisfied, confirming that the TIA Study must include the next stage, namely the Scoping Report.



## Scoping Report

The following section details the proposed development context, existing and planned transportation network conditions, study area and time periods, and possible study exemptions, in compliance with “Step 2: Scoping” of the City of Ottawa’s TIA Guidelines.

### ***Existing and Planned Conditions***

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#### **Proposed Development**

##### **Permitted Land Use Provisions**

665 Albert Street is classified under the zoning by-law as part of the “Mixed-Use Downtown Zone” by zoning code MD[2509] H(83)-h (Mixed-Use Downtown Zone, Urban Exception 2509, maximum height of 83 metres, subject to holding symbol (-h) as per conditions in exception 2509). Residential uses are not currently permitted on the lot under the MD Zone, as stated in Section 193 (8), as follows:

*Section 193 (8) (a) Despite the list of permitted residential uses, where the zoning on a lot is accompanied by an H suffix, schedule or exception that restricts building height to less than 30m or to fewer than ten storeys on the entire lot, the use Apartment Dwelling, High Rise is a prohibited use on that lot. (By-law 2015-192)*

Accordingly, the developer is seeking a Zoning By-law Amendment to permit the proposed mixed-use high-rise development. It is noted that in the “Meeting Minutes and Comments” from the December 17, 2021, confidential pre-consultation meeting with the City of Ottawa and Dream, it is stated that the proposed mixed-use development is generally in accordance with the city’s policy and zoning.

##### **Relevant planning regulations**

The following policies are deemed to be relevant for the proposed development. The OP regulations are extracted from the City of Ottawa’s New Official Plan (Council approved) based on the anticipated timing of the development.

- The Plan for Canada’s Capital 2017-2067 (2017)
- Canada’s Capital Core Area Sector Plan (2005)
- LeBreton Flats Master Concept Plan (2021)
- Capital Illumination Plan 2017-2027 (2017)
- Capital Pathway Strategic Plan (2020)
- City of Ottawa Official Plan
  - o Schedule A – Transect Policy Areas
    - Downtown Core Transect
    - Pimisi Station and Rapid Transit Corridor



- Schedule B1 – Downtown Core Transect
  - Albert Street is a Major Corridor
  - Booth Street is a Minor Corridor
  - LeBreton is within the “HUB” and an evolving neighbourhood overlay.
- Schedule C1 – Protected Major Transit Station Area
- Schedule C3
  - Albert Street active transportation pathways adjacent to the site
- Schedule C6-A – subject site is within the designated area for foreground height control. View analysis is required.
- Secondary Plan – LeBreton Flats Character Area
  - Library District / LeBreton Flats – clear wayfinding and pedestrian connections will be required to link spaces between anchor points.
  - The Library Parcel at 665 Albert Street is within the Albert Street Character Area (shown in Schedule J of the Secondary Plan) within the Pimisi Station and LeBreton Flats District of the West Downtown Core Secondary Plan.
  - The following Albert Corridor Character Area policies are relevant to the site:
    - The east end of the Albert Corridor Character Area will stitch together the historic downtown core with the expanded core that will develop westwards into the remainder of LeBreton Flats.
    - The Albert Corridor is characterized by a mix of forms and uses, and may include a mix of residential, commercial, and institutional buildings, with a focus on retail and commercial uses at grade.
  - Schedule P – Pimisi Station and LeBreton Flats District – Mobility Network.

### **Development size and location on site**

The proposed development will consist of two towers sitting atop stepped four storey podiums surrounded by public plazas with seating, shade, and open space. The west building is situated towards the southwest corner of the site, creating a public plaza between the building and the Pimisi O-Train Station. The east building is aligned with Empress Avenue and the east side fronts a proposed driveway to service the underground parking and loading areas.

The Gross Building Area will be approximately 59,519.73 m<sup>2</sup>, inclusive of both towers, podiums, and shared underground parking space.



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Figure 2, above, illustrates the proposed development plan. The development proposes a total of 601 residential units across both buildings. The West Building is proposed to be 35 storeys housing 331 residential units, and the East Building is proposed to be 30 storeys housing 270 residential units.

The 601 units are proposed to come in a diverse range of unit types, including 130 multifamily housing initiative units (62 1-bed, 44 2-bed, and 14 3-bed), 117 Dream affordable housing units (50 1-bed, 55 2-bed, and 12 3-bed), and 354 Dream market housing units (38 studio, 110 1-bed, 70 1-bed+den, 81 2-bed, and 55 2-bed+den).

## **Estimated date of occupancy**

The construction of both proposed towers is anticipated to be completed by Q1 2026. Accordingly, full development occupancy is anticipated by 2027.

## **Planned phasing of development**

As stated above, to expedite the availability of affordable housing to the Ottawa community, Dream intends to construct the full development all at once – two towers with a shared underground parking structure. Moreover, Dream will work closely with EllisDon to implement a phased occupancy program for the residential units to further accelerate the availability of affordable and market residential units. Accordingly, the West Tower is planned to be completed in September 2025 and the East Tower in January 2026.

## **Number of parking spaces**

Approximately 200 vehicle parking spaces will be provided for future residents, visitors, and commercial patrons to the site. In addition, 728 bicycle parking spaces will be provided within the underground parking level and multiple podium levels for residents, and within the east and west public spaces for visitors.

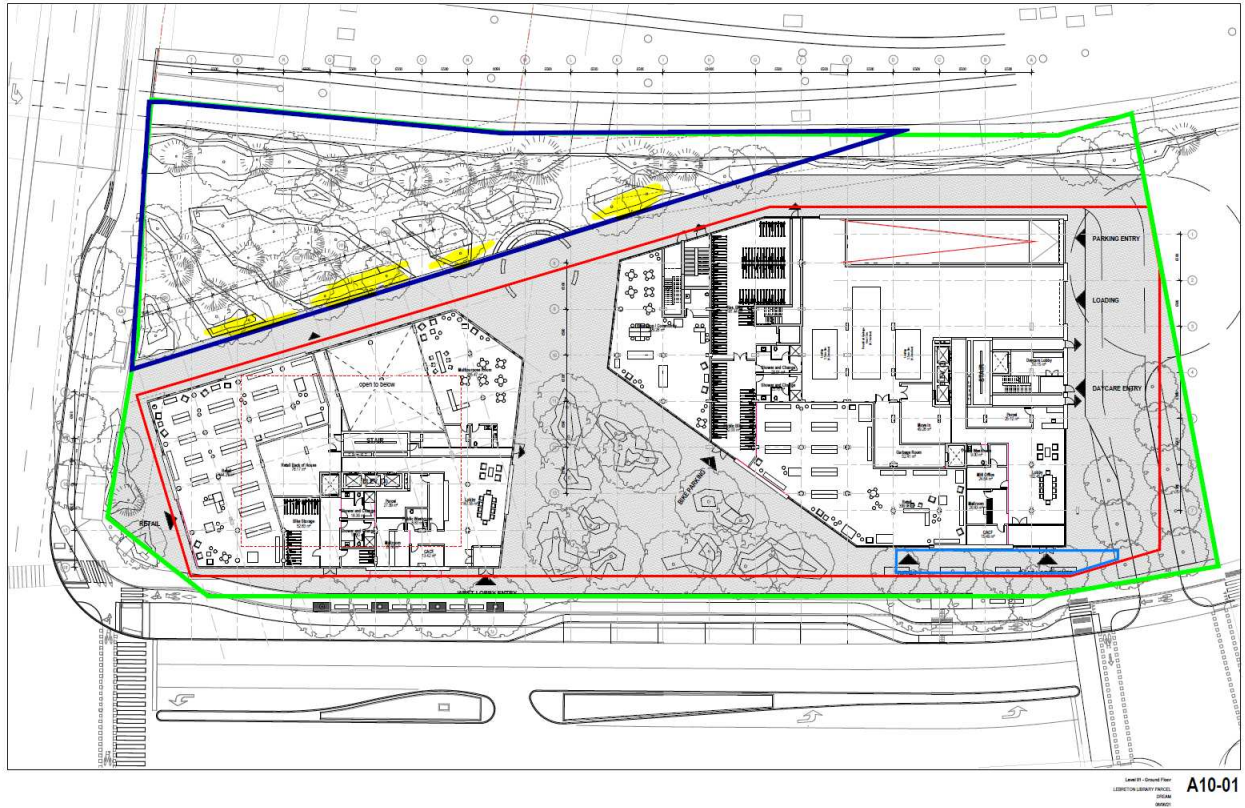
## **Access points for all modes**

The development is proposed to include one (1) full-moves vehicular access from the southeast corner of the subject site at the *signalized* intersection of Albert Street and Empress Avenue North. As the entrance is currently signalized, turns and access will be restricted to the appropriate signal phases, ensuring safety for all road users. The proposed access leads to the loading area and underground parking entrance located at the northeast corner of the East Podium. The driveway and associated facilities are illustrated on the right side of the ground floor architectural plan in

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*Figure 3 below.*

Figure 3 Ground Floor Architectural Plan



A10-01

## Existing Conditions

### Existing Study Area Roads

The study area boundary roadways are described as follows:

**Albert Street** is an east-west arterial roadway with a 7-lane multi-modal urban cross-section in front of the subject site, inclusive of dedicated eastbound/westbound left turn lanes, westbound right turn lane, westbound bus lane, and two general purpose travel lanes in each direction. A multi-use pathway is provided along the north side of the road for cyclists and an additional sidewalk on the south side for pedestrians. Directly east of Empress Avenue North, Albert Street splits into two eastbound roads; Albert Street and Slater Street. Albert Street has a posted speed limit of 50 km/hr in the study area and is under the jurisdiction of the City of Ottawa.

**Booth Street** is a north-south arterial roadway, from Albert Street to the provincial boundary, and a Major Collector Road south of Albert Street. Booth Street has a four-lane urban cross-section north of Albert Street, with a centre median and additional left and right turn lanes at the intersection with Albert Street. Wide boulevards are provided on each side to support active transportation to the rapid transit station, with distinct materials for pedestrian and cyclist pathways. Booth Street is a two-lane collector road south of Albert Street, with an additional left



turn lane provided at the intersection. Booth Street has a posted speed limit of 50 km/hr in the study area and is under the jurisdiction of the City of Ottawa.

**Slater Street** is an east-west arterial roadway with two eastbound lanes between Empress Avenue and Bronson Avenue, within the study area. Slater Street does not have a posted speed limit within the study area; however, it is presumed to maintain the 50 km/hr limit set on Albert Street. Slater Street is under the jurisdiction of the City of Ottawa.

**Bronson Avenue** is a north-south arterial roadway with several lane configurations within the study area. Bronson Avenue begins as an extension of Sparks Street, as a single southbound lane to Queen Street. From Queen Street to Albert Street, there is one lane in each direction; southbound travel is forced to turn right onto Albert Street (which is one way westbound) or right onto Queen Street if travelling northbound. Bronson Avenue is converted into two northbound lanes between Slater Street and Albert Street, before evolving into a four-lane urban cross-section south of Slater Street, which it maintains through the city. Bronson Avenue does not have a posted speed limit within the study area; however, it is presumed to maintain the 50 km/hr limit set on surrounding roadways. Bronson Avenue is under the jurisdiction of the City of Ottawa.

**Sir John A. Macdonald Parkway/Wellington Street** is a Federally owned road west of Booth Street, and a municipal arterial road east of Booth Street. Sir John A. Macdonald Parkway (west of Booth) has a four-lane urban cross section, with a centre median, two travel lanes in each direction, and bike lanes. Side sidewalks are provided on both sides within the study area to support pedestrian travel. On-street parking is also permitted on both sides of the road in designated areas. Sir John A. Macdonald Parkway has a posted speed limit of 60 km/h and is under the jurisdiction of the Government of Canada. Wellington Street (east of Booth) maintains the same lane configuration and speed limit within the study area and provides designated tour bus parking lane on both sides of the street.

**Empress Avenue North** is a local road with a two-lane urban cross section and sidewalks on both sides of the street. Empress Avenue terminates for vehicles as a dead end 95 metres south of Albert Street, however pedestrians can continue up a flight of stairs to connect with the southern portion of the roadway at a higher elevation. Empress Avenue does not have a posted speed limit and is under the jurisdiction of the City of Ottawa.

### **Existing Intersections**

**Albert Street at Booth Street** is an existing signalized intersection with dedicated left-turn lanes for all directions and dedicated westbound and southbound right turn lanes.

**Slater Street at Bronson Avenue** is an existing signalized intersection with five roadways converging together. Commissioner Street merges into Bronson Avenue south of Slater Street, while Bronson maintains only northbound lanes north of Slater. Slater Street is a one-way



eastbound road, requiring westbound turning restrictions at the intersection. Cyclists have dedicated crossing paths from pedestrians along the south and west sides of this intersection.

**Booth Street at Sir John A. Macdonald Parkway** is a large suburban-style signalized intersection with dedicated northbound, southbound and westbound left-turn lanes and a southbound right turn lane. All four directions have centre medians and an offset setback due to the diamond shape of the intersection. Wide pedestrian crossings and separate painted inner bike lanes are provided on all four sides to assist with active crossings. Turning restrictions apply for non-authorized vehicles and U-turns are not permitted at this intersection.

**Proposed site access/Empress Avenue at Albert Street** is currently a 3-leg existing signalized intersection with the north leg into the subject site not currently available, restricting movements in that direction. Pedestrian crosswalks are provided at this intersection.

**Existing Driveways to Adjacent Developments** *(both sides of all roads bordering the site) within 200 m of proposed site driveway, indicating the land use associated with the driveway*

Following a cursory review of the City of Ottawa's GeoOttawa mapping tool and Google Maps, one (1) driveway has been identified along the north side of Albert Street, approximately 70m east of the proposed development's access driveway at Empress Avenue North. As the adjacent site appears to be set for construction staging, it is not presently clear what the ultimate configuration of the driveway will be.

It is noted that three (3) residential streets connect to Albert Street across from the proposed development. While Lorna Avenue, Perkins Street and Empress Avenue North are not specifically development driveways, they do generate turning movements on Albert Street between the intersections with Booth Street and Empress Avenue.

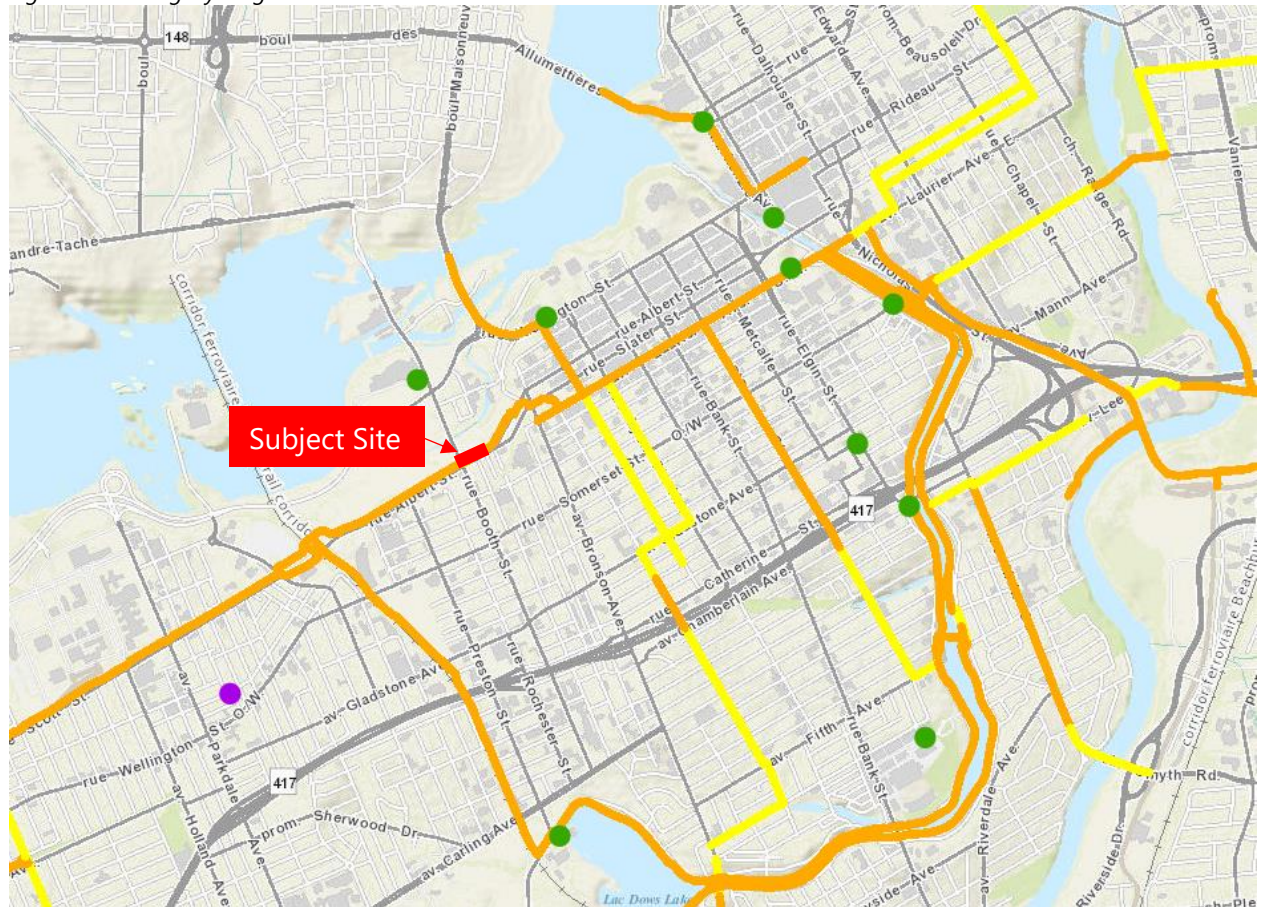
**Existing on- and off-road bicycle facilities and pedestrian sidewalks and multi-use pathway networks**

As shown in *Figure 4*, extracted from the GeoOttawa mapping platform, multi-use pathways (illustrated in orange) are currently provided along the length of Albert Street through the study area, east to Bronston Avenue before continuing along Laurier Avenue West. North-south connections are enabled via cycle tracks and bike lanes along Bay Street to the east and via off-road multi-use paths south of Albert Street along the Trillium rail corridor to the west.

Pedestrian facilities are well connected in the study area, with sidewalks or multi-use paths provided on most portions of arterial and local roadways around the proposed development.

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Figure 4 Existing Cycling Network



Source: GeoOttawa

## Existing Transit System, including location of stations and stops

The subject site is well-served by Ottawa Transit, due to its adjacency with the O-Train Line 1's Pimisi Station, providing rapid transit east-west across the city. The development is also located just one stop east of Bayview Station which is an interchange station with O-Train's Line 2, which is currently closed for expansion but providing rapid bus service in the interim.

In addition, the subject site is situated adjacent to multiple bus routes connecting various parts of the city to/from destinations across the Ottawa River. Route 85 provides frequent service every 15-minutes or less on weekdays, operating all day long, 7 days a week, connecting the west end from Bayshore into Quebec, terminating across the Ottawa River. In addition, Route 66 provides local service from Tunney's Pasture to Jacques-Cartier Park, passing by the subject site and Pimisi Station. Finally, Routes 61, 63 and 75 provide limited bus service from throughout the week. The existing transit network is illustrated in *Figure 5* below.

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Figure 5 Existing Transit Network



Source: OC Transpo, Bus and O-Train Network Map

## Existing Area Traffic Management Measures

Albert Street, from City Centre Avenue to Bronson Avenue, is a designated "Traffic Management Parking Zone", as per overlays indicated on the GeoOttawa mapping platform.

## Existing Peak Hour Travel Demands by Mode

Peak hour multi-modal travel demand for the proposed development study area may be derived from a variety of sources.

**Ottawa Municipal Intersection Surveys:** The City of Ottawa conducts yearly surveys of vehicular, pedestrian, and cyclist volume at selected intersections within the City's transportation network. Data collected includes 24-hour AADT volumes, heavy vehicle/truck percentages, pedestrian volumes, and bicycle volumes. This data is not sufficient to establish a full turning movement count for intersection analysis, but can be compared across survey years to determined multi-modal volume travel demand growth rates or factors.

Although the specific intersections surveyed by the City vary each year, and therefore the four intersections to be analyzed by TYLin within the study area may not be surveyed each year, it may be difficult to directly compare the same intersection across survey years to calculate growth rates or factors. However, certain intersections near the study area have been surveyed

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in multiple consecutive years, and growth rates from those intersections could be averaged or otherwise leveraged for this purpose. The following intersections within or near the study area have been surveyed in each of the last five calendar years:

- 2021: Wellington St/Lyon St (not in study area);
- 2020: None (due to COVID-19 pandemic);
- 2019: Booth St/Albert St (in study area); Booth St/Vimy Pl, Bronson Ave/Queen St, Wellington St/Bay St, Wellington St/Lyon St (not in study area);
- 2018: Wellington St/Bank St (not in study area);
- 2017: Wellington St/Booth St, Albert St/Booth St, Albert St/Empress Ave, Slater St/Albert St/Bronson Ave (in study area).

**Bicycle Counting Stations:** The City of Ottawa also operates automated bicycle counting stations at selected locations on the City's on- and off-street active transportation network. Although no such counting stations are within the study area boundaries, three such stations are located close to the study area and could be used to estimate volumes or travel demand growth and distribution trends for active transportation modes:

- National Capital Commission Ottawa River Pathway, approximately 100m east of the Prince of Wales Bridge (north of the study area);
- Laurier Avenue segregated bike lane, just west of Bay Street (east of the study area);
- O-Train Pathway, just north of Bayview Station (west of the study area).

**Turning Movement Count Surveys and Multi-Modal Count Surveys:** Where multi-modal travel demand data is not available from City of Ottawa municipal sources, TYLin proposes to conduct multi-modal turning movement count and hourly multi-modal trail count surveys, including at the four intersections identified within the study area for analysis, as necessary to establish a full picture of existing transportation network conditions.

**Trip Generation:** Future travel demand for the proposed development, under background conditions in the proposed time periods and horizon years, will be estimated in accordance with the Institute of Transportation Engineers Trip Generation Manual (11<sup>th</sup> Edition).

**Trip Assignment and Distribution:** To determine trip assignment and distribution for site-generated traffic in this study, TYLin proposes to gather origin-destination data from the National Capital Commission 2011 Origin-Destination Survey. Where such data is not available or is considered outdated, TYLin will supplement trip distribution trends using customized origin-destination data surveys, including average trip duration and distribution, from our big data partner, Urban SDK.

## Five-Year Collision History

A review of the City of Ottawa's collision history along the boundary road network illustrates several "hot spots" of concern around the proposed development. *Figure 6* shows an excerpt



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from the city's Collision map (available at [maps.bikeottawa.ca/collisions/](https://maps.bikeottawa.ca/collisions/)) for all modes (driver, cyclist, and pedestrian) from 2015 to 2019.

The intersection of Albert Street and Booth Street has recorded a total of 61 collisions in that five-year period, including 5 cyclist and 3 pedestrian collisions. Further north, the intersection of Sir John A. Macdonald Parkway/Wellington Street and Booth Street has the highest total along the study area roadways with 67 collisions, inclusive of 1 cyclist accident, within that timeframe. Notably, the three intersections meeting in a tight triangle at Albert Street, Bronson Avenue, Slater Street, and Commissioner Street. *Figure 6* has recorded a high volume of vehicle collisions. Based on the review included within this scoping report, it can be thought that the rapid changes in the roadway configuration along Bronson Avenue, and the convergence of various one-way roads may play a leading role in the concentration of collisions in this area.

Finally, there have also been a relatively high concentration of accidents (total of 13 including 1 pedestrian) at the intersection of Albert Street and Empress Avenue North. This red spot stands out due to the extremely low volume nature of Empress Ave as it results in a dead end just south of Albert Street. It is believed that the eastbound split of Albert Street into Albert and Slater Street immediately after the intersection may play a determining factor in this pattern.

*Figure 6 Collision Heat Map, All Modes 2015-2019*



Source: [maps.bikeottawa.ca/collisions/](https://maps.bikeottawa.ca/collisions/)

## Planned Conditions

### *Changes to the study area transportation network*

#### **Albert and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design**

**Study, 2018:** Slater Street is planned to be realigned and Commissioner Street from Albert Street to Slater Street will be decommissioned. A turning lane from Albert Street westbound to Slater Street eastbound will be added to provide improved road network connectivity. It is also to be realigned to connect with Albert Street as a two-way street in front of the Ottawa Public Library- Library and Archives Canada Joint Facility site at municipal address of 555 Albert Street.

We will consult the Albert-Slater realignment project and Albert Streetscaping projects for timing and coordination. Works between City Centre and Empress are planned for 2024. More details can be provided with specific proposals through City consultation. Improvements are planned for Empress intersections, which shall be reflected in the TIA.

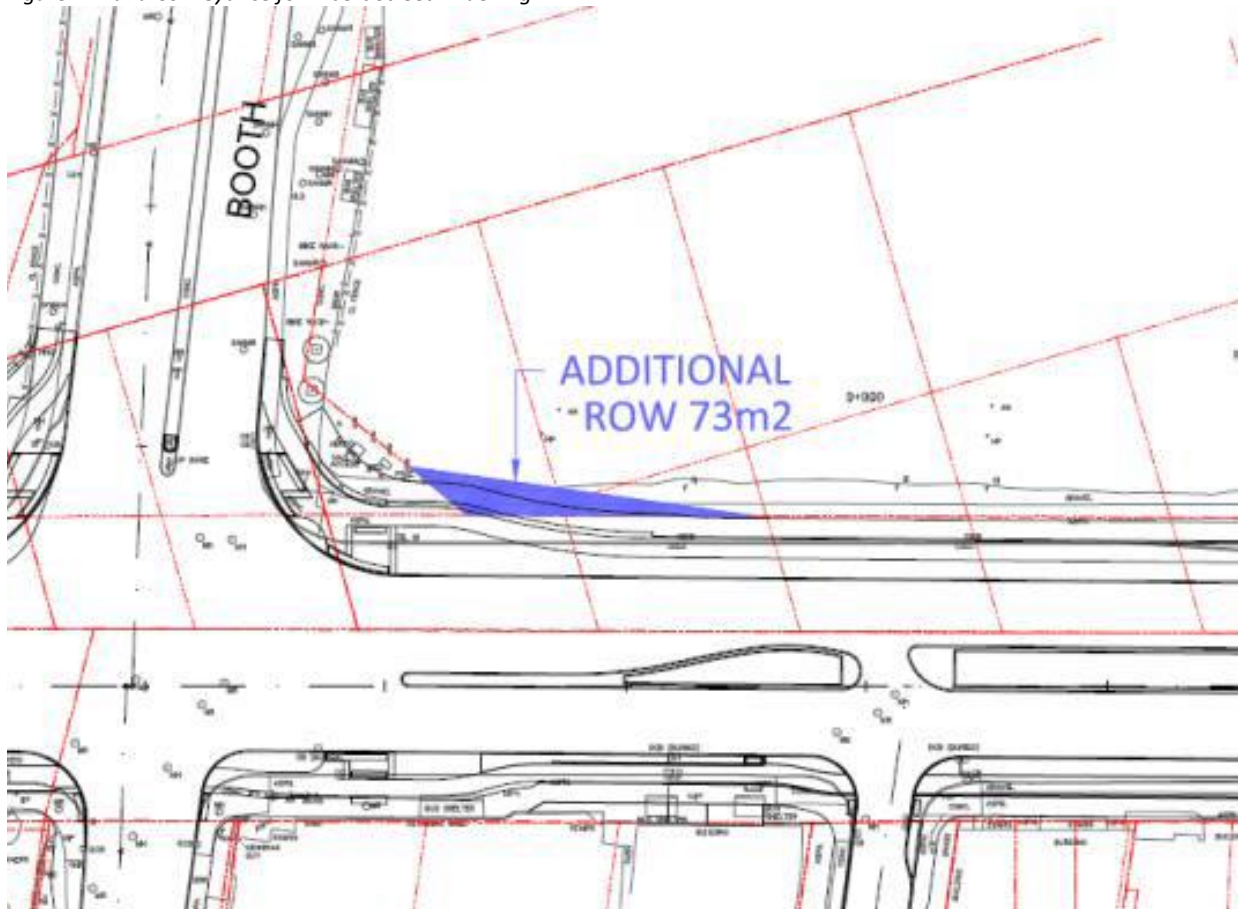
Development of the Library Parcel shall include a pedestrian connection integrated into proposed development and connecting along the north side between Pimisi Station and the new OPL-LAC Facility.

#### **Reconstruction of Albert Street, Queen Street, Slater Street and Bronson Avenue –**

**Preliminary Design, Detail Design & Construction, on-going:** The city is planning a widening of Albert Street. It is anticipated that additional land at the corner of Albert and Booth will be required, and depending on timing, this may be a condition of Site Plan Approval. The design is subject to change, but *Figure 7* illustrates the potential land conveyance required by the subject site.

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Figure 7 Land Conveyance for Albert Street Widening



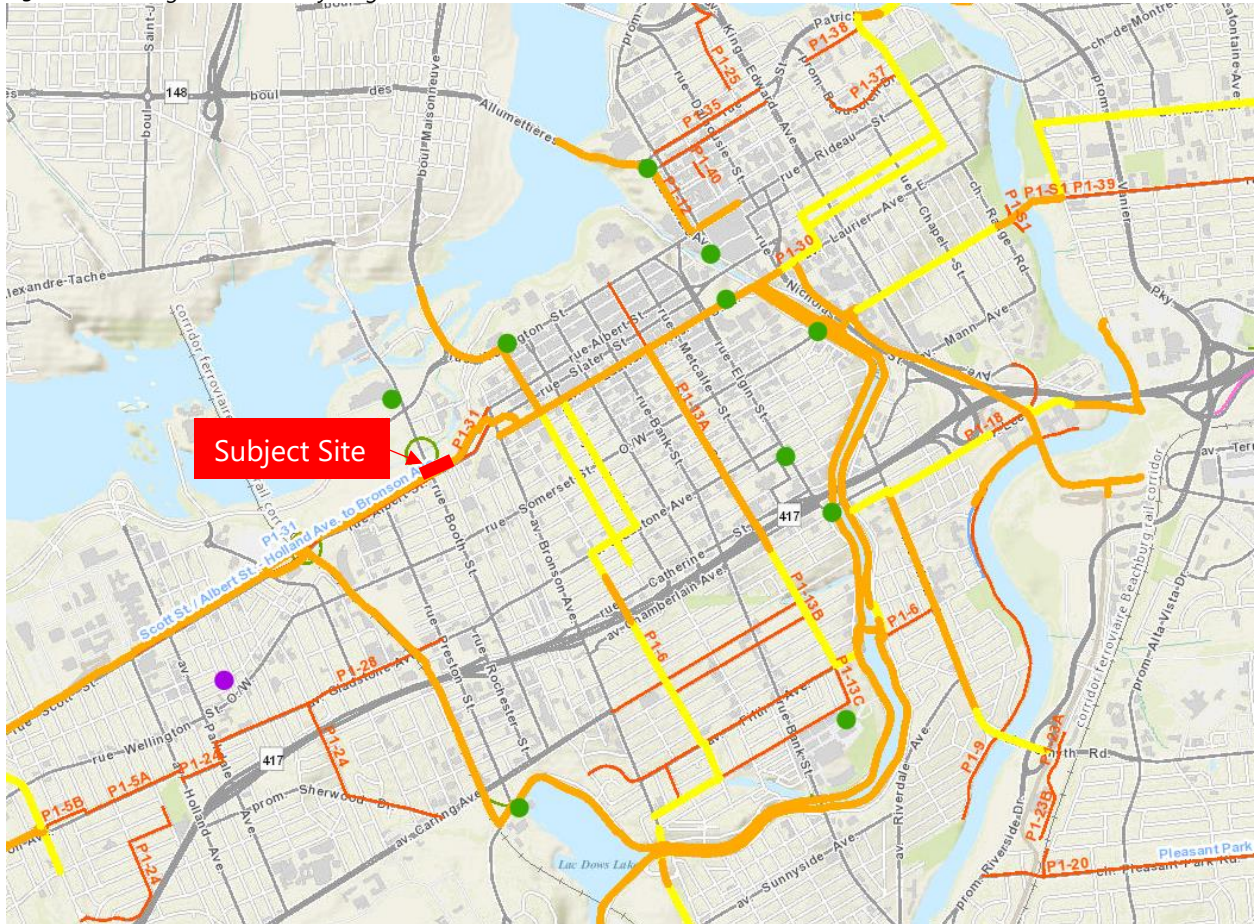
Source: City of Ottawa

**Municipal Cycling Network:** Expansions to the municipal cycling network are illustrated in red in

Figure 8 below. As shown, improvements are largely away from the study area boundaries, however, future residents will benefit from the improved connections across the city linking existing cycling facilities.

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Figure 8 Existing & Planned Cycling Network



Source: GeoOttawa

**Stage 2 Light Rail Transit Project:** The subject site is located within walking distance of Pimisi LR Station and Bayview LRT station. There are three major extensions planned to the Ottawa's light rail transit system. The Confederation Line West will extend the LRT line 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.



### ***Other study area developments***

The following developments have been identified from the City's online Development Application Status Search tool that are likely to occur prior the proposed horizon year of 2027 (full development occupancy) well as 2032 (5-years past build-out):

#### **Nine-storey Addition to Existing Residential Building - 593 Laurier Avenue West**

Municipal Address	593 Laurier Avenue West, Ottawa, ON
Proposed Use	Residential Building
Total Residential GFA	2,879.9 m <sup>2</sup>
Lot Area	1,401 m <sup>2</sup> (57 tower + 6 Existing Dwelling)
Entrance	Laurier Avenue
Approval Status	Active – Site Plan Control Application
Buildout Year	To be completed in one phase with a target build-out year of 2021

#### **East LeBreton Flats - Mixed-Use Development - 301 Lett Street**

Municipal Address	301 Lett Street, Ottawa, ON
Proposed Use	Mixed-Use Development
Development size	273 condominium units and a 5,190 ft <sup>2</sup> daycare in Building C and 319 rental apartments and a 3,265 ft <sup>2</sup> ground floor commercial unit in Building D
Entrance / Parking	Lloyd Street for surface parking Lett Street for accessing underground parking
Approval Status	Active – Site Plan Control Application
Buildout Year	Estimated completion date of proposal development is 2023

#### **Ottawa Public Library & Library and Archives Joint Facility - 555 Albert Street**

Municipal Address	555 Albert Street, Ottawa, ON
Proposed Use	Library / Parking Facility
Development Size	13,636m <sup>2</sup> , 5-storey (24.5 m)
Lot Area	9,543 m <sup>2</sup>
Entrance	Commissioner Street
Parking	Two levels of underground parking and on-street parking on Albert Street
Approval Status	Post Approval – Site Plan Control Application
Buildout Year	To be completed in one phase with a target build-out year of 2024



## ***Study Area and Time Periods***

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### **Study Area**

Based on the development's location within the transportation network, the TIS is proposed to consist of the following intersections:

1. Albert Street at Booth Street
2. Slater Street at Bronson Avenue
3. Booth Street at Sir John A. Macdonald Parkway
4. Proposed site access/Empress Avenue at Albert Street

TYLin requests the municipality confirm the study area intersections to be reviewed within the TIA.

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### **Time Periods**

TYLin proposes to complete the TIA during the weekday AM and PM peak hours. A Saturday peak hour is not proposed for review as the retail component of the site is proposed to be ancillary in nature and would accommodate demand for the adjacent lands as opposed to generating traffic from external zones.

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### **Horizon Years**

As per the TIA guidelines, TYLin proposes to assess horizon years to 2027 (assuming build-out and full-occupancy of the development) as well as 2032 (5-years past build-out).

It is noted that the development is proposed to be constructed all at once to expedite the availability of affordable housing to the Ottawa community. Consequently, no phases are planned, and the TIA analysis does not require interim horizon years.

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### ***Exemptions Review***

A review of the city's TIA guidelines and the development and network conditions suggests that the following elements may be exempted from the TIA study:

- 4.1.3 New Street Networks – new streets are not proposed within the scope of the proposed development.
- 4.2.2 Spillover Parking – the parking demand for the subject site is not anticipated to exceed the parking supply provided by the proposed development.
- 4.6.1 Adjacent Neighbourhoods – the proposed development does not rely on local or collector streets for site access, which may trigger local capacity thresholds. Accordingly, a Neighbourhood Traffic Management plan is not required.

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4.8 Network Concept – it is not yet certain if the proposed development will generate more than 200 person-trips during the peak hour in excess of the equivalent volume permitted by established zoning.

Please contact the undersigned should you have any questions or require additional information regarding this Screening and Scoping Report for the proposed mixed-use development of the LeBreton Flats Library parcel at 665 Albert Street in the City of Ottawa.

Sincerely,

**T.Y. Lin International Canada Inc.**

A handwritten signature in black ink, appearing to read 'Amar Lad', with a stylized flourish extending to the right.

Amar Lad, M.E.S.  
Mobility Planner | [amar.lad@tylin.com](mailto:amar.lad@tylin.com)

A handwritten signature in black ink, appearing to read 'Adam Bell', with a stylized flourish extending to the right.

Adam Bell  
Director, Mobility Planning | [adam.bell@tylin.com](mailto:adam.bell@tylin.com)