

City of Ottawa 2017 TIA Guidelines  
Step 1 - Screening Form

Date: 28-Feb-22  
Project Number: 2022-022  
Project Reference: 1600 James Naismith Drive

1.1 Description of Proposed Development	
Municipal Address	1600 James Naismith Drive
Description of Location	Ward 11. Within the Pineview neighbourhood
Land Use Classification	Transit Oriented Development Zone (TD1 & TD2)
Development Size	Existing: 211,520 sq.ft. Conversion: 218 apartment
Accesses	Access provided by James Naismith Drive
Phase of Development	Phase 1
Buildout Year	2025
TIA Requirement	Design Review Component

1.2 Trip Generation Trigger	
Land Use Type	Townhomes or apartments
Development Size	Units
Trip Generation Trigger	<p><b>No</b></p> <p>Attached trip generation shows conversion to a residential building will generate fewer person trips than the existing office use. In total, the residential will generate 139 fewer person trips during the AM peak and 115 fewer person trips during the PM peak.</p>

1.3 Location Triggers	
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?	No
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?	Yes Blair TOD & Ogilvie Mixed Use Centre
Location Trigger	Yes <b>No TIA required. All items can be incorporated through planning/architectural submissions and site design</b>

1.4. Safety Triggers	
Are posted speed limits on a boundary street 80 km/hr or greater?	No
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
Is the proposed driveway within auxiliary lanes of an intersection?	No
Does the proposed driveway make use of an existing median break that serves an existing site?	No
Is there 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

Table 1: Trip Generation Person Trip Rates by Peak Period

Land Use	Land Use Code	Peak Period	Vehicle Trip Rate	Person Trip Rates
Multi-Unit (High-Rise)	221 & 222 (TRANS)	AM	-	0.80
		PM	-	0.90
Land Use	Land Use Code	Peak Hour	Vehicle Trip Rate	Person Trip Rates
General Office Building	710 (ITE)	AM	1.16	1.48
		PM	1.15	1.47

Table 2: Total Person Trip Generation

Land Use	Units/ GFA	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Multi-Unit (High-Rise)	218	54	120	174	114	82	196
Land Use	Units / GFA	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
General Office Building	211,520 sf	269	44	313	50	261	311



## **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 licensed<sup>1</sup> or registered<sup>2</sup> 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 20 day of September, 2018.  
(City)

Name: Andrew Harte  
(Please Print)

Professional Title: Professional Engineer

  
\_\_\_\_\_  
Signature of Individual certifier that s/he meets the above four criteria

<b>Office Contact Information (Please Print)</b>
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