

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

Date: 2025-04-11  
Project Number: 2025-068  
Project Reference: 1533 St Joseph Boulevard

| 1.1 Description of Proposed Development |   |
|---|---|
| Municipal Address                       | 1533 St Joseph Boulevard  |
| Description of Location                 | North of St Joseph Boulevard, between Hart Road and Youville Road/Forest Valley Road  |
| Land Use Classification                 | Rural Institutional Zone (RI5[472r])  |
| Development Size                        | 64 bed addition to existing long term care facility site  |
| Accesses                                | Existing accesses are maintained, with the informal accesses on the west side of the road to be formalized into a single right-in/right-out access serving the site parking and drop-off outlet |
| Phase of Development                    | Single  |
| Buildout Year                           | 2030  |
| TIA Requirement                         | No TIA Required   |

| 1.2 Trip Generation Trigger |                          |
|-----------------------------|--------------------------|
| Land Use Type               | Multi-Family (High-Rise) |
| Development Size            | 64 Units                 |
| 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  |
| 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<br>Existing accesses are within 200m of RCMP signalized access.                |
| 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<br>Existing driveways use outbound only median break. Inbound left restricted. |
| 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  |



## 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 registered<sup>1</sup> professional in good standing, whose field of expertise



is either transportation engineering



or transportation planning.

<sup>1</sup> 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

**Office Contact Information (Please Print)**

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**Stamp**



Revision Date: June 2023