6 Plaza Court
Ottawa, ON K2H 7W1

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

Date: 2026-07-29
Project Number: 2026-158
Project Reference: Fuller 116 Albert

1.1 Description of Proposed Development	
Municipal Address	116 Albert Street
Description of Location	Southwest quadrant of the intersection of Albert Street at Metcalfe Street
Land Use Classification	Hub Zone 1 (H1 S36)
Development Size	Conversion of the existing 97,307 ft² office building into 114 residential dwelling units, with the removal of 2,513 ft² of ground floor retail space
Accesses	Existing access to the underground parking garage on Albert Street
Phase of Development	Single
Buildout Year	2027
TIA Requirement	Design Review Component

1.2 Trip Generation Trigger		
Land Use Type	Multi-Family (High-Rise)	
Development Size	**N/A**	**See attached trip gen.**
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)?	Yes	The development is in the Downtown PMTSA and theDowntown Hub DPA and is subject to the Central and East Downtown Core Secondary Plan Albert Street is a Mainstreet within the DPA
Location Trigger	Yes	

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 is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	**No**	**Recommended as "No" given no collisions along frontage of site and one cycling collision at the Albert St at Metcalfe St intersection where no cycling facitlies are located. The residential conversion will also reduce vehicle trips to the area.** Within 500 m of the development: - two pedestrian collisions along the segment of Albert St between Metcalfe St and Elgin St - three pedestrian collisions at the intersection of Albert St at O'Connor St - one cyclist collision at the intersection of Albert St at Bank St
Does the development include a drive-thru facility?	No	
Safety Trigger	No	

Table 1: Trip Generation Person Trip Rates by Peak Period/Hour

Land Use	Land Use Code	Peak Period	Estimation Method	Vehicle Trip Rate	Person Trip Rates
Proposed Multi-Unit High-Rise	221 & 222 (TRANS)	AM	-	-	0.80
		PM		-	0.90
Land Use	**Land Use Code**	**Peak Hour**	**Estimation Method**	**Vehicle Trip Rate**	**Person Trip Rates**
Existing General Office	710 (ITE)	AM	Fitted Curve	1.33	1.70
		PM		1.31	1.68
Existing Strip Retail Plaza (<40k)	822 (ITE)	AM	Average Rate	3.93	5.03
		PM		6.29	8.05

Table 2: Person Trip Generation by Peak Period/Hour

Land Use	Units	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Proposed Multi-Unit (High-Rise)	114	28	63	91	60	43	103
Land Use	**GFA**	**AM Peak Hour**			**PM Peak Hour**		
		In	**Out**	**Total**	**In**	**Out**	**Total**
Existing General Office	97,307 sq. ft	145	20	165	26	137	163
Existing Strip Retail Plaza (<40k)	2,513 sq. ft	7	6	13	10	10	20

Internal capture rates from the ITE Trip Generation Handbook 3rd Edition have been assigned to the development's retail component for mixed-use developments. The rates summarized in Table 3 represent the percentage of trips to/from the retail use based on the office component.

Table 3: Internal Capture Rates

Land Use	AM		PM	
	In	Out	In	Out
Office to/from Shopping Centre	32%	29%	8%	2%

Table 4: Trip Generation by Mode

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Proposed Multi-Unit (High-Rise)	Auto Driver	**18%**	2	6	8	**17%**	4	4	8
	Auto Passenger	**2%**	0	1	1	**9%**	2	2	4
	Transit	**26%**	4	9	13	**21%**	6	4	10
	Cycling	**1%**	0	1	1	**1%**	0	0	0
	Walking	**52%**	8	19	27	**52%**	16	12	28
	Total	**100%**	**14**	**36**	**50**	**100%**	**28**	**22**	**50**
Existing General Office	Auto Driver	**24%**	35	5	40	**24%**	6	33	39
	Auto Passenger	**7%**	10	1	11	**7%**	2	10	12
	Transit	**54%**	78	11	89	**54%**	14	74	88
	Cycling	**4%**	6	1	7	**4%**	1	5	6
	Walking	**11%**	16	2	18	**11%**	3	15	18
	Total	**100%**	**145**	**20**	**165**	**100%**	**26**	**137**	**163**

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	**In**	**Out**	**Total**	**Mode Share**	**In**	**Out**	**Total**
Existing Strip Retail Plaza (<40k)	Auto Driver	**28%**	0	1	1	**19%**	1	1	2
	Auto Passenger	**3%**	0	0	0	**12%**	1	1	2
	Transit	**48%**	2	2	4	**30%**	3	3	6
	Cycling	**1%**	0	0	0	**2%**	0	0	0
	Walking	**20%**	1	1	2	**37%**	3	4	7
	Internal Capture	***varies***	*-2*	*-2*	*-4*	***varies***	*-1*	*0*	*-1*
	Pass-by	**40%**	*-1*	*0*	*-1*	***40%***	*-1*	*-1*	*-2*
	Total	**100%**	**3**	**4**	**7**	**100%**	**8**	**9**	**17**
Difference	Auto Driver	**-**	-33	0	-33	**-**	-3	-30	-33
	Auto Passenger	**-**	-10	0	-10	**-**	-1	-9	-10
	Transit	**-**	-76	-4	-80	**-**	-11	-73	-84
	Cycling	**-**	-6	0	-6	**-**	-1	-5	-6
	Walking	**-**	-9	+16	+7	**-**	+10	-7	+3
	Internal Capture	***varies***	*-2*	*-2*	*-4*	***varies***	*-1*	*0*	*-1*
	Pass-by	**40%**	*-1*	*0*	*-1*	***40%***	*-1*	*-1*	*-2*
	Total	**-**	**-134**	**+12**	**-122**	**-**	**-6**	**-124**	**-130**

As shown above, the proposed development is anticipated to generate 122 fewer two-way person trips during the AM peak hour and 130 fewer two-way person trips during the PM peak hours compared to the existing land use.

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[1] 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.

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Revision Date: June 2023

Dated at Ottawa (City) this 17 day of August , 20 23 .

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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