



Revisions to Transportation Impact
Assessment Guidelines

Update Effective June 14, 2023



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Why are we updating the Transportation Impact Assessment (TIA) Guidelines?



- 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.
- Bill 109 involves a series of changes to the development application review process intended to reduce the time required for the development approval process.
- Revisions have been made to the TIA guidelines to comply with Bill 109 and streamline the process for applicants and staff.



Summary of Revisions

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- Collapsed Step 3 (Forecasting) – moved forecasting to Step 2 and Step 4
 - Removes one check-in point with City and one interim report (Forecasting Report).
- Reduced number of TIA's completing the intersection analysis
 - Adjusted trigger for intersection analysis module to 75 auto trips/hour.
 - Should reduce scope of TIA for developments with low-moderate auto trip generation.
- Minor modifications to other modules
 - Parking (eliminate Spillover Parking analysis); Neighbourhood Traffic Calming (aligned with new City standards).
 - Improve clarity in setting scope of TIA.



Revisions to Step 1 - Screening

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- A TIA is required if the development meets any of the following triggers:
 - If the development generates 60 person-trips per hour or more; or,
 - If the development is located in a Location Trigger; or,
 - If the development has a Safety Trigger.
- Addition of “Hubs” to the list of Location Triggers.
 - Hubs are identified as Protected Major Transit Station Areas (PMTSAs) and identified in Schedule C1- Protected Major Transit Station Areas (PMTSA)
- Updated language - replacing Spine Bicycle Networks with Cross-Town Bikeways to be consistent with the 2024 Transportation Master Plan.

Revisions to Step 1 - Screening

Updated trip triggers for land use types in Table 2: Trip Generation Trigger

Land Use Type	Minimum Development Size (60 trips)
Single-Detached ¹	60 units
Multi-Use Family (Low-Rise) ¹	90 units
Multi-Use Family (High-Rise) ¹	150 units
Office ²	1,400 square meters (m ²)
Industrial ²	7,000 m ²
Fast-food restaurant or coffee shop ²	110 m ²
Destination retail ²	1800 m ²
Gas station or convenience market ²	90 m ²

1. Table 2, Table 3 & Table 4 TRANS Trip Generation Manual

2. ITE Trip Generation Manual 11.1 Ed.



Revisions to Step 2 - Scoping



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- Moved site-generated Travel Demand module to Step 2, as scope of the TIA will be determined by mode share.
- Transit Route Capacity is triggered if there are >75 transit trips.
- Intersection Design Modules and Transit Priority are triggered if there are >75 site auto trips.
- Transportation Demand Management (TDM) is still required for any development generating over 60 person-trips.

Revisions to Step 2 - Scoping

Site Design and TDM Modules

4.1 Development Design

4.1.1 Design for Sustainable Modes

All

4.1.2 Circulation and Access

All site plan and zoning by-law applications

4.1.3 New Street Networks

All plans of subdivision

4.2 Parking

4.2.1 Parking Supply

Include language that asks for justification of change to Zoning By-law parking requirements

All site plan and zoning by-law applications

4.3 Boundary Street Design

All

4.5 TDM

4.5.1 Context for TDM

All

4.5.2 Need and Opportunity

All

4.5.3 TDM Program

All

Deleted and Combined Modules

4.4.1 Access Location and Design

Reviewed in Scoping Design Review in 4.9

Network Impact Modules

Note - only require Network Demand Forecasting Modules (3.2 + 3.3) if one or more of these modules are triggered

Revisions to Step 2 - Scoping

Con't	
<p>4.6 Rename:</p> <p>Neighbourhood Traffic Calming³</p> <p>Note: the NTC module will be reviewed in detail in the next comprehensive update of the TIA Guidelines</p>	<p>If the development meets all of the following criteria along the route(s) site generated traffic is expected to utilize between an arterial road and the site's access:</p> <ol style="list-style-type: none">1. Access to Collector or Local;2. "Significant sensitive land use presence" exists, where there is at least two of the following adjacent to the subject street segment:<ul style="list-style-type: none">o School (within 250m walking distance);o Park;o Retirement / Older Adult Facility (i.e. long-term care and retirement homes);o Licenced Child Care Centre;o Community Centre; oro 50%, or greater, of adjacent property along the route(s) is occupied by residential lands and a minimum of 10 occupied residential units are present on the route.3. Application is for Zoning By-Law Amendment or Draft Plan of Subdivision;4. At least 75 site-generated auto trips;5. Site Trip Infiltration is expected. Site traffic will increase peak hour vehicle volumes along the route by 50% or more.

3. Note that the City of Ottawa reserves the right to determine the scope of any TIA study based on its professional judgement despite these guidelines, meaning that staff can change the scope based on their understanding of the development context.

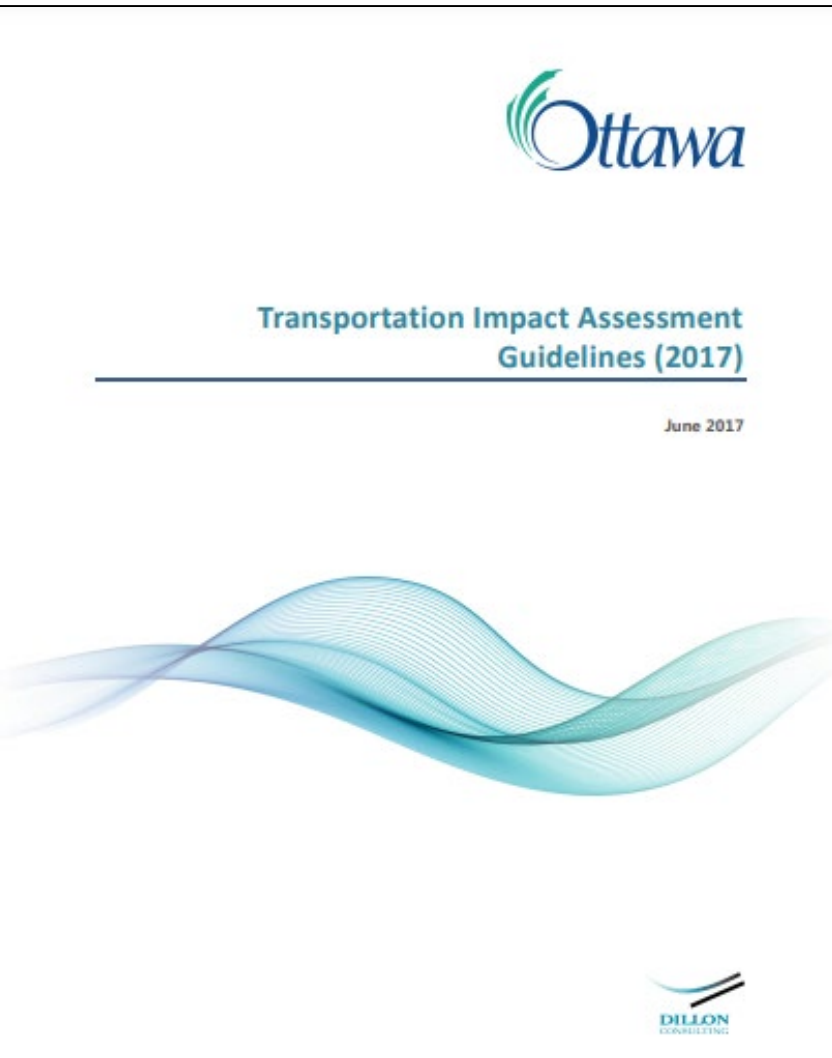
Revisions to Step 2 - Scoping

Con't	
4.7 Transit	
4.7.1 Transit Route Capacity	> 75 site transit trips
4.7.2 Transit Priority Requirements	> 75 site auto trips
4.8 Network Concept	When proposed development generates > 200 person-trips during the peak hour in excess of the equivalent volume permitted by established zoning.
4.9 Intersection Design	
4.9.1 Intersection Controls (including site accesses)	> 75 site auto trips
4.9.2 Intersection Design	> 75 site auto trips
Deleted and Combined Modules	
4.2.2 Spillover Parking	Deleted due to low impact on the development and surrounding network.
4.4.1 Access Location and Design	Location reviewed in Scoping Design reviewed in 4.9
4.4.2 Access Control	Reviewed in 4.9.1
4.4.3 Access Design	Reviewed in 4.9.2



Revisions to Step 3 - Forecasting

Revisions to Step 3 - Demand Forecasting

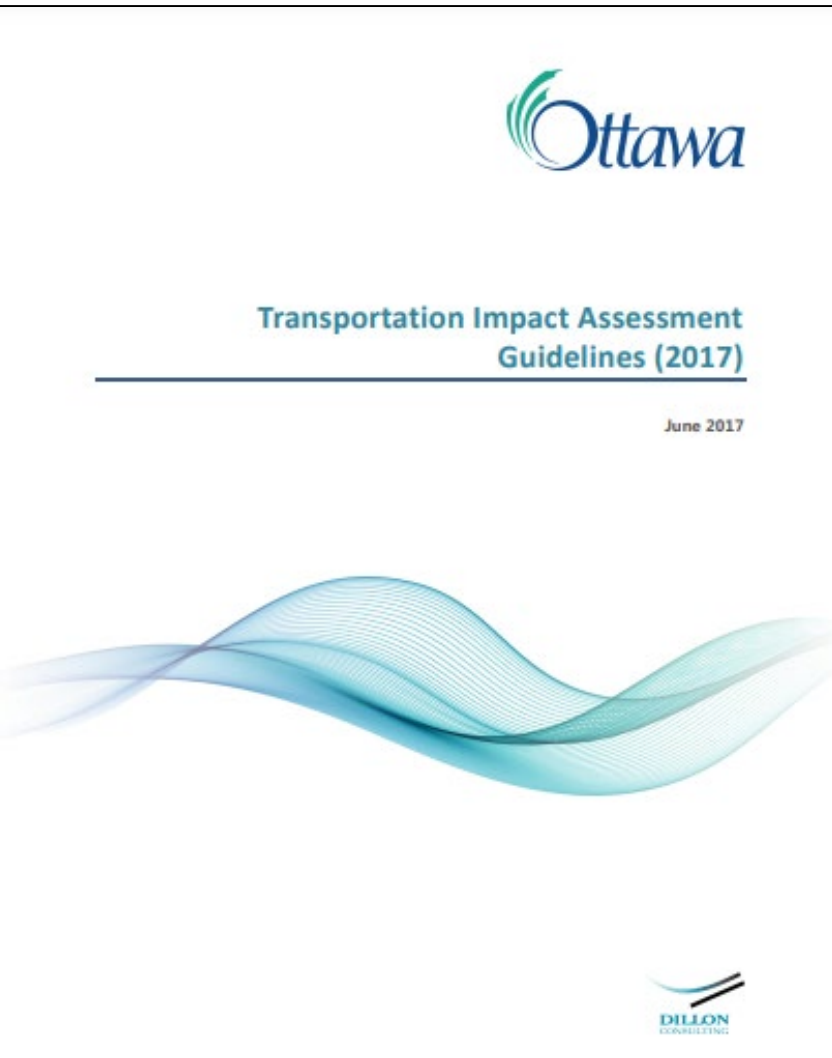


- Step 3 deleted as Development-generated Travel Demand is moved to Step 2 and Background Network Travel Demand and Demand Rationalization are moved to Step 4 – Analysis.
- Removes one check in point with the City and one interim report (Forecasting).

A photograph of a city street at dusk. The sky is a mix of blue and orange, with a crescent moon visible. Several modern buildings with lit windows are in the background. In the foreground, there is a wide asphalt road with white lane markings, a sidewalk, and a metal railing. A teal semi-transparent box is overlaid on the image, containing the text "Revisions to Step 4 - Analysis".

Revisions to Step 4 - Analysis

Revisions to Step 4 - Analysis



- Triggers for the Neighbourhood Traffic Calming were adjusted.
- Spillover Parking Element has been deleted.
- Access Location and Design, Access Control, and Access Design have been deleted and combined and will be reviewed in the Intersection Design Module.

These changes are minor and administrative in nature and the update is being completed by staff under By-law No. 2016-369.



Next Steps

Next Steps



1. The changes will be in effect for all Site Plan, Zoning by-law, and Official Plan Amendment applications after June 14, 2023.
2. A TDM tool to support the TIA process will be coming online in Summer 2023.
3. A comprehensive review of the TIA Guidelines will begin in 2023 and completed in 2024.

Questions?

For any questions regarding the TIA
Guideline Revisions, please contact:
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