




City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	81 Slater Street (88 Albert Street)
Description of Location	Located on the north side of Slater Street between Metcalfe Street and Elgin Street 
Land Use Classification	Ground Floor Retail and Apartments
Development Size (units)	Apartment: 184 units
Development Size (ft ²)	Retail: 1,275 square feet
Number of Accesses and Locations	Two Access Driveways: <ol style="list-style-type: none">1) Slater Street – One two-way access for ground level parking2) Albert Street – One two-way access for mezzanine level parking
Phase of Development	Single Phase
Buildout Year	2021



2. Trip Generation Trigger

Considering the Development’s Land Use type and Size (as filled out in the previous section), please refer to the Trip Generation Trigger checks below.

Land Use Type	Minimum Development Size
Single-family homes	40 units
Townhomes or apartments	90 units ✓
Office	3,500 m ²
Industrial	5,000 m ²
Fast-food restaurant or coffee shop	100 m ²
Destination retail	1,000 m ²
Gas station or convenience market	75 m ²

* If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.

Based on the results above, the **Trip Generation Trigger is satisfied.**

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?	✓	
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*	✓	

*DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA).

If any of the above questions were answered with ‘Yes,’ **the Location Trigger is satisfied.**



4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 km/hr or greater?		<input checked="" type="checkbox"/>
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		<input checked="" type="checkbox"/>
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)?	<input checked="" type="checkbox"/>	
Is the proposed driveway within auxiliary lanes of an intersection?		<input checked="" type="checkbox"/>
Does the proposed driveway make use of an existing median break that serves an existing site?		<input checked="" type="checkbox"/>
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		<input checked="" type="checkbox"/>
Does the development include a drive-thru facility?		<input checked="" type="checkbox"/>

If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

5. Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?	<input checked="" type="checkbox"/>	
Does the development satisfy the Location Trigger?	<input checked="" type="checkbox"/>	
Does the development satisfy the Safety Trigger?	<input checked="" type="checkbox"/>	

Overall, the subject development has been found to satisfy at least one of the triggers for a Transportation Impact Assessment.