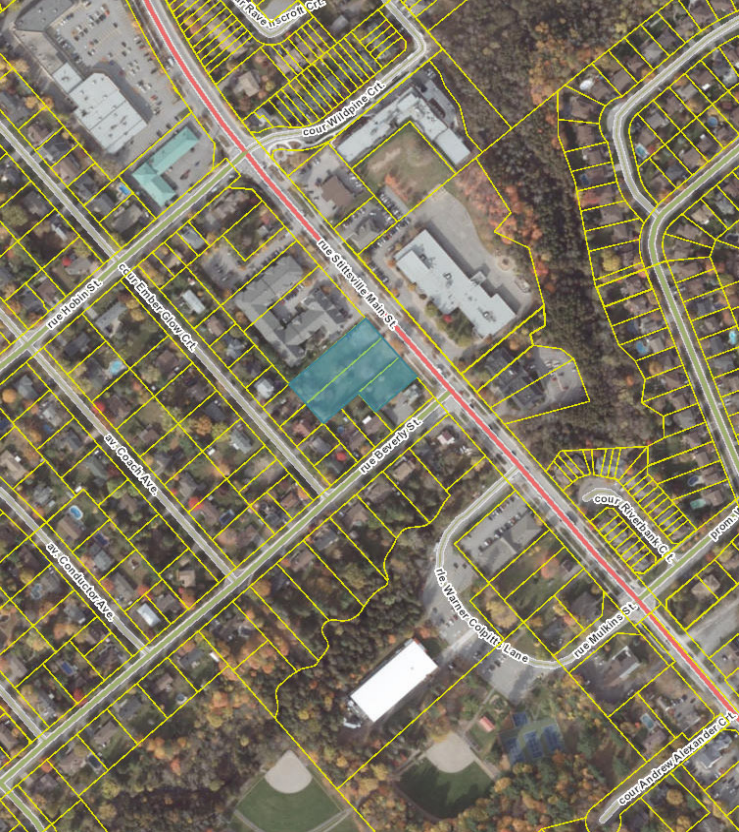


**City of Ottawa 2017 TIA Guidelines Screening Form**

**1. Description of Proposed Development**

Municipal Address	1364-1370 Stittsville Main Street, Ottawa, Ontario
Description of Location	<p>The site is situated north of Beverly Street with direct frontage on Stittsville Main Street. It is located opposite the Holy Spirit Elementary School.</p> 
Land Use Classification	Residential
Development Size (units)	71 units (Residential)
Development Size (m <sup>2</sup> )	~75m <sup>2</sup> (Commercial)
Number of Accesses and Locations	One new proposed all-movements access driveway on Stittsville Main Street.
Phase of Development	Single Phase
Buildout Year	T.B.D.



## 2. Trip Gen 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 <sup>2</sup>
Industrial	5,000 m <sup>2</sup>
Fast-food restaurant or coffee shop	100 m <sup>2</sup>
Destination Retail	1,000 m <sup>2</sup>
Gas Station or convenience market	75 m <sup>2</sup>

*\*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.*

The proposed development consists of only 71 apartment units which does not meet the minimum threshold of 90 dwellings indicated above. Based on a preliminary trip generation exercise using the City's TRANS Trip Generator, the site generated volumes for the peak AM and PM hours are as follows:

Time	Number of Units	Type of Unit	District	AM peak			PM peak			AM peak	PM peak	
				In	Out	Total	In	Out	Total	Mode Share	Mode Share	
Peak Hour	71	High-Rise	Kanata - Stittsville									
				Auto Driver	4	8	12	9	6	15	43%	55%
				Auto Passenger	2	5	7	3	2	5	26%	19%
				Transit	3	6	9	4	3	6	28%	21%
				Cycling	0	0	0	0	0	0	0%	0%
				Pedestrian	0	1	1	1	1	2	4%	5%
				Total	9	20	29	17	12	29	100%	100%

These peak hour volumes are nominal and well below the 60-person trip threshold and are therefore not expected to cause any capacity issues within the transportation network.

**Based on the above, the Trip Generation Trigger is not 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?	✓ <sup>1</sup>	
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*	✓ <sup>2</sup>	

*\*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.*

<sup>1</sup> Stittsville Main Street is identified as a Transit Priority Corridor but includes only isolated measures and is indicated only in the 2031 Network Concept of the Transportation Master Plan (TMP). Although Stittsville Main Street is identified as a Spine Bicycle Route, it does not currently include any cycling facilities. Based on the Stittsville Main Street Community Design Plan (CDP), the cross-section has potential to include an integrated 2.0m cycle track but would only be implemented following future road reconstruction. Both the City of Ottawa TMP 2031 Network Concept and 2031 Affordable Network do not identify any improvements to the segment of Stittsville Main Street bordered by the proposed development and therefore no cycling facilities are expected to be implemented.

<sup>2</sup> As the proposed development is located within a DPA, the building will be street-oriented with parking located primarily to the rear.

**Based on the above, the Location Trigger is not satisfied.**

4. Safety Triggers		
	Yes	No
Are posted speed limits on a boundary street 80km/hr or greater?		✓
Are there any horizontal/vertical curvatures on a boundary street that limit sight lines at a proposed driveway?		✓
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?)	✓ <sup>1</sup>	
Is the proposed driveway within auxiliary lanes of an intersection?		✓
Does the proposed driveway make use of an existing median break that serves an existing site?		✓
Is there a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		✓
Does the development include a drive-thru facility?		✓

<sup>1</sup> The access for the proposed development is measured approximately 75m from the Stittsville Main Street & Beverly Street intersection which falls beyond the tail of the taper for the southbound left-turn auxiliary lane for this intersection. The left turn volumes identified in the CDP on the southbound approach are nominal (i.e. < 5vph) and because that movement is only servicing a private access for a residential development, no queue spillback issues to the proposed site access driveway are anticipated. The proposed access driveway is located as far as possible from the signalized intersection and as the subject property only has one boundary street, there is a need to provide one vehicular connection onto Stittsville Main Street. The minimum Transportation Association of Canada (TAC) corner clearance in this case is 70m and the proposed driveway location exceeds this minimum with an approximate 75-metre separation distance. There are also no horizontal or vertical constraints of significance which would limit sightlines at the proposed site access driveway which could help to alleviate safety concerns about the proximity to neighbouring driveways.

Based on this reasoning in conjunction with the low site generated volumes, no traffic concerns are anticipated from the proposed development.

**Based on the above, the Safety Trigger is not satisfied.**

5. Summary		
	Yes	No
Does the development satisfy the Trip Generation Trigger?		✓
Does the development satisfy the Location Trigger?		✓
Does the development satisfy the Safety Trigger?		✓

**Based on the results of the TIA Screening Form, the Trip Generation, Location and Safety Triggers are not satisfied. As such, a TIA is not required for the proposed development.**