

City of Ottawa 2017 TIA Guidelines

Date

April 7 2020

**TIA Screening Form**

Project

Ashcroft Eastboro Phase II - MBLK-C

Project Number

908979 - 10014

| Results of Screening                              | Yes/No |
|---|--------|
| Development Satisfies the Trip Generation Trigger | No     |
| Development Satisfies the Location Trigger        | No     |
| Development Satisfies the Safety Trigger          | No     |

| Module 1.1 - Description of Proposed Development |   |
|--|---|
| Municipal Address                                | 3323 Navan Road   |
| Description of location                          | Located within the Ashcroft Eastboro Plan of Subdivision the adjacent lands (Phase 1) have been partially constructed and occupied. |
| Land Use   | Zoned R32[1725]   |
| Development Size                                 | 49 townhomes  |
| Number of Accesses and Locations                 | townhome driveways off local roads Caithnessand   |
| Development Phasing                              | 1 Phase   |
| Buildout Year                                    | 2021  |
| Sketch Plan / Site Plan                          | See attached  |

| Module 1.2 - Trip Generation Trigger |                         |       |
|--------------------------------------|-------------------------|-------|
| Land Use Type                        | Townhomes or Apartments |       |
| Development Size                     | 49                      | Units |
| Trip Generation Trigger Met?         | No                      |       |

| Module 1.3 - Location Triggers   |    |
|--|----|
| Development Proposes a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit, or Spine Bicycle Networks (See Sheet 3) | No |
| Development is in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone. (See Sheet 3)   | No |
| Location Trigger Met?  | No |

| Module 1.4 - Safety Triggers   |     |   |
|--|-----|---|
| Posted Speed Limit on any boundary road  | <80 | km/h  |
| Horizontal / Vertical Curvature on a boundary street limits sight lines at a proposed driveway   | No  |   |
| A proposed driveway is 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) or within auxiliary lanes of an intersection; | No  |   |
| A proposed driveway makes use of an existing median break that serves an existing site   | No  |   |
| There is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development   | No  | Townhouse units proposed on newly constructed local and collector roadways. |
| The development includes a drive-thru facility   | No  |   |
| Safety Trigger Met?  | No  |   |