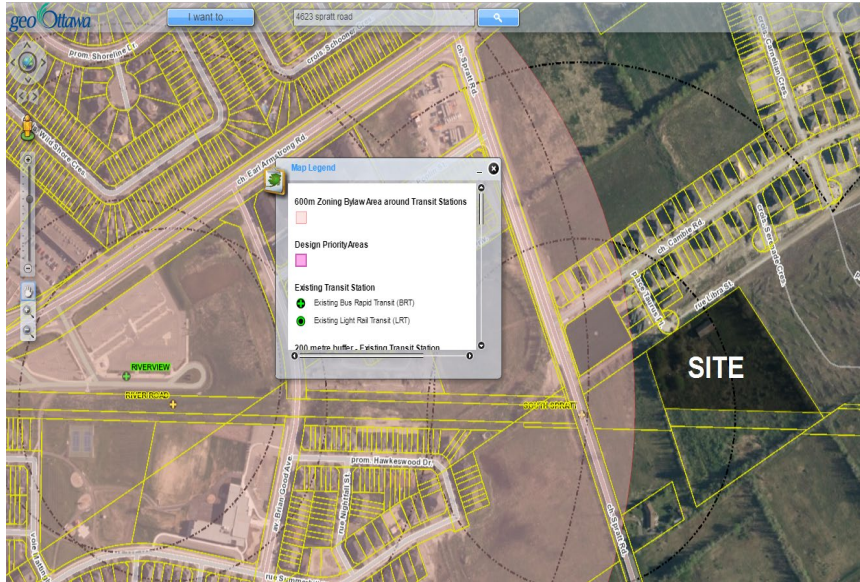


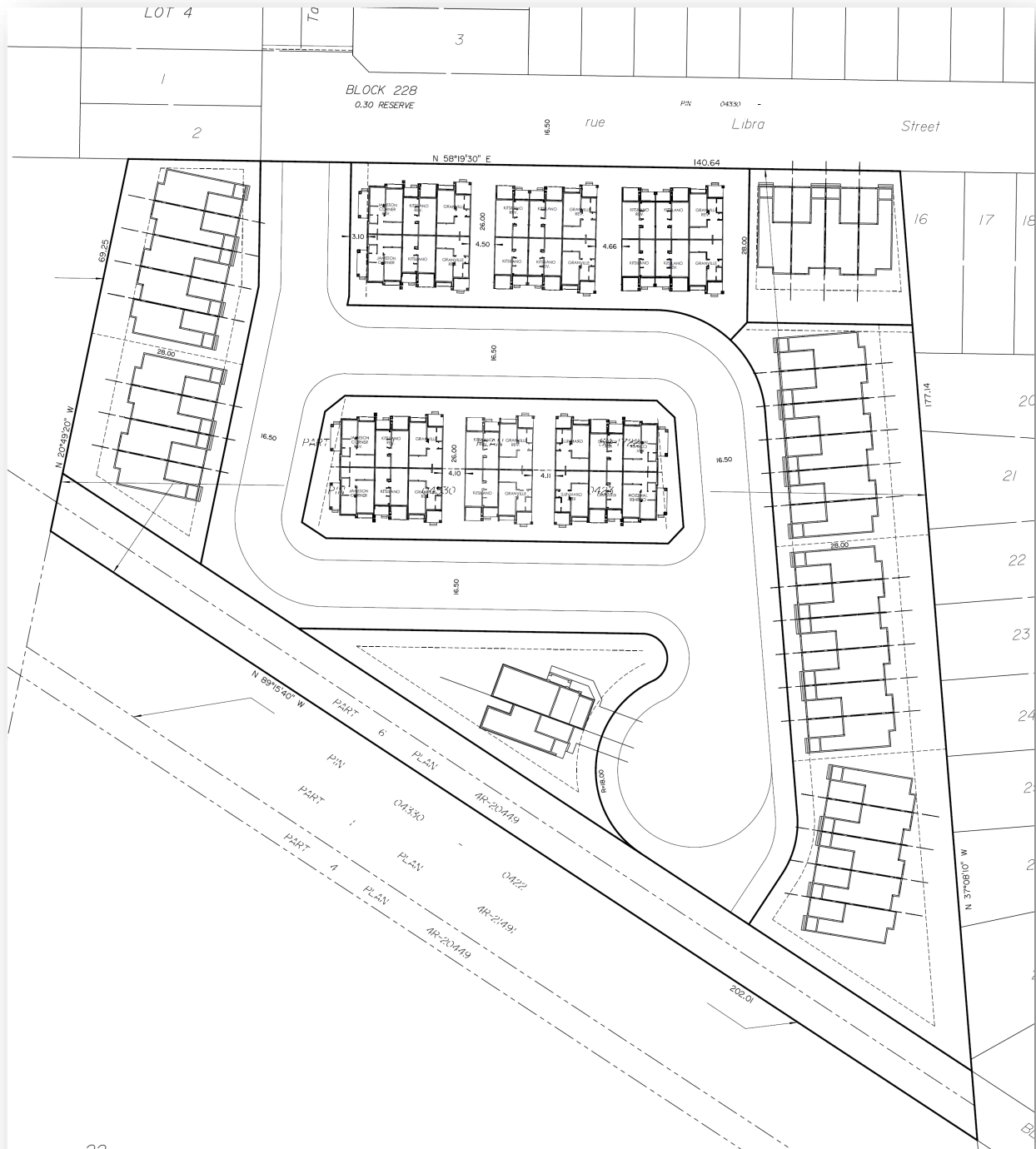
## City of Ottawa 2017 TIA Guidelines Screening Form

### 1. Description of Proposed Development

|                                    |   |
|------------------------------------|---|
| Municipal Address                  | 4623 Spratt Road  |
| Description of Location            | <p>Riverside South community – east of Spratt Road and north of the future Bus Rapid Transit (BRT) corridor</p>  |
| Land Use Classification            | Residential Townhomes   |
| Development Size (units)           | 66  |
| Development Size (m <sup>2</sup> ) | 11,060  |
| Number of Accesses and Locations   | One (1) access via Taurus Place (local road)  |
| Phase of Development               | Single Phase  |
| Buildout Year                      | 2021 Assumed  |

If available, please attach a sketch of the development or site plan to this form.

**Proposed Development:**



## 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 <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.*

**Based on the planned development size, the Trip Generation Trigger was 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? |   |  |
| Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*  |  1 |   |

\*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> The Riverside South Community Design Plan identifies the lands immediate to the west of the site as a planned location for a Future Rapid Transit Station. Furthermore, the southern boundary of the site is a designated Future Rapid Transit Corridor. As there are presently no plans to implement Rapid Transit through this corridor until post 2031, this proposed station location would have no bearing on the results of any TIA conducted for this site as it would be beyond the study horizon year and therefore a TIA shall be considered unnecessary based on this Trigger alone.

Based on the above, the Location Trigger was NOT satisfied.

### 4. Safety Triggers

|   | Yes | No  |
|---|-----|---|
| Are posted speed limits on a boundary street are 80 km/hr or greater?   |     |  |
| Are there any horizontal/vertical curvatures on a boundary street limits 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)? |     |  |
| 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 is 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?   |     |  |

Based on the results above, the Safety Trigger was NOT 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"/> |

**One or more of the triggers was satisfied. Therefore, the TIA Study must continue into the next stage (Scoping).**