

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

| | |
|------------------------------------|---|
| Municipal Address | 150 and 170 Akerson Road |
| Description of Location | PIN 044780154: BLOCK 76, & PIN 044780152: BLOCK 78, PLAN 4M1383, OTTAWA |
| Land Use Classification | R3X[XXXX] H(14) - zoning pending approval |
| Development Size (units) | 48 back-to-back townhouse dwellings |
| Development Size (m ²) | 6,923.9 m ² |
| Number of Accesses and Locations | 5 accesses on Akerson Road, 1 of which is Block 77, Plan 4M1383 |
| Phase of Development | final blocks to be developed in subdivision - vacant |
| Buildout Year | 2017 |

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

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.*

If the proposed development size is greater than the sizes identified 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? | | X |
| Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?* | | X |

*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? | | X |
| Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway? | | X |
| 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)? | | X |
| Is the proposed driveway within auxiliary lanes of an intersection? | | X |
| Does the proposed driveway make use of an existing median break that serves an existing site? | | X |
| Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development? | | X |
| Does the development include a drive-thru facility? | | X |

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? | | X |
| Does the development satisfy the Location Trigger? | | X |
| Does the development satisfy the Safety Trigger? | | X |

If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).