



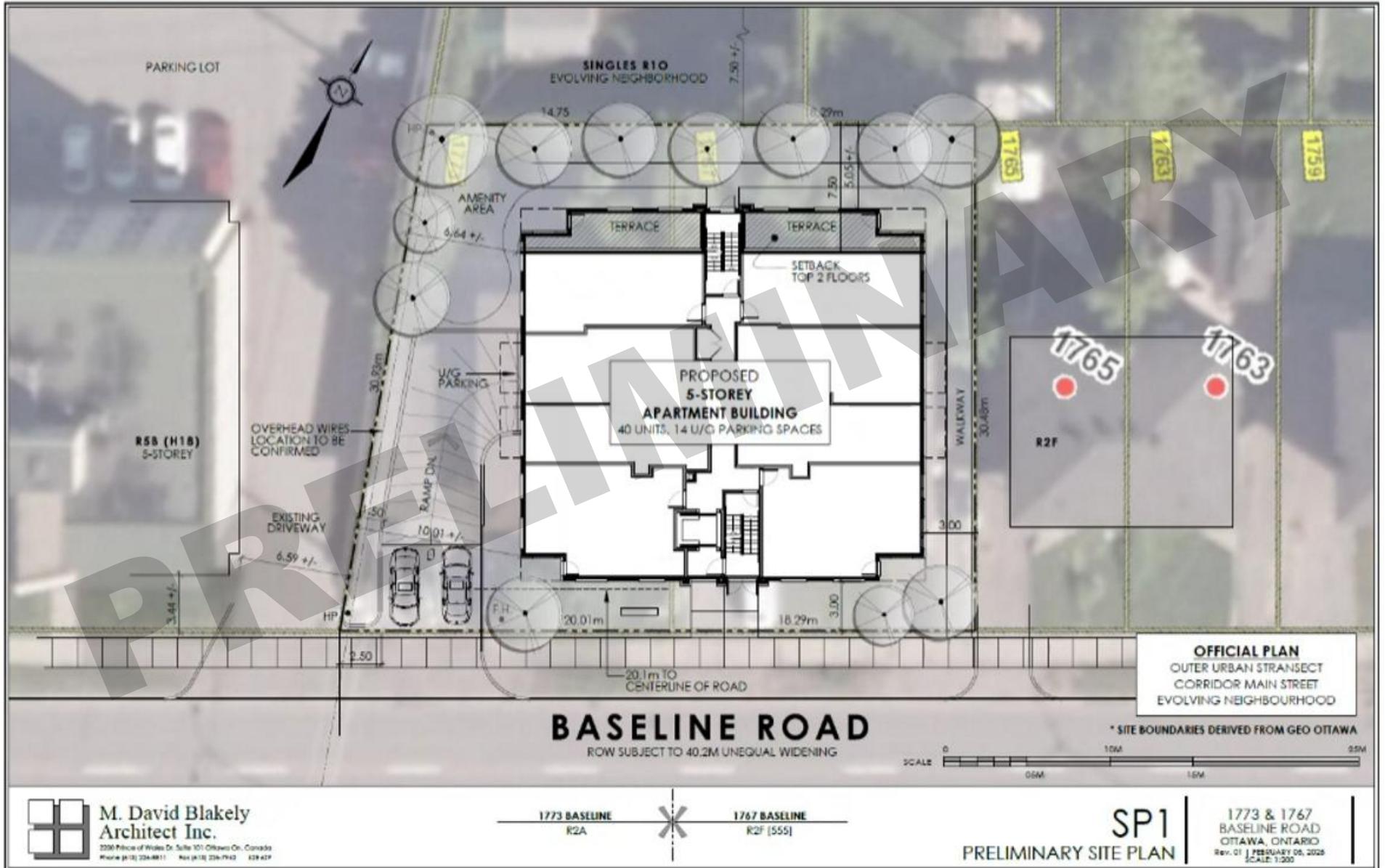
## City of Ottawa 2017 TIA Guidelines Screening Form

\*Revised per City of Ottawa update to the TIA Guidelines, effective June 14, 2023.

### 1. Description of Proposed Development

Municipal Address	1773 & 1767 Baseline Road, Ottawa, ON
Description of Location	Northwest corner of Baseline Road/Ferguson Street intersection
Land Use Classification	MS2 – Mainstreet Zone
Development Size (units)	40 dwelling units
Development Size (m <sup>2</sup> )	487
Number of Accesses and Locations	One (1) existing right-in/right-out access off of Baseline Road
Phase of Development	Single Phase
Buildout Year	2026 (Assumed)

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 (60 person trips)
Single-Detached <sup>1</sup>	60 units
Multi-Use Family (Low Rise) <sup>1</sup>	90 units
Multi-Use Family (High-Rise) <sup>1</sup>	150 units
Office <sup>2</sup>	1,400 m <sup>2</sup>
Industrial <sup>2</sup>	7,000 m <sup>2</sup>
Fast-food restaurant or coffee shop <sup>2</sup>	110 m <sup>2</sup>
Destination retail <sup>2</sup>	1,800 m <sup>2</sup>
Gas station or convenience market <sup>2</sup>	90 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.

<sup>1</sup> Table 2 Table 3 & Table 4 TRANS Trip Generation Summary Report

<sup>2</sup> ITE Trip Generation manual 11.1 Ed.

**Based on the results above, the Trip Generation Trigger was NOT satisfied, as the number of dwelling units for the proposed Multi-Use Family (Low-Rise) land use does not exceed 90 units.**

### 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 Cross-Town Bikeway?		✓
Is the development in a Design Priority Area (DPA), Transit-oriented Development (TOD) zone or Hub?*		✓

*\*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. Hubs are identified as Protected Major Transit Station Areas (PTMSAs) and identified in Schedule C1-Protected Major Transit Station Areas (PMTSAs).*

**It should be noted that the site will be accessed via the existing residential driveway location at the western property limit. Although the site is adjacent to a Cross-Town Bikeway and future Rapid Transit Corridor, these features provide direct access to alternative travel modes. Thus, a low automobile mode share is anticipated, and impacts to the transportation network are likely to be limited to conflicts established by the site access itself. 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?		✓
Does the development satisfy the Location Trigger?		✓
Does the development satisfy the Safety Trigger?		✓

Given none of the triggers were satisfied, a TIA Study is not required. However, a Transportation Overview in the form of a technical memorandum is recommended in light of the planned Baseline Rapid Transit corridor immediately adjacent to the site. This Transportation Overview will also review the site design in terms of conformance with City by-law requirements relating to the private approach, aisle and parking provisions for both vehicles and cyclists, as well as confirm the ability for the site to accommodate waste collection and moving trucks. Transportation Demand Management measures will also be indicated in this memorandum. As the overall trip generation of the site will be insignificant, an analysis of off-site transportation operations is not deemed necessary.