
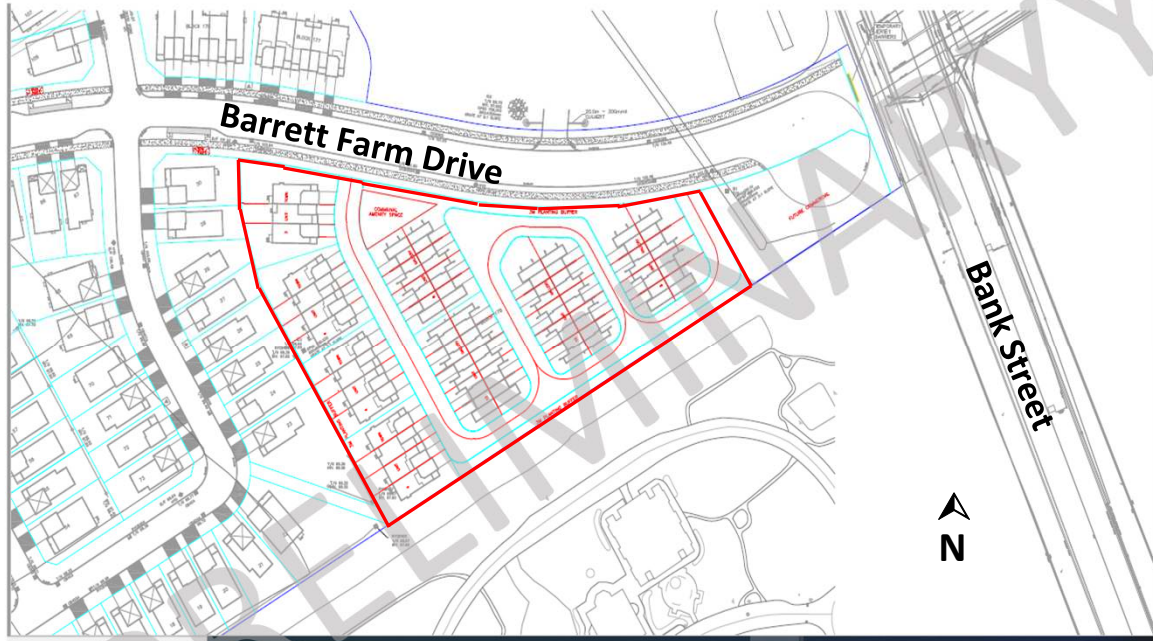


**City of Ottawa 2017 TIA Guidelines Screening Form**

**1. Description of Proposed Development**

Municipal Address	Block 178 of Barrett Lands Phase 3, Barrett Farm Drive, Ottawa ON
Description of Location	Leitrim - west of Bank Street, south of Leitrim Road, abutting Barrett Farm Drive.  
Land Use Classification	Residential
Development Size (units)	15 townhouses and 36 back-to-back units (Total 51 units)
Development Size (m <sup>2</sup> )	N/A
Number of Accesses and Locations	Two (2) all-movement site access driveway connections to Barrett Farm Drive
Phase of Development	Single Phase
Buildout Year	2024

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



## 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 just 51 street townhome and back-to-back townhome dwelling units total, which does not meet the minimum threshold of 90 dwelling indicated above.

**As such, 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?		✓
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*		✓

*\*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.*

**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?	✓ <sup>1</sup>	
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>2</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?		✓

Notes:

<sup>1</sup> A sightline exercise was conducted to evaluate horizontal and vertical constraints for the proposed site access driveways, conservatively assuming a 60km/h operating speed on Barrett Farm Drive within the vicinity of the proposed development.

East Access: The eastern site access is separated from Bank Street by approximately 70 metres, satisfying the minimum 55-metre corner clearance specified in the Transportation Association of Canada (TAC) Geometric Design Guidelines. The eastern site access driveway also achieves the minimum Stopping Sight Distance of 85 metres and Intersection Sight Distance (ISD) of 135 metres specified in TAC for a 60 km/h design speed.

West Access: A potential bus stop shelter proposed along the flange of 'Lot 30' would impose a horizontal sightline obstruction for outbound left-turn vehicles from the west access, assuming a high operating speed of 60 km/h. This is not a concern, however, at lower operating speeds (i.e. 40km/h) which would require a significantly lower ISD of approximately 90 metres. Further, it should be noted that traffic-calming measures in the form of curb extensions along this segment of Barrett Farm are expected to result in reductions in operating speeds which would better align with a design speed of 40km/h.

Based on the proposed roadway profile of Barrett Farm Drive, neither driveway location presents a vertical constraint which would restrict minimum sightlines on Barrett Farm to below the minimum recommended threshold in TAC. As such, the location of the proposed site access driveways are not expected to be of concern with respect to sightlines and corner clearances.

The horizontal and vertical constraints assessed at the proposed site access driveways are indicated on the drawings attached to this TIA Screening Form.

<sup>2</sup> The Leitrim Master Transportation Study (IBI, 2017) indicated that the 95th percentile queue lengths on the eastbound left-turn movement at the Barrett Street 1 (now 'Barrett Farm Drive') & Bank Street intersection would not exceed 25 metres during the weekday peak hours beyond the 2031 horizon year of that study and therefore are not expected to create blockages at the proposed east site access driveway. As such, despite being within the 150-metre 'area of influence' of the Bank & Barrett Farm intersection, no traffic operational issues are anticipated, based on the location of the proposed eastern site access driveway relative to this signalized intersection.

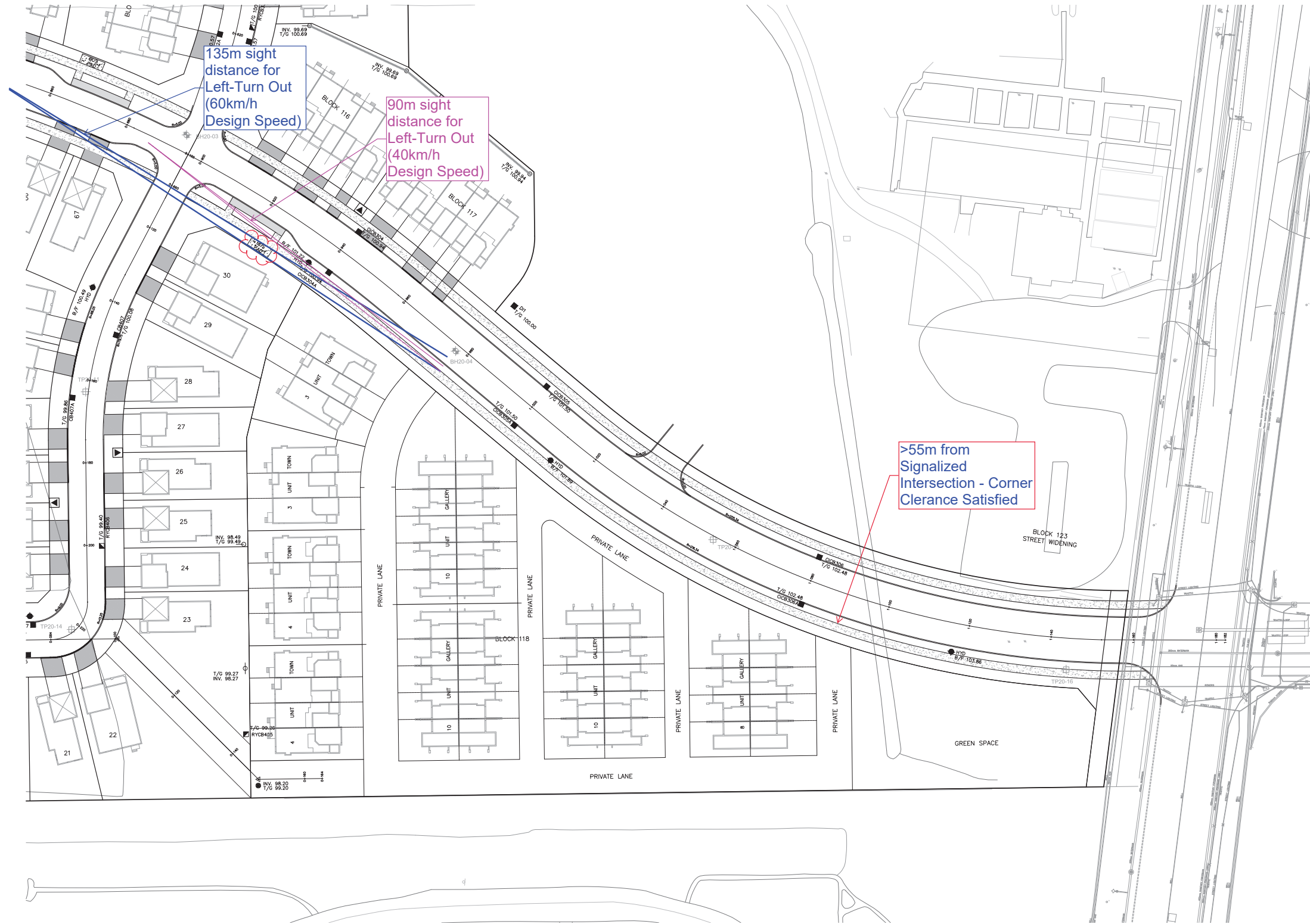
**Based on the above, the Safety Trigger is not satisfied.**

### 5. Summary

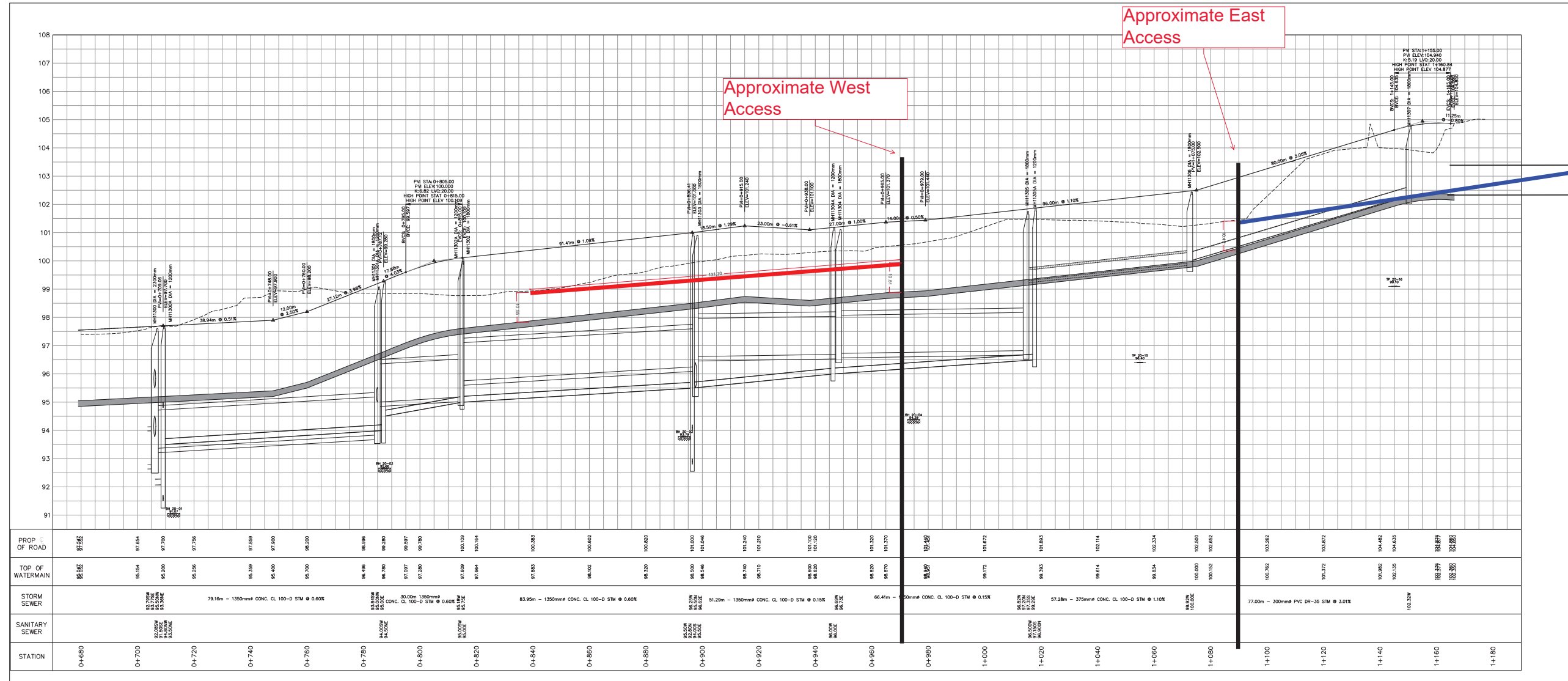
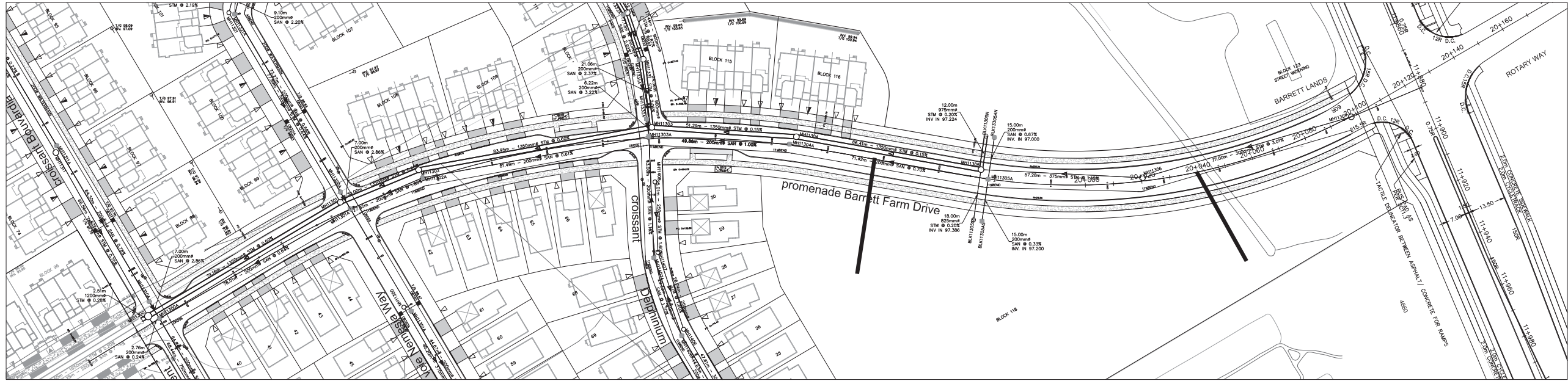
	Yes	No
Does the development satisfy the Trip Generation Trigger?		✓
Does the development satisfy the Location Trigger?		✓
Does the development satisfy the Safety Trigger?		✓

**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.**

# HORIZONTAL SIGHT-LINE ASSESSMENT



**VERTICAL SIGHT LINE ASSESSMENT**



Approximate East Access

Approximate West Access