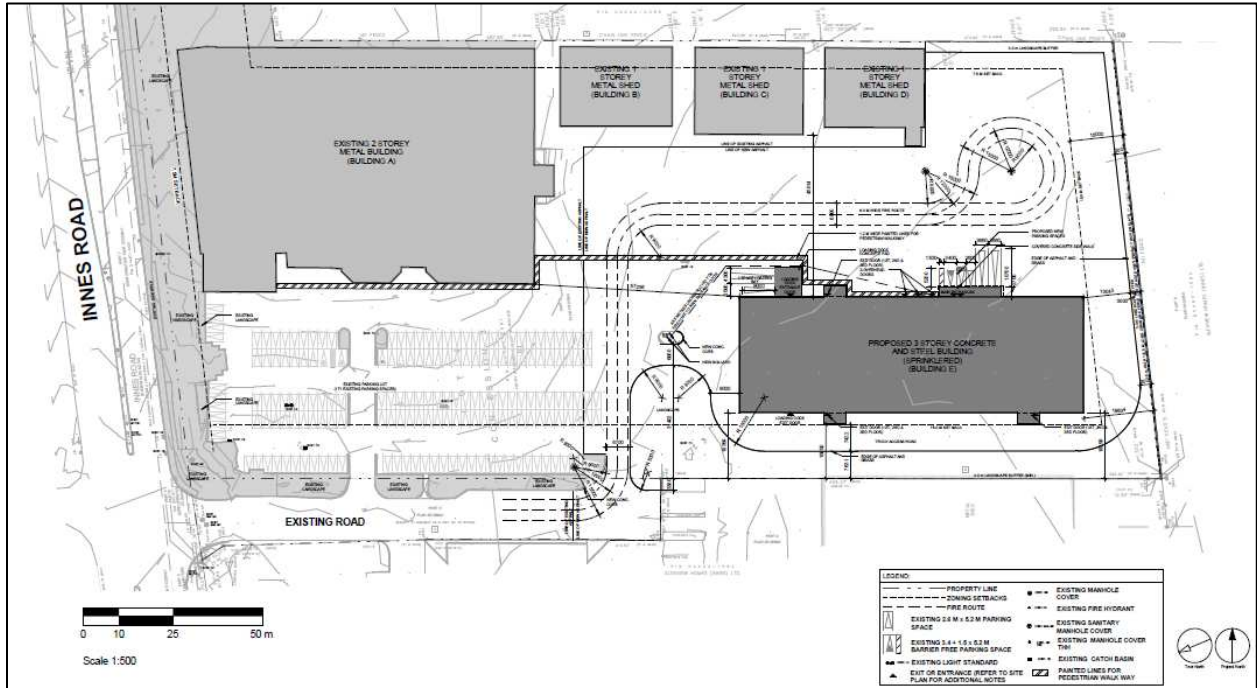


City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	3636 Innes Road, Ottawa, ON
Description of Location	<p>Orleans - Southeast corner of Innes Road and Boyer Road</p>
Land Use Classification	Self-Storage Facility
Development Size (units)	N/A
Development Size (m ²)	<p>8,616.63 m² GFA (existing Building 'A', 'B', 'C' and 'D')</p> <p>7,803.86 m² GFA (proposed Building 'E' – 3 storeys)</p> <p>TOTAL 16,420.49 m²</p>
Number of Accesses and Locations	Two (2) existing access intersections on a private road south of Innes Road (anticipated to become a public road in the future)
Phase of Development	Single Phase
Buildout Year	2020 (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
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.*

- The proposed development meets the minimum development size threshold, however, based on ITE trip generation rates for the 'Mini Warehouse' land use, the overall site is only expected to generate 23 and 38 person trips during the weekday morning and afternoon peak hours, respectively. Further to this, the proposed land use is a lower generator than the site's former land use as a home improvement warehouse/lumber yard. **Based on the above, 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).

- Although the site is located within the Innes Road Design Priority Area, the proposed site access intersections are located on a private road¹, ultimately accessing the arterial road network (Innes Road) via an existing signalized intersection. As no modifications to the signalized intersection will be necessary and site-generated traffic volumes are relatively low as compared with the former land use, there will be negligible impact within the Design Priority Area, **therefore the Location Trigger is not satisfied.**

Notes:

¹ – It should be noted that the private road will eventually become a public road following the development of the lands south of the proposed development.

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 is 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"/>

Based on the justifications provided, none of the triggers were satisfied. Therefore, the TIA Study is complete.