


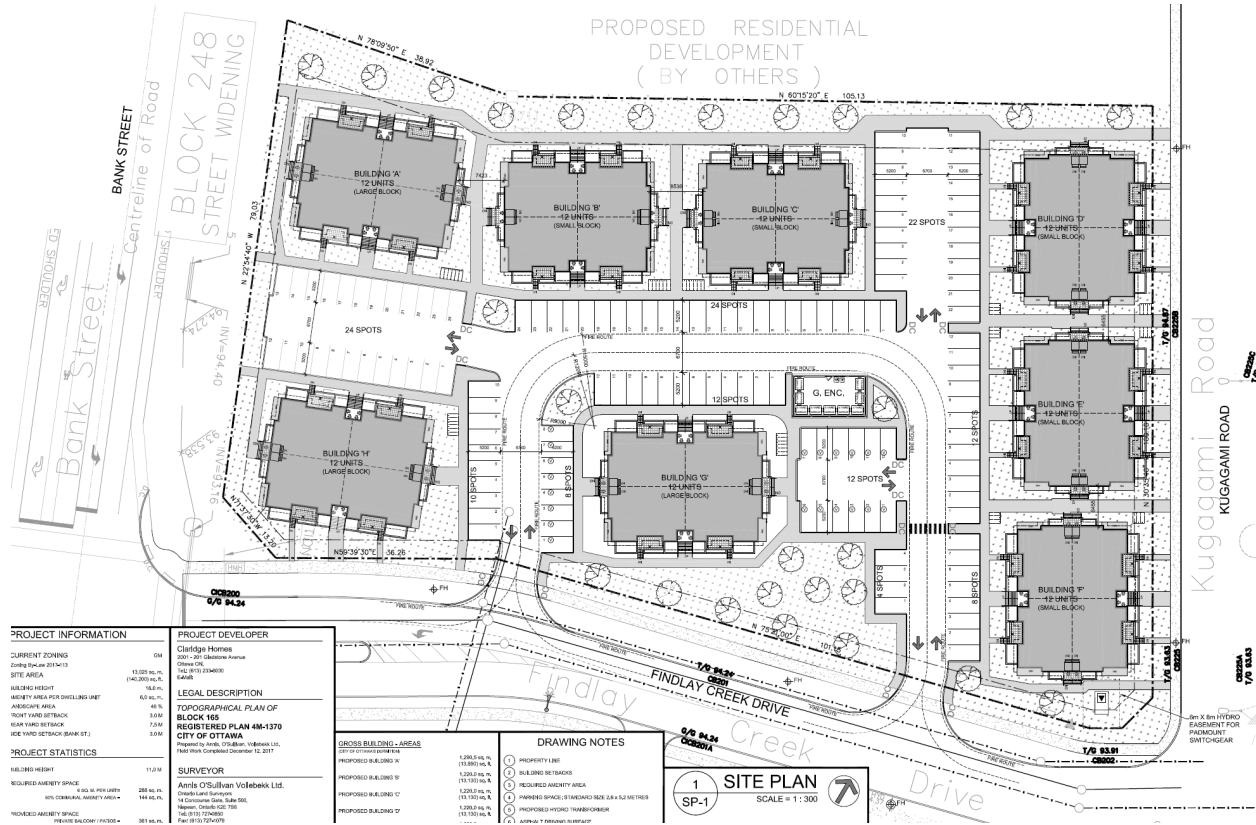
City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	Not Yet Assigned (Lilythorne Zen)
Description of Location	<p>The site is located with the existing Lilythorne subdivision and is situated at the northeast corner of the Bank Street/Findlay Creek Drive intersection in the Leitrim community.</p> 
Land Use Classification	Residential
Development Size (units)	96 Units
Development Size (m ²)	n/a
Number of Accesses and Locations	Two (2) full-movement access intersections on Findlay Creek Drive (collector road)
Phase of Development	Single Phase
Buildout Year	2023 (Full Occupancy)


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

Proposed Development Concept:



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 site will include 96 dwelling units. It should be noted, however, that the site was considered in the Leitrim Community Master Transportation Study (IBI, 2017). These OPA 9a/9b lands considered a total of 1,319 residential units. The current total unit count, including this site, for the Cowans Grove and Lilythorne subdivisions is 1,295 units. As the traffic impacts on the Bank Street corridor have already been taken into consideration, the trip generation trigger can be considered 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).

- **As illustrated above, Findlay Creek Drive is not identified as a rapid transit or spine bicycle route, therefore the Location Trigger is not satisfied.**

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 km/hr or greater?		<input checked="" type="checkbox"/>
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		<input checked="" type="checkbox"/>
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)?	<input checked="" type="checkbox"/>	
Is the proposed driveway within auxiliary lanes of an intersection?	<input checked="" type="checkbox"/>	
Does the proposed driveway make use of an existing median break that serves an existing site?		<input checked="" type="checkbox"/>
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		<input checked="" type="checkbox"/>
Does the development include a drive-thru facility?		<input checked="" type="checkbox"/>

- **The proposed development includes two site access driveways on Findlay Creek Drive. The nearest access is located approximately 55m from the signalized intersection at Bank Street and therefore meets the minimum offset requirements prescribed by the Transportation Association of Canada (TAC). Although the western access is within the taper area of the westbound left-turn lane, no operational impacts are expected due to low volumes expected on this movement. Furthermore, there will be very little demand for traffic to egress the site and travel south on Bank Street or east into the subdivision. Despite meeting the minimum 55m offset from the intersection, there is potential for blockages of the west access to occur on rare occasions during the AM peak hour, however this would coincide with the period when the volume of inbound traffic is minimal. The eastern access will serve as the preferred entry during these rare events with no disruption to through-traffic. Based on the 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"/>

CONCLUSION: As none of the above triggers have been satisfied, a TIA will not be required.