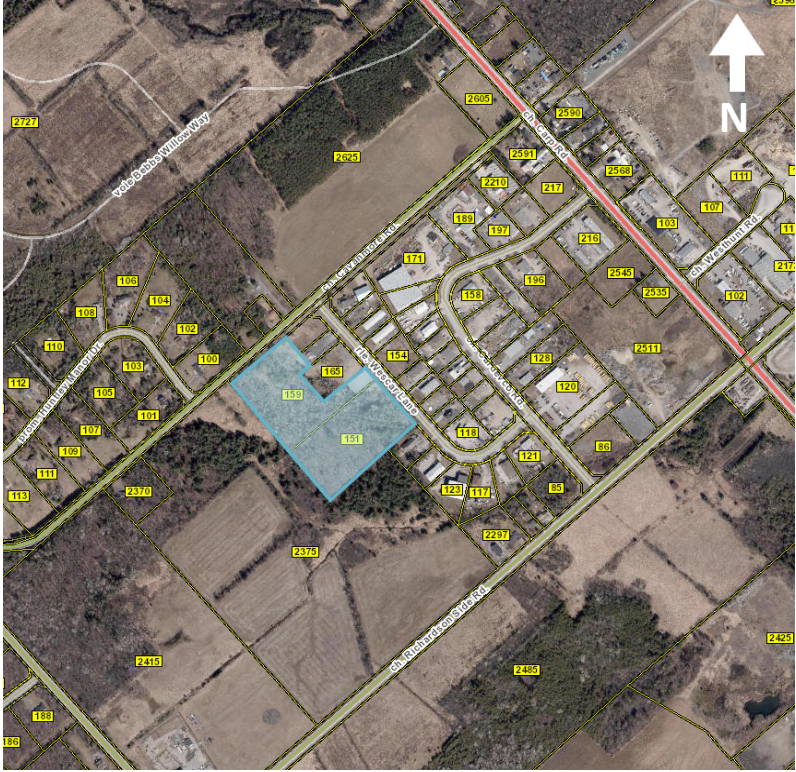
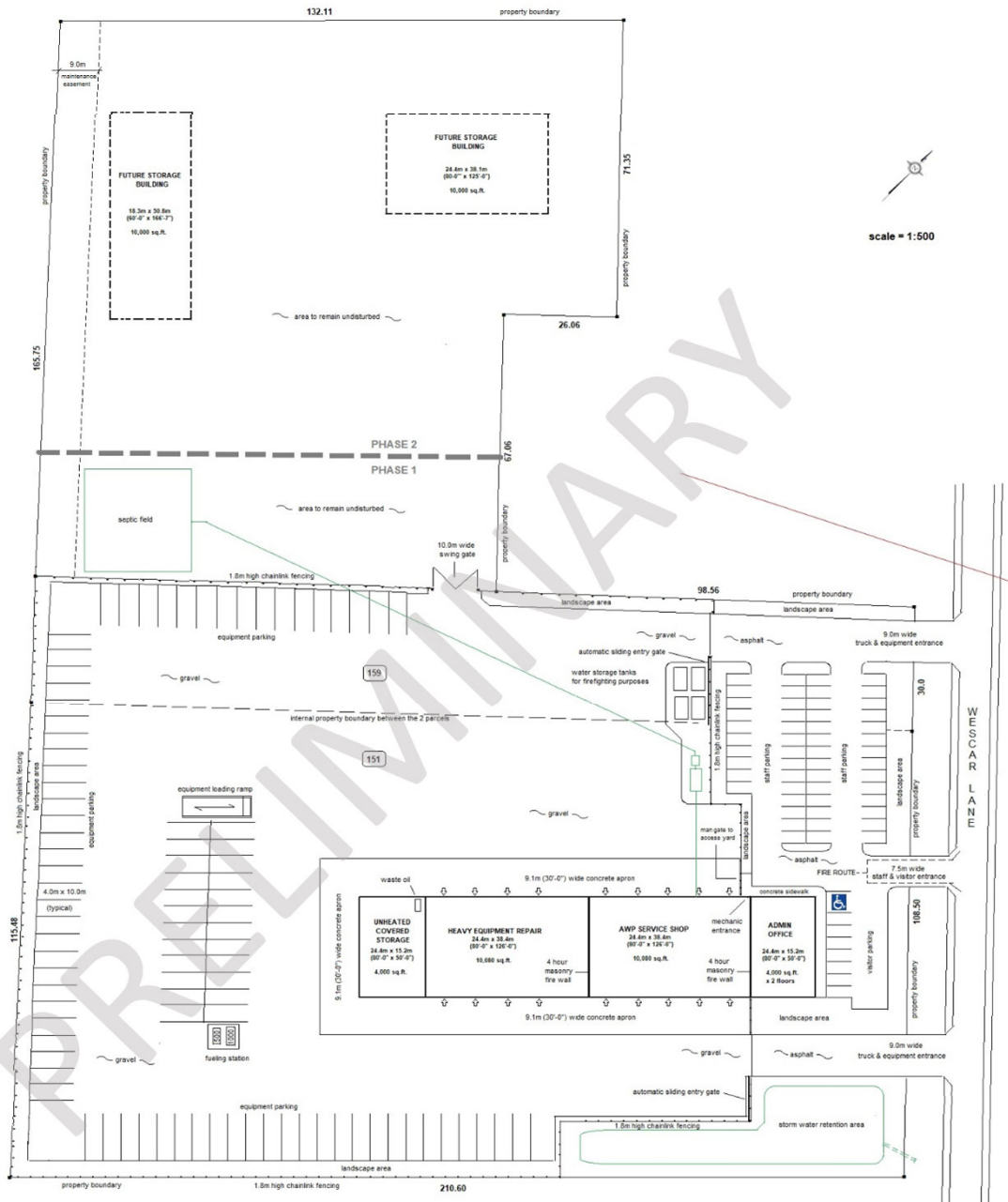


**City of Ottawa 2017 TIA Guidelines Screening Form**

**1. Description of Proposed Development**

Municipal Address	151-159 Wescar Lane, Carp, Ontario
Description of Location	<p>The subject development is proposed on undeveloped greenfield lands which are bound by Wescar Lane to the east and Cavanmore Road to the north, as well as undeveloped lands to the south and west.</p> 
Land Use Classification	Industrial/Warehousing
Development Size (units)	N/A
Development Size (m <sup>2</sup> )	<p>~2,617 (Heavy Equipment Service Shop)          ~2,230 (Storage/Warehouse Buildings)</p>
Number of Accesses and Locations	Three (3) proposed all-movement access driveways along Wescar Lane approximately 160m, 230m and 275m south of Cavanmore Road.
Phase of Development	Two (2) Phases
Buildout Year	2023/2024 (Assumed)

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>	<b>X</b>
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 does not reach the required threshold of 5,000m<sup>2</sup> for Industrial Uses specified above and, through a preliminary trip generation exercise conducted with comparable land uses from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), the development is expected to remain well below the 60 person-trip threshold, as indicated in Table 1 below:

Table 1 - Site-Generated Vehicle & Person Trips

	ITE Land Use Code-Land Use	Size (GLA)	Two-Way Vehicle Trips Weekday AM/PM Peak Hour	Person Trip Conversion (x1.28) Weekday AM/PM Peak Hour
Heavy Equipment Repair/AWP Service Shop	110-Light Industrial	28,160 ft2 (2,617 m2)	<b>21/18</b>	<b>27/24</b>
	130-Industrial Park		10/10	13/13
	140-Manufacturing		19/21	24/27
Storage/Warehouse Buildings	150-Warehousing	24,000 ft2 (2,230 m2)	<b>4/4</b>	<b>5/5</b>
<b>Total</b>			<b>25/22</b>	<b>32/29</b>

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.*

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?		✓
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 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 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.**