

## City of Ottawa 2017 Transportation Impact Assessment (TIA) Guidelines Screening Form

### 1. Description of Proposed Development

|                                    |                                 |
|------------------------------------|---------------------------------|
| Municipal Address                  | 342, 344, 346, 348 Queen Mary   |
| Description of Location            | residential street              |
| Land Use Classification            | residential                     |
| Development Size (units)           | 8 townhouses, each with 3 units |
| Development Size (m <sup>2</sup> ) |                                 |
| Number of Accesses and Locations   | none                            |
| Phase of Development               | preconstruction                 |
| Buildout Year                      |                                 |

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.

Table notes:

1. Table 2, Table 3 & Table 4 TRANS Trip Generation Manual
2. Institute of Transportation Engineers (ITE) Trip Generation Manual 11.1 Ed.

| Land Use Type                                    | Minimum Development Size |
|--|--------------------------|
| Single-family homes                              | 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 proposed development size is greater than the sizes identified above, the Trip Generation Trigger is satisfied.**

<sup>1</sup> Hubs are identified in Schedules B1 to B8 of the City of Ottawa Official Plan. PMTSAs are identified in Schedule C1 of the Official Plan. DPAs are identified in Schedule C7A and C7B of the Official. See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA.

### 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 Network, Rapid Transit network or Cross-Town Bikeways? |     | X  |
| Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)? <sup>1</sup>  |     | X  |

If any of the above questions were answered with 'Yes,' the Location Trigger is satisfied.

### 4. Safety Triggers

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

If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

### 5. Summary

|   | Yes | No |
|---|-----|----|
| Does the development satisfy the Trip Generation Trigger? |     | X  |
| Does the development satisfy the Location Trigger?        |     | X  |
| Does the development satisfy the Safety Trigger?          |     | X  |

If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).