

MEMORANDUM

To: Mr. Pete Van Grootheest, Senior Project Manager (BBS Construction)
From: William Sherwin, P. Eng (MP) Thomas Gryze, M.A.Sc., P.Eng. (MP)
Date: May 3, 2024
Re: 1540/1560 Star Top Road Warehousing Development – Road Safety Review

1.0 INTRODUCTION

This Road Safety Review is intended to review safety operations in the vicinity of the proposed development located at 1540 Star Top Road (the Site). Based on the City of Ottawa Transportation Impact Assessment (TIA) Screening form, the proposed development satisfied the requirements for a TIA study. However, based on discussion with City staff and recent updates to the TIA guidelines, it was determined that a full TIA was not required and only the *Road Safety* module from Section 3 – Analysis (formerly *Section 4.3 – Boundary Street Design*) is required. The TIA Screening form and communications with City staff can be found in *Appendix A*. This memo has been updated based on the comments provided by the City of Ottawa dated September 25, 2023.

2.0 PROPOSED DEVELOPMENT

The Site, illustrated in *Figure 1*, is located at 1540/1560 Star Top Road within the Industrial Park neighbourhood in the City of Ottawa. The site is currently occupied with a commercial office building and is used for outdoor storage. The Site is located within lands zoned Light Industrial (LI) under The City of Ottawa Zoning By-Law. The zone permits a variety of non-residential uses such as warehousing, commercial, automobile dealerships, and office buildings.

The proposed development, illustrated in *Figure 2*, will include one warehousing structure with a total combined GFA of 8,369 m². A total of 107 parking spaces, including two barrier free parking spaces, 9 total bicycle parking spaces and 20 loading spaces are proposed. The Site is anticipated to make use of the two existing full movement accesses off of Star Top Road. A detailed site plan dated March 26 2024 is provided in *Appendix B*.



Figure 1 Site Location

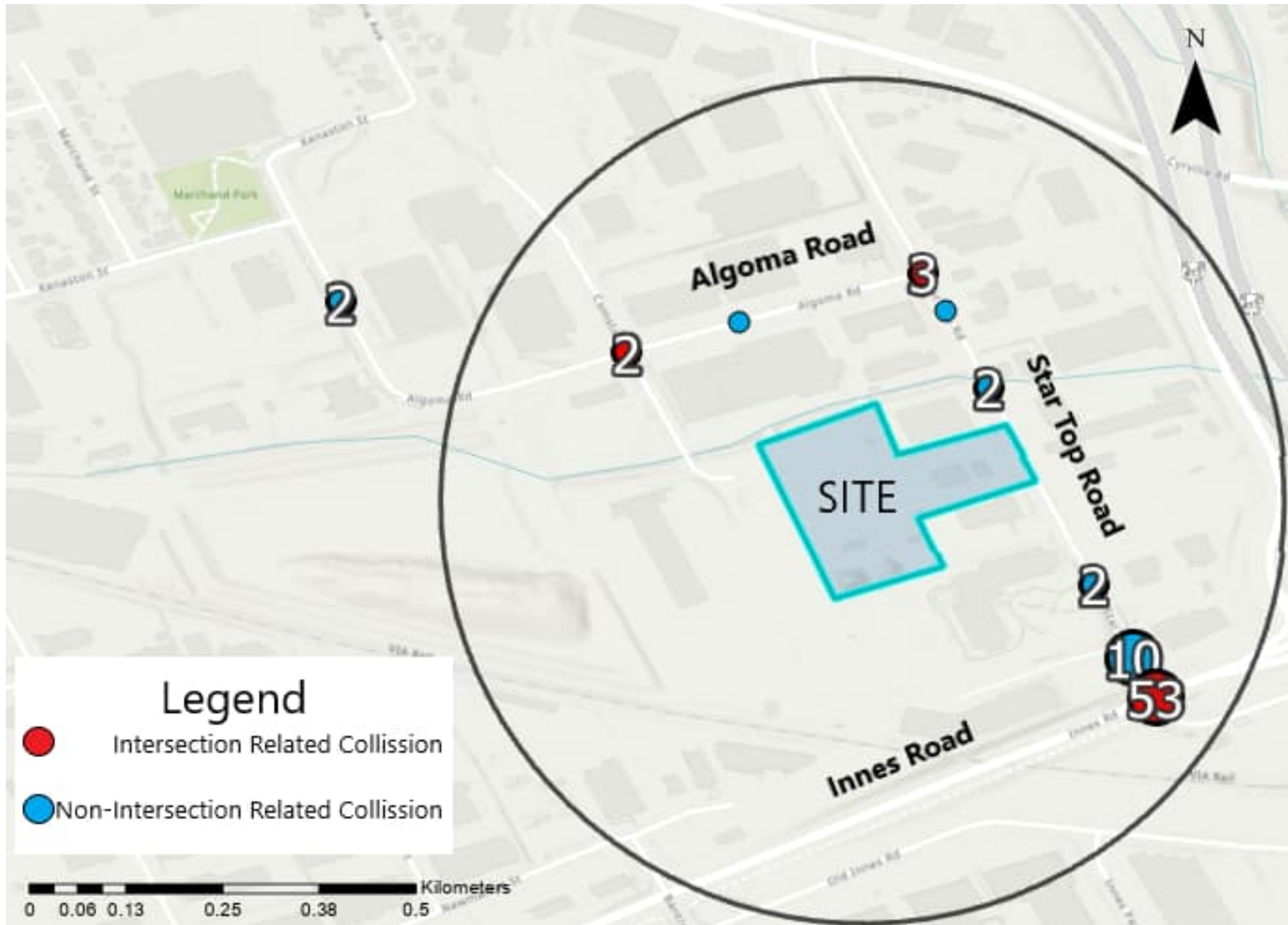


Figure 3 Collisions Within 500 m of Proposed Site

MP identified a total of 53 collisions recorded at the intersection of Innes Road and Star Top Road, 3 collisions at the intersection of Star Top Road and Algoma Road, 15 collisions located on Star Top Road between Algoma Road to Innes Road, and 3 collisions on Algoma Road between Star Top Road and Comstock Road. *Table 1* provides a summary of the collision data.

Table 1 Collision data

Location											
	2017	2018	2019	2020	2021	Total	Cyclist	Pedestrian	Fatalities	Injury	PD only
Innes Road at Star Top Road	14	9	11	10	9	53	0	0	0	8	45
Star Top Road and Algoma Road	2	1	0	0	0	3	0	0	0	0	3
Star Top Road between Algoma Road and Innes Road	1	5	5	1	3	15	0	0	0	0	15
Algoma Road between Star Top Road and Comstock Road	0	3	0	0	0	3	0	0	0	0	3
Total	17	18	16	11	12	74	0	0	0	8	66

Table 1 also summarizes the total number of collisions recorded per year at each location and the number of collisions that involved either cyclists, pedestrians, or resulted in a fatality. Based on the data, the intersection of Innes Road at Start Top Road between 2017 and 2021 had a total of 53 collisions with the majority (14) occurring during 2017. Out of the 55 collisions, none of which involved a pedestrian, a cyclist or that resulted in a fatality, only 8 resulted in a non-fatal injury.

A total of 3 collisions that occurred at the intersection of Start Top Road at Algoma Road in the 5-year study period, with the majority (2) occurring in 2017. Of the 3 collisions, there were no collisions that included a cyclist, pedestrian or resulted in a fatality or injury.

Along Star Top Road, between Algoma Road and Innes Road, there were a total of 15 collisions that occurred in the 5-year period. Of the 14 collisions, there were no collisions that included a cyclist, pedestrian or resulted in a fatality or injury.

Along Algoma Road between Star Top Road and Comstock Road there were a total of 3 collisions that occurred in the 5-year period, all of which occurred in 2018. Of the 3 collisions, there were no collisions that included a cyclist, pedestrian or resulted in a fatality or injury.

Table 2 summarizes the collision type, road surface conditions, and collision classification at the Intersection of Star Top Road and Innes Road.

Table 2 Innes Road and Start Top Road Collision Breakdown

	Collisions						Property Damage	Injury
	2017	2018	2019	2020	2021	Total		
Collision Type								
Rear End	6	6	3	3	4	22	18	4
Sideswipe	2	0	2	1	2	7	7	0
Turning Movement	5	0	2	2	0	9	6	3
Other	1	3	4	4	3	15	14	1
Total	14	9	11	10	9	53	45	8
Road Surface Conditions								
Wet	1	1	1	2	0	5	/	
Winter (ice/snow)	4	1	1	1	1	8		
Dry	9	7	9	7	8	40		
Total	14	9	11	10	9	53		

As illustrated, the most common type of collision was a rear end collision with 22 of the total 53 collisions (42%) with other collision types (Single Motor Vehicle, Angle, etc.) resulting in 14 of the 53 recorded collisions. Eight (8) collisions resulted in injury while the other 45 collisions resulted in property damage only (PDO).

The Highway Safety Manual States that rear end collisions generally occur when drivers encounter unexpected slowing or stopped vehicles such as thinking the vehicle ahead will continue through an intersection when there is an amber light only for that vehicle to stop, poor sight distances, lane reductions, distracted driving or not driving to road surface conditions. As the intersection of Innes Road and Star Top Road does not include any lane reductions or sightline concerns within the vicinity of the intersections, the number of collision as well as the collision impact type is most likely a result of the intersection being a high-volume (AADT of > 40,000 as per the counts performed in Jan 18, 2016 sourced from Open Ottawa.), signalized intersection. At the intersection of Innes Road and Star Top Road, it is to be expected that the number of rear-end collisions for an intersection that experiences over 40,000 AADT to be the leading collisions type. Consideration should be given to perform a review of the signal timing to help improve safety conditions

Table 3 summarizes the collision type, road surface conditions, and collision classification at the roadway segment of Star Top Road between Innes Road and Algoma Road.

Table 3 Start Top Road between Innes Road and Algoma Road Collision Breakdown

	Collisions						Property Damage	Injury
	2017	2018	2019	2020	2021	Total		
Collision Type								
Rear End	0	0	0	0	0	0	0	0
Sideswipe	0	0	0	0	0	0	0	0
Turning Movement	0	5	2	1	3	11	11	0
Other	1	0	3	0	0	4	4	0
Total	1	5	5	1	3	15	15	0
Road Surface Conditions								
Wet	0	0	0	0	1	1	/	
Winter (ice/snow)	1	0	1	0	0	2		
Dry	0	5	4	1	2	12		
Total	1	5	5	1	3	15		

As illustrated, the most common type of collision was a turning movement collision with 11 of the total 15 collisions (73%) with other collision types (Single Motor Vehicle (SMV), abandoned SMV, Angle, etc.) resulting in the other 4 of the 15 recorded collisions. All collisions resulted in property damage only (PDO).

Star Top Road is mainly fronted by industrial, commercial and office developments as such it is expected that the highest percentage of collision types be a result of turning movements either in or out of the driveways along Star Top Road. Based on a review of the Highway Safety Manual, different mitigation measures to help reduce the frequency of turning movement collisions on a roadway with private accesses include a two-way left turn lane (TWLT), a mountable median, and changing the street from a two way to a one way. However, all three mentioned mitigation measures are very invasive to the existing roadway while the relatively low number of collision are not proportional to such invasive mitigations. MP recommends that this segment of Start Top Road be monitored by the City and potential speed survey be conducted.

A further breakdown and review of the collisions was not done for the intersection of Star Top Road and Algoma Road or the section of Algoma Road between Star Top Road and Comstock Road due to the low volume (3)

total collisions over the 5-year period at each location. Additionally, there were no collisions recorded after 2018.

4.0 ACCESS INTERSECTION DESIGN

The proposed development is planned to make use of the two existing site accesses. While not explicitly required by the City, MP has completed a swept path analysis for the Site ingress/egress operations as well as internal Site circulation. Design vehicles reviewed include a tractor-trailer combination (WB-20), firetruck and waste collection truck. The Site Plan includes A 6.0 m wide, unobstructed drive aisle for the fire route, meeting the Transportation Association of Canada (TAC) Geometric Design Guide standards. All design vehicles can access the site and circulate on-site without conflict with the removal of the existing curb close to the southernly access that currently would be in conflict with the fire truck movements as per Drawing C-3. All turning templates can be found in *Appendix C*. Based on comments provided by the City on regards to the urbanization of the street front of this development it has been stated that the frontage is not anticipated to be urbanized nor are curbs proposed.

Appendix A – TIS Screening Form and communications

McINTOSH PERRY

November 15, 2023

Shoma Murshid, MCIP, RPP
File Lead, Planner II
Development Review (Suburban Services, East)
Planning, Real Estate and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
K1P 1J1

Dear Ms. Murshid:

**Re: Redevelopment of 1540 & 1560 Star Top Road, Boone Plumbing & Heating Supply Inc.
Proposed New Warehouse
Preconsultation Feedback Response Submission No. 1
City File No. PC2023-0219**

Please find below responses to the Phase 3 feedback circulation comments received by email on September 25, 2023, for the above referenced application.

Planning

1. The Zoning By-law Checklist has identified deficiencies with the current proposal:
 - a. Please ensure that any proposed sales or display area comply with the provisions of 203(4).
 - b. The IL prohibits outdoor storage as per 203(5) while a large outdoor storage area is being proposed.

REPLY: The proposed outdoor storage area has been removed from the Site Plan at this time.

Urban Design

1. Landscape Plan:
 - a. General Plan Elements:
 - i. Missing name of civil consultant and surveyor.
 - ii. Missing key plan.
 - iii. Missing property boundary/property line.
 - iv. Missing legal description.

Given the soil and groundwater beneath the site otherwise complies with the Table 1 standards and the land use is not changing, remediation of the soil with the elevated pH levels is not considered necessary. Any soil that must be removed from the property for excavation of the proposed warehouse building must be handled in accordance with O.Reg.406/19.

General Comments

1. Please note that this comment list is not exhaustive, as there is limited time to complete a full review at this stage of pre-application consultation. This list is intended to identify the most significant items in need of immediate revision prior to official submission. Although some specific comments may be identified, a comprehensive review will still be conducted during the official review period upon application submission.

REPLY: Noted.

2. Note that this stage is the final opportunity to make any changes to the plans and reports prior to Site Plan approval, and any further required changes identified during the official review process will be included as conditions of approval, ensuring that the associated plans and reports are to the satisfaction of the General Manager of Planning, Real Estate and Economic Development.

REPLY: Noted.

Engineering - Transportation

1. Please provide a breakdown of collisions/ identify patterns and identify measures that could be taken to reduce collisions for the Star Top segment between Algoma and Innes. Only Innes and Star Top was provided on the safety review. Ensure the latest collision data (last 5 years, if available) is provided. Contact Nancy.blair@ottawa.ca for collision data request.

REPLY: A request for additional collision data was submitted on October 23, 2023. A response to this comment will be provided upon receipt of the most recent collision data.

2. Confirm if curbs are being added along the frontage. Bus stop upgrade may be required if the frontage is urbanized.

REPLY: The frontage will not be urbanized, nor are curbs proposed.

3. If not urbanized, recommend adding curb returns to better define the accesses.

REPLY: Please see above.

4. Confirm that the fire truck turning movement does not conflict with the existing curb close to the southerly access (Drawing C-3).

REPLY: The existing curb close to the southerly access is proposed to be removed.

City of Ottawa 2017 TIA Guidelines TIA Screening

1. Description of Proposed Development

Municipal Address	1560 Star Top Road
Description of Location	+/- 300m north of Innes Road, south of Algoma Road
Land Use Classification	Light Industrial (Warehouse)
Development Size (units)	n/a
Development Size square metre (m ²)	8,361 square metres
Number of Accesses and Locations	Two (2) existing on Star Top Road
Phase of Development	One Current, Possible Future
Buildout Year	ASAP

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) ¹	90 units
Multi-Use Family (High-Rise) ¹	150 units
Office ²	1,400 m ²
Industrial ²	7,000 m ²
Fast-food restaurant or coffee shop ²	110 m ²
Destination retail ²	1,800 m ²
Gas station or convenience market ²	90 m ²

If the proposed development size is equal to or greater than the sizes identified above, the Trip Generation Trigger is satisfied.

3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the Transit Priority Network, Rapid Transit network or Cross-Town Bikeways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)? ²	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 are 80 kilometers per hour (km/h) or greater?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 metre [m] of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the proposed driveway within auxiliary lanes of an intersection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the proposed driveway make use of an existing median break that serves an existing site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

² 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.

Transportation Impact Assessment Guidelines

	Yes	No
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"/>	<input type="checkbox"/>
Does the development include a drive-thru facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

5. Summary

Results of Screening	Yes	No
Does the development satisfy the Trip Generation Trigger?	<input type="checkbox"/>	<input checked="" type="checkbox"/> *
Does the development satisfy the Location Trigger?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the development satisfy the Safety Trigger?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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).

* Per email correspondence, the site at 1560 Star Top Road will be redeveloped with a large warehouse (8,361 square metres) to be used by Boone Plumbing. Boone has an existing warehouse at 1282 Algoma, as well as a leased warehouse on Kenaston Street (for which they do not intend to renew the lease). The existing truck traffic that is generated from the Algoma and Kenaston warehouses will be redirected to the new warehouse, with no increase in truck trips, but rather a consolidation to the new warehouse.

William Sherwin

From: William Sherwin
Sent: August 1, 2023 1:11 PM
To: William Sherwin
Subject: FW: PC2023-0107 - 1282 Algoma, Boone Plumbing Site - Traffic Engineering

(Deleted)

William Sherwin, EIT

Transportation Planning & Traffic Engineering Intern
T. 613.714.5929 | C. 613.858.2864
W.Sherwin@McIntoshPerry.com | www.mcintoshperry.com



Turning Possibilities Into Reality

From: Thomas Gryz <t.gryz@mcintoshperry.com>
Sent: July 18, 2023 8:26 AM
To: William Sherwin <W.Sherwin@McIntoshPerry.com>
Subject: FW: PC2023-0107 - 1282 Algoma, Boone Plumbing Site - Traffic Engineering

(Deleted)

Thomas Gryz, M.A.Sc., P.Eng.

Senior Transportation/Traffic Engineer
T. 613.903.5772 | F. 613.836.3742 | C. 613.978.8373
t.gryz@mcintoshperry.com | www.mcintoshperry.com



Turning Possibilities Into Reality

From: Bridgette Alchawa <b.alchawa@mcintoshperry.com>
Sent: July 17, 2023 7:12 PM
To: Thomas Gryz <t.gryz@mcintoshperry.com>
Cc: Curtis Melanson <c.melanson@mcintoshperry.com>
Subject: FW: PC2023-0107 - 1282 Algoma, Boone Plumbing Site - Traffic Engineering

{deleted}

Bridgette Alchawa

Planner
T. 613.778.8760 | F. 613.836.3742 | C. 613.807.5000
b.alchawa@mcintoshperry.com | www.mcintoshperry.com

From: Paudel, Neeti <neeti.paudel@ottawa.ca>
Sent: July 14, 2023 2:58 PM
To: Bridgette Alchawa <b.alchawa@mcintoshperry.com>
Cc: Thomas Gryz <t.gryz@mcintoshperry.com>; Pete Van Grootheest <pete@bbsconstruction.ca>
Subject: RE: PC2023-0107 - 1282 Algoma, Boone Plumbing Site - Traffic Engineering

Thanks Bridgette. Please provide a memo for safety – it is the road safety section of the design review component of the TIA and the turning movements. This can be submitted with the site plan application.

Regards,
Neeti

From: Bridgette Alchawa <b.alchawa@mcintoshperry.com>
Sent: July 14, 2023 2:18 PM
To: Paudel, Neeti <neeti.paudel@ottawa.ca>
Cc: Thomas Gryz <t.gryz@mcintoshperry.com>; Pete Van Grootheest <pete@bbsconstruction.ca>
Subject: RE: PC2023-0107 - 1282 Algoma, Boone Plumbing Site - Traffic Engineering

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Hi Neeti,

I've updated the 2023 screening form that you provided, noting that trip generation is not triggered and included the explanation outlined below. The form is attached. That is correct, the safety trigger was triggered due to collisions at intersections. We had noted 18 collisions from 2015-2019 on Star Top Road between Algoma Road and Innes Road, as well as 62 collisions at the intersection of Innes Road and Star Top Road.

Is this sufficient to confirm that a TIA will not be required at all?

Thanks,
Bridgette

Bridgette Alchawa

Planner

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Platinum
member

From: Paudel, Neeti <neeti.paudel@ottawa.ca>
Sent: July 14, 2023 1:47 PM
To: Bridgette Alchawa <b.alchawa@mcintoshperry.com>
Cc: Thomas Gryz <t.gryz@mcintoshperry.com>; Pete Van Grootheest <pete@bbsconstruction.ca>
Subject: RE: PC2023-0107 - 1282 Algoma, Boone Plumbing Site - Traffic Engineering

Thanks Bridgette. Could you provide more information on why the safety trigger is met? Is it collisions at the intersections?

Please also update the attached screening form with the information below. It would not trigger trip generation in that case and that should be reflected on the screening form.

Once you provide the information above, I can let you know regarding the scope or if we need a TIA at all.

Regards,

Neeti

From: Bridgette Alchawa <b.alchawa@mcintoshperry.com>
Sent: July 14, 2023 1:21 PM
To: Paudel, Neeti <neeti.paudel@ottawa.ca>
Cc: Thomas Gryz <t.gryz@mcintoshperry.com>; Pete Van Grootheest <pete@bbsconstruction.ca>
Subject: FW: PC2023-0107 - 1282 Algoma, Boone Plumbing Site - Traffic Engineering

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Good afternoon Neeti,

I've reattached the screening form that was submitted to the City in April prior to our preconsult. Boone plumbing will be redeveloping the site at 1560 Star Top Road with a large warehouse (8,361 square metres). They have an existing warehouse at 1282 Algoma, as well as a leased warehouse on Kenaston Street (for which they do not intend to renew the lease). The existing truck traffic that is generated from the Algoma and Kenaston warehouses will be directed to the new warehouse, with no increase in truck trips, but rather a consolidation to the new warehouse.

Please let us know if you require any additional information or would like to discuss in order to confirm the scope of the required TIA. The project team is working towards a Site Plan Control submission for the week of August 1 and accordingly, we would like to confirm the scope as soon as possible.

Thanks,
Bridgette

Bridgette Alchawa
Planner

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From: Paudel, Neeti <neeti.paudel@ottawa.ca>
Sent: July 14, 2023 12:22 PM
To: Thomas Gryz <t.gryz@mcintoshperry.com>
Cc: Bridgette Alchawa <b.alchawa@mcintoshperry.com>
Subject: RE: PC2023-0107 - 1282 Algoma, Boone Plumbing Site - Traffic Engineering

You don't often get email from neeti.paudel@ottawa.ca. [Learn why this is important](#)

Hi Tom,

Could you please complete the screening form for my review? Could you provide further information on why the truck trips aren't changing in the form. 8,361 m2 is big enough to trigger trip generation. For trip generation trigger, please clarify/confirm why there are no new trips being generated. I would like to see some details.

Thanks,
Neeti

From: Thomas Gryz <t.gryz@mcintoshperry.com>
Sent: July 12, 2023 4:22 PM
To: Paudel, Neeti <neeti.paudel@ottawa.ca>
Cc: Bridgette Alchawa <b.alchawa@mcintoshperry.com>
Subject: RE: PC2023-0107 - 1282 Algoma, Boone Plumbing Site - Traffic Engineering

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Hi Neeti,

Can you please confirm whether we still need to go through all the steps, just including the design review component? Or do you just want to see the turning templates.

Thanks,
-Tom

Thomas Gryz, M.A.Sc., P.Eng.
Senior Transportation/Traffic Engineer

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From: Paudel, Neeti <neeti.paudel@ottawa.ca>
Sent: June 28, 2023 11:50 AM
To: Thomas Gryz <t.gryz@mcintoshperry.com>
Cc: Bridgette Alchawa <b.alchawa@mcintoshperry.com>
Subject: RE: PC2023-0107 - 1282 Algoma, Boone Plumbing Site - Traffic Engineering

Hi Tom,

Yes, I am ok with reduced scope if the trip generation is not changing. Design Review component should be included and please include turning templates in the TIA.

Regards,
Neeti

From: Thomas Gryz <t.gryz@mcintoshperry.com>
Sent: June 26, 2023 1:23 PM
To: Paudel, Neeti <neeti.paudel@ottawa.ca>
Cc: Bridgette Alchawa <b.alchawa@mcintoshperry.com>
Subject: PC2023-0107 - 1282 Algoma, Boone Plumbing Site - Traffic Engineering

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Good Afternoon Neeti,

We have been retained by BBS / Boone to prepare a TIA for the proposed expansion of the Boone Plumbing site on Algoma Road. According to discussion with the client the total number of trucks is not expected to change, however the access to the facility is expected to change. As such, we are expecting that trucks will no longer access the site at the 1282 Algoma truck entrance from 1500 star top road and will access the site from the future truck entrance off star top road (please see attached figure for clarity). Since the trucks generated are not expected to change and the local patterns are not expected to change significantly, can we reduce the scope of the TIA? Feel free to call if that facilitates the discussion.

Best Regards,
-Tom

Thomas Gryz, M.A.Sc., P.Eng.

Senior Transportation/Traffic Engineer
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Appendix B – Site Plan



BBS CONSTRUCTION (Ontario) LTD.

CONSULTANT TEAM:
DESIGN BUILDER: BBS CONSTRUCTION INC. (613) 226-8830
ARCHITECT: DEIMLING ARCHITECTURE & INTERIOR DESIGN (613) 697-6113
TRANSPORTATION, PLANNING AND CIVIL: MCINTOSH PERRY CONSULTING ENGINEERS (613) 836-2184
LANDSCAPE ARCHITECT: GJA INC. (613) 286-5130
GEOTECHNICAL AND ENVIRONMENTAL: PATERSON GROUP INC. (613) 226-7381
SURVEYOR: MCINTOSH PERRY SURVEYING INC. (613) 267-6524
ENVIRONMENTAL PLANNING: MUNCASTER ENVIRONMENTAL PLANNING INC. (613) 748-3753



North

Revisions

No.	By	Description	Date
09	JM	ISSUED FOR FORMAL SITE PLAN CONTROL	26 MAR 2024
08	JF	PHASE 3 FEEDBACK RESPONSE SUBMISSION No. 2	12 JAN 2024
07	JF	ISSUED FOR COORDINATION	21 DEC 2023
06	JF	ISSUED FOR COORDINATION	20 DEC 2023
05	JF	ISSUED FOR SITE PLAN CONTROL RESPONSE 01	08 NOV 2023
04	JF	ISSUED FOR COORDINATION	02 NOV 2023
03	JF	ISSUED FOR SITE PLAN CONTROL	01 AUG 2023
02	JF	ISSUED FOR REVIEW AND COORDINATION	25 JUL 2023
01	JF	ISSUED FOR REVIEW AND COORDINATION	29 JUN 2023

Project

**BOONE PLUMBING
NEW WAREHOUSE**

1540 STAR TOP ROAD, OTTAWA, ONTARIO

**Drawing
PROPOSED SITE PLAN**

Scale AS NOTED Stamp

Drawn J.F.

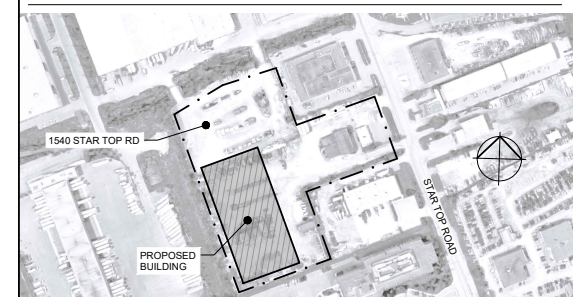
Checked J.F. / C.D.

Project No. 23-128 Drawing No.

Date JUNE 2023 **SP-A01**



LOCATION KEY



ZONING INFORMATION

PER THE CITY OF OTTAWA ZONING BY-LAW 2008-250 CONSOLIDATION

LEGAL DESCRIPTION: PART OF LOT 25, CONCESSION 2 (OTTAWA FRONT) GEOGRAPHIC TOWNSHIP OF GLOUCESTER CITY OF OTTAWA

PROPOSAL: NEW 5,369 m² [190,081 ft²] SINGLE STOREY BUILDING.

ZONING: DESIGNATION: (IL) LIGHT INDUSTRIAL

ZONING PROVISIONS (PER TABLE 203):

- LOT AREA (MIN.) = 2,000 m²
- LOT ACTUAL LOT AREA = 30,051 m²
- LOT WIDTH (MIN.) = NO MINIMUM
- ACTUAL FRONTAGE = 73 m
- SETBACKS (MIN.):
 - FRONT = 7.5 m
 - INT. SIDE = 7.5 m
 - REAR = 7.5 m
- FLOOR SPACE INDEX (MAX.) = 2
- ACTUAL INDEX = 0.2
- LANDSCAPED MIN. WIDTHS = 3m ABUTTING STREETS = NO MIN. ELSEWHERE
- LOT COVERAGE = 65% MAX
- ACTUAL LOT COVERAGE = 29.9% (8,993 m²)
- MAX. BUILDING HEIGHT = 18 m
- ACTUAL HEIGHT = 11.02 m

LOADING REQUIREMENTS: (PER TABLE 113A UNDER PART 4)

BASED ON THE GROSS FLOOR AREA OF THE BUILDING, A MINIMUM OF 1 LOADING SPACE IS REQUIRED.

GROSS FLOOR AREAS BY USE (for the purpose of parking calculations)

GROUND FLOOR WAREHOUSE	7,861 m ²
OFFICE AREA	508 m ²
MEZZANINE OFFICE	508 m ²

PARKING: (PER TABLE 101 UNDER PART 4)

ROW N95 - WAREHOUSE REQUIRES 0.8 PARKING SPACES PER 100m² OF GROSS FLOOR AREA FOR THE FIRST 5,000 m². AFTER WHICH 0.4 PARKING SPACES ARE REQUIRED PER 100m² BEYOND 5,000m² OF GROSS FLOOR AREA. PARKING SPACES UNDER THIS SECTION RECOGNIZE ONLY THOSE WHICH ARE WITHIN THE PROPERTY BOUNDARY.

REQUIRED: 52 SPACES

ROW N99 - OFFICE USE REQUIRES 2.4 PARKING SPACES PER 100m² OF GROSS FLOOR AREA. PARKING SPACES UNDER THIS SECTION RECOGNIZE ONLY THOSE WHICH ARE WITHIN THE PROPERTY BOUNDARY.

REQUIRED: 25 SPACES

TOTAL REQUIRED: 77 SPACES

EXISTING SPACES: 26
NEW SPACES: 81
TOTAL PROVIDED: 107 SPACES

BARRIER-FREE PARKING: (PER SECTION 111 UNDER PART C OF BY-LAW No. 2017-301)

RESERVED BARRIER-FREE PARKING SPACES: REQUIRED: 2 SPACES (TYPE 'A')

THE HIGHWAY TRAFFIC ACT OF ONTARIO REQUIRES AN ADDITIONAL 2 BARRIER-FREE PARKING SPACES, DESIGNATED AS TYPE 'B' SPACES

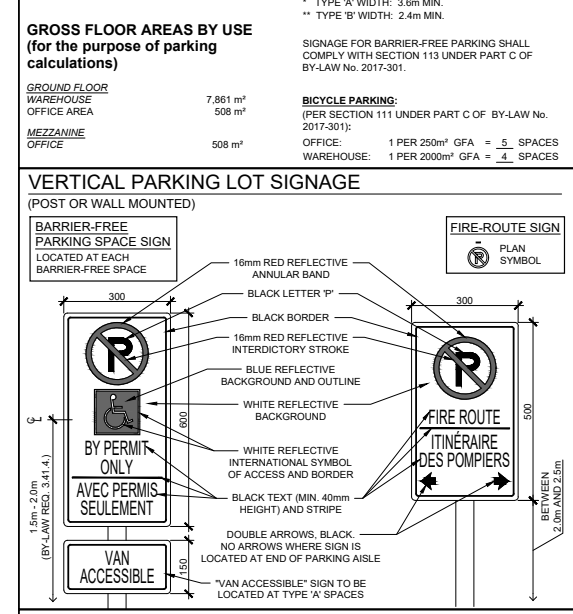
* TYPE 'A' WIDTH: 3.6m MIN.
 ** TYPE 'B' WIDTH: 2.4m MIN.

SIGNAGE FOR BARRIER-FREE PARKING SHALL COMPLY WITH SECTION 113 UNDER PART C OF BY-LAW No. 2017-301.

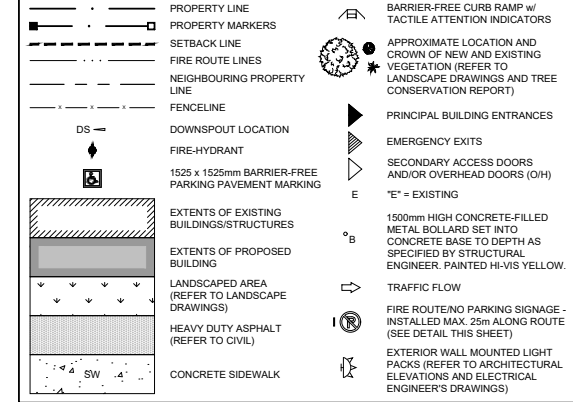
BICYCLE PARKING: (PER SECTION 111 UNDER PART C OF BY-LAW No. 2017-301)

OFFICE: 1 PER 250m² GFA = 5 SPACES
 WAREHOUSE: 1 PER 2000m² GFA = 4 SPACES

VERTICAL PARKING LOT SIGNAGE



SITE PLAN LEGEND

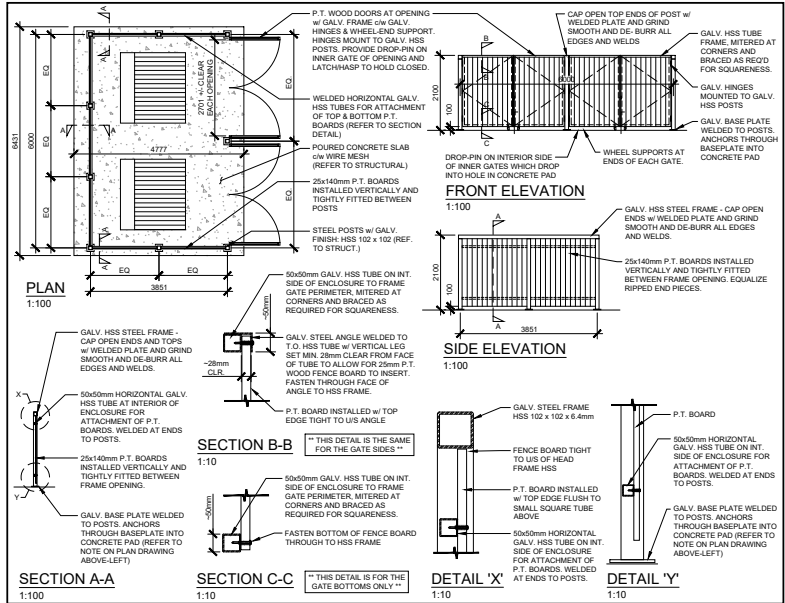
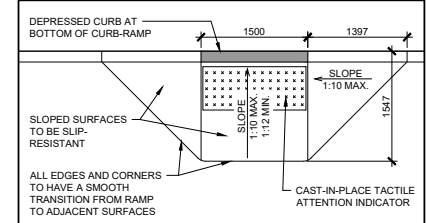
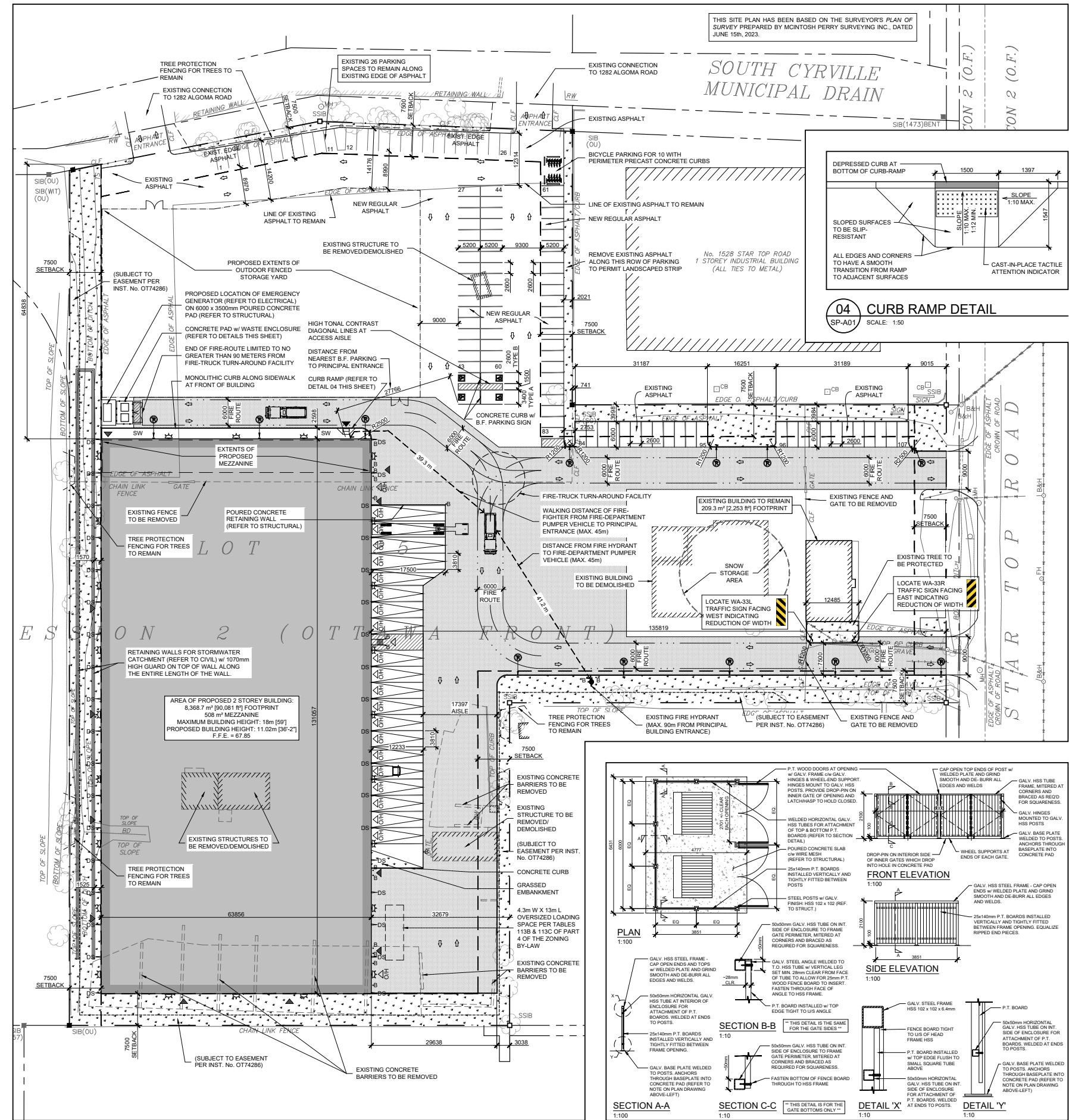


03 GENERAL INFO

SP-A01 SCALE: 1:500

THIS SITE PLAN HAS BEEN BASED ON THE SURVEYOR'S PLAN OF SURVEY PREPARED BY MCINTOSH PERRY SURVEYING INC., DATED JUNE 15th, 2023.

SOUTH CYRVILLE MUNICIPAL DRAIN



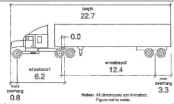
01 PROPOSED SITE PLAN

SP-A01 SCALE: 1:500

Appendix C – Site Circulation Diagrams



McINTOSH PERRY

No.	Revision/Issue	Date
1		

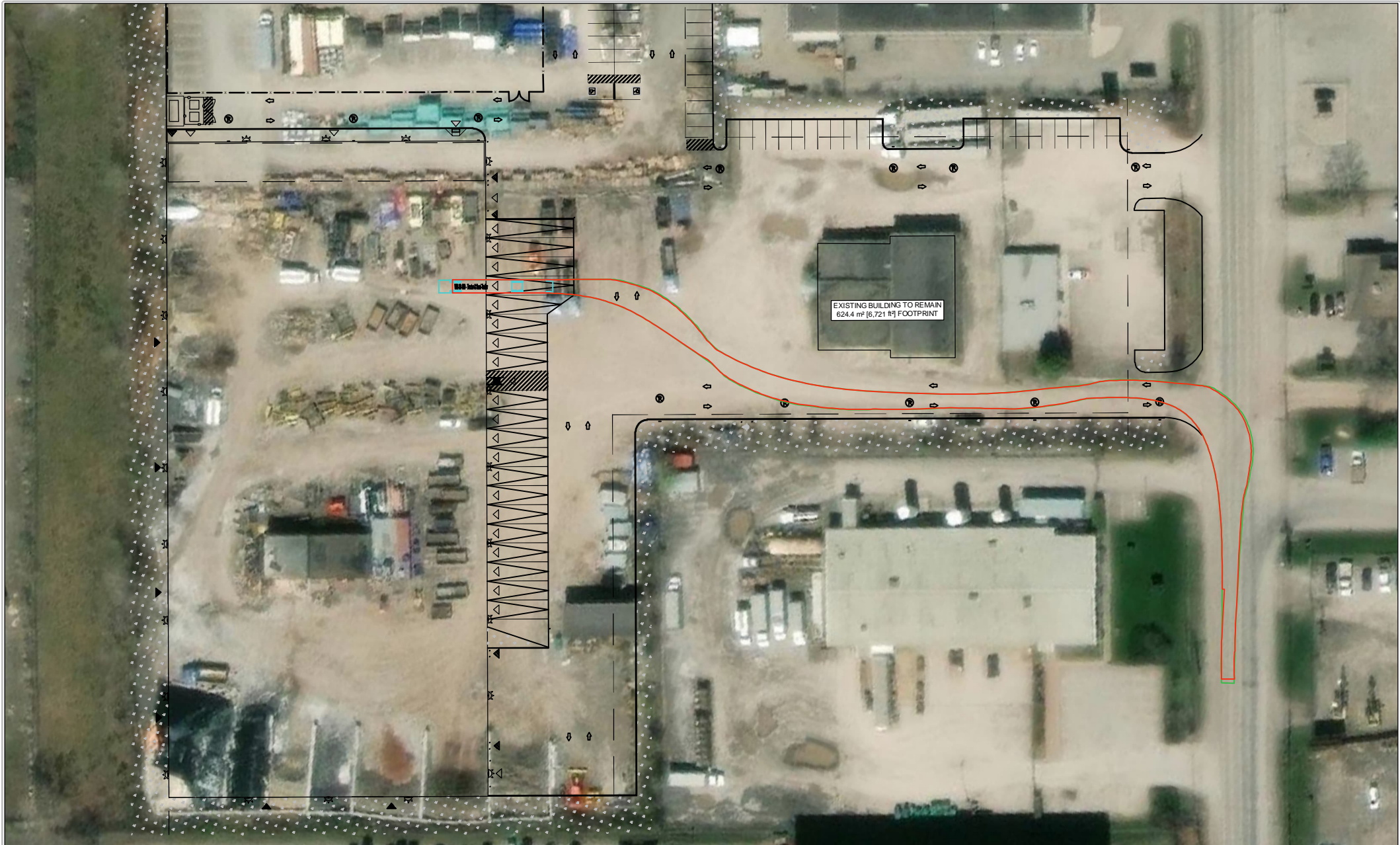
Designed by: WS
 Drawn by:
 Checked by: IMP
 Scale: 1:1000

Client:
BBS Construction
 1805 Woodward Drive, Ottawa, Ontario
 Project:
1540\1560 Star Top Road - Safety memo
 Oakville, ON

Drawing Title:
Site Circulation
Delivery Vehicle WB-20
Entering Site

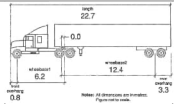
Date: August 2023
 Project Number:
 Drawing Number: C-1

Project: 1540\1560 Star Top Road - Safety memo
 Drawing: Site Circulation Delivery Vehicle WB-20 Entering Site
 Date: August 2023
 Scale: 1:1000
 Client: BBS Construction
 1805 Woodward Drive, Ottawa, Ontario
 Project: 1540\1560 Star Top Road - Safety memo
 Oakville, ON



EXISTING BUILDING TO REMAIN
624.4 m² [6,721 ft²] FOOTPRINT

BBS building

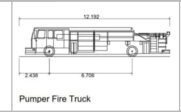


No.	Revision/Issue	Date
1		

Designed by:	WS	Client:	BBS Construction 1805 Woodward Drive, Ottawa, Ontario
Drawn by:		Project:	1540\1560 Star Top Road - Safety memo Oakville, ON
Checked by:	MP		
Scale:	1:1000		

Drawing Title:
**Site Circulation
Delivery Vehicle WB-20
Exiting Site**

Date:	August 2023
Project Number:	
Drawing Number:	C-2



No.	Revision/Issue	Date
1		

Designed by: WS
 Drawn by:
 Checked by: MP
 Scale: 1:1000

Client:
BBS Construction
 1805 Woodward Drive, Ottawa, Ontario
 Project:
1540\1560 Star Top Road - Safety memo
 Oakville, ON

Drawing Title:
Site Circulation
Fire Truck Circulating Site

Date: August 2023
 Project Number:
 Drawing Number: **C-3**

1540\1560 Star Top Road - Safety memo - 20230815 - 1540\1560 Star Top Road - Safety memo - 20230815 - 1540\1560 Star Top Road - Safety memo - 20230815



EXISTING BUILDING TO REMAIN
624.4 m² [6,721 ft²] FOOTPRINT

McINTOSH PERRY
egis GROUP



No.	Revision/Issue	Date
1		

Designed by: WS
 Drawn by:
 Checked by: MP
 Scale: 1:1000

Client:
 BBS Construction
 1805 Woodward Drive, Ottawa, Ontario
 Project:
 1540\1560 Star Top Road - Safety memo
 Oakville, ON

Drawing Title:
 Site Circulation
 Waste Removal Front Loading
 Garbage Truck Entering Site

Date: August 2023
 Project Number:
 Drawing Number: C-4



McINTOSH PERRY




No.	Revision/Issue	Date
1		

Designed by: WS
 Drawn by:
 Checked by: MP
 Scale: 1:1000

Client:
 BBS Construction
 1805 Woodward Drive, Ottawa, Ontario
 Project:
 1540\1560 Star Top Road - Safety memo
 Oakville, ON

Drawing Title:
Site Circulation
Waste Removal Front Loading
Garbage Truck Exiting Site

Date: August 2023
 Project Number:
 Drawing Number: C-5

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