

City of Ottawa 2017 TIA Guidelines

## TIA Screening Form

Date

5/29/2019

Project

267 O'Connor TIA

Project Number

908489-50051

Results of Screening	Yes/No
Development Satisfies the Trip Generation Trigger	Yes
Development Satisfies the Location Trigger	No
Development Satisfies the Safety Trigger	Yes

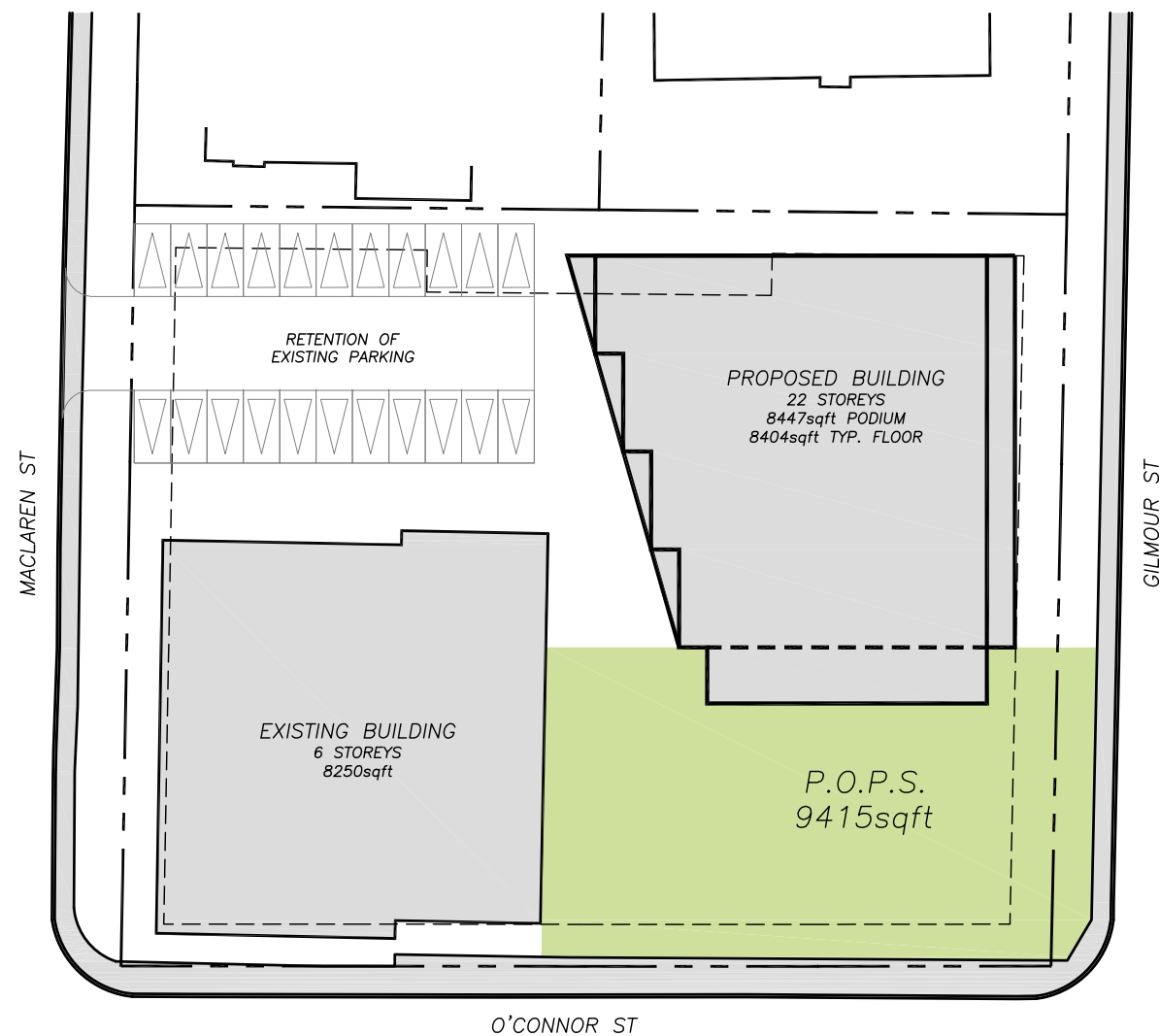
Module 1.1 - Description of Proposed Development	
Municipal Address	267 O'Connor Street
Description of location	Bounded by O'Connor Street, MacLaren Street, and Gilmour Street. Phase 1 is located on the south portion of the site and Phase 2 is located on the north portion of the site.
Land Use	Primarily residential
Development Size	214 units (Phase 1) 241 units (should Phase 2 be developed)
Number of Accesses and Locations	One access to Gilmour Street (Phase 1); one access to MacLaren Street (Phase 2)
Development Phasing	Two phases. It should be noted that the focus of the TIA is Phase 1, however Phase 2 will also be included in the analysis.
Buildout Year	Phase 1 - 2021; Phase 2 - TBD
Sketch Plan / Site Plan	See attached

Module 1.2 - Trip Generation Trigger		
Land Use Type	Townhomes or Apartments	
Development Size	214	Units (Phase 1)
Trip Generation Trigger Met?	Yes	

Module 1.3 - Location Triggers		
Development Proposes a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit, or Spine Bicycle Networks (See Sheet 3)	No	O'Connor Street is a Spine Cycling Route, however driveway connection unlikely at this street.
Development is in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone. (See Sheet 3)	No	
Location Trigger Met?	No	

Module 1.4 - Safety Triggers		
Posted Speed Limit on any boundary road	<80	km/h
Horizontal / Vertical Curvature on a boundary street limits sight lines at a proposed driveway	No	
A proposed driveway is 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) or within auxiliary lanes of an intersection;	Yes	
A proposed driveway makes use of an existing median break that serves an existing site	No	
There is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development	Yes	Proximity to O'Connor Bikeway
The development includes a drive-thru facility	No	
Safety Trigger Met?	Yes	





## PHASE 1 DEVELOPMENT STATS

**EXISTING BUILDING - 6 STOREYS**  
-TOTAL GROSS FLOOR AREA 49,500 SQ.FT.

**PHASE 1 TOWER - 22 STOREYS**  
-TOTAL GROSS FLOOR AREA 185,050 SQ.FT.  
-TOTAL NET LEASEABLE AREA 150,113 SQ.FT.  
-ESTIMATED UNIT COUNT 214 UNITS

**PROPERTY AREA**  
- TOTAL GROSS AREA 38,724 SQ.FT.  
- 40% GROSS AREA 15,490 SQ.FT.  
- P.O.P.S. 9,415 SQ.FT.

\*\* ASSUME 700 SQ.FT. AVERAGE UNIT SIZE  
\*\* ASSUME NO UNITS ON GROUND FLOOR  
\*\* NET LEASEABLE AREA EXCLUDES THE GROUND FLOOR



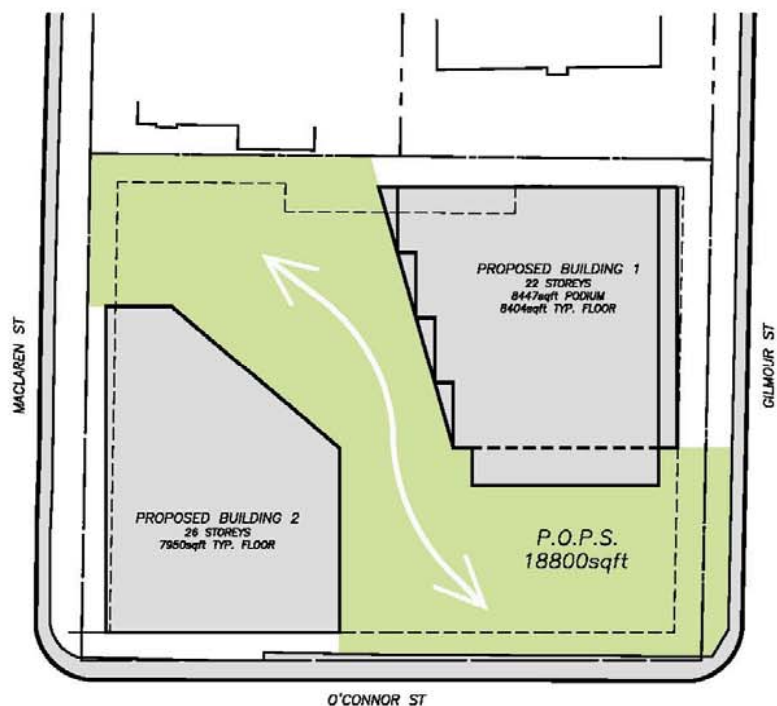
HOBIN  
ARCHITECTURE

# 267 O'connor

## PHASE 1 SCHEMATIC PROPOSAL

JANUARY 31, 2019





## PHASE 2 DEVELOPMENT STATS

### PHASE 1 TOWER - 22 STOREYS

-TOTAL GROSS FLOOR AREA	185,050 SQ.FT.
-TOTAL NET LEASEABLE AREA	150,113 SQ.FT.
-ESTIMATED UNIT COUNT	214 UNITS

### PHASE 2 TOWER - 27 STOREYS

-TOTAL GROSS FLOOR AREA	206,700 SQ.FT.
-TOTAL NET LEASEABLE AREA	168,938 SQ.FT.
-ESTIMATED UNIT COUNT	241 UNITS

### PROPERTY AREA

- TOTAL GROSS AREA	38,724 SQ.FT.
- 40% GROSS AREA	15,490 SQ.FT.
- P.O.P.S.	18,800 SQ.FT.

\*\* ASSUME 700 SQ.FT. AVERAGE UNIT SIZE

\*\* ASSUME NO UNITS ON GROUND FLOOR

\*\* NET LEASEABLE AREA EXCLUDES THE GROUND FLOOR



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# 267 O'connor

## PHASE 2 SCHEMATIC PROPOSAL

JANUARY 31, 2019

