

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	2723 Lancaster Road, Ottawa, ON, K1B 5R6
Description of Location	Existing two-story office building
Land Use Classification	Light Industrial
Development Size (units)	N/A
Development Size (m ²)	Renovation of an existing 240 m ² of office space to accommodate religious institutional use
Number of Accesses and Locations	Two existing accesses onto Lancaster Road
Phase of Development	N/A
Buildout Year	2019

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.

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.*

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

Proposed religious institutional space is expected to generate 2-3 trips during the weekday AM and PM peak hours (refer to attached).

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).

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 km/hr or greater?		✓
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		N/A
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)?		N/A
Is the proposed driveway within auxiliary lanes of an intersection?		N/A
Does the proposed driveway make use of an existing median break that serves an existing site?		N/A
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		N/A
Does the development include a drive-thru facility?		✓

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?		✓
Does the development satisfy the Location Trigger?		✓
Does the development satisfy the Safety Trigger?		✓

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).

Completed by Maksim Apelfeld, P. Eng., J.L. Richards & Associates Limited
Nov. 7, 2018

Development Description:

- Renovation of 240 m2 (2,600 ft2) of existing office space to accommodate a religious institution

Trip Generation (Using ITE Trip Generation Manual, 9th Edition):

- Traffic on adjacent street peaks during the weekday morning and afternoon periods as the building is located in a light industrial zone

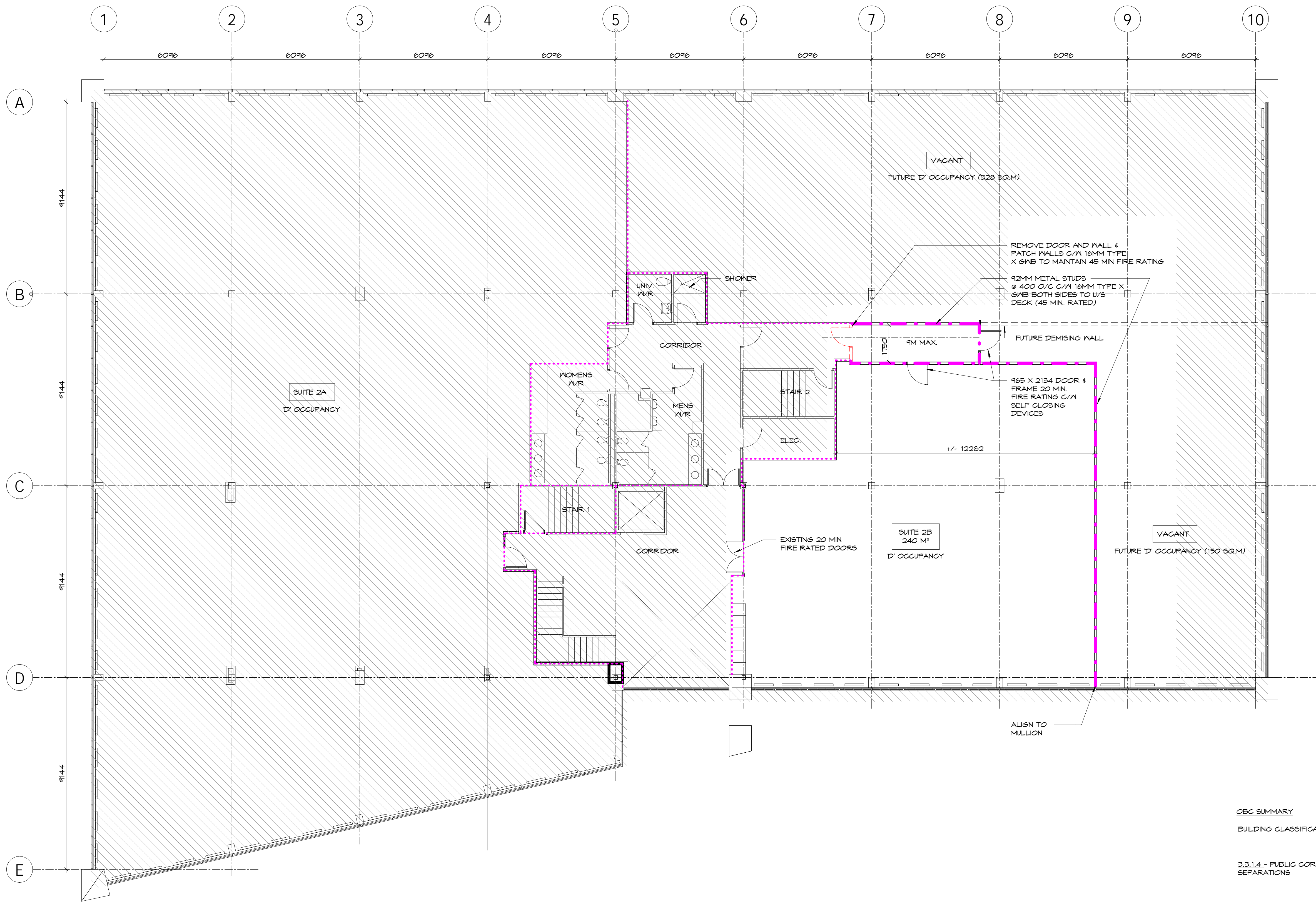
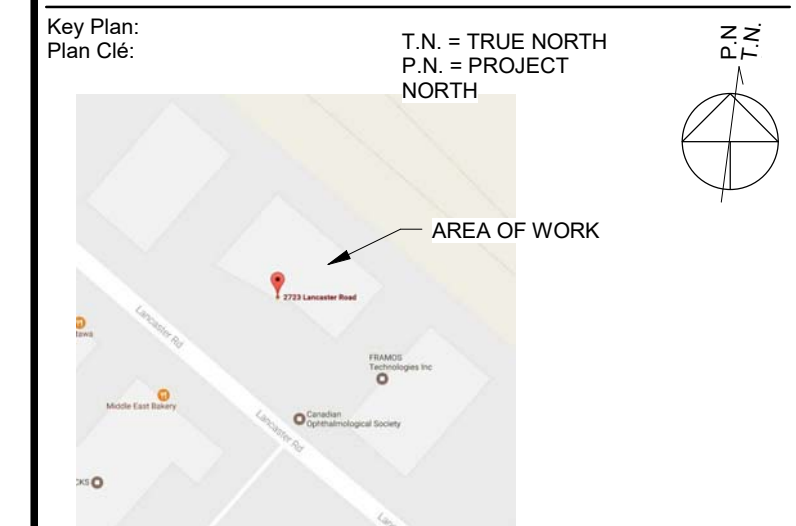
- Trips generated by proposed religious institutional space:

ITE Land Use 560 - Church

Weekday AM Peak Hour of Generator = 0.87 trips / 1000 ft2 of gross floor area
Weekday AM Peak Hour of Generator = 0.94 trips / 1000 ft2 of gross floor area

**Total Trips
Generated**

**2.3
2.4**



OBC SUMMARY

BUILDING CLASSIFICATION	3.2.2.55 (GROUP D, UP TO 3 STOREYS NON-COMBUSTIBLE CONSTRUCTION, FLOOR ASSEMBLIES - 0 HOUR)
3.3.1.4 - PUBLIC CORRIDOR SEPARATIONS	FIRE SEPARATION BETWEEN PUBLIC CORRIDORS AND REMINDER OF THE STOREY IS NOT LESS THAN 45 MIN.
3.3.1.4.(11) - CORRIDORS (DEAD END)	DEAD END CORRIDOR IS NOT MORE THAN 9M LONG. IT SERVES A FUTURE OCCUPANCY OF LESS THAN 30 PEOPLE AND DOORS WILL BE EQUIPPED WITH SELF CLOSING DEVICES
3.1.8.10 - TWENTY-MINUTE CLOSURES	20 MIN. CLOSURES ALLOWED IN 45 MIN. FIRE SEPARATION BETWEEN SUITES AND PUBLIC CORRIDORS

LEGEND

	EXISTING 45 MIN RATED FIRE SEPARATION, EXISTING FIRE RATED SEPARATIONS MUST BE MAINTAINED, PATCH & MAKE GOOD/INFILL ALL PENETRATIONS TO MAINTAIN EXISTING FIRE RATINGS.
	45 MIN. RATED FIRE SEPARATION
	EXISTING CONSTRUCTION

1	ISSUED FOR PERMIT	08/16/2018
	Issue:	Date:

Prime Consultant:
Expert-Consell:

DREDGE LEAHY ARCHITECTS INC.
100 - 25 Holland Ave.
Ottawa, ON K1Y 4R9
613.724.9865
dl-arch.ca

Sub Consultant:
Expert-Consell:

Project:
Project: **2723 LANCASTER ROAD - LEVEL 2 RENOVATIONS**

2723 LANCASTER RD. OTTAWA, ON.

Drawing:
Dessin: **LEVEL 2 - NEW PUBLIC CORRIDOR AND DEMISING WALL**

Drawn by: Dessiné par: SG	Scale: Echelle: As indicated
Designed by: Conçu par: BH	Date: 08/14/18
Approved by: Approuvé par: MD	Client Project No. No. du Projet du Client:

Seal: Scellé: 	Project No.: No. du Projet: 1373
	Sheet No.: No. de la feuille: A1