

**WOODVALE PENTECOSTAL CHURCH  
205 GREENBANK ROAD  
OTTAWA, ONTARIO**

**SCREENING FORM**

January 31, 2022

Prepared for:

Woodvale Pentecostal Church.

752 TIA Screening.doc

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## BACKGROUND

The Woodvale Pentecostal Church is located at 205 Greenbank Road at the southeast corner of the intersection of Greenbank Road and Bateman Drive. The church was constructed in the early 1970's, with an addition to the church later proposed which consisted of a 2,000 seat sanctuary and a gymnasium which would be constructed in two phases. To support the addition, a Transportation Impact Study (TIS) Report dated August 30, 2004 was prepared by this firm which addressed the impact of both phases of the development on the Bateman/Greenbank intersection and adjacent roads. The addition to the church was completed in 2006, but comprised only of the sanctuary phase, with the gym and social centre to be completed at a future date.

This Screening Form will be addressing the two storey addition originally proposed and was included in the August 30, 2004 TIS report. The Screening Form will utilize the *Transportation Impact Assessment Guidelines (2017)* which has been adopted by the City of Ottawa. The addition will comprise of amenity spaces for youths including multi-purpose rooms, gym, youth theatre, activity space and office space. The main use on a Sunday of the proposed addition would be for social activities in the multi-purpose rooms for parishioners following church services. The addition was not intended to generate more people on a Sunday, but to provide a better space for social activities. The multi-purpose rooms, gym and youth theatre would be used during the weekday evening hours to provide meeting areas and social activities for parishioners and their children. The weekday evening activities would not coincide with the peak hour traffic along the adjacent roads.

There are three triggers in the 2017 TIA Guidelines. The first is the Trip Generation Trigger. The Screening Form has used the person-trip criteria to determine if the addition would satisfy the Trip Generation Trigger. The calculation has utilized the Institute of Transportation Engineers (ITE) document, *Trip Generation Manual 10<sup>th</sup> Edition* for a "Recreational Community Center" Land Use Code 495. The trips rate was the average trip rate during the peak hour on a Sunday. Although the addition is not expected to generate any new trips but will be used by parishioners at the sanctuary, the study has conservatively used the recreational community centre as the best use for all of the amenities provided in the proposed addition. The calculated person-trips are as follows:

Gross Floor Area of the addition	= 2,459 m <sup>2</sup> (26,468 ft <sup>2</sup> )
ITE Average Trip Generation Rate	= 1.48 Trips/1000 ft <sup>2</sup> GFA
Total vehicle-trips	= (26,468 x 1.48)/1000
	= 39.2 veh-trips

Vehicle-Trips → Person-Trips Factor = 1.28 (City of Ottawa TIA Guidelines)

Person-Trips = 39.2 veh-trips x 1.28 = 50.2 or 51 per-trips

For the second and third triggers, Location Trigger and Safety Trigger, the addition will not provide any new or proposed driveways but will use the existing driveways to the site.

**SCREENING FORM**

**2017 TIA Guidelines Screening Form**

**1. Description of Proposed Development**

Municipal Address	205 Greenbank Road, Ottawa (Figure 1)
Description of Location	Woodvale Pentecostal Church
Land Use Classification	"11B[443]" Zoning - Minor Institutional Zone
Development Lot Size (m <sup>2</sup> )	11,464.7 m <sup>2</sup> Total Existing Church Lot Area
Development Size (m <sup>2</sup> )	GFA - 2,459 m <sup>2</sup> Gym, Multi-purpose Rooms, Theatre & Offices
Number of Accesses and Locations	Existing 2 accesses onto Bateman Drive plus layby & 1 access onto Greenbank Road
Phase of Development	Single Phase of development
Buildout Year	2024

**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
Church (social and youth centre) - (Figure 2)	2,459 m <sup>2</sup> (26,468 ft <sup>2</sup> )

	Yes	No
Total Development = 51 Person Trips < 60 Peak Hour Person Trips		X

*\* 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.**

### 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?		X
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone? *		X

*\*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?		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?		X
Does the proposed driveway make use of an existing median break that serves an existing site?		X
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

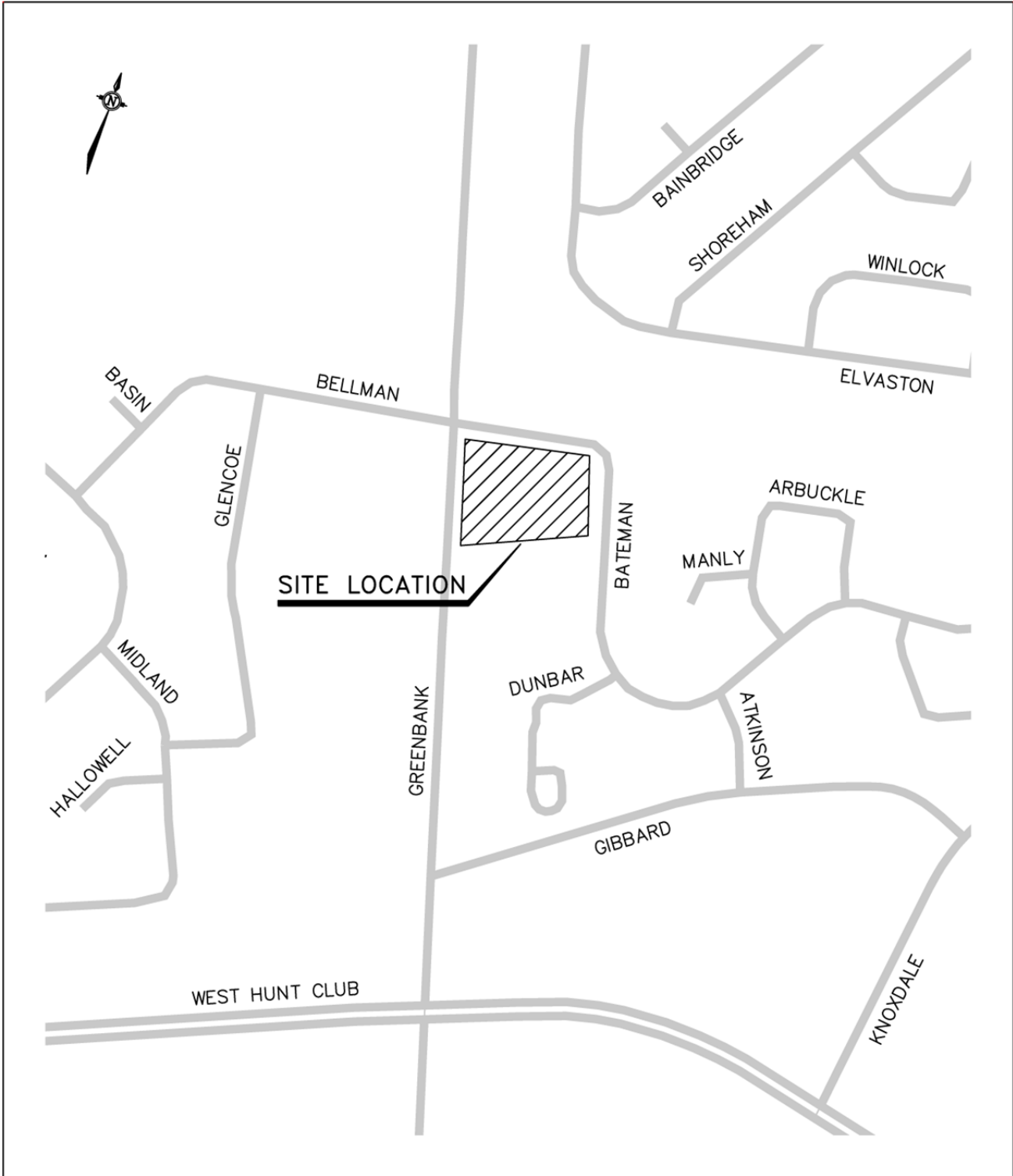
**If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.**

### 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

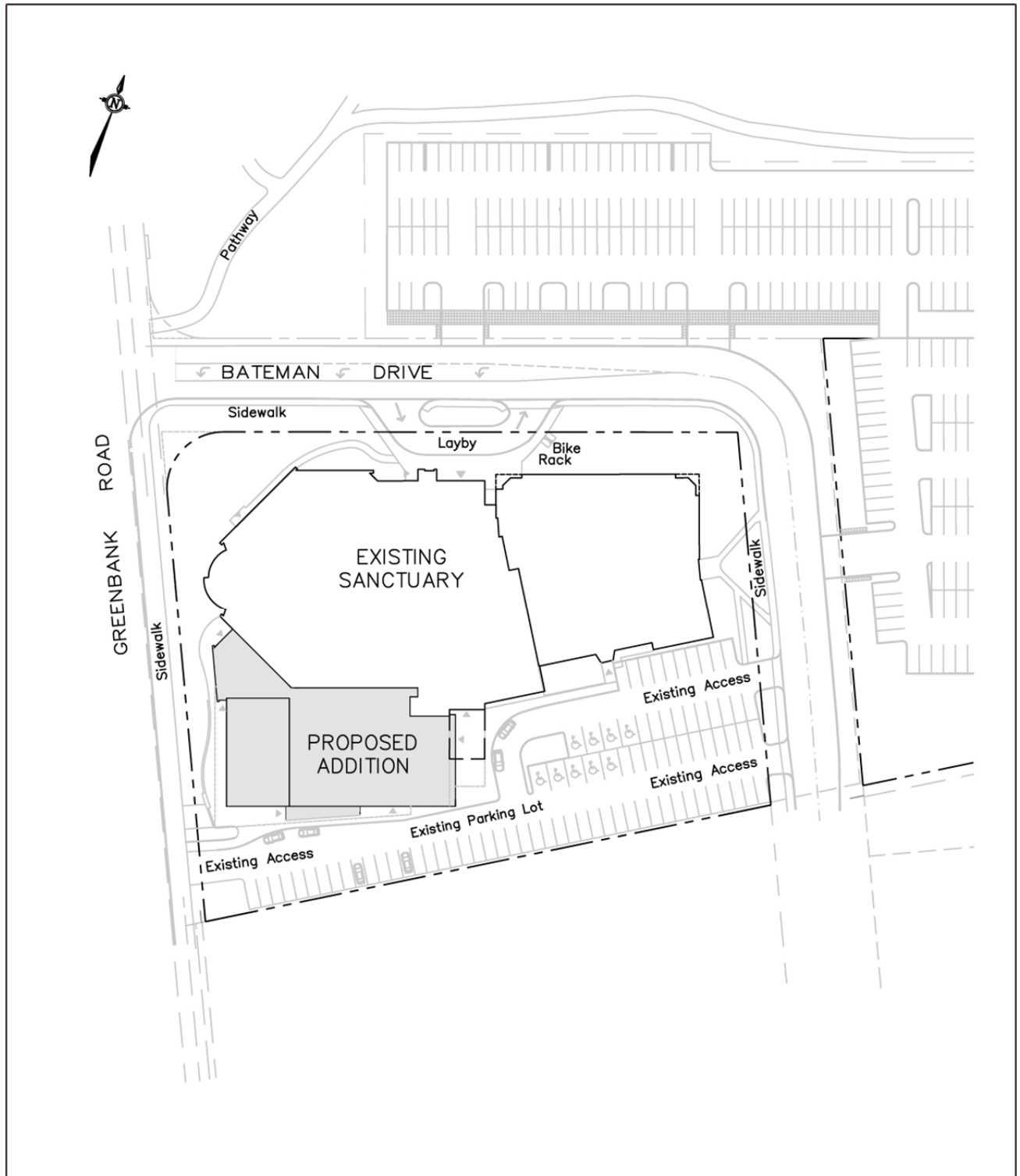
**If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).**

**FIGURE 1**  
**SITE LOCATION PLAN**



NOT TO SCALE

FIGURE 2  
CONCEPTUAL SITE PLAN



NOT TO SCALE