CITY OF OTTAWA

2571 LANCASTER ROAD TRANSPORTATION IMPACT ASSESSMENT

SCOPING REPORT

JULY 13, 2021

DRAFT

2571 LANCASTER ROAD TRANSPORTATION IMPACT ASSESSMENT

SCOPING REPORT

CITY OF OTTAWA

SCOPING REPORT
DRAFT

PROJECT NO.: OUR REF. NO. 211-06996-00
CLIENT REF:
DATE: JULY 13, 2021

WSP
SUITE 300
2611 QUEENSVIEW DRIVE
OTTAWA, ON, CANADA K2B 8K2

T: +1 613 829-2800
F: +1 613 829-8299
WSP.COM

TABLE OF CONTENTS

TABLES

FIGURES

APPENDICES

1 SCREENING

This Transportation Impact Assessment (TIA) has been prepared to support the Site Plan Control application for the development at 2571 Lancaster Road in Ottawa. The TIA follows the City of Ottawa guidelines which potentially includes five steps:

1 Screening
2 Scoping
3 Forecasting
4 Analysis
5 TIA Plan

The Screening Step determines the need to continue with a Transportation Impact Assessment (TIA) Study. The development is assessed against three triggers: trip generation, location, and safety to identify the next step of the study. If one or more of the triggers is satisfied, the Scoping Step must be completed. If none of the triggers are satisfied, the TIA is deemed complete. If one or more triggers are satisfied, specific TIA components are required to be carried out depending on the combination of triggers (**Table 1-1**) that have been satisfied.

The proposed development at 2571 Lancaster Road **satisfied the Trip Generation trigger** indicating that, as part of Steps Two through Five of the TIA process, the Design Review and Network Impact components should be completed. For reference, the completed Screening Form is provided in **Appendix A**.

Table 1-1. Transportation Impact Assessment (TIA) Screening Triggers

	TIA TRIGGERS SATISFIED		
Next Step of the TIA Process	**Trip Generation**	**Location**	**Safety**
Design Review and Network Impact	**Yes**	**No**	**No**

2 SCOPING

2.1 SCREENING FORM

The completed Screening Form is provided in **Appendix A**.

2.2 DESCRIPTION OF PROPOSED DEVELOPMENT

This Transportation Impact Assessment (TIA) has been prepared in support of the Site Plan Control Application for the proposed development at 2571 Lancaster Road at the Enbridge Ottawa Operation Centre.

The 2571 Lancaster Road site is a currently developed skating rink (The Minto Skating Centre) in the Alta Vista area of the city. The skating rink is slated to be demolished starting in the fall of 2021. It is located mid block on Lancaster Road. The property consists of approximately 16,663 m² of land which is currently zoned as a Light Industrial Zone (IL). **Figure 2-1** illustrates the Study Area Context.

The draft site plan, attached as **Appendix B**, includes 3,828 m^2 of office/operation centre space, 710 m^2 of warehouse space, and 536 m^2 of shop space for a total building gross floor area of 5,704 m^2. It is noted that the proposed Shop space is not intended for typical commercial use, but will be used by Enbridge field staff primarily for the storage of tools, equipment and parts needed for work in the filed; staff would typically access this space at the start of their shift in the morning prior to leaving for the field and return at the end of the day. Compared with the 189 parking spaces currently available on site for the Skating Centre, a total of 289 parking spaces is being proposed on site consisting of 98 spots for staff parking, among which 6 are barrier-free spots, and 191 spots for equipment and fleet vehicles. The existing two site accesses on Lancaster Road will remain as the access/egress points to the proposed development. No additional new access is being proposed.

The facility will be built as a single phase with an estimated date of completion in 2022 and full occupancy in mid 2023.

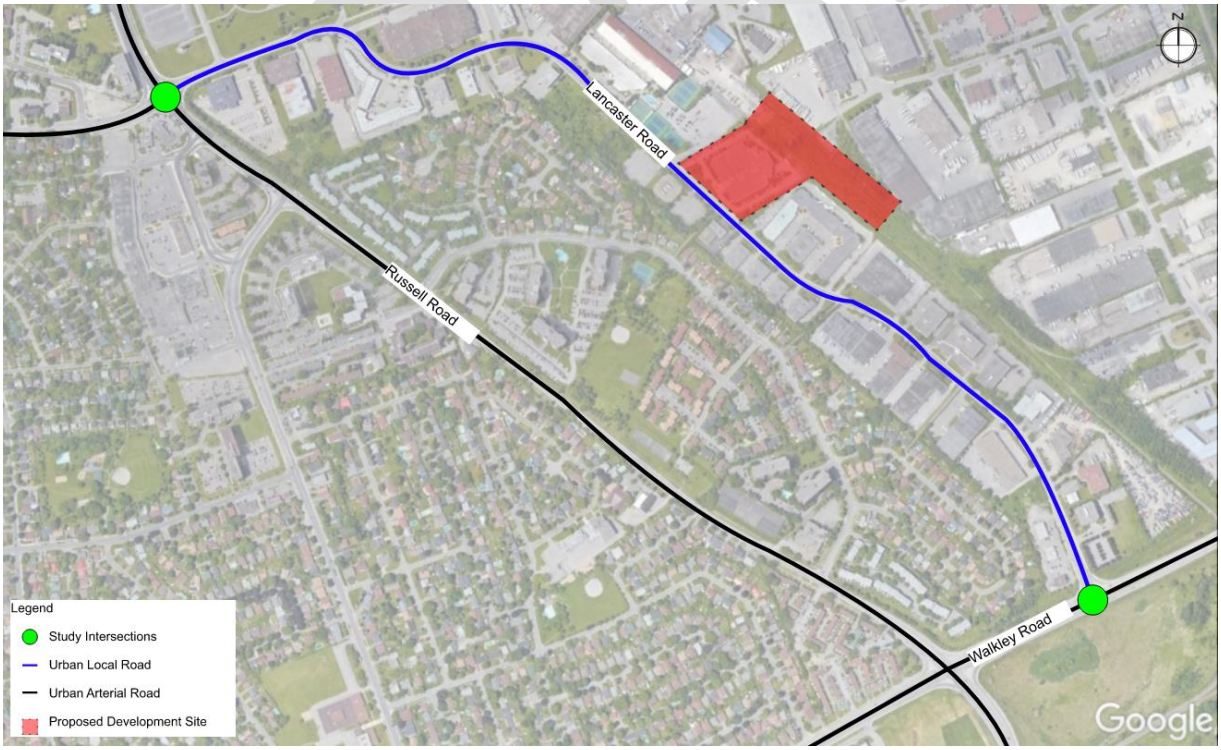


Figure 2-1. Area Context Plan

2.3 EXISTING CONDITIONS

2.3.1 ROADWAYS AND PEDESTRIAN / CYCLING FACILITIES

The five existing roadways that the TIA will consider are Lancaster Road, Russell Road, Walkley Road, St. Laurent Boulevard, and Smyth Road. These roads are all designated Full Loads urban truck routes identified on the Ottawa Urban Truck Routes map (March 2017) under the jurisdiction of the City of Ottawa. The road classification for City of Ottawa roadways are defined in the City of Ottawa Official Plan, 2013, Volume 1, Section 7, Annex 1 Road Classifications and Rights-of-Way.

Lancaster Road is an urban collector road that generally runs in a north-south alignment with a posted speed limit of 50 km/h. It has one traffic lane in each direction. The Right-of-Way adjacent to the proposed development is approximately 18 metres. Street parking is prohibited on both sides of the road expect for a short section on the west side adjacent to the subject development site where parking restriction is only in effect during December 1 to March 21.

Russell Road is an urban arterial road that runs north-south with a posted speed limit of 50 km/h. Russel Road is a two-way road with two lanes of traffic in both directions. The existing Right-of-Way width is approximately 18 metres. The Official Plan reserves a 37.5 metre Right-of-Way in the study area.

Walkley Road is an urban arterial road that runs east-west with two traffic lanes in each direction for a total of four lanes throughout the study area. The posted speed limit is 80 km/h east of Lancaster Road and 50 km/h west of Lancaster Road. The existing Right-of-Way width is approximately 30 metres. The Official Plan reserves a 44.5 metre Right-of-Way in the study area.

St. Laurent Boulevard is an urban arterial road that runs north-south with a posted speed limit of 50 km/h. It has two traffic lanes in each direction. The existing Right-of-Way in the study area is approximately 27 metres while the Official Plan reserves a Right-of-Way of 44.5 metres.

Smyth Road is an urban arterial that runs east-west with a posted speed limit of 50 km/h. It has two traffic lanes in each direction for a total of four lanes throughout the study area. The existing Right-of-Way in the study area is approximately 15 metres, while the Official Plan reserve a Right-of-Way of 26 metres.

The existing pedestrian and cycling facilities providing direct connections to the proposed development are shown in **Figure 2-2**. In addition to multiple pathways linking Lancaster Road to Southvale Crescent, the available pedestrian and cycling facilities in the vicinity of the development site along Lancaster Road include:

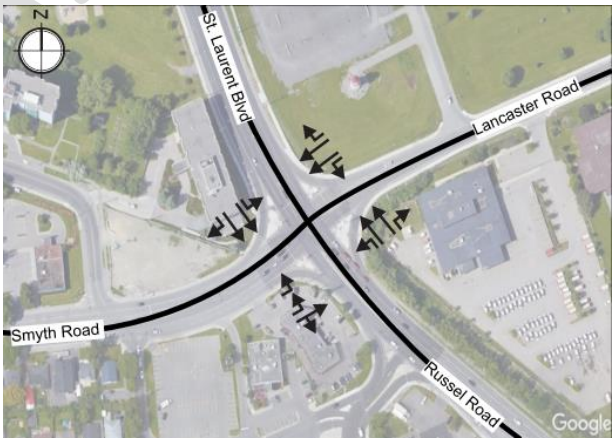
- 1.6 metres concrete sidewalk on both sides of the road;
- 1.5 metres curb cycle track on both sides of the road starting Walkley Road and terminating near 2500 Lancaster Road;
- The northern section does not have a sidewalk on the northern curb for about a 620m section.

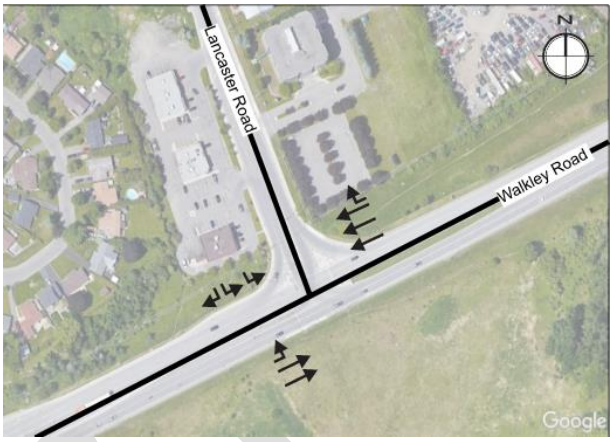
Figure 2-2: Bicycle and Pedestrian Facilities

2.3.2 INTERSECTIONS

The TIA will consider two (2) intersections as described in Table 2-1.

Table 2-1. Description of Study Area Intersections

INTERSECTION (DESCRIPTION)	LANE CONFIGURATION
Lancaster Road/Smyth Road and Russell Road/St. Laurent Boulevard is a signalized intersection. North Approach: One left turn lane, two through lanes, one channelized right turn lane East Approach: One left turn lane, two through lanes, one channelized right turn lane South Approach: One left turn lane, two through lanes, one channelized right turn lane West Approach: Two left turn lanes, one through lane, one channelized right turn lane Pedestrian/Bicycle: Bicycle lanes and pedestrian crossings on all legs	

INTERSECTION (DESCRIPTION)	LANE CONFIGURATION
Walkley Road and Lancaster Road is a signalized intersection. North Approach: Two left turn lanes, one channelized right turn lane East Approach: three through lanes, one channelized right turn lane West Approach: One left turn lane, two through lanes Pedestrian/Bicycle: Pedestrian crossings on all legs	

2.3.3 DRIVEWAYS

There are several private accesses existing along Lancaster Road within 200 m from the development site.

- Three accesses to 2525 Lancaster Road (Ottawa Athletic Club) north of the development site. The southernmost access to this property is approximately 15 m from the proposed northern access of the subject development site.
- Four accesses to the IL site at 2615 Lancaster Road south of the development site. The northernmost access to this property is approximately 45 metres from the proposed southern access of the subject development site.
- One access to a surface parking lot at 2510 Lancaster Road across street from the development site.
- One access to 2540 Lancaster Road (Canada Blood Services) on the opposite side of Lancaster Road from the development site.
- Two accesses to 2600 Lancaster Road (mobility equipment supplier) across Lancaster Road from the development site.
- Four accesses to a general employment site at 2620 Lancaster Road south of the development site across Lancaster Road.

2.3.4 TRANSIT FACILITIES

OC Transpo does not provide transit service along Lancaster Road. The nearest transit stops are on Southvale Crescent servicing Route #46 which goes to Hurdman O-Train Station. Route 46 is a Local Route that operates seven days a week with a 15-minute frequency during peak hours. There is an existing walkway connecting the proposed development at 2571 Lancaster Road to the bus stops on Southvale Crescent (i.e. Stop #0642, #7299 etc.). There are four bus stops within 400 metres of the proposed development that all service Route #46 and are on Southvale Crescent:

— Bus Stop #0642 and Bus Stop #7299 are both within approximately 250 metres of the proposed site,
— Bus Stop #7298 and Bus Stop #0641 are both within approximately 400 metres of the proposed site.

Additional Local Routes are available on the adjacent roadways of the proposed development site, including:

— Route #46 and Route #48 on Russell Road:
  — Northbound Transit Stop #7294, #7293, #7295, #8281
  — Southbound Transit Stop #7297, #7296
— Route #47 Walkley Road:

- Eastbound Transit Stop #6899
- Westbound Transit Stop #6898

Frequent Route #40 runs along St Laurent Boulevard that provides 15-minute service from 6 am to 6 pm on weekdays and operates seven days per week.

Figure 2-3 highlights all OC Transpo bus routes on adjacent roadways in close proximity of the proposed development.

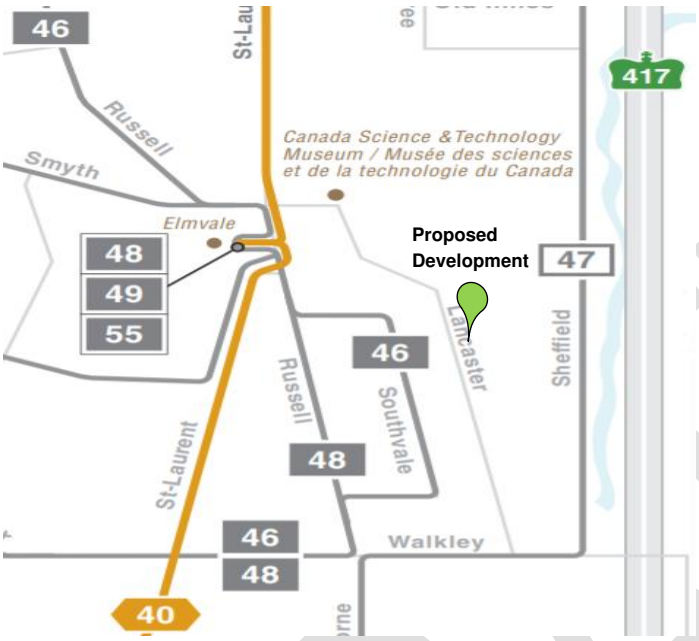


Figure 2-3: OC Transpo Bus Routes (Source: OC Transpo Map Network Map)

2.3.5 AREA TRAFFIC MANAGEMENT MEASURES

The existing area traffic management measures identified adjacent to the proposed development site include:

- Centre medians near the intersections with Walkley Road and St. Laurent Boulevard as well as where the road curves near 2400 Lancaster Road.
- Sidewalks are on both sides of Lancaster Road.
- Lancaster Road has curbside bike lanes on both sides of the southern section with painted bike sharrows on the northern section.
- Pedestrian crossings on all study intersections.

2.3.6 PEAK HOUR TRAVEL DEMANDS

The TRANS Committee was established to co-ordinate transportation planning efforts among various planning agencies located within the National Capital Region. The proposed development is located in District 140, Alta Vista district. The complete TRANS O-D results (including a map of the district area) is provided in Appendix C. The most recent Origin-Destination (O-D) survey was completed by TRANS in the Fall of 2011. The TRANS trip data for the Alta Vista Area is summarized in **Table 2-2.**

Table 2-2. TRANS Peak Period Trip Data for District 140 - Alta Vista Area

TRAVEL MODE	AM PEAK PERIOD (6:30 A.M. – 9:00 A.M.)			PM PEAK PERIOD (3:30 P.M. – 6:00 P.M.)		
	FROM DISTRICT	TO DISTRICT	WITHIN DISTRICT	FROM DISTRICT	TO DISTRICT	WITHIN DISTRICT
Auto-Driver	50%	62%	39%	64%	57%	49%
Auto-Passenger	12%	12%	15%	13%	15%	18%
Transit	30%	17%	10%	17%	23%	8%
Bicycle	3%	2%	2%	1%	2%	2%
Walk	1%	1%	20%	1%	1%	17%
Other	4%	7%	13%	4%	1%	6%
Total Vehicles	**24,920**	**43,090**	**16,220**	**44,590**	**27,900**	**19,670**

Source: TRANS 2011 O-D Survey, District 140 - Alta Vista District

Reviewing the Trans 2011 O-D Survey, majority of the population use personal vehicles as their main source of transport to and from the district. During both AM and PM peak hour periods, auto-driver and auto-passenger modes account for between 62% to 77% of the total vehicles that are travelling to and from the Alta Vista district. The remaining 23% to 38% are split between transit, bicycle, walk, or other modes of transportation. Among the users that use active transport to commute to and from Alta Vista, majority of them use the transit system. Within the district, the modes are a bit more split as more users tend to walk more as well as use other forms of transport.

2.3.7 FIVE-YEAR COLLISION HISTORY

The boundary road for the proposed development is Lancaster Road between Walkley Road and Russell Road. Using the collision history from the City of Ottawa Open Data, WSP reviewed the number and types of collisions (January 1, 2015 through December 31, 2019) on the boundary road. More recent and detailed five-year collision data will be requested from the City in support of a more thorough collision review. **Table 2-3** summarizes the five-year collision history on the boundary road.

Table 2-3. Five Year Collision History Summary

LOCATION	SUMMARY	TRENDS
Segment: Lancaster Road between Walkley Road and Russell Road	17 crashes on Lancaster Road segment between northern intersection with Russell Road to the southern intersection with Walkley Road.	There were no patterns for the collision on the segments as they varied in location throughout the road segment and impact type.
Intersection: Lancaster Road & Walkley Road	41 crashes at this location with no fatalities. Out of the 41 collisions, 34 were classified as Property Damage Only while the remaining 7 were classified as Non-Fatal Injury.	More than half of the collisions were rear-end collisions. In addition, majority of the collisions occurred in daylight with dry surface condition and clear environment.
Intersection: Smyth Road/Lancaster Road & St. Laurent Boulevard/Russell Road	96 crashes at this location with no fatalities. Out of the 96 collisions, 82 were classified as Property Damage Only while the remaining 14 were classified as Non-Fatal Injury.	

2.4 PLANNED CONDITIONS

2.4.1 CHANGES TO THE STUDY AREA TRANSPORTATION NETWORK

Based on the City of Ottawa's Construction and Infrastructure projects, the only major project near the adjacent roads expected to commence within three to five years is the resurfacing of **Walkley Road**. This may impact the traffic entering and existing Lancaster Road. However, this will be dependent on the expected build-out of the proposed development and should be further reviewed.

Per the 2031 Network Concept of Rapid Transit and Transit Priority Network in the City of Ottawa Transportation Master Plan (2013), **Walkley Road** and **Russell Road** will have at-grade BRT service connecting Bayshore Station to St. Laurent Station. **St. Laurent Boulevar**d will be a designated transit priority corridor with transit signal priority and queue jump lanes implemented at locations between Russell Road and Walkley Road.

There are no other major changes expected to the study area transportation network.

2.4.2 OTHER STUDY AREA DEVELOPMENTS

Two developments are noted in the City of Ottawa's Development Application Search tool that could have an influence on the study area:

- 2790 Lancaster Road (App# D07-12-20-0177): The City of Ottawa received a site plan control application for the construction of a 1-storey light industrial building.
- 2380 Walkley Road (App# D07-12-19-0164): The City of Ottawa received a site plan control application for the renovation of an existing building and construction of a new parking area.

2.5 STUDY AREA

The limits for the Transportation Impact Assessment (TIA) study area are shown in **Figure 2-4**.

Figure 2-4: Study Area

2.6 TIME PERIOD

The time periods identified for the traffic analysis are:

- Weekday AM Peak Hour: 7:15 a.m. to 8:15 a.m.
- Weekday PM Peak Hour: 5:45 p.m. to 6:45 p.m.

These are consistent with the AM and PM peak hours identified in the turning movement counts that were collected at the two study intersections dated between 2015 and 2017. The peak periods will be checked against more recent turning movement counts if any is available from the City.

2.7 HORIZON YEARS

The proposed facility is expected to be completed in one phase with a target build-out year of 2022 and full occupancy in mid 2023. In accordance with the TIA Guidelines, the following horizons will be considered for analysis

- 2023, which represents the anticipated buildout horizon,
- 2028, which represents the buildout year plus five years.

2.8 EXEMPTIONS REVIEW

Based on the review of the development and network conditions, the following elements shown in **Table 2-4** qualify for an exemption from this Transportation Impact Assessment.

Table 2-4. Exemptions Summary

MODULE	ELEMENT	EXEMPTIONS
DESIGN REVIEW COMPONENT		
4.1 Development Design	4.1.2 Circulation and Access	**Not Exempted.** This element is only required for site plans.
	4.1.3 New Street Networks	**Exempted** This element is only required for plans of subdivision.
4.2 Parking	4.2.1 Parking Supply	**Not Exempted.** This element is required for site plans.
	4.2.2 Spillover Parking	**Exempted** This element is only required for site plans where parking supply is 15% below unconstrained demand.
NETWORK IMPACT COMPONENT		
4.5 Transportation Demand Management	All Elements	**Exempted** Required for site plans expected to have more than 60 employees on location at any given time.
4.6 Neighborhood Traffic Management	4.6.1 Adjacent Neighbourhoods	**Not Exempted** Required when the development relies on local or collector access and total volumes exceed ATM capacity threshold.
4.8 Network Concept		**Exempted** Required when proposed development generates more than 200 person-trips during the peak hour in excess of the equivalent volume permitted by established zoning.

3 FORECASTING

To be completed following approval of the Scoping Report from City of Ottawa staff.

4 STRATEGY

To be completed following approval of the Forecasting Report from City of Ottawa staff.

APPENDIX

A SCREENING FORM

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	2571 Lancaster Road
Description of Location	Lancaster Road - Mid-block between Russell Road and Walkley Road
Land Use Classification	Mixed - Office/operation space, warehouse and shop spaces
Development Size (units)	
Development Size (m^2)	5,074 square metres
Number of Accesses and Locations	2 existing accesses on Lancaster Road; No new proposed accesses
Phase of Development	Single Phase
Buildout Year	planned in 2022 with full occupancy in mid 2023

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

- Office /Operation Centre: 3,828 m2
- *Shop: 536 m2
- Warehouse: 710 m2

** 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.

Land Use:
150 - Warehouse (710 sq m -> 7,641 sq ft)
710 - General Office Building (3,828 sq m & 536 sqm -> 41,204 sq ft & 5,769 sq ft)
AM Peak Hour:
- Warehouse: 1 (Enter: 77%; Exit: 23%)
- Office & Shop: 48 + 7 (Enter: 86%; Exit: 14%)
PM Peak Hour:
- Warehouse: 1 (Enter: 27%; Exit: 73%)
-Office & Shop: 47 + 7(Enter: 16%; Exit: 84%)

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?		✓
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)?		✓
Is the proposed driveway within auxiliary lanes of an intersection?		✓
Does the proposed driveway make use of an existing median break that serves an existing site?		✓
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		✓
Does the development include a drive-thru facility?		✓

Safety Trigger Note: No new driveway is being proposed

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).

APPENDIX

B DRAFT SITE PLAN

SITEPLAN

SITE STATISTICS		
Site Description:	Part of Lot 25, Concession 3 (Ottawa Front) and Part of Block "B" Registered Plan 4M-121	
Assigned Address	2571 Lancaster Rd, Ottawa, Ontario	
Zoning By-Law	Ottawa Zoning By-law 2008-250	
Permitted Use	**Proposed**	**Required**
Zoning Category	IL Light Industrial and IH Heavy	Office / Warehouse Use is Permitted
Definition: Utility	...an entity operating within a regulated industry that has been given the express right or subsequent legal duty to supply the general public with a product, commodity, or service such as natural gas, electricity, water, waste water, sewer, rail service, or communication service. (service public) (By-law 2013-	
Definition: Storage yard:	means land used for outdoor storage, including: the storage of vehicles...the storage of road maintenance material such as gravel or sand; ... and the storage of heavy vehicles or construction equipment, and includes an accessory maintenance garage used for the service and repair of the stored vehicles and equipment.	
Permitted Uses	Office / Storage	Permitted
Outdoor Storage	Utility Service Yard with Equipment Storage	Permitted at Rear of Site in IH Zone. Zone Change will be apirequired for storage in IL portion of the site.
Areas	**Proposed**	**Required**
Lot Area	3.30	0.8 ha
Building Area	4917	
Industrial Area	1200	
Office Area	3717	
Parking	**Proposed**	**Required**
Shops / Warehouse	10	10
Office Area	100	90
Parking total	110	100
Accessible Parking (Min)	4	4
Type A -	2	2
Type B -	2	2
Bicycle Parking (Min)	3	3
Loading Spaces (Min)	2	2
Site Coverage	**Proposed**	**Required**
Lot Coverage (Max)	15%	65%
% Landscape area (Min)	20%	10%
Landspaced Buffer to Street (Min)	7.5	1.5
% Outdoor Storage	29%	0% in IL, Permitted in IH
% Utility Service Yard	62%	N/A
Setbacks	**Proposed**	**Required**
Front Yard	10	7.5
Interior Side Yard	3	7.5
Exterior Side Yard	N/A	7.5
Rear Yard	7.5	7.5
Open Storage	0	0
Canopy Front Yard Setback	3.75	3.75
Height	**Proposed**	**Required**
Max Principal Bldg (m)	10	18
Max Accessory Bldg (m)	6	6
Parking Dim's	**Proposed**	**Required**
Standard (m)	5.5m x 2.7m	5.5m x 2.7m
Type A -	5.2m x 3.4m	5.2m x 3.4m
Type B -	5.2m x 2.4m	5.2m x 2.4m
Loading Space Dim's	12m x 3.5mx4.2	12m x 3.5mx4.2
Bicycle Space	1.8m x 0.5m	1.8m x 0.5m

PARKING COUNTS

Staff Barier-Free Parking	6
Staff Parking 9'x19'	92
Backhoe / Mini Excavator 15'x25'	24
Small Equipmet - Attachment 12'x20'	15
Small Equiment - Trailer 12'x20'	20
Large International / Dump Truck 15'x25'	32
Fleet Car / Van / Pickup Truck 12'x20'	100
Grand total: 289	

TRUE NORTH

ENBRIDGE
Where energy meets people

OTTAWA OPERATIONS CENTRE
2571 LANCASTER ROAD, OTTAWA, ON
June 28, 2021

PRA 100
1 : 300
2020-0566-10

WALTERFEDY

FLOOR PLAN - LEVEL 01

Warehouse Statistics

RACKS (*8 skid spaces/rack*)	38 (304)
HAND PICK SHELVING (36")	33
HAND PICK SHELVING (42")	7
HAND PICK SHELVING (48")	6

Workshop Legend

- Asset Renewel & Improvement (AR&I)
- Technical Field Support (TFS)
- Station Operations

Department Legend

- Amenity Space
- Building Services
- Industrial Space
- Mechanical Spaces
- Office Space

LEVEL 01

WORKSTATIONS	18
PRIVATE OFFICES	2
BENCH STATIONS	16
MUSTER ROOM	38
FOCUS ROOMS	1
MEETING ROOMS	2
HOTELLING STATIONS	0
LARGE MEETING ROOM	2
TRAINING ROOM	16

USABLE FLOOR AREA LEVEL 01 = 32,634SF
OFFICE = 19,538 SF
WAREHOUSE = 7,411SF
WELDSHOP = 5,685 SF

AREA PER PERSON - 264 SF/PERSON**
***office area only - 74ppl*

LEVEL 02

WORKSTATIONS	69
PRIVATE OFFICES	4
FOCUS ROOMS	4
MEETING ROOMS	3
HOTELLING STATIONS	5
LARGE MEETING ROOM	2
TRAINING ROOM	16

USABLE FLOOR PLATE - 19,212 SF
AREA PER PERSON - 246 SF/PERSON**
***office area only - 78ppl*

BUILDING GROSS AREA - 54,187 SF
LEVEL 01 - 32,822 SF
LEVEL 02 - 21,365 SF

BUILDING USABLE AREA - 52,842 SF
LEVEL 01 - 33,634 SF
LEVEL 02 - 19,212 SF

PROJECT NORTH TRUE NORTH

GRAPHIC SCALE 1:100

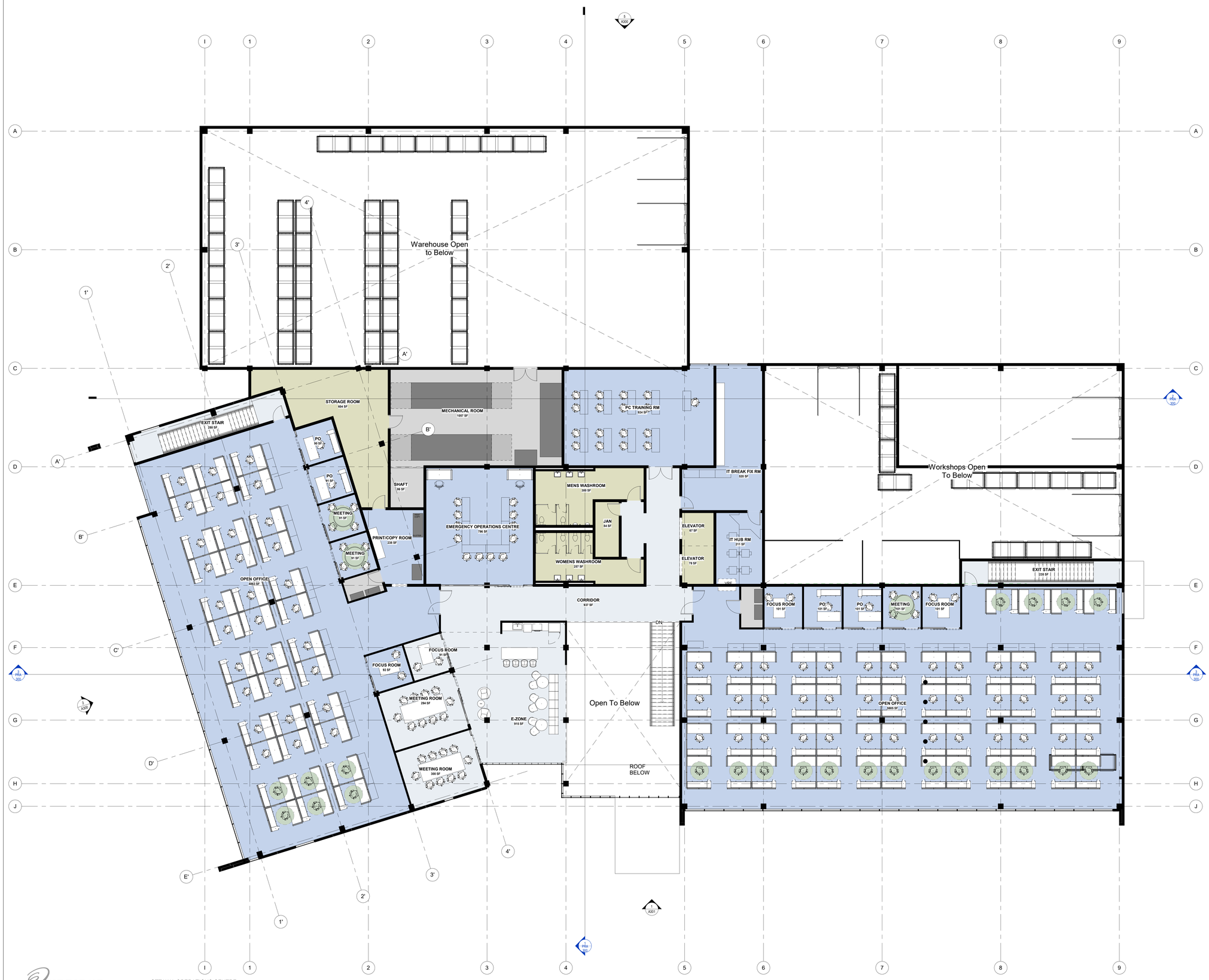
ENBRIDGE
Where energy meets people

OTTAWA OPERATIONS CENTRE
2571 LANCASTER ROAD, OTTAWA, ON
June 28, 2021

PRA 201
As indicated
2020-0566-10

WALTERFEDY

FLOOR PLAN - LEVEL 02 (Growth)



Department Legend

- Amenity Space
- Building Services
- Mechanical Spaces
- Office Space

LEVEL 01

WORKSTATIONS	18
PRIVATE OFFICES	2
BENCH STATIONS	16
MUSTER ROOM	38
FOCUS ROOMS	1
MEETING ROOMS	2
HOTELLING STATIONS	0
LARGE MEETING ROOM	2
TRAINING ROOM	16

USABLE FLOOR AREA LEVEL 01 = 31,732SF
OFFICE = 19,538 SF
WAREHOUSE = 6,509SF
WELDSHOP = 5,685 SF

AREA PER PERSON - 254 SF/PERSON**
***office area only - 74ppl*

LEVEL 02

WORKSTATIONS	92
PRIVATE OFFICES	4
FOCUS ROOMS	4
MEETING ROOMS	3
HOTELLING STATIONS	0
LARGE MEETING ROOM	2
TRAINING ROOM	16

USABLE FLOOR PLATE - 19,212 SF
AREA PER PERSON - 200 SF/PERSON**
***office area only - 96ppl*

BUILDING GROSS AREA - 53,266 SF
LEVEL 01 - 31,901 SF
LEVEL 02 - 21,365 SF

BUILDING USABLE AREA - 50,944 SF
LEVEL 01 - 31,732 SF
LEVEL 02 - 19,212 SF

PROJECT NORTH TRUE NORTH

0 1 2 3 4 5 10
GRAPHIC SCALE 1:100

ENBRIDGE
Where energy meets people

OTTAWA OPERATIONS CENTRE
2571 LANCASTER ROAD, OTTAWA, ON
June 28, 2021

PRA 203
As indicated
2020-0566-10

WALTERFEDY

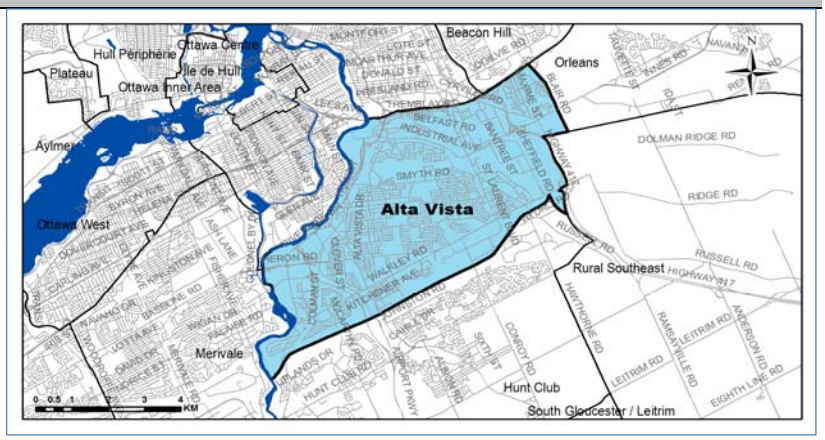
APPENDIX

C TRANS O-D SURVEY

Alta Vista

Demographic Characteristics

Population	74,770	Actively Travelled	59,190
Employed Population	32,910	Number of Vehicles	37,270
Households	32,590	Area (km^2)	38.5



Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	15,840	12,940	28,780
Part Time Employed	1,660	2,470	4,130
Student	8,130	8,750	16,870
Retiree	6,200	8,840	15,030
Unemployed	1,200	950	2,150
Homemaker	50	2,150	2,200
Other	630	900	1,530
Total:	33,700	36,990	70,700

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	7,620	9,140	16,760
Licensed Drivers	25,060	24,810	49,870
Telecommuters	140	60	200
Trips made by residents	92,440	98,770	191,210

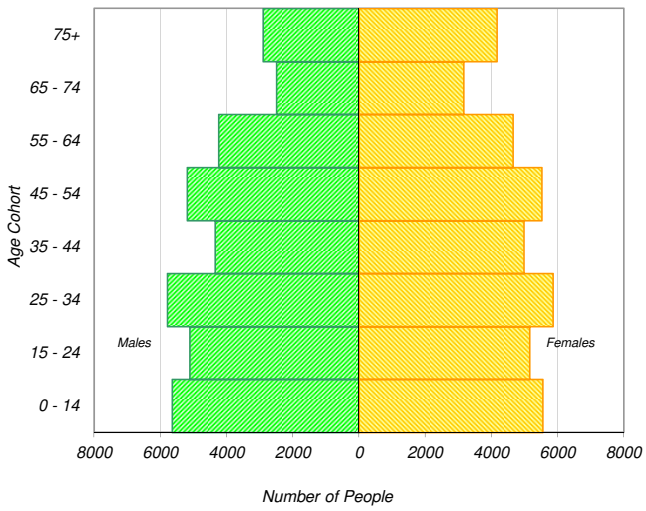
Household Size		
1 person	10,780	33%
2 persons	11,010	34%
3 persons	4,790	15%
4 persons	3,880	12%
5+ persons	2,130	7%
Total:	32,590	100%

Households by Vehicle Availability		
0 vehicles	6,320	19%
1 vehicle	16,930	52%
2 vehicles	8,030	25%
3 vehicles	1,030	3%
4+ vehicles	290	1%
Total:	32,590	100%

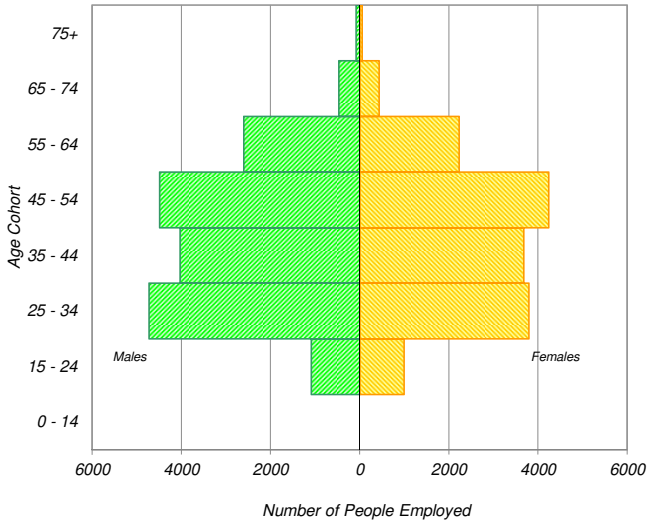
Selected Indicators	
Daily Trips per Person (age 5+)	2.70
Vehicles per Person	0.50
Number of Persons per Household	2.29
Daily Trips per Household	5.87
Vehicles per Household	1.14
Workers per Household	1.01
Population Density (Pop/km2)	1940

Households by Dwelling Type		
Single-detached	12,320	38%
Semi-detached	1,790	5%
Townhouse	4,700	14%
Apartment/Condo	13,780	42%
Total:	32,590	100%

Population



Employed Population

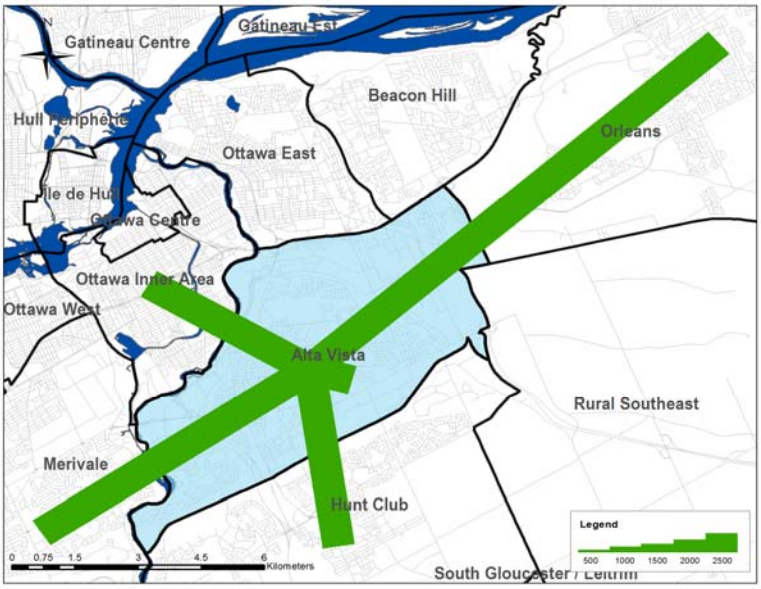


* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

Travel Patterns

Top Five Origins of Trips to Alta Vista

AM Peak Period



Summary of Trips to and from Alta Vista

AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From District	% Total	Origins of Trips To District	% Total
Ottawa Centre	4,180	10%	680	1%
Ottawa Inner Area	4,970	12%	4,270	7%
Ottawa East	1,940	5%	2,370	4%
Beacon Hill	2,690	7%	1,850	3%
Alta Vista	16,220	39%	16,220	27%
Hunt Club	1,980	5%	7,990	13%
Merivale	3,010	7%	3,690	6%
Ottawa West	1,160	3%	1,550	3%
Bayshore / Cedarview	830	2%	2,330	4%
Orléans	1,050	3%	5,890	10%
Rural East	110	0%	430	1%
Rural Southeast	140	0%	1,550	3%
South Gloucester / Leitrim	160	0%	1,970	3%
South Nepean	460	1%	2,360	4%
Rural Southwest	160	0%	690	1%
Kanata / Stittsvile	660	2%	1,810	3%
Rural West	20	0%	180	0%
Île de Hull	710	2%	190	0%
Hull Périphérie	360	1%	420	1%
Plateau	0	0%	680	1%
Aylmer	40	0%	480	1%
Rural Northwest	40	0%	300	1%
Pointe Gatineau	20	0%	740	1%
Gatineau Est	220	1%	270	0%
Rural Northeast	10	0%	320	1%
Buckingham / Masson-Angers	10	0%	70	0%
Ontario Sub-Total:	39,740	97%	55,830	94%
Québec Sub-Total:	1,410	3%	3,470	6%
Total:	41,150	100%	59,300	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	22,370	15%	46,540	31%	10,770	13%
School	8,550	6%	8,090	5%	6,440	8%
Shopping	16,500	11%	16,600	11%	14,550	17%
Leisure	11,940	8%	13,340	9%	7,720	9%
Medical	2,990	2%	7,860	5%	2,380	3%
Pick-up / drive passenger	9,390	6%	9,900	6%	6,990	8%
Return Home	75,570	50%	44,070	29%	33,060	39%
Other	4,870	3%	6,050	4%	3,240	4%
Total:	152,180	100%	152,450	100%	85,150	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	13,920	56%	28,300	66%	5,390	33%
School	5,340	21%	7,330	17%	5,600	35%
Shopping	510	2%	530	1%	320	2%
Leisure	570	2%	990	2%	480	3%
Medical	500	2%	1,760	4%	460	3%
Pick-up / drive passenger	1,790	7%	2,490	6%	2,110	13%
Return Home	1,380	6%	730	2%	910	6%
Other	910	4%	940	2%	930	6%
Total:	24,920	100%	43,070	100%	16,200	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	820	2%	1,340	5%	740	4%
School	550	1%	90	0%	70	0%
Shopping	3,920	9%	3,630	13%	2,830	14%
Leisure	2,550	6%	2,440	9%	1,580	8%
Medical	260	1%	670	2%	300	2%
Pick-up / drive passenger	3,310	7%	2,550	9%	2,390	12%
Return Home	31,900	72%	15,950	57%	11,310	58%
Other	1,270	3%	1,230	4%	440	2%
Total:	44,580	100%	27,900	100%	19,660	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	389,780		22%
AM Peak Period	84,190	22%	19%
PM Peak Period	92,140	24%	21%

Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	92,240	61%	92,670	61%	43,390	51%
Auto Passenger	24,030	16%	24,040	16%	13,430	16%
Transit	27,890	18%	27,220	18%	6,520	8%
Bicycle	2,180	1%	2,110	1%	1,390	2%
Walk	1,440	1%	1,510	1%	15,170	18%
Other	4,420	3%	4,890	3%	5,260	6%
Total:	152,200	100%	152,440	100%	85,160	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	12,430	50%	26,810	62%	6,330	39%
Auto Passenger	3,040	12%	5,100	12%	2,500	15%
Transit	7,540	30%	7,300	17%	1,700	10%
Bicycle	750	3%	750	2%	340	2%
Walk	280	1%	280	1%	3,210	20%
Other	880	4%	2,850	7%	2,140	13%
Total:	24,920	100%	43,090	100%	16,220	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	28,570	64%	15,990	57%	9,640	49%
Auto Passenger	5,930	13%	4,230	15%	3,570	18%
Transit	7,460	17%	6,420	23%	1,500	8%
Bicycle	630	1%	610	2%	470	2%
Walk	340	1%	310	1%	3,280	17%
Other	1,660	4%	340	1%	1,210	6%
Total:	44,590	100%	27,900	100%	19,670	100%

Avg Vehicle Occupancy	From District	To District	Within District
24 Hours	1.26	1.26	1.31
AM Peak Period	1.24	1.19	1.39
PM Peak Period	1.21	1.26	1.37

Transit Modal Split	From District	To District	Within District
24 Hours	19%	19%	10%
AM Peak Period	33%	19%	16%
PM Peak Period	18%	24%	10%