

City of Ottawa 2017 TIA Guidelines TIA Screening

1. Description of Proposed Development

Municipal Address	700 Spring Valley Drive
Description of Location	North of Joshua St, east of Spring Valley Drive
Land Use Classification	Elementary School
Development Size (units)	27 classrooms + 18 future portables
Development Size square metre (m ²)	267 m ² of daycare space
Number of Accesses and Locations	3 (1 to Joshua for staff, 2 to Spring Valley for drop-offs)
Phase of Development	1
Buildout Year	

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

Transportation Impact Assessment Guidelines

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

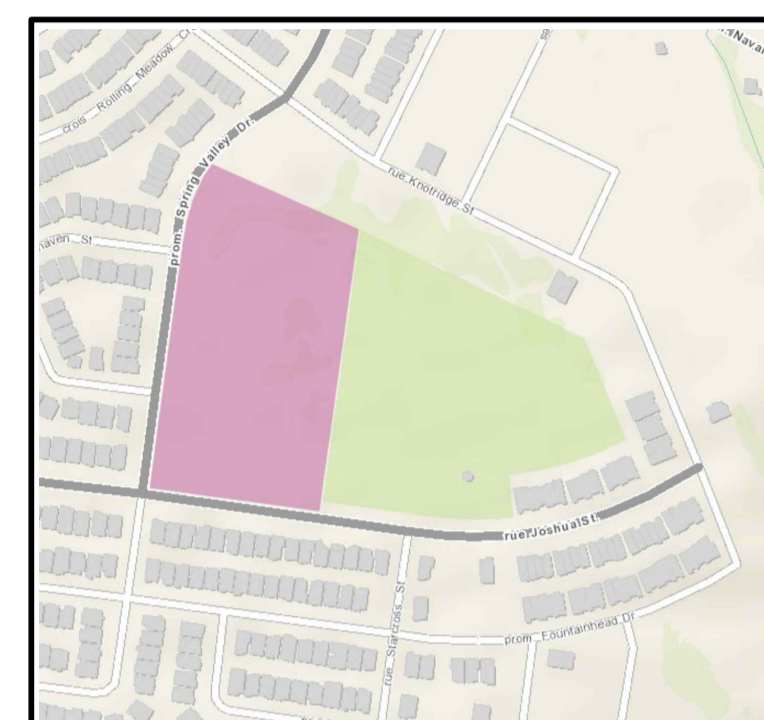
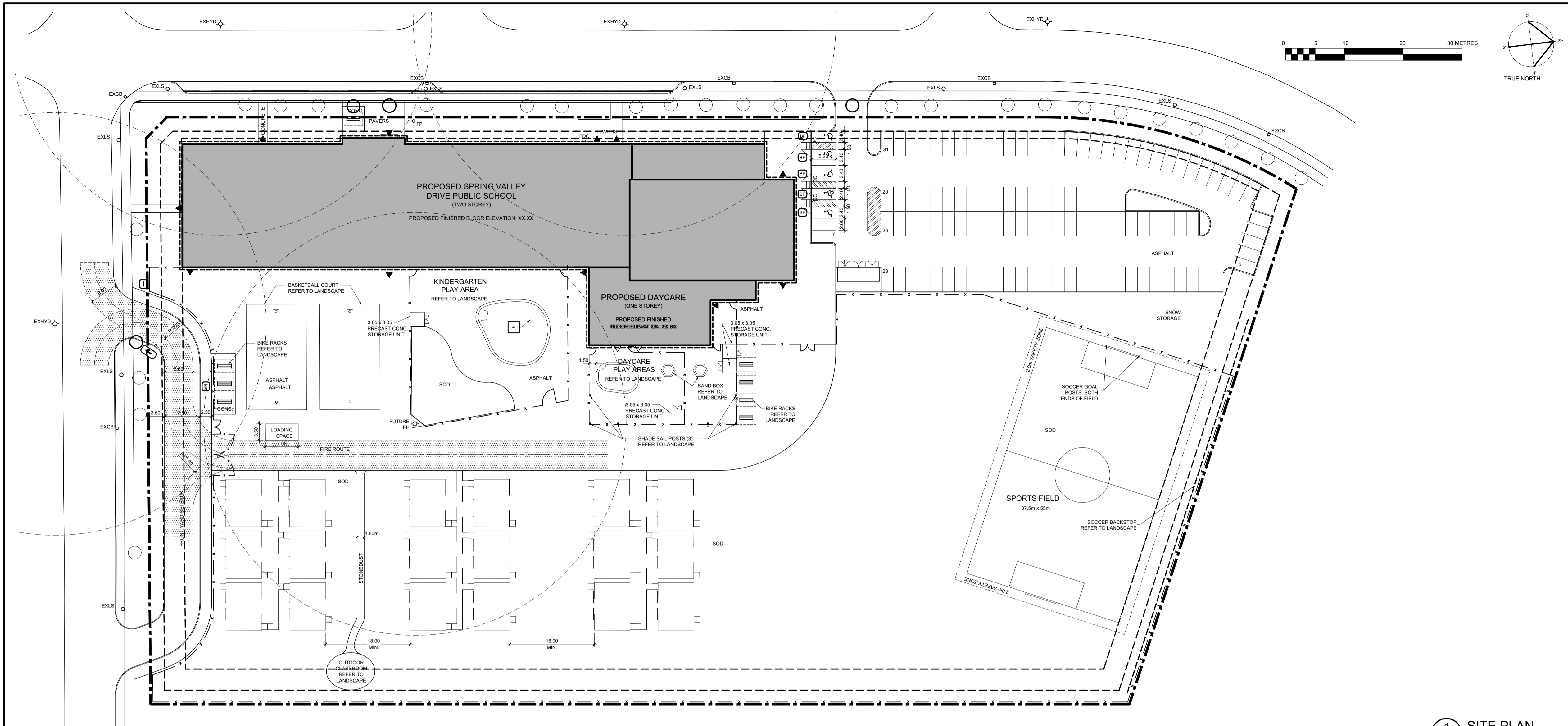
	Yes	No
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the development include a drive-thru facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 checked="" type="checkbox"/>	<input type="checkbox"/>
Does the development satisfy the Location Trigger?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the development satisfy the Safety Trigger?	<input type="checkbox"/>	<input checked="" 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).



01	ISSUED FOR SITE PLAN APPROVAL	XXMAY24
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1 SITE PLAN
A001 SCALE 1:500

- SPECIFIC CONSTRUCTION NOTES:**
- CHAIN LINK GAS METER ENCLOSURE:
- PERPENDICULAR AND AT RIGHT ANGLES TO THE BUILDING
- 915 DEEP x ±3660 LONG x 2135 HIGH
- TOP: CHAIN LINK FENCE INSTALLED ACROSS THE TOP
- FENCE FABRIC: 6 GAUGE, VINYL COATED, COLOUR BLACK
- LOCKING DOUBLE GATES @ 1220 WIDE EACH
- LOCKING DEVICE: ENBRIDGE TO SUPPLY MASTER X2268 LOCK UPON COMPLETION
- FENCE POSTS - 100mm, SCHEDULE 80, IN CONCRETE
- COMPLETE WITH TWO BOLLARDS. SEE 4/A001
 - PROVIDE PERIMETER FOUNDATION DRAINAGE:
100 TO 150mm Ø, GEOTEXTILE-WRAPPED, PERFORATED, CORRUGATED, PLASTIC PIPE SURROUNDED ON ALL SIDES BY 150mm OF 10mm CLEAR CRUSHED STONE. PLACE AT THE FOOTING LEVEL AROUND THE EXTERIOR OF THE STRUCTURE. THE PIPE TO HAVE A POSITIVE GRAVITY CONNECTION TO THE STORM SEWER OUTLET. REFER TO CIVIL.
 - PADMOUNT TRANSFORMER AND BOLLARDS REFER TO ELECTRICAL.
 - PROVIDE TRENCHES FOR POWER, PA/SECURITY, COMMUNICATIONS, FIRE ALARM, ETC. REFER TO ELECTRICAL.
 - PROVIDE MANHOLE TO SERVICE FUTURE PORTABLES. REFER TO ELECTRICAL.

- LEGENDS**
- SIGNAGE LEGEND:**
- NO TRESPASSING
 - FIRE ROUTE
 - BARRIER FREE PARKING
 - ONE WAY (DOUBLE SIDED)
 - NO ENTRY
 - VISITOR PARKING
 - STAFF PARKING
 - SCHOOL SIGN (DETAIL 6/A001)

- SYMBOL LEGEND:**
- EXISTING FIRE HYDRANT
 - FLAG POLE
 - EXISTING LIGHT STANDARD
 - RELOCATED EXISTING LIGHT STANDARD
 - LIGHT STANDARD - REFER TO ELECTRICAL
 - EXISTING CATCH BASIN
 - CATCH BASIN - REFER TO CIVIL
 - CATCH BASIN/MANHOLE - REFER TO CIVIL
 - STORM MANHOLE - REFER TO CIVIL
 - BUILDING ENTRANCE/EXIT
 - EXISTING TRANSFORMER
 - FIRE DEPARTMENT CONNECTION
 - NEW DEPRESSED CURB
 - NEW CURB
 - PROPERTY LINE
 - NEW CHAIN LINK FENCE - REFER TO LANDSCAPE

PROJECT INFORMATION:

BUILDING CLASSIFICATION:
THE BUILDING IS CLASSIFIED AND DESIGN TO CONFORM TO THE ONTARIO BUILDING CODE 2012 (CURRENT EDITION) PART 3

OCCUPANCY:
GROUP A, DIVISION 2, SPRINKLERED, TWO STOREY (3.2.2.24)

BUILDING STATISTICS:
SCHOOL AREA (FOOTPRINT): 3529 sq.m.
DAY CARE AREA (FOOTPRINT): 363 sq.m.
SCHOOL ZONING GFA: 4174 sq.m.
DAY CARE ZONING GFA: 267 sq.m.
SCHOOL NUMBER OF STOREYS: 2
DAY CARE NUMBER OF STOREYS: 1
BUILDING SPRINKLERED: YES
OF STREET ACCESS ROUTES: 1
CONSTRUCTION TYPE: NON-COMB.
FLOOR ASSEMBLY & F.R.R.: 1 HOUR

TOPOGRAPHICAL PLAN INFORMATION:
SURVEY PROPERTY BOUNDARIES TAKEN FROM TOPOGRAPHICAL PLAN, PLAN OF BLOCK 131, REGISTERED PLAN 4M-1465, CITY OF OTTAWA

PREPARED BY FARLEY Y. SMITH & DENIS SURVEYING LTD.
MAY 09, 2024

ZONING INFORMATION

NOTE: ALL ZONING DEFINITIONS AND REQUIREMENTS AS PER CITY OF OTTAWA ZONING BY-LAW 2008-250

ZONING MECHANISM	REQUIRED	PROVIDED
DEFINITION	11A MINOR INSTITUTIONAL ZONE	SCHOOL, DAY CARE
MIN. LOT WIDTH	15.0 m	120 m
MIN. LOT AREA	400 m ²	28,345 m ² (± 7 Acres)
MIN. FRONT YARD SETBACK	7.5 m	7.5 m
MIN. REAR YARD SETBACK	7.5 m	66 m ?
MIN. INTERIOR SIDE YARD SETBACK	7.5 m	n/a
MIN. CORNER SIDE YARD SETBACK	4.5 m	5 m
MAX. BUILDING HEIGHT	15.0 m	8.5 m
MAX. FLOOR SPACE INDEX	1.0	0.15
MIN. WIDTH OF LANDSCAPED AREA	ABUTTING A STREET = 3m	>3 m
PARKING LANDSCAPE BUFFER	FOR A PARKING LOT CONTAINING 100+ SPACES: ABUTTING A STREET = 3 m; NOT ABUTTING A STREET = 3 m	ABUTTING A STREET 3 m NOT ABUTTING A STREET 3 m
STANDARD PARKING SPACE	2.6m WIDTH x 5.2m LENGTH	2.6m WIDTH x 5.2m LENGTH
PARALLEL PARKING SPACE	2.6m WIDTH x 6.7m LENGTH	2.6m WIDTH x 6.7m LENGTH
ACCESSIBLE PARKING SPACE	3.66m WIDTH x 5.2m LENGTH	3.66m WIDTH x 5.2m LENGTH
PARKING REQUIREMENTS	ELEMENTARY SCHOOL - 15 PARKING SPACES/CLASSROOM AS FOLLOWS: 20 CLASSROOMS x 1.5 = 30 SPACES 7 KINDERGARTEN x 1.5 = 11 SPACES 18 FUTURE PORTABLES = 27 SPACES DAYCARE 2/100 sqm = 8 SPACES TOTAL REQ'D = 76 PARKING SPACES	117 PARKING SPACES
BARRIER FREE ACCESSIBLE	AS PER CITY OF OTTAWA ACCESSIBILITY DESIGN STANDARDS, PARAGRAPH 3.1.2, TABLE 3 2 TYPE 'A', 3 TYPE 'B'	5 ACCESSIBLE PARKING SPACES (2xTYPE 'A' + 3xTYPE 'B')
LOADING SPACES	1 per 2,000 m ² - 4,999 m ² OF G.F.A.	4,441 m ² G.F.A. = 1 SPACE
BICYCLE PARKING RATE	SCHOOL 42 (1/100m ²) DAYCARE 3 (1/250m ²)	120 BICYCLE SPACES
MAX. NUMBER OF PRIVATE APPROACH ALLOWED:	AS PER OTTAWA USE OF PRIVATE APPROACHES BY-LAW 2003-447, ITEM 25 (a)(iv), ONE TWO-WAY APPROACH AND TWO ONE-WAY APPROACH OR TWO TWO-WAY APPROACHES ARE PERMITTED.	1 - TWO-WAY APPROACH 1 - ONE-WAY APPROACH BUS LAY-BY LANE

N45 ARCHITECTURE INC.
71 Bank Street, 7th floor - Ottawa, Ontario, K1P 5N2
tel. 613.224.0095 fax 613.224.9811

project
SPRING VALLEY DRIVE PUBLIC SCHOOL
799 SPRING VALLEY DRIVE
OTTAWA, ON

seal

drawing title
SITE PLAN AND DETAILS

scale AS SHOWN	drawn by N.F.
date MAY 2024	checked by V.P.
project number 24-828	drawing number A001
CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE WORK COMMENCES. DO NOT SCALE DRAWINGS.	revision