



MEMO

TO: Wally Dubyk, Transportation Project Manager – Transportation Approvals
FROM: Kimberley Hunton, P.Eng.
SUBJECT: 272-274 Parkdale Avenue – Screening Form Explanation
DATE: December 22, 2022

The Screening Form has been prepared in support of the Demolition Control Application for the proposed development at 272-274 Parkdale Avenue. The site is currently occupied by two vacant residential buildings that are set to be demolished upon approval of the Demolition Control application to enable future development of the site. The site area is located at the corner of Parkdale Avenue and Bullman Street. As shown in **Figure 1**, the property currently has two access points: one along Bullman Street and one along Parkdale Avenue.

The approved Secondary Plans designate this area as a mixed-use centre/hub and has been identified for a high-rise development of up to 25 storeys. However, in the interim the vacant lots are to be converted to an interim community garden until the anticipated long-term development proceeds. This review is for the interim proposal only, and not the ultimate 25 storey development.

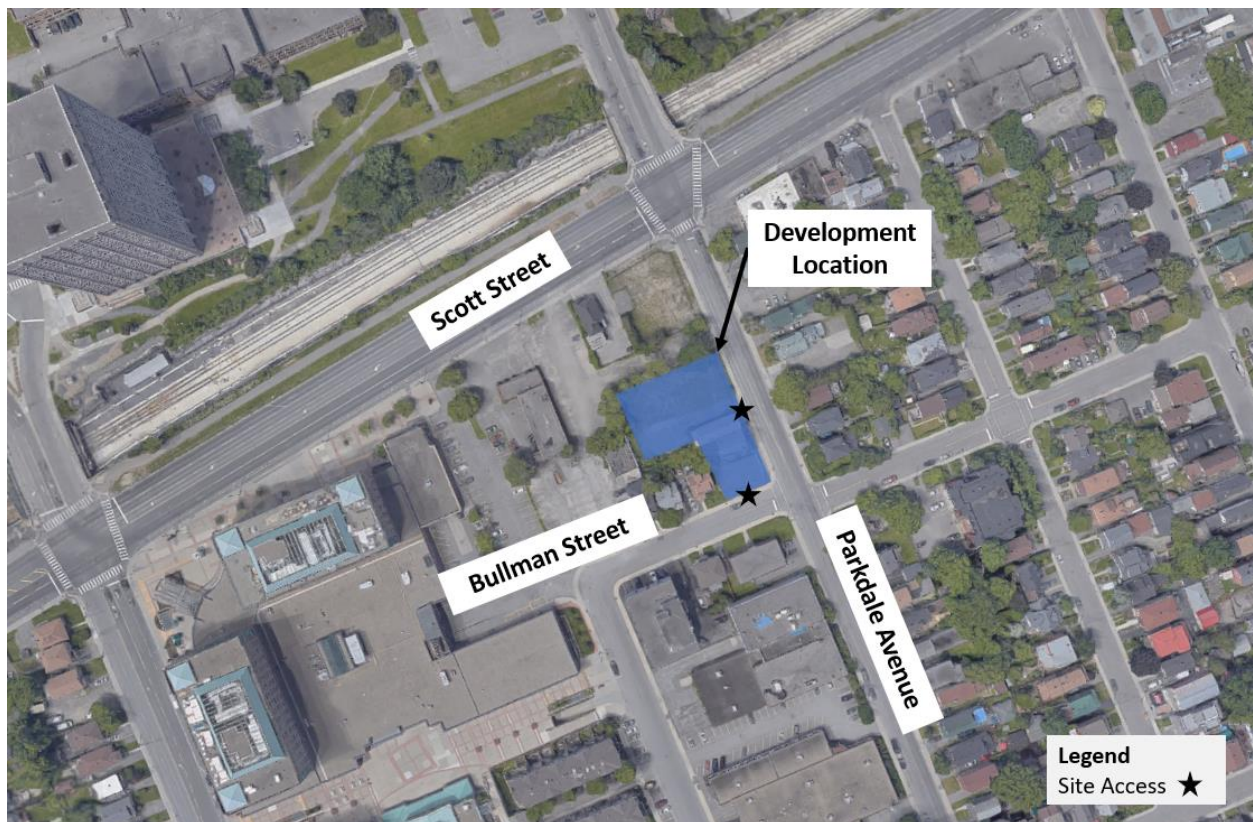


Figure 1: Site Location



The interim community garden is expected to be used by local residents who will primarily access the site on foot or by bike. A surface parking lot with a total of six parking spaces will be provided (including two accessible spaces). The two existing access points will be maintained with the Bullman Street access being for ingress only and the Parkdale Avenue access for egress only.

The Screening Form (shown in **Appendix A**) indicated that the location trigger was satisfied as the development is classified as a Design Priority Area (DPA) since it is located within a Mixed-Use Centre according to the City of Ottawa's Official Plan – Schedule B. However, given that the community garden has been proposed as an interim land use, minimal transportation impacts are expected, and the proposed design (shown in **Appendix B**) meets several design objectives of a DPA, WSP proposes that a full TIA is not required.

Long-Term Impact

As stated, the community garden will be provided as an interim use before eventually being replaced with a high-rise development. There will be no long-term structures built for the interim community garden, no washrooms provided, and no employees present on site for the operations of the garden. As such, no long-term impacts are expected from this development. This would be reviewed again at the time of the ultimate development on the site.

Transportation Network Impact

The interim development of the interim community garden is expected to provide minimal impacts to the transportation network. The layout of the parking area with only one ingress access and one egress access will reduce potential conflict points and with only six parking spaces, most visitors are expected to access the site by bike or walking. As requested in the pre-consultation meeting, the City of Ottawa's Transportation Demand Management Measures Checklist has been completed to enable and encourage travel by sustainable modes (shown in **Appendix C**).

A sidewalk is provided on both sides of the road for both Bullman Street and Parkdale Avenue, while the eastbound and westbound cycle tracks provided on Scott Street provide adequate connectivity for cyclists. Additionally, there will be no transportation impacts during the winter months since the interim community garden will not be operational during those months.

Design Priority Area Compliance

Finally, the interim community garden will meet several design objectives set out by the City's Official Plan for DPAs. These design objectives include enhancing the sense of community by creating places with their own identity and creating places that are safe, accessible and are easy to get to and move through. The interim community garden will provide a place for community engagement and sense of identity, while providing multi-modal accessibility. Therefore, while the development may not be the preferred long-term usage of that area, in the interim it will provide several benefits that are typically required of a DPA.

Thus, while the proposed development is located in a DPA the interim status of the development along with minimal transportation impacts and an adherence to several design objectives of the DPA provide sufficient support that a full TIA is not required.

Kimberley Hunton, P.Eng.
Manager, Transportation Planning

APPENDIX

A SCREENING FORM



City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	
Description of Location	
Land Use Classification	
Development Size (units)	
Development Size (m ²)	
Number of Accesses and Locations	
Phase of Development	
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.

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.

No existing ITE Land Use.

Using engineering judgement, less than 10 AM and PM peak hour trips are anticipated

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?		

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?		

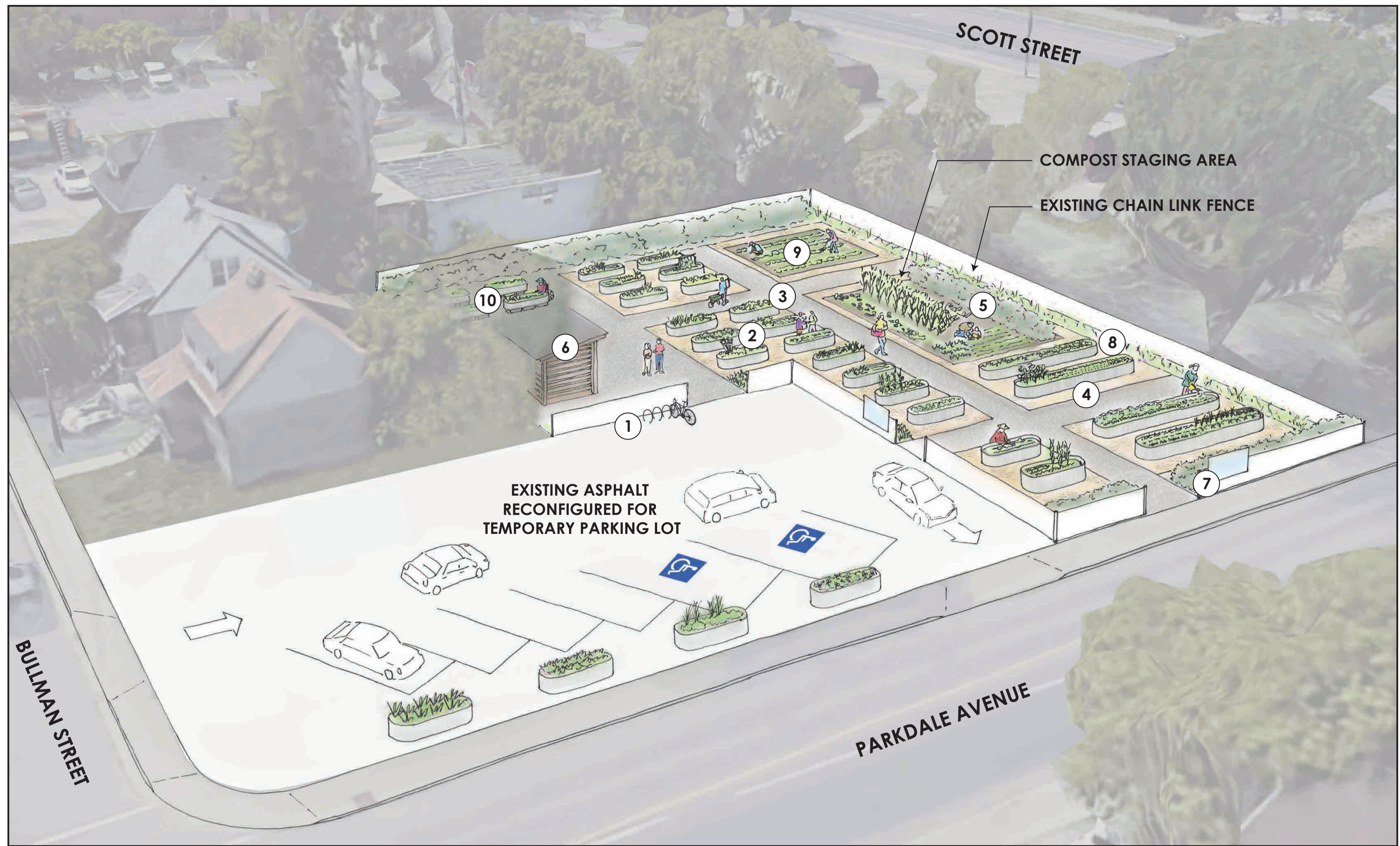
If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).

See rationale in Screening Form Memo for TIA study deemed complete

APPENDIX

B PROPOSED DESIGN





RAISED, ACCESSIBLE GARDEN PLOTS



IN-GROUND GARDEN BEDS FOR LARGER PLANTING AND SHARED CROPS



POLLINATOR PLANTING AT PERIMETER



SIGNAGE AT ENTRY POINTS



BIKE RACK



CONTAINED, ABOVE GROUND GARDEN PLOTS



ACCESSIBLE PATHWAYS



WOOD FIBRE GROUNDCOVER



POLLINATOR GARDEN



10' X 10' SECURED SHED

PARKDALE COMMUNITY GARDENS - CONCEPT PLAN

DATE: December 19th, 2022

NOTE: graphics were adapted from original hand graphic design by Fotenn Planning + Design



APPENDIX

C TDM – MEASURES CHECKLIST

TDM Measures Checklist:
Non-Residential Developments (office, institutional, retail or industrial)

Legend	
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance
★	The measure is one of the most dependably effective tools to encourage the use of sustainable modes

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
1. TDM PROGRAM MANAGEMENT		
1.1 Program coordinator		
BASIC	★	1.1.1 Designate an internal coordinator, or contract with an external coordinator <input checked="" type="checkbox"/>
1.2 Travel surveys		
BETTER		1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress <input type="checkbox"/>
2. WALKING AND CYCLING		
2.1 Information on walking/cycling routes & destinations		
BASIC		2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances <input checked="" type="checkbox"/>
2.2 Bicycle skills training		
<i>Commuter travel</i>		
BETTER	★	2.2.1 Offer on-site cycling courses for commuters, or subsidize off-site courses <input type="checkbox"/>
2.3 Valet bike parking		
<i>Visitor travel</i>		
BETTER		2.3.1 Offer secure valet bike parking during public events when demand exceeds fixed supply (e.g. for festivals, concerts, games) <input type="checkbox"/>

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
3. TRANSIT		
3.1 Transit information		
BASIC	3.1.1 Display relevant transit schedules and route maps at entrances	<input checked="" type="checkbox"/>
BASIC	3.1.2 Provide online links to OC Transpo and STO information	<input checked="" type="checkbox"/>
BETTER	3.1.3 Provide real-time arrival information display at entrances	<input type="checkbox"/>
3.2 Transit fare incentives		
<i>Commuter travel</i>		
BETTER	3.2.1 Offer preloaded PRESTO cards to encourage commuters to use transit	<input type="checkbox"/>
BETTER ★	3.2.2 Subsidize or reimburse monthly transit pass purchases by employees	<input type="checkbox"/>
<i>Visitor travel</i>		
BETTER	3.2.3 Arrange inclusion of same-day transit fare in price of tickets (e.g. for festivals, concerts, games)	<input type="checkbox"/>
3.3 Enhanced public transit service		
<i>Commuter travel</i>		
BETTER	3.3.1 Contract with OC Transpo to provide enhanced transit services (e.g. for shift changes, weekends)	<input type="checkbox"/>
<i>Visitor travel</i>		
BETTER	3.3.2 Contract with OC Transpo to provide enhanced transit services (e.g. for festivals, concerts, games)	<input type="checkbox"/>
3.4 Private transit service		
<i>Commuter travel</i>		
BETTER	3.4.1 Provide shuttle service when OC Transpo cannot offer sufficient quality or capacity to serve demand (e.g. for shift changes, weekends)	<input type="checkbox"/>
<i>Visitor travel</i>		
BETTER	3.4.2 Provide shuttle service when OC Transpo cannot offer sufficient quality or capacity to serve demand (e.g. for festivals, concerts, games)	<input type="checkbox"/>

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
4. RIDESHARING		
4.1 Ridematching service		
<i>Commuter travel</i>		
BASIC	★ 4.1.1 Provide a dedicated ridematching portal at OttawaRideMatch.com	<input type="checkbox"/> N/A
4.2 Carpool parking price incentives		
<i>Commuter travel</i>		
BETTER	4.2.1 Provide discounts on parking costs for registered carpools	<input type="checkbox"/>
4.3 Vanpool service		
<i>Commuter travel</i>		
BETTER	4.3.1 Provide a vanpooling service for long-distance commuters	<input type="checkbox"/>
5. CARSHARING & BIKESHARING		
5.1 Bikeshare stations & memberships		
BETTER	5.1.1 Contract with provider to install on-site bikeshare station for use by commuters and visitors	<input type="checkbox"/>
<i>Commuter travel</i>		
BETTER	5.1.2 Provide employees with bikeshare memberships for local business travel	<input type="checkbox"/>
5.2 Carshare vehicles & memberships		
<i>Commuter travel</i>		
BETTER	5.2.1 Contract with provider to install on-site carshare vehicles and promote their use by tenants	<input type="checkbox"/>
BETTER	5.2.2 Provide employees with carshare memberships for local business travel	<input type="checkbox"/>
6. PARKING		
6.1 Priced parking		
<i>Commuter travel</i>		
BASIC	★ 6.1.1 Charge for long-term parking (daily, weekly, monthly)	<input type="checkbox"/>
BASIC	6.1.2 Unbundle parking cost from lease rates at multi-tenant sites	<input type="checkbox"/>
<i>Visitor travel</i>		
BETTER	6.1.3 Charge for short-term parking (hourly)	<input type="checkbox"/>

Parking spaces to remain free of charge to facilitate ease of travel for volunteers

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
7. TDM MARKETING & COMMUNICATIONS		
7.1 Multimodal travel information		
<i>Commuter travel</i>		
BASIC ★	7.1.1 Provide a multimodal travel option information package to new/relocating employees and students	<input checked="" type="checkbox"/>
<i>Visitor travel</i>		
BETTER ★	7.1.2 Include multimodal travel option information in invitations or advertising that attract visitors or customers (e.g. for festivals, concerts, games)	<input type="checkbox"/>
7.2 Personalized trip planning		
<i>Commuter travel</i>		
BETTER ★	7.2.1 Offer personalized trip planning to new/relocating employees	<input type="checkbox"/>
7.3 Promotions		
<i>Commuter travel</i>		
BETTER	7.3.1 Deliver promotions and incentives to maintain awareness, build understanding, and encourage trial of sustainable modes	<input type="checkbox"/>
8. OTHER INCENTIVES & AMENITIES		
8.1 Emergency ride home		
<i>Commuter travel</i>		
BETTER ★	8.1.1 Provide emergency ride home service to non-driving commuters	<input type="checkbox"/>
8.2 Alternative work arrangements		
<i>Commuter travel</i>		
BASIC ★	8.2.1 Encourage flexible work hours	<input type="checkbox"/> N/A
BETTER	8.2.2 Encourage compressed workweeks	<input type="checkbox"/>
BETTER ★	8.2.3 Encourage telework	<input type="checkbox"/>
8.3 Local business travel options		
<i>Commuter travel</i>		
BASIC ★	8.3.1 Provide local business travel options that minimize the need for employees to bring a personal car to work	<input type="checkbox"/> N/A
8.4 Commuter incentives		
<i>Commuter travel</i>		
BETTER	8.4.1 Offer employees a taxable, mode-neutral commuting allowance	<input type="checkbox"/>
8.5 On-site amenities		
<i>Commuter travel</i>		
BETTER	8.5.1 Provide on-site amenities/services to minimize mid-day or mid-commute errands	<input type="checkbox"/>