

CERTIFICATION FORM FOR TIA STUDY PM

TRANSPORTATION IMPACT ASSESSMENT REPORTS

On 14 June 2017, the Council of the City of Ottawa adopted new Transportation Impact Assessment (TIA) Guidelines. In adopting the guidelines, Council established a requirement for those preparing and delivering transportation impact assessments and reports to sign a letter of certification.

Individuals submitting TIA reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Ottawa's Official Plan, the Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines.

By submitting the attached TIA report (and any associated documents) and signing this document, the individual acknowledges that s/he meets the four criteria listed below.

CERTIFICATION

- I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines;
- I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;
- I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and
- I am either a licensed¹ or registered² professional in good standing, whose field of expertise is either
 - Transportation engineering
 - Transportation planning

^{1,2} License of registration body that oversees the profession is required to have a code of conduct and ethics guidelines that will ensure appropriate conduct and representation for transportation planning and/or transportation engineering works.



Dated at Ottawa this 15 day of March, 2023
(City)

Name: Adam Howell, P. Eng.

Professional Title: Project Manager, Transportation Planning

Signature of individual certifier that they meet the above criteria

OFFICE CONTACT INFORMATION

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STAMP

272-274 Parkdale Avenue



MEMO

TO: Wally Dubyk, Transportation Project Manager – Transportation Approvals
FROM: Adam Howell, P.Eng.
SUBJECT: 272-274 Parkdale Avenue – Screening Form Explanation
DATE: March 15, 2023

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 site currently has two access points: one along Bullman Street and one along Parkdale Avenue.

The approved Scott Street Secondary Plan designate this area as a 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.

Note that the City of Ottawa comments and responses to those comments are tracked in **Appendix A**.

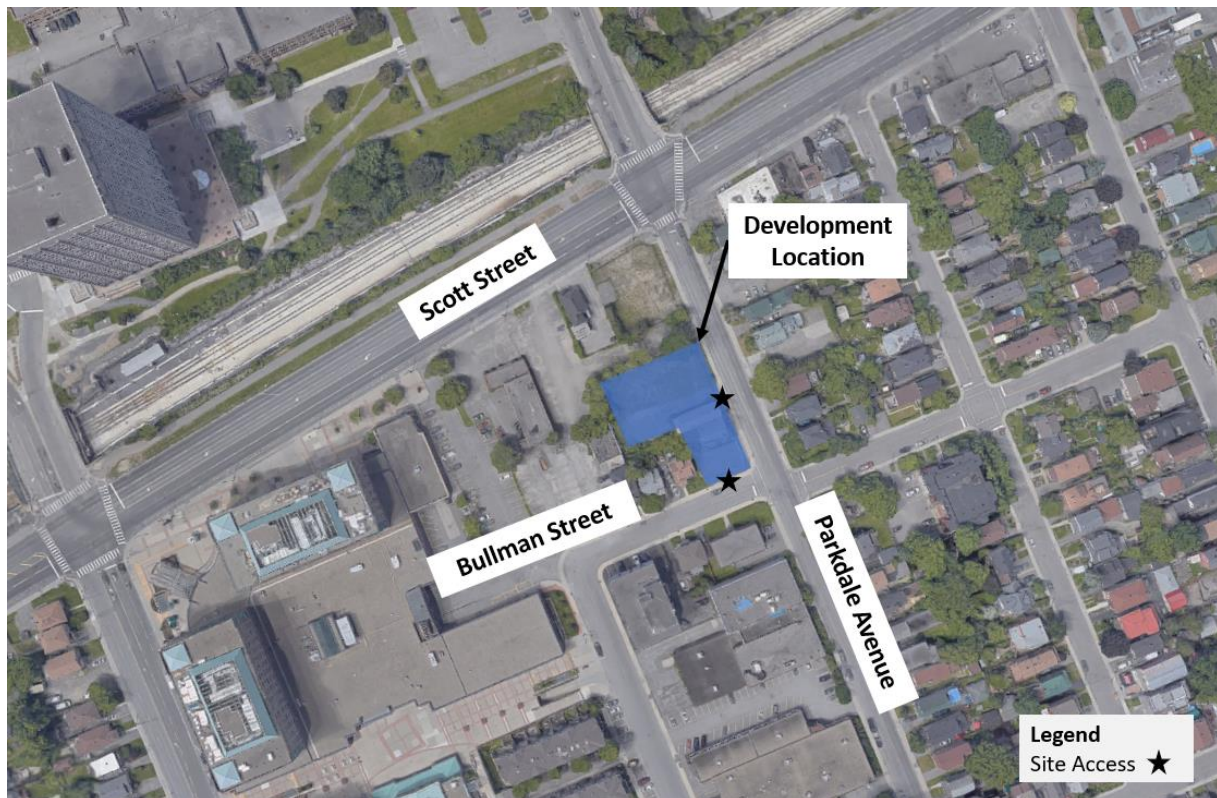


Figure 1: Site Location



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 four parking spaces will be provided (including one accessible space). 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 B**) indicated that the location trigger was satisfied as the development is classified as a Tier 3 Design Priority Area (DPA) according to the City of Ottawa's Official Plan – Schedule C7-A. However, given that the community garden has been proposed as an interim land use, minimal transportation impacts are expected, and the site plan (shown in **Appendix C**) aligns with the characteristics required 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 D**).

An existing 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. There will be five bicycle parking spaces provided for convenient access to the community garden. 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, per the City's Official Plan, the site is located in a Tier 3 (Local) DPA which is characterized, in part, by areas that provide a high-quality pedestrian environment. The interim community garden will provide a place for community engagement and sense of identity, while providing multi-modal accessibility and limited vehicular trip generation. Therefore, while the development may not be the preferred long-term usage of that area, in the interim it will provide the community benefits that are typically required of a Tier 3 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 the character of a DPA provide sufficient support that a full TIA is not required.

Adam Howell, P.Eng.
Senior Project Manager, Transportation Planning

Appendix A

CIRCULATION COMMENT RESPONSE





COMMENT AND RESPONSE LOG

TO: File
FROM: Adam Howell, P. Eng.
SUBJECT: 272-274 Parkdale Avenue – Screening Form Explanation
DATE: March 15, 2023

SCREENING FORM MEMO

WSP Submission December 22, 2022
City Comments Received March 2, 2023

- 1 This development would not generate sufficient traffic to warrant a TIA report. The consultant is to address how they plan to enable and encourage travel by sustainable modes (i.e. to make walking, cycling, transit, carpooling and telework more convenient, accessible, safe and comfortable). Please complete the City of Ottawa’s TDM Measures Checklist.

The TDM Measures Checklist was completed as part of the first submission of the TIA memo. The Checklist states that information shall be shared to users and volunteers of the garden regarding public transit and active transportation opportunities.
- 2 Parkdale Avenue is designated as an Arterial road within the City’s Official Plan with a ROW protection limit of 26.0 metres. The ROW protection limit and the offset distance (13.0 metres) are to be dimensioned from the existing centerline of pavement and shown on the drawings. The Certified Ontario Land Surveyor is to confirm the ROW protected limits and any portion that may fall within the private property to be conveyed to the City.

Thank you, no conveyance is being provided with this application.
- 3 ROW interpretation – Land for a road widening will be taken equally from both sides of a road, measured from the centreline in existence at the time of the widening if required by the City. The centreline is a line running down the middle of a road surface, equidistant from both edges of the pavement. In determining the centreline, paved shoulders, bus lay-bys, auxiliary lanes, turning lanes and other special circumstances are not included in the road surface.

Thank you, no conveyance is being provided with this application.
- 4 The City of Ottawa Zoning By-Law Corner Sight Triangles (Sec. 57) states that no obstruction to the vision of motor vehicle operators higher than 0.75 metres above grade. The consultant should review the sight distance to ensure that no obstructions hinder the view of the driver at the Parkdale Avenue and Bullman Street intersection.

The Corner Sight Triangle has been added to the site plan in Appendix C. There are no obstructions for drivers on Parkdale Avenue and Bullman Street.
- 5 Permanent structures such as curbing, stairs, retaining walls, parking spaces and bicycle parking racks are not to extend into the City’s right-of-way limits.



No permanent structures are proposed that extend to the City's right-of-way on the site plan.

- 6 Ensure that potential visitors who are not provided a parking space are aware that on street parking is not a viable option for visitors.

This comment has been noted.

- 7 Bicycle parking spaces are required as per Section 111 of the Ottawa Comprehensive Zoning By-law. Bicycle parking spaces should be located in safe, secure places near main entrances.

A total of 5 bicycle parking spaces are provided at one of the entrances to provide convenient access to the community garden. Additional language has been included in the memo.

Prepared by:

Adam Howell, P.Eng.

Senior Project Manager, Transportation Planning

Appendix B

SCREENING FORM

B

B

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

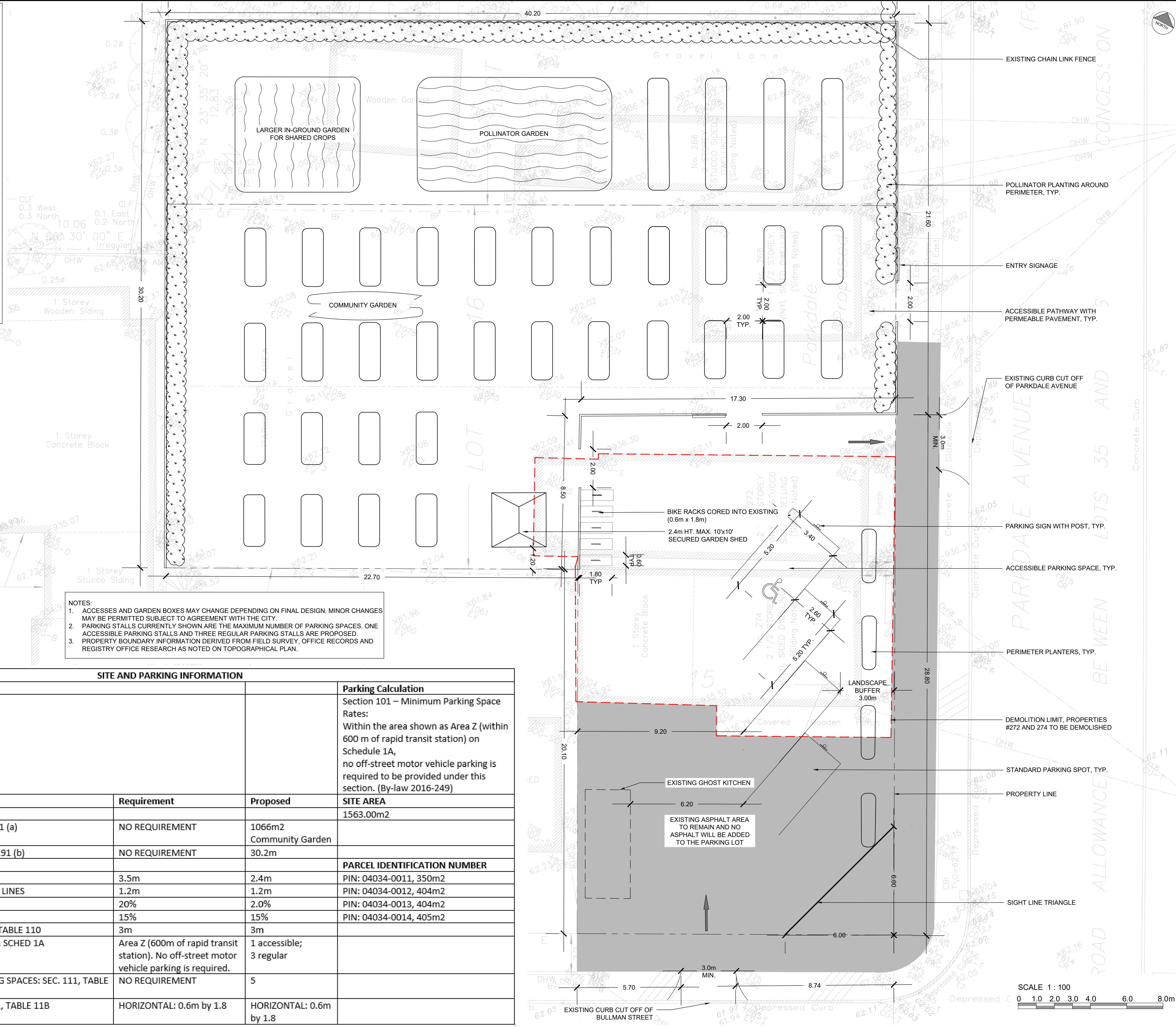
Appendix C

SITE PLAN



LEGEND

- EXISTING ASPHALT TO REMAIN
- ACCESSIBLE PATHWAY WITH PERMEABLE PAVEMENT
- INDIVIDUAL COMMUNITY GARDEN PLOTS
- LARGER IN-GROUND GARDEN FOR SHARED CROPS
- POLLINATOR GARDEN
- POLLINATOR PLANTING AROUND PERIMETER
- DEMOLITION LIMIT



NOTES:

1. ACCESSES AND GARDEN BOXES MAY CHANGE DEPENDING ON FINAL DESIGN. MINOR CHANGES MAY BE PERMITTED SUBJECT TO AGREEMENT WITH THE CITY.
2. PARKING STALLS CURRENTLY SHOWN ARE THE MAXIMUM NUMBER OF PARKING SPACES. ONE ACCESSIBLE PARKING STALLS AND THREE REGULAR PARKING STALLS ARE PROPOSED.
3. PROPERTY BOUNDARY INFORMATION DERIVED FROM FIELD SURVEY, OFFICE RECORDS AND REGISTRY OFFICE RESEARCH AS NOTED ON TOPOGRAPHICAL PLAN.

SITE AND PARKING INFORMATION			
Type of Use	Interim Community Garden		Parking Calculation
Zoning	Requirement	Proposed	Section 101 – Minimum Parking Space Rates: Within the area shown as Area Z (within 600 m of rapid transit station) on Schedule 1A, no off-street motor vehicle parking is required to be provided under this section. (By-law 2016-249)
Mixed Use Centre Zone, Subzone 12	NO REQUIREMENT	1066m2	SITE AREA
MINIMUM LOT AREA: SEC 191, TABLE 191 (a)	NO REQUIREMENT	Community Garden	1563.00m2
MINIMUM LOT WIDTH: SEC 191, TABLE 191 (b)	NO REQUIREMENT	30.2m	PARCEL IDENTIFICATION NUMBER
URBAN AGRICULTURE: SECTION 82			PIN: 04034-0011, 350m2
MAXIMUM BUILDING HEIGHT	3.5m	2.4m	PIN: 04034-0012, 404m2
SETBACKS FROM ALL OTHER LOT LINES	1.2m	1.2m	PIN: 04034-0013, 404m2
MAXIMUM LOT COVERAGE	20%	2.0%	PIN: 04034-0014, 405m2
INTERIOR LANDSCAPING: SEC 110	15%	15%	
MINIMUM LANDSCAPE BUFFER: SEC 110, TABLE 110	3m	3m	
MINIMUM REQUIRED PARKING: SEC 101, SCHED 1A	Area Z (600m of rapid transit station). No off-street motor vehicle parking is required.	1 accessible; 3 regular	
MINIMUM NUMBER OF BICYCLE PARKING SPACES: SEC. 111, TABLE 111A	NO REQUIREMENT	5	
BICYCLE PARKING DIMENSIONS: SEC. 111, TABLE 11B	HORIZONTAL: 0.6m by 1.8	HORIZONTAL: 0.6m by 1.8	

2611 QUEENSWAY DRIVE, SUITE 300
OTTAWA, ONTARIO
CANADA K2B 8K2
PHONE: 613-829-2800
WWW.WSP.COM

CONSULTANT:

SEAL:

CLIENT:

RICHCRAFT (BULLMAN) LTD.
2280 ST. LAURENT BOULEVARD,
OTTAWA, ON, K1G 4K1

CLIENT REF #

PROJECT:

272-274 PARKDALE - COMMUNITY GARDENS

KEY PLAN:

DISCLAIMER: THIS DRAWING AND DESIGN IS COPYRIGHT PROTECTED WHICH SHALL NOT BE USED, REPRODUCED OR REVISED WITHOUT WRITTEN PERMISSION BY WSP. THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND UTILITY LOCATIONS AND REPORT ALL ERRORS AND OMISSIONS PRIOR TO COMMENCING WORK. THIS DRAWING IS NOT TO BE SCALED.

ISSUED FOR REVISION:

NO	DATE	DESCRIPTION
2	2023 03 16	ISSUED FOR CLIENT REVIEW
1	2023 02 10	ISSUED FOR CLIENT REVIEW
0	2023 02 09	ISSUED FOR CLIENT REVIEW

PROJECT NO: - 221-13091-00 - FEB. 2023

ORIGINAL SCALE: 1:100

DESIGNED BY: TM

DRAWN BY: JW

CHECKED BY: TM

DISCIPLINE: LANDSCAPE ARCHITECTURE

TITLE: LANDSCAPE SITE PLAN

SHEET NUMBER: L100

SHEET # OF

ISSUE: - ISSUED FOR CLIENT REVIEW

DATE OF: - 2023.03.16

REV # 2

D07-05-22-0005

Appendix D

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"/>