

386 Richmond Road Mixed Use Development

Step 4 – TIA Strategy Report

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TIA Strategy Report

1. MODULE 4.1 DEVELOPMENT DESIGN

1.1. ELEMENT 4.1.1 – DESIGN FOR SUSTAINABLE MODES

1.1.1. BICYCLE PARKING

The proposed development includes 10 bicycle parking spaces including 8 interior spaces and 2 exterior spaces.

1.1.2. PEDESTRIAN ROUTES AND FACILITIES

The building will have at-grade accesses directly on to Richmond Road providing access directly to the sidewalk. No internal walkways or site circulation is required.

1.1.3. LOCATION OF TRANSIT FACILITIES

As documented in Figure 1 below, the subject site is approximately 530m walking distance from the Dominion Future LRT Station. Additionally, there are eastbound and westbound transit stops located 80m and 60m to the east of the site, respectively.

Figure 1: Transit Distance

2. MODULE 4.2 PARKING

2.1. ELEMENT 4.2.1 PARKING SUPPLY

2.1.1. AUTO PARKING

The proposed mixed-use development would have limited parking requirements, per the zoning for the site. Table 1 summarizes the parking requirements and the proposed parking supply, as per the information provided on the Site Plan.

Table 1: Required vs. Proposed Vehicle Parking

Land Use	Required	Provided
Residential	2	0
Visitor (Residential Visitor)	0	0
Retail	0	0

As shown in the table above the proposed site requires two parking spaces per the zoning by-law. This variance from the zoning requirement is justified by the site location and the access to transit including adjacent bus stations to the west of the site, and the close proximity of the Future Dominion LRT Station. Additionally, as detailed further below, the site will provide adequate bicycle parking to serve the site, further encouraging the use of active mode transportation. When a parking spot is required, on-street parking is provided curbside in front of the proposed development. The on-street parking, and nearby parking lot usage has been recently reviewed in the Westboro Local Area Parking Study Update, March 2017. This study documented the parking utilization along Richmond Road in the Study Area. The Parking Study considered two sections, east of Tweedsmuir and west of Tweedsmuir. The proposed development is within the west of Tweedsmuir segment of the report. The Parking Study determined that the parking along Richmond Road is at or exceeding the practical capacity (85% of spaces occupied) during the Weekday Midday and Evening; Saturday Morning, Midday, and Afternoon; Sunday Morning, Midday, and Afternoon. During all other periods, the parking utilization rate was 50% or more. Despite this it is still appropriate to allow the proposed parking variance. To provide on-site parking would require a site access onto Richmond Road, eliminating adjacent on street parking. This would reduce the available parking on Richmond Road. Additionally, the subject site will promote the use of transit and active modes transportation, rather than relying on single occupant vehicles. This is due to the proximity to transit and the provision of on-site bicycle parking.

2.1.2. BICYCLE PARKING

The proposed mixed-use development is planned to provide the required bicycle parking. Table 2 summarizes the parking requirements and the proposed parking supply, as per the information provided on the Site Plan.

Table 2: Required vs. Proposed Bicycle Parking

Land Use	Required	Provided
Residential	8	8
Retail	2	2

The required bicycle parking will be provided through a combination of interior and exterior bicycle parking, with eight interior and two exterior bicycle parking spaces.

3. MODULE 4.3 BOUDNARY STREET DESIGN

3.1. COMPLETE STREETS DESIGN

Available Complete Streets Designs for the subject segment of Richmond Road. The following response was received in response to this request.

The key element that is often lacking for a Complete Street that is in a Traditional Main Street environment, like this segment of Richmond Road, is a dedicated space for cyclists. While Complete Streets do not always require cycling facilities depending on context, this one would because (a) there already are many people regularly doing utilitarian cycling in the neighbourhood and (b) there are multiple destinations along the Westboro Village strip along Richmond that attract people that use bikes.

In addition to being a designated Spine Route in the Ottawa Cycling Plan (OCP) it should be noted that Richmond Road west of Churchill carries the highest class of cycling designation within the Plan, that of Crosstown Bikeway #2, where there only are 8 crosstown bikeways in the entire cycling network.

The OCP's 'Cycling Facility Selector Tool' would point to either a bike lane or cycle track as the appropriate facility based on traffic volumes and 85th percentile speed. However, it is not clear that this will be possible due to limited ROW and other priorities for the space (in particular on-street parking). The only way cyclists could be properly accommodated would be if on-street parking is removed from one or both sides of Richmond, or if buildings could be set back from the road. The latter is highly unlikely given the existing built form and number of buildings with front façades close to the curb line. It therefore makes the most sense to plan for cycling along this strip as a single large scale project that would address the issue of on-street parking along the entire segment – implying it is premature to design a cycling facility at only one address along this particular strip. If the proposed redevelopment covered the better part of a city block our response would be different.

The applicant would therefore not be required to accommodate the complete street concept at this location, despite the supportive policy.

As a result, there is nothing further to consider for Section 4.3.