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Memorandum

To:	Wally Dubyk (City of Ottawa)	Date:	October 29, 2024
From:	Basel Ansari, P.Eng.	Parsons No.:	479173-01000
Cc:	Austin Shih, MASc, P.Eng.		
Subject:	**129 Main Street Residential Building – *Transportation Memorandum***		

1.0 Background

Parsons was retained by the Properties Group Management to prepare a Transportation Memorandum for a proposed mid-rise residential development at 129 Main Street in Ottawa, Ontario. Ths subject site had previously initiated a site plan control application at this location prior to COVID-19, but was stalled during the pandemic. The applicant recently restarted the site plan control application and based on the Screening Form provided in **Appendix A**, only the location trigger was met due to Main Street's classification by the Official Plan as a Mainstreet Corridor within a Design Priority Area. Since the trip generation and location triggers are not met, a full Transportation Impact Assessment Report was deemed unnecessary by City staff and agreed a traffic memo was appropriate to support the application.

2.0 Proposed Development

The development site is located on a vacant lot at the northeast corner of the Main/Springhurst intersection, where it is bounded by Main Street to the west, Springhurst Avenue to the south and existing single and low-rise rsidential dwellings to the east and north. The area is within the Outer Urban Transect as per City of Ottawa Official Plan and zoned as Traditional Mainstreet Zone (TM7[1839]). Based on the Official Plan Schedule C7A, Main Street is designated as a Mainstreet Corridor within a Design Priority Area. The local site context is illustrated in Figure 1.

The proposed devleopment consists of a 6-storey residential building with 58 apartment units and 347 m² (3,739 ft²) commercial space. A two-level underground parking is proposed with 29 car parking spaces, with 58 bicycle parking spaces on the ground floor and 4 exterior bicycle spaces (62 total). Vehicle access to the underground parking garage is proposed via Springhurst Avenue, approximately 25 m east of Main Street. Development buildout is assumed by horizon year 2027. The proposed Site Plan is provided in **Appendix A**.

Figure 1: Site Context

3.0 Existing and Planned Conditions

3.1 Road Network

Main Street is a north-south arterial road extending from Colonel By Drive in the north to Riverside Drive in the south, where it continues as Smyth Road. Main Street provides a two-way two-lane cross-section and speed limit of 40 km/h at site frontage, with on-street parking bays on the east side north and south of the frontage.

Springhurst Avenue is an east-west local road allowing one-way eastbound from Main Street in the west to Brunswick Street in the east. Springhurst Avenue provides a wide single lane that permits time-restricted on-street parking on the north side.

The development is located at the northeast corner of the Main/Springhurst intersection, which is an unsignalized 'T'-legged intersection with no westbound movements permitted. There are no major road projects anticipated in the study area at the time of the report.

3.2 Pedestrian/Cyclist

Unit paver sidewalks are provided on both sides of Main Street (2.3 to 4.5 m wide), while concrete sidewalks are provided on the north (1.5m wide) and south (2.0 m wide) sides of Springhurst Avenue.

There are 1.5 m to 1.8 m wide cycle tracks provided on both sides of Main Street, extending from the Lees Avenue/Graham Avenue in the north to Toronto Street in the south. Painted eastbound bike lanes are also provided along the south sides of Hawthorne Avene (east of Main Street) and Lees Avenue/Graham Avenue. Bike crossing signals, north-south crossrides and bike boxes are provided at intersections along Main Street.

Based on the City of Ottawa 2023 Trasnportation Master Plan update, Hawthorne Avenue and part of Lees Avenue are classified as cross-town bikeways. Planned future cycling network projects include:

- Adding southbound cycling facilities on Main St from the Hwy 417 bridge to Lees Ave to address the missing link.
- Westbound bike lane on Hawthorne Ave and connection from Lees Ave.

3.3 Transit

Bus routes currently operate along Main Street, which includes routes #5, #16, #55 and #56. All bus routes are classified as local routes, which operate with a custom routing to local destinations. The nearest bus stops to the site are located at the intersection of Main/Des Oblats, approximately 50 m south of Sprinhurst Avenue.

There are no planned rapid transit corridors or major transit stations in close proximity of the development site.

3.4 Planned Conditions

The development site is located within the *Old Ottawa East Secondary Plan* area, which establishes policies to manage redevelopment of properties along Main Street and enhance the neaighbourhoods' land uses, landscape design, transportation, etc. The development is located in Policy Area #2 of the Secondary Plan, which covers areas fronting Main Street south of Highway 417 to Springhurst Avenue (east side) and Clegg Street (west side). No major transportation related recommendations are noted in the Secondary Plan, although some measure such as improving the public realm may have already been implemented in recent years considering the use of unit pavers on Main Street and other landscaping features.

Based on the City of Ottawa development applications, one future development is proposed in close proximity to the 129 Main Street site. This development is located on the south side of Springhurst Avenue just west of the Rosemere Avenue intersection, with a municipal address of 15-17 Des Oblats Avenue. The development is expected to add 284 rental

apartment units to an existing site. Based on the TIA Report preapred by CGH in March 2023, the development extension is expected to generate approximately 114 person trips and 28 vehicle trips during morning and afternoon peak hours.

4.0 Trip Generation

The proposed development will consist of 58 apartment units within a 6-storey residential building. A small commercial space with 347 m^2 area will be provided on the first floor. The commercial space is not expected to result in any new vehicle trips. Based on the City of Ottawa's 2020 TRANS Trip Generation Manual, the residential building is located in the "Ottawa Inner Area" district and is considered by the TRANS Manual a "high-rise multi-unit building". Following the appropriate trip rate from the TRANS Manual and conversion factors from morning and afternoon peak periods to peak hour, the trips generated by the development for each travel mode is calculated as shown in Table 1.

The development is expected to generate a total of 25 person trips during peak hours, which includes 6 vehicle trips, 2 passenger trips, up to 7 transit trips and up to 13 active transport (walking and biking) trips. The number of trips generated is minimal and will not result in any notable impact to the surrounding transportation network.

Table 1: Residential Peak Hour Trips Generated

Travel Modes	AM peak			PM peak			AM peak Mode Share	PM peak Mode Share
	In 31%	Out 69%	Total	In 58%	Out 42%	Total		
Auto Driver	2	4	6	3	2	6	26%	25%
Auto Passenger	0	1	1	1	1	2	6%	8%
Transit	2	5	7	3	2	5	28%	21%
Cycling	0	1	1	1	1	2	5%	6%
Pedestrian	3	6	9	6	4	11	34%	39%
Total Person Trips	**8**	**17**	**25**	**15**	**11**	**25**	**100%**	**100%**

The anticipated peak hour vehicle trips shown in Table 1. From an intersection operations perspective the number of vehicles generated by the site will be low during peak periods; they do not exceed five vehicles at any location and will not result in any notable impact to the study area intersections.

5.0 Site Circulation and Access Design

The single site access will be located along Springhurst Avenue, approximately 25 m east of Main Street that leads to the underground parking garage. The garage will be accessed by passenger cars only. Garbage pickup is expected to occur along Springhurst Avenue along with fire truck access to the main building entrance. Cyclists travelling on the existing cycle track along Main Street can access the bike parking spaces on the ground floor using the main entrance on Springhurst Avenue and can access the commercial units on Main Street. Pedestrian access is facilitated along Main Street with existing wide unit paver walkway and along Springhurst Avenue with existing 1.5m sidewalk widened to 2.0 m.

There are no anticipated sightline obstructions for vehicles exiting the parking garage onto Springhurst Avenue. As per City of Ottawa standards, the sidewalk is depressed and continuous through the access. The site access meets the requirements of the City of Ottawa's Private Approach By-Law as follows:

- With the number of vehicle parking spaces provided, the minimum distance needed to the nearest intersection is 18 m.
- Site access width does not exceed a maximum of 9 m.
- Site access is located a minimum distance of 0.3 m from the property line measured at the curb.
- The ramp grade does not exceed 2% within the private property for a distance of 6 m from the property line.

6.0 Transportation Demand Management

The proposed development is located along a Mainstreet Corridor within a Design Priority Area, where it will be owned and managed by the Properties Group Management. Unit breakdown consists of 4 studio units, 39 one-bedroom units and 15 two-bedroom units, for a total of 58 units.

Considering the proposed land-use of the development are for residential units, it is expected the morning peak hour trips will be residents leaving the site to work and returning to the site from work during the afternoon peak hour. Trip generation is detailed in Section 4.0.

The proposed development is expected to generate minimal traffic volumes that will have low impact on the study area intersections and roadways. Therefore, rigorous TDM measures are not considered required in this context. Nonetheless, TDM measures are expected to be provided as detailed below.

TDM Supportive Development Design and Infrastructure Checklist

- All ten (10) required measures related to Walking and Cycling (facilities and bicycle parking) and Vehicle Parking have been satisfied.
- Nine (9) of the fourteen (14) basic measures related to Walking and Cycling and Parking have been satisfied, namely:
    - Locating building close to street with no parking areas between entrance and street.
    - Locating building entrances to minimize walk distance to sidewalks and transit.
    - Locating building doors and windows to ensure visibility of pedestrians.
    - Providing safe, direct, and attractive walking routes to transit.
    - Ensuring walking routes are secure, visible, and lighted.
    - Providing lighting, landscaping and benches along walking and cycling routes.
    - Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles, plus the expected peak number of visitor cyclists
    - Provide parking for long-term and short-term users that is consistent with mode share targets.
    - Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly.

TDM Measures Checklist

Four (4) of the seven (7) basic measures related to the Walking and Cycling, Transit, Parking and TDM Marketing & Communications have been proposed as noted below. An asterisk (*) indicates the measure is one of the most dependably effective tools to encourage the use of sustainable modes.

- Display local area maps with walking/cycling access routes.
- Display relevant transit schedules and route maps at entrances.
- *Unbundle parking cost from monthly rent.
- *Provide a multimodal travel option information package to new residents.

7.0 Summary

The proposed development consisting of 58 apartment units and 347 m^2 commercial space within a 6-storey residential building is not expected to result in notable impacts to the transportation network. The development is anticipated to generate 25 total person trips during morning and afternoon peak hours, including a minimal 6 vehicle trips.

The site access and design adhere to the requirements of the City of Ottawa's Private Approach By-Law. The access is used to enter and exit the proposed two-level underground parking lot with 29 vehicle parking spaces. Bicycle parking will be provided on the ground floor (58 spaces), with 4 exterior spaces as well, for a total of 62 spaces. The number of vehicle and bicycle parking spaces adhere to the requirements of the City of Ottawa Parking Provisions and bike parking is provided at a rate of one space per residential unit.

Some TDM measures are anticipated to be provided to encourage sustainable travel modes such as transit, walking and cycling that will leverage existing facilities and services along Main Street. Some of these notable measures include unbundling parking costs from monthly rent and providing multimodal travel option information to new residents.

Based on the foregoing, the development will result in minimal transportation impacts to the study area and is recommended to proceed from a transportation perspective.

Document Control Page

CLIENT:	The Properties Group Management			
PROJECT NAME:	129 Main Street Residential Building			
REPORT TITLE:	Transportation Memorandum			
PARSONS PROJECT NO:	479173 - 01000			
DIGITAL MASTER:	https://parsons365can.sharepoint.com/sites/OttawaHub/Projects/Projects/479173 - 129 Main Street (Properties Group Management)/4. 01000 - WBS NAME/Documents/Traffic Memorandum/129 Main Street Traffic Memo - Oct 2024.docx			
HISTORY:	**Version**	**Originator**	**Reviewer**	**Back Checker**
	Original October 08, 2024	Basel Ansari, P.Eng.	Austin Shih, P.Eng.	Basel Ansari, P.Eng.
	Update October 29, 2024	Basel Ansari, P.Eng.	Austin Shih, P.Eng.	Basel Ansari, P.Eng.

Appendix A

Screening Form and Site Plan

City of Ottawa 2017 Transportation Impact Assessment (TIA) Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	129 Main St, Ottawa, ON K1S 5P4, Canada
Description of Location	Northeast corner of Main/Springhurst intersection
Land Use Classification	Residential - Traditional Mainstreet TM7[1839] Zone
Development Size (units)	58 apartment units, 347 sq.m commercial space
Development Size (m^2)	3853 sq.m above ground
Number of Accesses and Locations	One access via Springhurst Avenue
Phase of Development	One phase
Buildout Year	Assumed 2027

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

If the proposed development size is greater than the sizes identified above, the Trip Generation Trigger is satisfied.

[1] Hubs are identified in Schedules B1 to B8 of the City of Ottawa Official Plan. PMTSAs are identified in ScheduleC1 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.

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 Network, Rapid Transit network or Cross-Town Bikeways?		X
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)?[1]	X	

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 80 km/hr or greater?		X
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		X
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)?		X
Is the proposed driveway within auxiliary lanes of an intersection?		X
Does the proposed driveway make use of an existing median break that serves an existing site?		X
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		X
Does the development include a drive-thru facility?		X

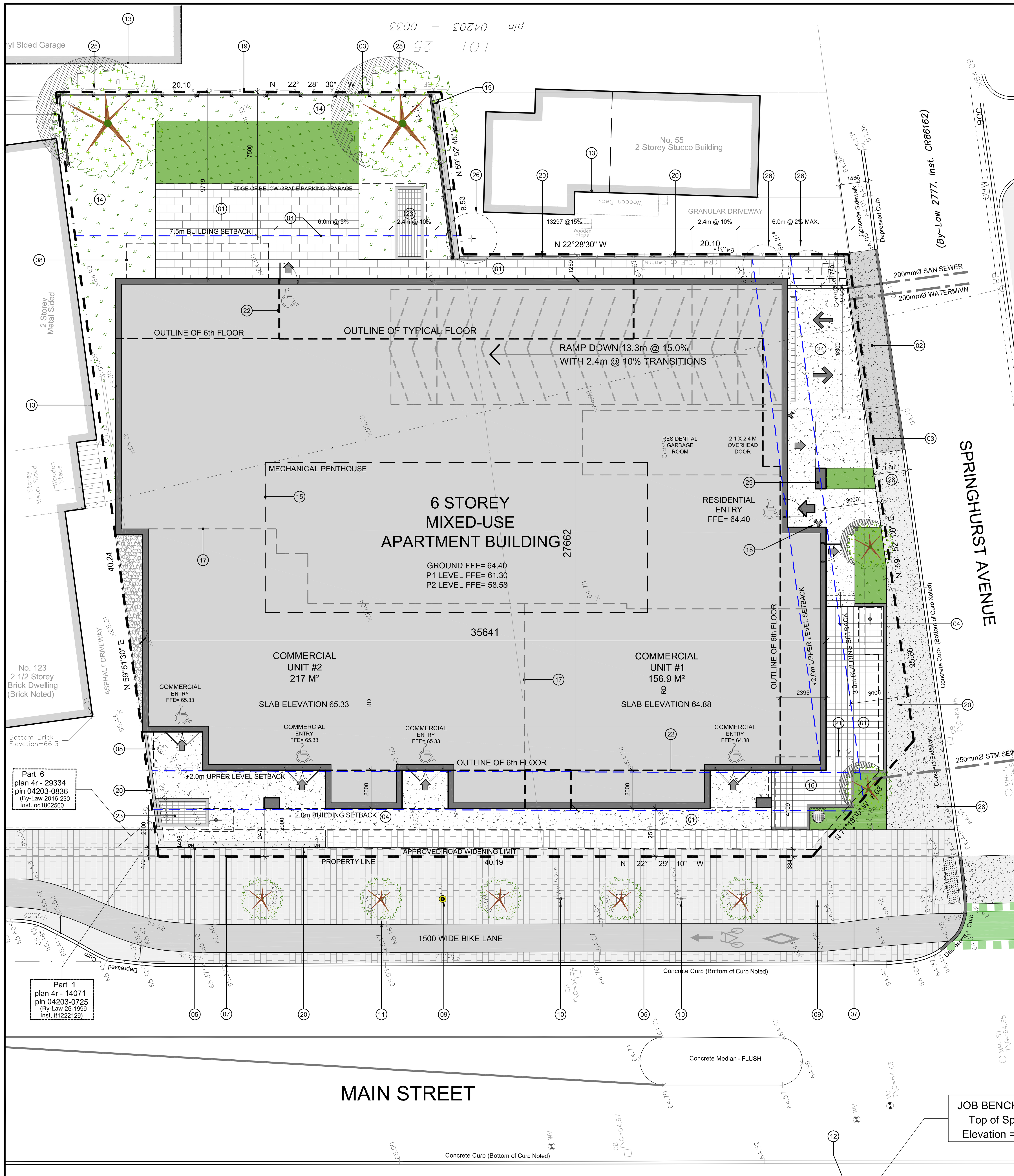
If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

5. Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?		X
Does the development satisfy the Location Trigger?	X	
Does the development satisfy the Safety Trigger?		X

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).

KEY PLAN



SITE PLAN

1 / SP-1

SCALE = 1 : 100

SCALE 1: 100

DRAWING NOTES:

1. PRECAST CONCRETE UNIT PAVERS ON GRANULAR SUB-BASE OR BUILT UP ROOF DECK, SEE LANDSCAPE PLAN FOR PATTERN AND TYPE
2. CITY CURB & SIDEWALK TO BE DEPRESSED AND CONTINUOUS TROUGH DRIVEWAY
3. PROPERTY LINE
4. BUILDING SETBACK
5. APPROVED ROAD WIDENING, 0.387 TO 0.47 METRE
6. PROPOSED BICYCLE SPACE 600 x 1800mm
7. CITY BOULEVARD INSTALLED IN 2017
8. BALCONY ABOVE
9. EXISTING CITY BOULEVARD LIGHTS
10. EXISTING CITY BOLLARD STYLE BIKE RACKS
11. EXISTING STREET TREES WITH GUARD PLANTED 2017
12. EXISTING FIRE HYDRANT
13. OUTLINE OF EXISTING ADJACENT BUILDING
14. SOFT LANDSCAPING, SEE LANDSCAPE PLAN
15. OUTLINE OF MECHANICAL PENTHOUSE
16. COMMERCIAL PATIO AT GRADE
17. OUTLINE OF COMMERCIAL UNITS ON GROUND FLOOR
18. SIAMESE CONNECTION
19. 1800mm HT. PRIVACY FENCE
20. 150mm WIDE CONCRETE EDGER, HEIGHT VARIES, SEE GRADING PLAN
21. PROPOSED CISTERN WITH ACCESS COVER
22. OUTLINE OF BUILDING ABOVE
23. INTAKE / EXHAUST AIR SHAFT FOR GARAGE
24. ENTRY DRIVEWAY WITH TRENCH DRAIN
25. EXISTING WOOD PRIVACY FENCE TO BE REPLACED
26. EXISTING TREE TO BE REMOVED
27. EXISTING CONCRETE CURB / WALL REMOVE AS REQUIRED
28. 1.8m WIDE CONCRETE SIDEWALK TO CITY STANDARDS
29. BUILDING COLUMN

SITE PLAN SYMBOLS:

- CONCRETE UNIT PAVERS SURFACE
- SOFT LANDSCAPING
- CONCRETE DRIVEWAY
- CONCRETE SIDEWALK
- NEW CITY UNIT PAVER SIDEWALK (INSTALLED 2017)
- NEW CITY BICYCLE LANE (INSTALLED 2017)
- WALL MOUNTED LIGHT
- TWO WAY VEHICLE CIRCULATION
- MAIN ENTRANCE
- COMMERCIAL ENTRANCE OR FIRE EXIT
- NEW CITY BOLLARD STYLE BIKE RACK
- x64.25 EXISTING GRADE
- RD o ROOF DRAIN

PROJECT DEVELOPER

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SURVEYOR

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CIVIL ENGINEER

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LANDSCAPE ARCHITECT

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Fax: (613) 422-1029
E-Mail: kallaladesign@xplornet.com

PROJECT INFORMATION

ZONING	Zoning By-law 2008-250	TM7 [1839]
SITE AREA		1,414.63 sq. m. (15,227 sq. ft.)
BUILDING HEIGHT		20.0m
AVERAGE MEAN GRADE		64.85 m. geo. elev.
FRONT YARD SETBACK		2.0m
FRONT YARD SETBACK - AFTER 5th FLOOR OR 16.5m		+ 2.0m
CORNER SIDE YARD SETBACK		3.0m
CORNER SIDE YARD SETBACK - AFTER 5th FLOOR		+ 2.0m
REAR YARD SETBACK - ABUTTING 'R' ZONE		7.5m
AMENITY SPACE REQUIRED 58 UNITS X 6.0m		348 sq. m.

PROJECT STATISTICS

BUILDING HEIGHT		6 Storey's - 20 M

GROSS BUILDING - AREAS
(CITY OF OTTAWA'S DEFINITION)

BASEMENT LEVEL		0.0 sq. m. 0 sq. ft.
GROUND FLOOR		347.4 sq. m. 3,739 sq. ft.
TYPICAL FLOORS (2 - 5)	4 x 722.9 sq. m. 4 x 7,781 sq. ft.	2,891.5 sq. m. 31,124 sq. ft.
6th FLOOR		614.6 sq. m. 6,615 sq. ft.
TOTAL AREA ABOVE GRADE		3,853.4 sq. m. 41,478 sq. ft.

UNIT STATISTICS

STUDIO UNIT	4
1 BEDROOM UNIT	39
2 BEDROOM UNIT	15
TOTAL	58
COMMERCIAL AREA	347.4 sq. m. 3,739 sq. ft.

CAR PARKING

REQUIRED

RESIDENCE	- 0.5 PER UNIT AFTER 12 UNITS	23
VISITOR	- 0.1 PER UNIT AFTER 12 UNITS	5
COMMERCIAL RETAIL	- ALL UNITS UNDER 350 sq. m.	0
TOTAL		28

PROVIDED

RESIDENCE	24
VISITOR	5
COMMERCIAL RETAIL	0
TOTAL	29

BICYCLE PARKING

REQUIRED

RESIDENCE	- 0.5 PER UNIT (58 UNITS)	29
COMMERCIAL	- 1 per 250 m² of gfa	2
TOTAL		31

PROVIDED

GROUND FLOOR BIKE ROOM	58
EXTERIOR AT GRADE	4
TOTAL	62

OF THE 62 PROVIDED BICYCLE PARKING SPACES; 33 OR 53% ARE HORIZONTAL @ GROUND LEVEL

LOT COVERAGE

PAVED SURFACE =	24.1 sq. m.	1.7%
BUILDING FOOTPRINT =	936.0 sq. m.	66.1%
LANDSCAPE OPEN SPACE =	454.9 sq. m.	32.2%
TOTAL =	1,415.0 sq. m.	100.0%

AMENITY SPACE

AT GRADE COMMUNAL EXTERIOR =	180.0 sq. m.
GROUND COMMUNAL INTERIOR =	100.0 sq. m.
PRIVATE BALCONIES / TERRACES =	350.0 sq. m.
ROOF TOP COMMUNAL EXTERIOR =	190.0 sq. m.
TOTAL =	820.0 sq. m.
TOTAL COMMUNAL =	470.0 sq. m.
REQUIRED - 6.0M² PER UNIT (58) =	348.0 sq. m.
REQUIRED COMMUNAL @ 50% =	174.0 sq. m.

REFUSE REQUIREMENT (58 UNITS)

GARBAGE	- 0.11 PER UNIT	7 YARDS
RECYCLING GMP	- 0.018 PER UNIT	1 YARDS
RECYCLING FIBER	- 0.038 PER UNIT	2 YARDS
COMPOST	- 240L PER 50 UNITS	2 BINS

LEGAL DESCRIPTION

TOPOGRAPHICAL SKETCH OF

LOT 18 AND PART OF LOT 19
REGISTERED PLAN 28
CITY OF OTTAWA

Prepared by Annis, O'Sullivan, Vollebekk Ltd.
Field Work Completed May 14, 2018

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.

THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.

DO NOT SCALE DRAWINGS.

NOTATION SYMBOLS:

- (00) INDICATES DRAWING NOTES, LISTED ON EACH SHEET.
- ◇00 INDICATES PARTITION TYPE; REFER TO WALL TYPE SCHEDUAL.
- ⬡00 INDICATES WINDOW TYPE; REFER TO WINDOW ELEVATIONS AND DETAILS ON A900 SERIES.
- (000) INDICATES DOOR TYPE; REFER TO DOO SCHEDULE AND DETAILS ON A900 SERIES.
- 00 TITLE SCALE A000 A000 — DETAIL NUMBER; DETAIL REFERENCE PAGE; DETAIL CROSS REFERENCE PAGE

GENERAL NOTES:

- A. REFER TO TYPICAL ASSEMBLIES LEGEND FOR WALL, PARTITION, ROOF & FLOOR TYPES.
- B. FOR DOOR TYPES AND HARDWARE REQUIREMENTS REFER TO DOOR SCHEDULE ON A900 SERIES.
- C. ALL INTERIOR DIMENSIONS ARE TAKEN FROM THE FACE OF THE DRYWALL.
- D. ALL EXTERIOR WALLS ARE TO BE TYPE 'W1' UNLESS NOTED OTHER WISE.
- E. ALL INTERIOR PARTITIONS ARE TO BE TYPE 'P1' UNLESS NOTED OTHER WISE.

No.	DESCRIPTION	DATE
24	ISSUED FOR Pre- App. Phase 1 RESPONSE	Oct. 28, 24
23	ISSUED FOR S.P.C. - REVISED DESIGN	Feb. 21, 24
22	ISSUED FOR S.P.C. - REVISED DESIGN	Nov. 17, 21
	SUBMISSIONS NOT RELEVANT TO CURRENT PROJECT	
1	ISSUED FOR MINOR VARIANCE	JULY 11, 07

REVISIONS:

ARCHITECT SEAL:

ONTARIO ASSOCIATION OF ARCHITECTS
RODERICK I. LAHEY
LICENCE
4375

SEAL DATE: STAMP DATE

NORTH ARROW:

CLIENT:

THE PROPERTIES GROUP
236 Metcalfe Street, Ottawa, Ontario K2P 1R3

ARCHITECT:

RODERICKLAHEY
A R C H I T E C T I N C
56 Beech Street, Ottawa, Ontario K1S 3J6
t.613.724.9932 f.613.724.1209 www.rodericklahey.ca

PROJECT TITLE:

129 MAIN STREET

OTTAWA ONTARIO

SHEET TITLE:

SITE PLAN

DRAWN: RV	CHECKED: RLA
SCALE: 1:100	SHEET No. SP-1
PROJECT No. 0622	

Appendix B

TDM Checklists

TDM-Supportive Development Design and Infrastructure Checklist:
Residential Developments (multi-family or condominium)

Legend

REQUIRED	The Official Plan or Zoning By-law provides related guidance that must be followed
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

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	1.	**WALKING & CYCLING: ROUTES**	
	1.1	**Building location & access points**	
BASIC	1.1.1	Locate building close to the street, and do not locate parking areas between the street and building entrances	☑
BASIC	1.1.2	Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	☑
BASIC	1.1.3	Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	☑
	1.2	**Facilities for walking & cycling**	
REQUIRED	1.2.1	Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations *(see Official Plan policy 4.3.3)*	☑
REQUIRED	1.2.2	Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible *(see Official Plan policy 4.3.12)*	☑

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3	Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks *(see Official Plan policy 4.3.10)*	☑
REQUIRED	1.2.4	Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps *(see Official Plan policy 4.3.10)*	☑
REQUIRED	1.2.5	Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians *(see Official Plan policy 4.3.11)*	☑
BASIC	1.2.6	Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	☑
BASIC	1.2.7	Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	☑
BASIC	1.2.8	Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	☐
	1.3	**Amenities for walking & cycling**	
BASIC	1.3.1	Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	☑
BASIC	1.3.2	Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	☐

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	2.	**WALKING & CYCLING: END-OF-TRIP FACILITIES**	
	2.1	**Bicycle parking**	
REQUIRED	2.1.1	Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible *(see Official Plan policy 4.3.6)*	☑
REQUIRED	2.1.2	Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas *(see Zoning By-law Section 111)*	☑
REQUIRED	2.1.3	Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored *(see Zoning By-law Section 111)*	☑
BASIC	2.1.4	Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles, plus the expected peak number of visitor cyclists	☑
	2.2	**Secure bicycle parking**	
REQUIRED	2.2.1	Where more than 50 bicycle parking spaces are provided for a single residential building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers *(see Zoning By-law Section 111)*	☑
BETTER	2.2.2	Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments	☐
	2.3	**Bicycle repair station**	
BETTER	2.3.1	Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	☐
	3.	**TRANSIT**	
	3.1	**Customer amenities**	
BASIC	3.1.1	Provide shelters, lighting and benches at any on-site transit stops	☐
BASIC	3.1.2	Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	☐
BETTER	3.1.3	Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	☐

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	4.	**RIDESHARING**	
	4.1	**Pick-up & drop-off facilities**	
BASIC	4.1.1	Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	☐
	5.	**CARSHARING & BIKESHARING**	
	5.1	**Carshare parking spaces**	
BETTER	5.1.1	Provide up to three carshare parking spaces in an R3, R4 or R5 Zone for specified residential uses *(see Zoning By-law Section 94)*	☐
	5.2	**Bikeshare station location**	
BETTER	5.2.1	Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	☐
	6.	**PARKING**	
	6.1	**Number of parking spaces**	
REQUIRED	6.1.1	Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	☑
BASIC	6.1.2	Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	☑
BASIC	6.1.3	Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly *(see Zoning By-law Section 104)*	☑
BETTER	6.1.4	Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking *(see Zoning By-law Section 111)*	☐
	6.2	**Separate long-term & short-term parking areas**	
BETTER	6.2.1	Provide separate areas for short-term and long-term parking (using signage or physical barriers) to permit access controls and simplify enforcement (i.e. to discourage residents from parking in visitor spaces, and vice versa)	☐

TDM Measures Checklist:
Residential Developments (multi-family, condominium or subdivision)

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: *Residential developments*	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	☐
	1.2	**Travel surveys**	
BETTER	1.2.1	Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	☐
	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 *(multi-family, condominium)*	☑
	2.2	**Bicycle skills training**	
BETTER	2.2.1	Offer on-site cycling courses for residents, or subsidize off-site courses	☐

			TDM measures: *Residential developments*	Check if proposed & add descriptions
		3.	**TRANSIT**	
		3.1	**Transit information**	
BASIC		3.1.1	Display relevant transit schedules and route maps at entrances *(multi-family, condominium)*	☑
BETTER		3.1.2	Provide real-time arrival information display at entrances *(multi-family, condominium)*	☐
		3.2	**Transit fare incentives**	
BASIC	★	3.2.1	Offer PRESTO cards preloaded with one monthly transit pass on residence purchase/move-in, to encourage residents to use transit	☐
BETTER		3.2.2	Offer at least one year of free monthly transit passes on residence purchase/move-in	☐
		3.3	**Enhanced public transit service**	
BETTER	★	3.3.1	Contract with OC Transpo to provide early transit services until regular services are warranted by occupancy levels *(subdivision)*	☐
		3.4	**Private transit service**	
BETTER		3.4.1	Provide shuttle service for seniors homes or lifestyle communities (e.g. scheduled mall or supermarket runs)	☐
		4.	**CARSHARING & BIKESHARING**	
		4.1	**Bikeshare stations & memberships**	
BETTER		4.1.1	Contract with provider to install on-site bikeshare station (*multi-family)*	☐
BETTER		4.1.2	Provide residents with bikeshare memberships, either free or subsidized *(multi-family)*	☐
		4.2	**Carshare vehicles & memberships**	
BETTER		4.2.1	Contract with provider to install on-site carshare vehicles and promote their use by residents	☐
BETTER		4.2.2	Provide residents with carshare memberships, either free or subsidized	☐
		5.	**PARKING**	
		5.1	**Priced parking**	
BASIC	★	5.1.1	Unbundle parking cost from purchase price *(condominium)*	☐
BASIC	★	5.1.2	Unbundle parking cost from monthly rent *(multi-family)*	☑

TDM measures: *Residential developments*				Check if proposed & add descriptions
		6.	**TDM MARKETING & COMMUNICATIONS**	
		6.1	**Multimodal travel information**	
BASIC	★	6.1.1	Provide a multimodal travel option information package to new residents	☑
		6.2	**Personalized trip planning**	
BETTER	★	6.2.1	Offer personalized trip planning to new residents	☐