

Introduction

The City of Ottawa's *Transportation Impact Assessment (TIA) Guidelines* (specifically Module 4.1—Development Design) requires proponents of qualifying developments to use the City's **TDM-Supportive Development Design and Infrastructure Checklist** to assess the opportunity to implement design elements that are supportive of sustainable modes. The goal of this assessment is to ensure that the development provides safe and efficient access for all users, while creating an environment that encourages walking, cycling and transit use.

The remaining sections of this document are:

- Using the Checklist
- Glossary
- TDM-Supportive Development Design and Infrastructure Checklist: Non-Residential Developments
- TDM-Supportive Development Design and Infrastructure Checklist: Residential Developments

Readers are encouraged to contact the City of Ottawa's TDM Officer for any guidance and assistance they require to complete this checklist.

Using the Checklist

This **TDM-Supportive Development Design and Infrastructure Checklist** document includes two actual checklists, one for non-residential developments (office, institutional, retail or industrial) and one for residential developments (multi-family or condominium only; subdivisions are exempt). Readers may download the applicable checklist in electronic format and complete it electronically, or print it out and complete it by hand. As an alternative, they may create a freestanding document that lists the design and infrastructure measures being proposed and provides additional detail on them.

Each measure in the checklist is numbered for easy reference. Each measure is also flagged as:

- **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.

Glossary

This glossary defines and describes the following measures that are identified in the **TDM-Supportive Development Design and Infrastructure Checklist**:

Walking & cycling: Routes

- Building location & access points
- Facilities for walking & cycling
- Amenities for walking & cycling

Walking & cycling: End-of-trip facilities

- Bicycle parking
- Secure bicycle parking
- Shower & change facilities
- Bicycle repair station

Transit

- Walking routes to transit
- Customer amenities

Ridesharing

- Pick-up & drop-off facilities
- Carpool parking

Carsharing & bikesharing

- Carshare parking spaces
- Bikeshare station location

Parking

- Number of parking spaces
- Separate long-term & short-term parking areas

Other

- On-site amenities to minimize off-site trips

In addition to specific references made in this glossary, readers should consult the City of Ottawa's design and planning guidelines for a variety of different land uses and contexts, available on the City's website at www.ottawa.ca. Readers may also find the following resources to be helpful:

- *Promoting Sustainable Transportation through Site Design*, Institute of Transportation Engineers, 2004 (www.cite7.org/wpdm-package/iterp-promoting-sustainable-transportation)
- *Bicycle End-of-Trip Facilities: A Guide for Canadian Municipalities and Employers*, Transport Canada, 2010 (www.fcm.ca/Documents/tools/GMF/Transport_Canada/BikeEndofTrip_EN.pdf)

► ***Walking & cycling: Routes***

Building location & access points. Correctly positioning buildings and their entrances can help make walking convenient, comfortable and safe. Minimizing travel distances and maximizing visibility are key.

Facilities for walking & cycling. The Official Plan gives clear direction on the provision and design of walking and cycling facilities for both access and circulation. On larger, busier sites (e.g. multi-building campuses) the inclusion of sidewalks, pathways, marked crossings, stop signs and traffic calming features can create a safer and more supportive environment for active transportation.

Amenities for walking & cycling. Lighting, landscaping, benches and wayfinding can make walking and cycling safer and more secure, comfortable and accessible.

► ***Walking & cycling: End-of-trip facilities***

Bicycle parking. The Official Plan and Zoning By-law both address the need for adequate bicycle parking at developments. Weather protection and theft prevention are major concerns for commuters who spend hundreds or thousands of dollars on a quality bicycle. Bicycle racks should have a design that enables secure locking while preventing damage to wheels. They should be located within sight of busy areas such as main building entrances or staffed parking kiosks.

Secure bicycle parking. Ottawa's Zoning By-law requires a secure area for bicycles at office or residential developments having more than 50 bicycle parking spaces. Lockable outdoor bike cages or indoor storage rooms that limit access to registered users are ideal.

Shower & change facilities. Longer-distance cyclists, joggers and even pedestrians can need a place to shower and change at work; the lack of such facilities is a major barrier to active commuting. Lockers and drying racks provide a place to store gear away from workspaces, and showers and grooming stations allow commuters to make themselves presentable for the office.

Bicycle repair station. Cycling commuters can experience maintenance issues that make the homeward trip difficult or impossible. A small supply of tools (e.g. air pump, Allen keys, wrenches) and supplies (e.g. inner tube patches, chain lubricant) in the workplace can help.

► ***Transit***

Customer amenities. Larger developments that feature an on-site transit stop can make transit use more attractive by providing shelters, lighting and benches. Even better, they could integrate the passenger waiting area into a building entrance.

► **Ridesharing**

Pick-up & drop-off facilities. Having a safe place to load or unload passengers (for carpools as well as taxis and ride-hailing services) without obstructing pedestrians, cyclists or other vehicles can help make carpooling work.

Carpool parking. At destinations with large parking lots (or lots that regularly fill to capacity), signed priority carpool parking spaces can be an effective ridesharing incentive. Priority spaces are frequently abused by non-carpoolers, so a system to provide registered users with vehicle identification tags is recommended.

► **Carsharing & bikesharing**

Carshare parking spaces. For developments where carsharing could be an attractive option for employees, visitors or residents, ensuring an attractive location for future carshare parking spaces can avoid challenges associated with future retrofits.

Bikeshare station location. For developments where bikesharing could be an attractive option for employees, visitor or residents, ensuring an attractive location for a future bikeshare station can avoid challenges associated with future retrofits.

► **Parking**

Number of parking spaces. Parking capacity is an important variable in development design, as it can either support or subvert the mode share targets set during the transportation impact analysis (TIA). While the Zoning By-law establishes any minimum and/or maximum requirements for parking capacity, it also allows a reduction in any minimum to reflect the existence of on-site shower, change and locker rooms provided for cyclists.

Separate long-term & short-term parking areas. Because access to unused parking spaces can be a powerful incentive to drive, developments can better manage their parking supply and travel behaviours by separating long-term from short-term parking through the use of landscaping, gated controls or signs. Doing so makes it difficult for long-term parkers (e.g. commuters) to park in short-term areas (e.g. for visitors) as long as enforcement occurs; it also protects long-term parking capacity for its intended users.

► **Other**

On-site amenities to minimize off-site trips. Developments that offer facilities to limit employees' need for a car during their commute (e.g. to drop off children at daycare) or during their workday (e.g. to hit the gym) can free employees to make the commuting decision that otherwise works best for them.

TDM-Supportive Development Design and Infrastructure Checklist: *Non-Residential Developments (office, institutional, retail or industrial)*

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: <i>Non-residential developments</i>		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	<input checked="" type="checkbox"/> All parking spaces for the 930-1010 Somerset St development is anticipated to be located underground
BASIC	1.1.2 Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	<input checked="" type="checkbox"/> Closest transit stop is located on Preston St / Oak St approximately 105m away from the school, accessible via Oak St
BASIC	1.1.3 Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	<input checked="" type="checkbox"/>
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 (<i>see Official Plan policy 4.3.3</i>)	<input checked="" type="checkbox"/> Corso Italia Station is 500m away from the school. The future Oak Street extension (part of the future Gladstone Village development) will provide a direct/convenient route between the school and the station.
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 (<i>see Official Plan policy 4.3.12</i>)	<input checked="" type="checkbox"/> The location of the school site provides adequate direct active transportation connections to the adjacent streets as well as transit stops in proximity.

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		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 (<i>see Official Plan policy 4.3.10</i>)	<input checked="" type="checkbox"/> The location of the school site provides adequate direct active transportation connections to the adjacent streets and transit stops in proximity.
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 (<i>see Official Plan policy 4.3.10</i>)	<input checked="" type="checkbox"/>
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 (<i>see Official Plan policy 4.3.11</i>)	<input checked="" type="checkbox"/> There is a shared cycle lane east-west on Somerset St W. Cycling connection will be provided from Somerset St W to the school. Furthermore, an active transportation route will link the Trillium Pathway to the 1010 Somerset St development, located north of the school.
BASIC	1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	<input checked="" type="checkbox"/> Oak Street provides direct access to the bus stop at Preston St at Oak St. (~100m)
BASIC	1.2.7 Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>
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)	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		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 (<i>see Official Plan policy 4.3.6</i>)	<input checked="" type="checkbox"/>
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 (<i>see Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/> 56 bicycle parking will be provided for the school per the 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 (<i>see Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
BASIC	2.1.4 Provide bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met), plus the expected peak number of customer/visitor cyclists	<input type="checkbox"/>
BETTER	2.1.5 Provide bicycle parking spaces equivalent to the expected number of commuter and customer/visitor cyclists, plus an additional buffer (e.g. 25 percent extra) to encourage other cyclists and ensure adequate capacity in peak cycling season	<input type="checkbox"/>
2.2 Secure bicycle parking		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single office building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (<i>see Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/> As the number of bicycle parking space is greater than 50, 25% of the spaces will be provided in a secure area such as a bike locker.
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met)	<input type="checkbox"/>
2.3 Shower & change facilities		
BASIC	2.3.1 Provide shower and change facilities for the use of active commuters	<input type="checkbox"/>
BETTER	2.3.2 In addition to shower and change facilities, provide dedicated lockers, grooming stations, drying racks and laundry facilities for the use of active commuters	<input type="checkbox"/>
2.4 Bicycle repair station		
BETTER	2.4.1 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)	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
3. TRANSIT		
3.1 Customer amenities		
BASIC	3.1.1 Provide shelters, lighting and benches at any on-site transit stops	<input type="checkbox"/>
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	<input type="checkbox"/>
BETTER	3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	<input type="checkbox"/>
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	<input type="checkbox"/>
4.2 Carpool parking		
BASIC	4.2.1 Provide signed parking spaces for carpools in a priority location close to a major building entrance, sufficient in number to accommodate the mode share target for carpools	<input type="checkbox"/>
BETTER	4.2.2 At large developments, provide spaces for carpools in a separate, access-controlled parking area to simplify enforcement	<input type="checkbox"/>
5. CARSHARING & BIKESHARING		
5.1 Carshare parking spaces		
BETTER	5.1.1 Provide carshare parking spaces in permitted non-residential zones, occupying either required or provided parking spaces (<i>see Zoning By-law Section 94</i>)	<input type="checkbox"/>
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	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
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	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>
BASIC	6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (<i>see Zoning By-law Section 104</i>)	<input checked="" type="checkbox"/> Shared parking will be provided for the proposed recreation center and the elementary school (930-1010 Somerset St development)
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 (<i>see Zoning By-law Section 111</i>)	<input type="checkbox"/>
6.2 Separate long-term & short-term parking areas		
BETTER	6.2.1 Separate short-term and long-term parking areas using signage or physical barriers, to permit access controls and simplify enforcement (i.e. to discourage employees from parking in visitor spaces, and vice versa)	<input checked="" type="checkbox"/>
7. OTHER		
7.1 On-site amenities to minimize off-site trips		
BETTER	7.1.1 Provide on-site amenities to minimize mid-day or mid-commute errands	<input type="checkbox"/>