

# 30 Cleary Avenue

## Transportation Impact Assessment

Step 1 Screening Report

Step 2 Scoping Report

Step 3 Strategy Report

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## 1 Screening

This study has been prepared according to the City of Ottawa's 2017 Transportation Impact Assessment (TIA) Guidelines, incorporating the 2023 Revision to Transportation Impact Assessment Guidelines. Accordingly, a Step 1 Screening Form has been prepared and is included as Appendix A, along with the Certification Form for the TIA Study PM. As shown in the Screening Form, a TIA is required, and this study has been prepared to support an Official Plan Amendment and Zoning By-Law Amendment.

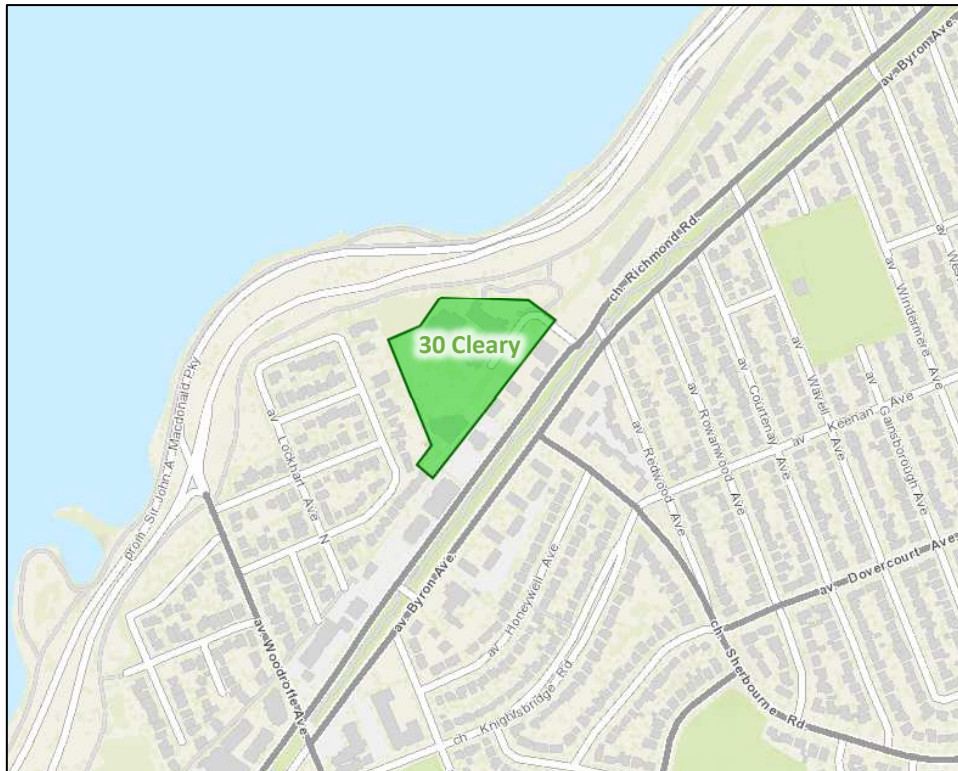
## 2 Existing and Planned Conditions

### 2.1 Proposed Development

The existing site, located at 30 Cleary Avenue, is zoned as Minor Institutional (I1A[314] H(13.8)). The site currently includes a church, a seniors' residence, and a childcare centre, as well as two gardens. The development concept proposes the addition of one mid-rise affordable housing building comprising 66 units and one high-rise market rental tower comprising 148 units, to the site. Parking is proposed in two underground levels and on the surface for 113 vehicles and within a bike room on the main floor and within the underground parking levels for 225 bicycles. The anticipated full build-out and occupancy horizon is 2028 with construction consecutively through a single phase. The site will continue to use the existing full-movement signalized intersection of Cleary Avenue at Richmond Road. The site is within the Sherbourne and New Orchard Secondary Plan area, and it is within 200 metres of the planned Sherbourne Station on the O-Train Confederation Line, and this study will consider a Transit-Oriented-Development (TOD) framework.

Figure 1 illustrates the study area context. Figure 2 illustrates the proposed concept plan.

Figure 1: Area Context Plan



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: July 28, 2023



## 2.2 Existing Conditions

### 2.2.1 Area Road Network

**Richmond Road:** Richmond Road is a City of Ottawa arterial road with a two-lane cross-section. A sidewalk is present along the north side of the road east of Cleary Avenue and for 70 metres to the west of Cleary Avenue. A MUP is located on the south side of the road within the Byron Linear Tramway Park. The unposted speed limit is assumed to be 50 km/h. The Ottawa Official Plan reserves a 26.0-metre right-of-way. Richmond Road is designated as a truck route.

**Cleary Avenue:** Cleary Avenue is a City of Ottawa local road continuing as a private road, with a two-lane cross-section. The posted speed limit is 25 km/h. The sidewalk is provided on the east side and partially on the west side along the road. The existing right of way is 14.0 metres.

### 2.2.2 Existing Intersections

The key intersection within 400 metres of the site has been summarized below, subject to the conditions present prior to LRT construction activities in the area:

#### *Richmond Road at Cleary Avenue*

The intersection of Richmond Road at Cleary Avenue is a signalized T-intersection. The southbound approach consists of shared left-turn/right-turn lane. The eastbound approach consists of an auxiliary left-turn lane and a through lane, and the westbound approach consists of a shared through/right-turn lane. No turn restrictions were noted.

### 2.2.3 Existing Driveways

The site is on a private road extension of Cleary Avenue. One driveway to a high-rise building is present on Cleary Avenue. Figure 3 illustrates the existing driveways.

Figure 3: Existing Driveways



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: July 17, 2023

2.2.4 Cycling and Pedestrian Facilities

Figure 4 illustrates the pedestrian facilities in the study area and Figure 5 illustrates the cycling facilities.

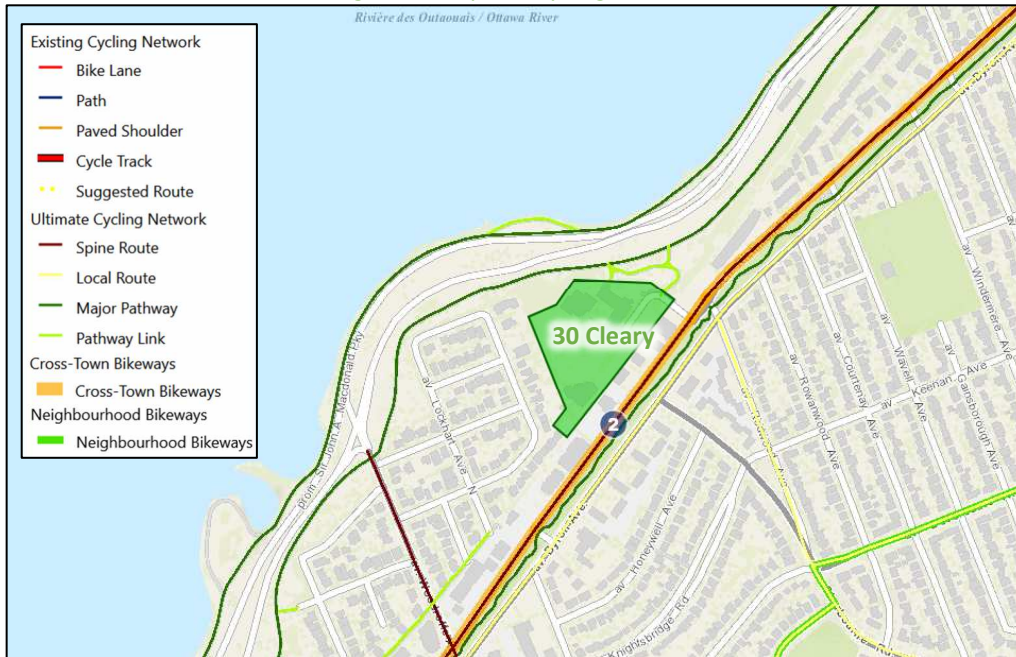
Sidewalks are provided on both sides Cleary Avenue, a sidewalk is provided on the north side of Richmond Road to the east of and 70 metres west of Cleary Avenue, and a MUP has historically run along the length of the Byron Linear Tramway Park and will be reconstructed as part of the LRT connectivity improvements. A MUP is present along both sides of Kichi Zibi Mikan Parkway, with the south side connecting to a secondary MUP connection on Cleary Avenue. In the ultimate cycling network, Richmond Road is a spine route and a cross-town bikeway.

Figure 4: Study Area Pedestrian Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: July 28, 2023

Figure 5: Study Area Cycling Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: July 28, 2023

Pedestrian and cyclist volumes included in study area intersection counts, presented in Section 2.2.7, have been compiled and are illustrated in Figure 6 and Figure 7, respectively.

Figure 6: Existing (2015) Pedestrian Volumes

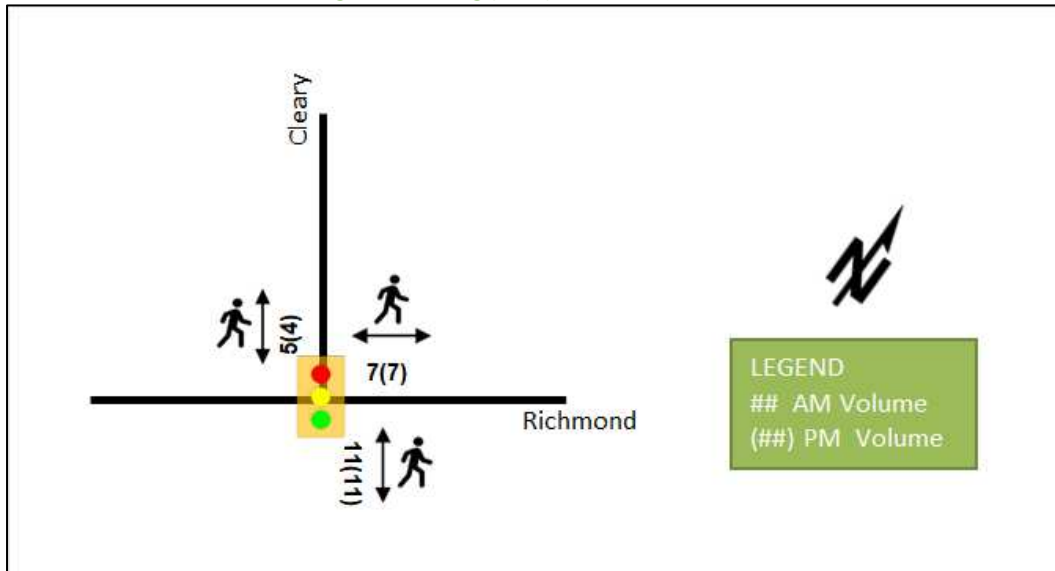
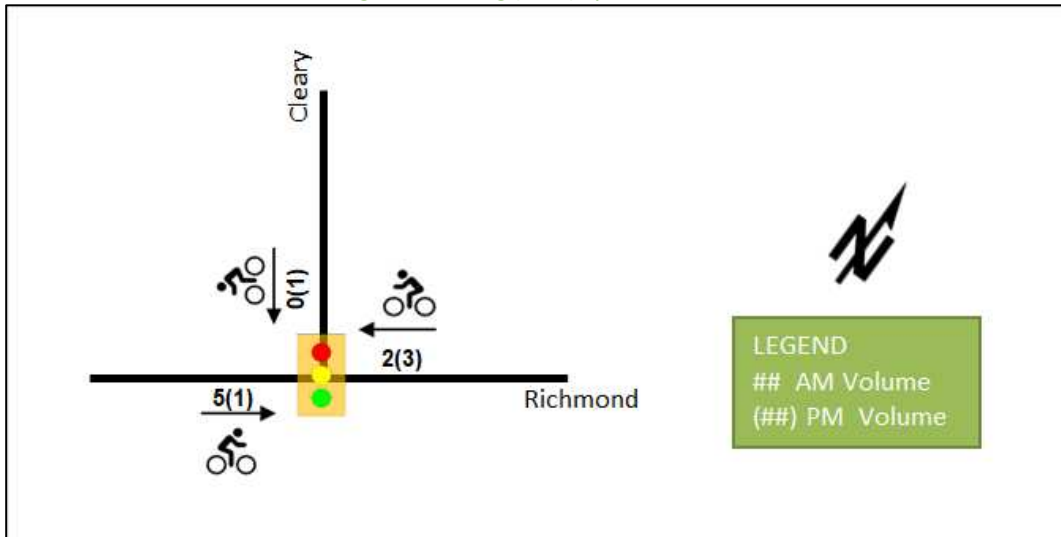


Figure 7: Existing (2015) Cyclist Volumes



### 2.2.5 Existing Transit

Figure 8 illustrates the transit system map in the study area and Figure 9 illustrates nearby transit stops. All transit information is from July 17, 2023 and is included for general information purposes and context to the surrounding area.

Within the study area, routes #11 and #153 travel along Richmond Road. The frequency of these routes within proximity of the proposed site based on July 17, 2023 service levels are:

- Route # 11 – 15-minute service all day, 30-minute service after 9:00 PM
- Route # 153 – Five trips on weekdays

Additionally, the site is within 200 metres of the planned Sherbourne Station on the O-Train Confederation Line.

Figure 8: Existing Study Area Transit Service



Source: <http://www.octranspo.com/> Accessed: July 17, 2023

Figure 9: Existing Study Area Transit Stops



Source: <http://www.octranspo.com/> Accessed: July 17, 2023

### 2.2.6 Existing Area Traffic Management Measures

There are no existing area traffic management measures on Richmond Road and Cleary Avenue.

### 2.2.7 Existing Peak Hour Travel Demand

Existing turning movement counts were acquired from the City of Ottawa for the existing study area intersection. Table 1 summarizes the intersection count date, which the City Signals Group confirmed via email on July 27, 2023

that these volumes should be used due to the construction-related traffic disruptions along Richmond Road during the years preceding the study.

Table 1: Intersection Count Date

Intersection	Count Date
Richmond Road at Cleary Avenue	Friday, June 12, 2015

Figure 10 illustrates the existing traffic counts and Table 2 summarizes the existing intersection operations. The level of service for signalized intersections is based on volume to capacity ratio (v/c) calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection. Detailed turning movement count data is included in Appendix B and the Synchro worksheets are provided in Appendix C.

Figure 10: Existing (2015) Traffic Counts

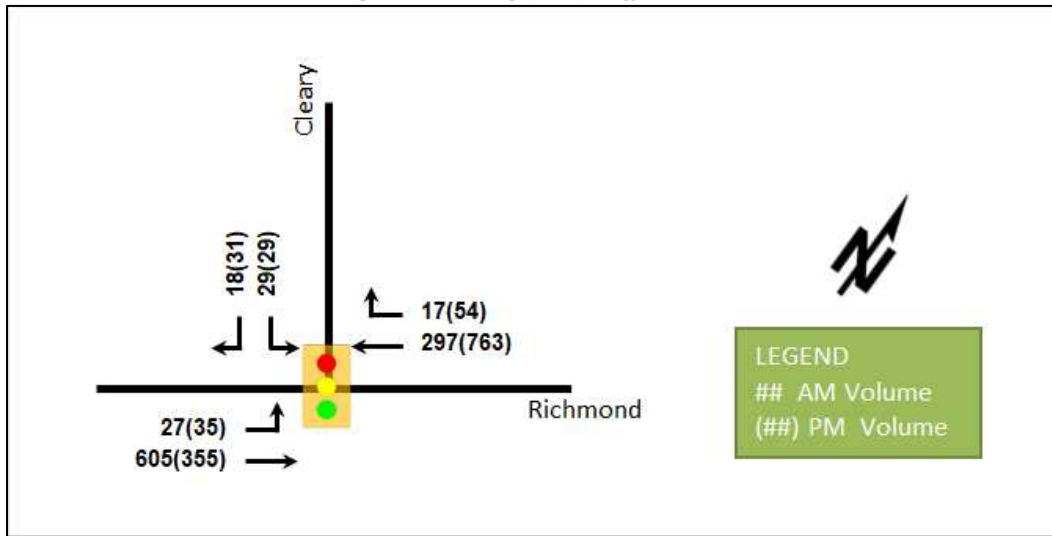


Table 2: Existing (2015) Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
Richmond Road at Cleary Avenue <i>Signalized</i>	EBL	A	0.04	4.5	4.1	A	0.12	5.7	6.0
	EBT	A	0.49	6.8	79.9	A	0.28	4.8	36.8
	WBT/R	A	0.26	4.6	31.9	B	0.66	10.8	#164.2
	SBL/R	A	0.18	17.0	10.3	A	0.22	14.9	11.3
	<b>Overall</b>	<b>A</b>	<b>0.49</b>	<b>65</b>	-	<b>B</b>	<b>0.65</b>	<b>9.2</b>	-

Notes: Saturation flow rate of 1800 veh/h/lane  
Queue is measured in metres  
Peak Hour Factor = 0.90

Delay = average vehicle delay in seconds  
m = metered queue  
# = volume for the 95th %ile cycle exceeds capacity

During both the AM and PM peak hours, the intersection of Richmond Road at Cleary Avenue operates well. The westbound share through/right-turn movement may exhibit extended queues during the PM peak hour.

### 2.2.8 Collision Analysis

Collision data have been acquired from the City of Ottawa open data website (data.ottawa.ca) for five years prior to the commencement of this TIA for the surrounding study area road network. Table 3 summarizes the collision types and conditions in the study area, Figure 11 illustrates the area collision records, and Table 4 summarizes the total collisions for each of the locations analyzed. Collision data are included in Appendix D.

Table 3: Study Area Collision Summary, 2018-2022

		Number	%
<b>Total Collisions</b>		<b>8</b>	<b>100%</b>
<b>Classification</b>	<b>Fatality</b>	0	0%
	<b>Non-Fatal Injury</b>	3	38%
	<b>Property Damage Only</b>	5	63%
<b>Initial Impact Type</b>	<b>Approaching</b>	2	25%
	<b>Angle</b>	2	25%
	<b>Rear end</b>	2	25%
	<b>Other</b>	2	25%
<b>Road Surface Condition</b>	<b>Dry</b>	3	38%
	<b>Wet</b>	5	63%
<b>Pedestrian Involved</b>		0	0%
<b>Cyclists Involved</b>		0	0%

Figure 11: Study Area Collision Records

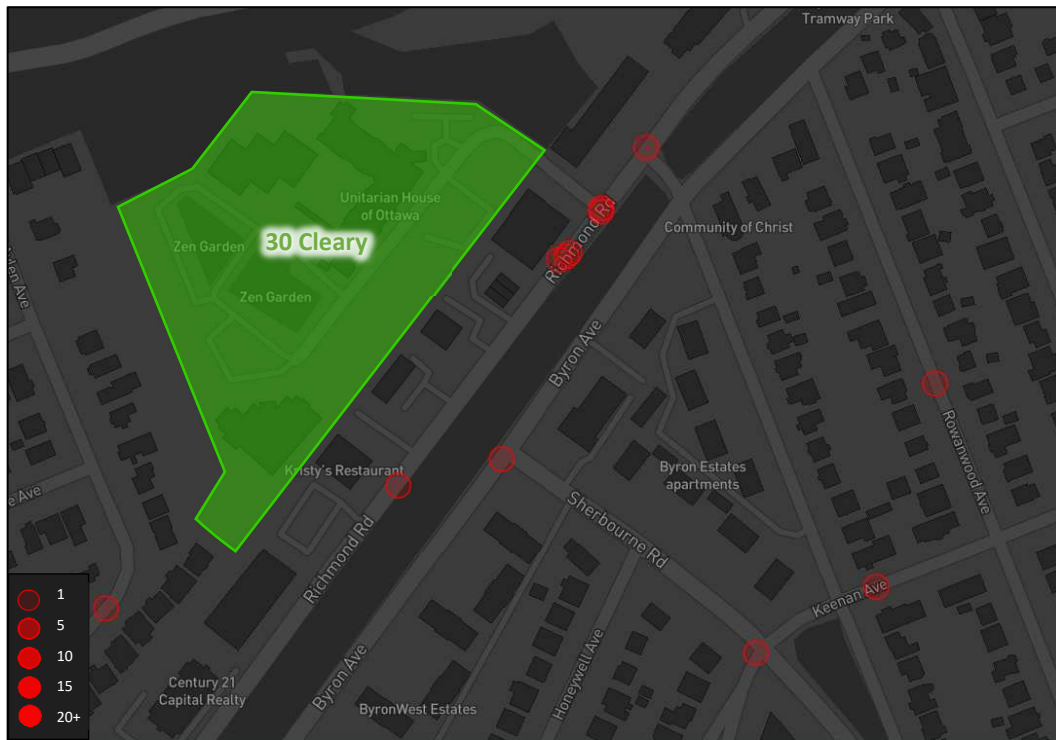


Table 4: Summary of Collision Locations, 2018-2022

Intersections / Segments	Number	%
<b>Richmond Rd btwn Cleary Ave &amp; Lockhart Ave</b>	<b>4</b>	<b>50%</b>
<b>Cleary Ave @ Richmond Rd</b>	<b>3</b>	<b>38%</b>
<b>Redwood Ave @ Richmond Rd</b>	<b>1</b>	<b>13%</b>

Within the study area, there are a total of eight collisions during the 2018-2022 time period, with five involving property damage only and the remaining three having non-fatal injuries. No more than two of the same collision type was noted at any one location, and thus no further collision review is required as part of this study.

### 2.3 Planned Conditions

#### 2.3.1 Changes to the Area Transportation Network

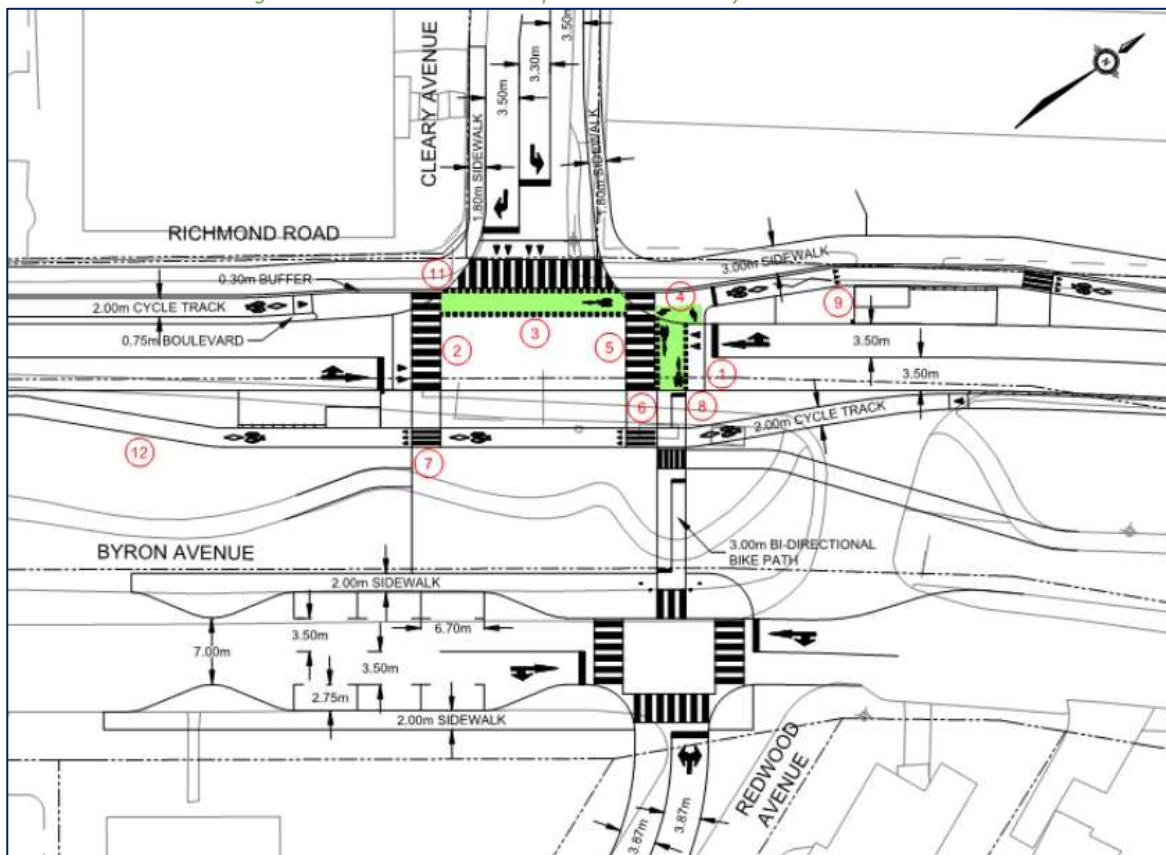
##### 2.3.1.1 Stage 2 LRT West Extension - Sherbourne Station

The future Sherbourne Station LRT station will be located within 200 metres from the site, and the west extension is expected to be complete by 2026. As part of the works supporting the new station, an active modes underpass under Kichi Zibi Mikan Parkway is to be constructed to connect to the Ottawa River Pathway via Richmond Road and Cleary Avenue.

##### 2.3.1.2 Richmond Road Complete Streets

At the time of this report, Richmond Road is under construction. As part of the complete streets upgrades on Richmond Road, cycle tracks will be provided on both sides of the road and a sidewalk will be provided on the north side of the road through the study area. A crossride on the north leg and a two-way crossride on the east leg are provisionally planned for the intersection of Richmond Road at Cleary Avenue. Figure 12 illustrates Richmond Road Complete Streets upgrades at the intersection of Richmond Road at Cleary Avenue.

Figure 12: Richmond Road Complete Streets - Cleary Avenue Intersection



Source: Confederation Line Extension Project Schedule 15-2 Part 2 - Appendix D - Richmond Road Complete Streets Intersection Design (City of Ottawa)

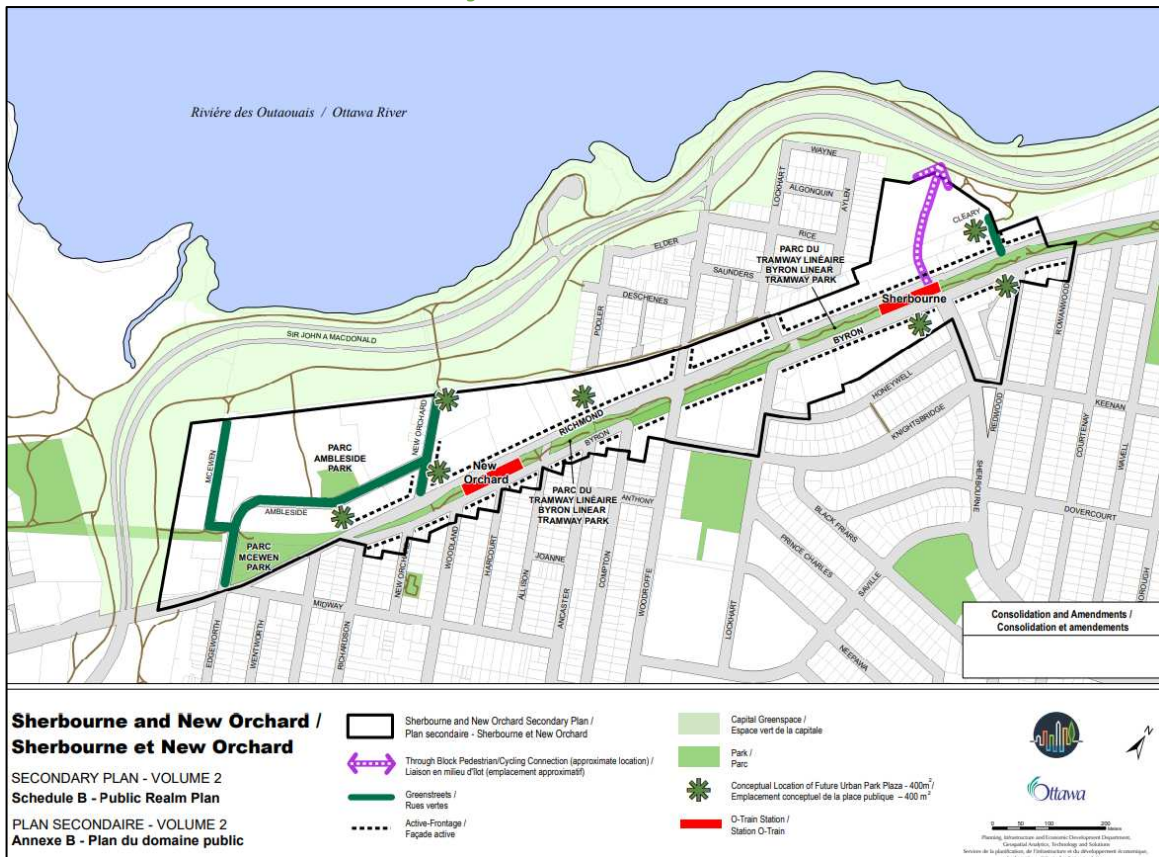
##### 2.3.1.3 Sherbourne and New Orchard Secondary Plan

The subject development is within the Sherbourne and New Orchard Secondary Plan area. Per the Secondary Plan's Land Designation Policies, redevelopment of the subject site should include:

- a) A pedestrian and cycling pathway connection extending from the east side lot line of 809 Richmond Road leading into the site – this connection is not expected to be required without a planned connection through the 809 Richmond Road site
- b) Continuous sidewalk connections on either side of Cleary Avenue into the site – to be completed as part of City upgrades along Cleary Avenue
- c) Interior streets, public or private, to break-up the large site

Figure 13 illustrates the Sherbourne and New Orchard Secondary Plan’s public realm plan.

Figure 13: Public Realm Plan



Source: Ottawa Official Plan – Volume 2A – Urban Secondary Plans - Sherbourne and New Orchard Secondary Plan (City of Ottawa)

### 2.3.2 Other Study Area Developments

#### 1047 Richmond Road

The proposed development application includes a zoning amendment and official plan amendment application to replace the existing car dealership with three mixed-use high-rise towers consisting of approximately 1,343 apartment units, along with approximately 14,493 ft<sup>2</sup> of first-floor retail and an approximately 10,925 ft<sup>2</sup> park. The development is forecasted to generate 85 new AM and 85 new PM two-way peak-hour auto trips, and the anticipated build-out horizon is 2026. (Parsons, 2022)

#### 797 Richmond Road

The proposed development application includes a zoning amendment and site plan application to construct a mixed-use mid-rise tower consisting of approximately 51 units, along with approximately 3,629 ft<sup>2</sup> of first-floor medical dental office building. The development is forecasted to generate 7 new AM and 8 new PM two-way peak-

hour auto trips, which is considered negligible as compared to the existing traffic volumes on Richmond Road. The anticipated build-out horizon was 2023. (Ainley Group, 2022)

*809 Richmond Road*

The proposed development application includes an official plan amendment to construct two 16 storey towers with 11,000 ft<sup>2</sup> of retail space, and 252 residential units. The development is forecasted to generate 24 new AM and 36 new PM two-way peak-hour auto trips. The anticipated build-out horizon was 2023. (Parsons, 2016)

### 3 Study Area and Time Periods

#### 3.1 Study Area

As an urban development a study area of 400 metres will be considered, and no pedestrian crossovers will be examined or evaluated. The study area will include the intersection of:

- Richmond Road at Cleary Avenue

The site driveway is at the terminus of Cleary Avenue, and no roads bound the site area. No screenlines are present within proximity to the site.

#### 3.2 Time Periods

As the proposed development is composed entirely of residential units the AM and PM peak hours will be examined.

#### 3.3 Horizon Years

The anticipated build-out year is 2028. As a result, the full build-out plus five years horizon year is 2033.

### 4 Development-Generated Travel Demand

#### 4.1 Mode Shares

Examining the mode shares recommended in the TRANS Trip Generation Manual (2020) for the subject district, derived from the most recent National Capital Region Origin-Destination survey (OD Survey), the existing average district mode shares by land use for Ottawa West have been summarized in Table 5.

*Table 5: TRANS Trip Generation Manual Recommended Mode Shares – Ottawa West*

Travel Mode	Multi-Unit (High-Rise)	
	AM	PM
<b>Auto Driver</b>	28%	33%
<b>Auto Passenger</b>	11%	11%
<b>Transit</b>	41%	26%
<b>Cycling</b>	3%	7%
<b>Walking</b>	17%	23%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Based upon the site’s context of being within 200 metres-walk of the future Sherbourne Station LRT station, and the travel characteristics associated with affordable housing, modified mode share targets are proposed for the development and are summarized in Table 6.

Table 6: Proposed Development Mode Shares

Travel Mode	Multi-Unit (High-Rise)		Affordable Housing	
	AM	PM	AM	PM
Auto Driver	18%	23%	8%	11%
Auto Passenger	6%	6%	4%	5%
Transit	56%	41%	64%	49%
Cycling	3%	7%	3%	7%
Walking	17%	23%	21%	28%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

#### 4.2 Trip Generation

This TIA has been prepared using the vehicle and person trip rates for the residential dwellings using the TRANS Trip Generation Manual (2020) and the vehicle trip rates and derived person trip rates for affordable housing from the ITE Trip Generation Manual 11th Edition (2021) using the City-prescribed conversion factor of 1.28. Table 7 summarizes the person trip rates for the proposed multi-unit (high-rise) land use for each peak period and the person trip rates for the affordable housing land use by peak hour.

Table 7: Trip Generation Person Trip Rates by Peak Period

Land Use	Land Use Code	Peak Period	Vehicle Trip Rate	Person Trip Rates
Multi-Unit (High-Rise)	221 & 222 (TRANS)	AM	-	0.80
		PM	-	0.90
Land Use	Land Use Code	Peak Hour	Vehicle Trip Rate	Person Trip Rates
Affordable Housing	223 (ITE)	AM	0.50	0.64
		PM	0.46	0.59

Using the above person trip rates, the total person trip generation has been estimated. Table 8 summarizes the total person trip generation for the proposed land uses.

Table 8: Total Residential Person Trip Generation

Land Use	Units	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Multi-Unit (High-Rise)	148	37	81	118	77	56	133
Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Affordable Housing	66	12	30	42	23	16	39

Using the above mode share targets and the person trip rates, the person trips by mode have been projected. Trip generation by peak hour has been forecasted using the prescribed peak period conversion factors presented in the TRANS Trip Generation Manual (2020) for the residential component. Table 9 summarizes the trip generation by mode and peak hour.

Table 9: Trip Generation by Mode

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Multi-Unit (High-Rise)	Auto Driver	18%	3	7	10	23%	8	6	14
	Auto Passenger	6%	1	2	3	6%	2	2	4
	Transit	56%	11	25	36	41%	15	11	26
	Cycling	3%	1	1	2	7%	2	2	4
	Walking	17%	4	8	12	23%	9	7	16
	<b>Total</b>	<b>100%</b>	<b>20</b>	<b>43</b>	<b>63</b>	<b>100%</b>	<b>36</b>	<b>28</b>	<b>64</b>
Affordable Housing	Auto Driver	8%	1	2	3	11%	3	2	5
	Auto Passenger	4%	0	1	1	5%	1	1	2
	Transit	64%	8	19	27	49%	11	8	19
	Cycling	3%	0	1	1	7%	2	1	3
	Walking	21%	3	6	9	28%	6	4	10
	<b>Total</b>	<b>100%</b>	<b>12</b>	<b>29</b>	<b>41</b>	<b>100%</b>	<b>23</b>	<b>16</b>	<b>39</b>
Total	Auto Driver	-	4	9	13	-	11	8	19
	Auto Passenger	-	1	3	4	-	3	3	6
	Transit	-	19	44	63	-	26	19	45
	Cycling	-	1	2	3	-	4	3	7
	Walking	-	7	14	21	-	15	11	26
	<b>Total</b>	-	<b>32</b>	<b>72</b>	<b>104</b>	-	<b>59</b>	<b>44</b>	<b>103</b>

As shown above, a total of 13 AM and 19 PM new peak hour two-way vehicle trips are projected as a result of the proposed development.

### 4.3 Trip Distribution

To understand the travel patterns of the subject development, the OD Survey has been reviewed to determine the travel for the residential component, and these patterns were applied based on the build-out of Ottawa West. Table 10 below summarizes the distributions.

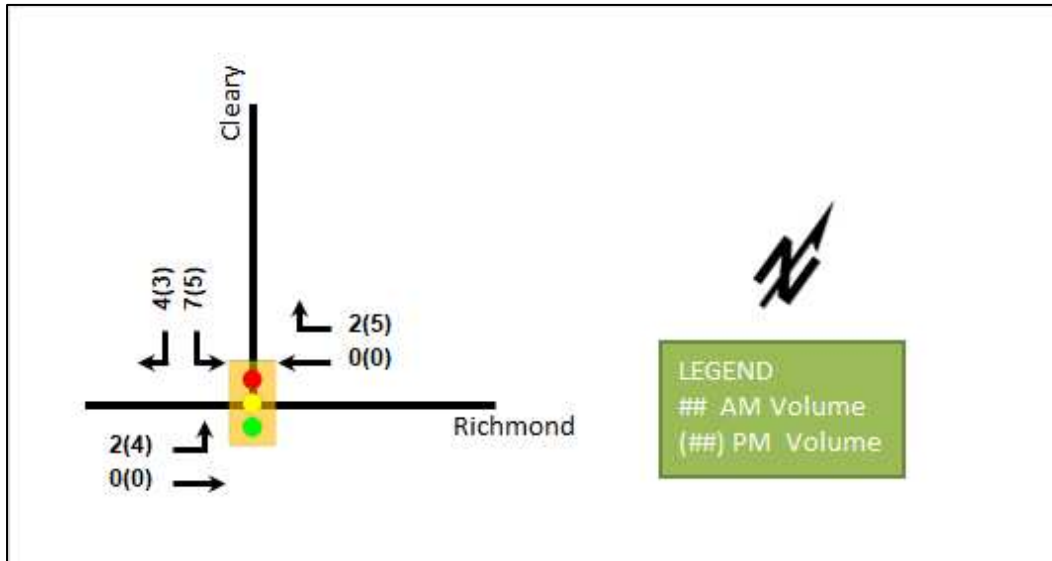
Table 10: OD Survey Distribution – Ottawa West

To/From	Residential % of Trips	Via
North	5%	5% Richmond Road (W)
South	40%	30% Richmond Road (W) 10% Richmond Road (E)
East	50%	50% Richmond Road (E)
West	5%	5% Richmond Road (W)
<b>Total</b>	<b>100%</b>	<b>100%</b>

### 4.4 Trip Assignment

Using the distribution outlined above, turning movement splits, and access to major transportation infrastructure, the trips generated by the site have been assigned to the study area road network. Figure 14 illustrates the new site generated volumes.

Figure 14: New Site Generation Auto Volumes



## 5 Exemption Review

Table 11 summarizes the exemptions for this TIA.

Table 11: Exemption Review

Module	Element	Explanation	Exempt/Required
<b>Site Design and TDM</b>			
<b>4.1 Development Design</b>	4.1.2 Circulation and Access	Only required for site plan and zoning by-law applications	Required
	4.1.3 New Street Networks	Only required for plans of subdivision	Exempt
<b>4.2 Parking</b>	4.2.1 Parking Supply	Only required for site plan and zoning by-law applications	Required
<b>4.3 Boundary Street Design</b>		All applications	Exempt. No boundary roads
<b>4.5 Transportation Demand Management</b>	All Elements	Only required when the development generates more than 60 person-trips	Required
<b>Network Impact</b>			
<b>3.2 Background Network Travel Demand</b>	All Elements	Only required when one or more other Network Impact Modules are triggered when the development generates more than 75 auto or transit trips	Exempt
<b>3.3 Demand Rationalization</b>		Only required when one or more other Network Impact Modules when the development generates more than 75 auto trips	Exempt
<b>4.6 Neighbourhood Traffic Calming</b>	4.6.1 Adjacent Neighbourhoods	If the development meets all of the following criteria along the route(s) site generated traffic is expected to utilize between an arterial road and the site's access:	Exempt

Module	Element	Explanation	Exempt/Required
		<ol style="list-style-type: none"> <li>1. Access to Collector or Local;</li> <li>2. “Significant sensitive land use presence” exists, where there is at least two of the following adjacent to the subject street segment: <ul style="list-style-type: none"> <li>• School (within 250m walking distance);</li> <li>• Park;</li> <li>• Retirement / Older Adult Facility (i.e. long-term care and retirement homes);</li> <li>• Licenced Child Care Centre;</li> <li>• Community Centre; or</li> <li>• 50%, or greater, of adjacent property along the route(s) is occupied by residential lands and a minimum of 10 occupied residential units are present on the route.</li> </ul> </li> <li>3. Application is for Zoning By-Law Amendment or Draft Plan of Subdivision;</li> <li>4. At least 75 site-generated auto trips;</li> <li>5. Site Trip Infiltration is expected. Site traffic will increase peak hour vehicle volumes along the route by 50% or more.</li> </ol>	
<b>4.7 Transit</b>	4.7.1 Transit Route Capacity	Only required when the development generates more than 75 transit trips	Exempt
	4.7.2 Transit Priority Requirements	Only required when the development generates more than 75 auto trips	Exempt
<b>4.8 Network Concept</b>		Only required when proposed development generates more than 200 person-trips during the peak hour in excess of equivalent volume permitted by established zoning	Exempt
<b>4.9 Intersection Design</b>	4.9.1 Intersection Control (incl. Site Accesses)	Only required when the development generates more than 75 auto trips	Exempt
	4.9.2 Intersection Design	Only required when the development generates more than 75 auto trips	Exempt

## 6 Development Design

### 6.1 Design for Sustainable Modes

The proposed development includes addition of one mid-rise affordable housing building and one high-rise market rental tower. The bicycle parking spaces are proposed within a bike room in the affordable housing building and within the underground parking levels for the market rental building. Vehicle parking will be within the underground levels and within parking bays accessing the drive aisle.

The on-site pedestrian facilities create a mid-block crossing between the MUP along the south side of Kichi Zibi Mikan Parkway and sidewalk along Richmond Road, which facilitates the City's desired connection to Sherbourne Station. These pedestrian facilities connect to the building entrances and the on-site amenities. Bus stops are located within 300 metres' walking distance of the building entrances, and future Sherbourne Station is within 400 metres' walking distance.

The infrastructure TDM checklist is provided in Appendix E.

## 6.2 Circulation and Access

The development will be accessed via the internal private road that connects to the existing full-movement signalized intersection of Cleary Avenue at Richmond Road. Garbage collection will take place on the 6.0-metre-wide drive aisle, and emergency services can access both site buildings via this drive aisle.

# 7 Parking

## 7.1 Parking Supply

The proposed development will provide 113 vehicle parking spaces, 98 within two levels of underground parking and 15 within bays abutting the drive aisle. Two hundred twenty-five bicycle parking spaces, 160 for the market rental building and 65 for the affordable rental building, are to be provided across the two underground parking levels and within a secure room on the main floor of the affordable rental building.

From the zoning by-law, no vehicle parking is required to be provided for residents, and the total required visitor parking for the site is 20 vehicle spaces. The maximum vehicle parking for the site based on its proximity to rapid transit is 375 parking spaces. The minimum bicycle parking is 107 spaces. The proposed development parking provision is compliant with the minimum and maximum zoning by-law provision rates.

# 8 Transportation Demand Management

## 8.1 Context for TDM

The mode shares used within the TIA represent a shift from auto modes to transit modes due to the immediate proximity of rapid transit. Overall, the modal shares are likely to be achieved and supporting TDM measures should be provided.

The total bedroom count within the development is subject to the final unit breakdown, and no age restrictions are noted.

## 8.2 Need and Opportunity

The subject site has been assumed to rely predominantly on transit with the proximity to the future LRT corridor, and those assumptions have been carried through the analysis. The study area intersections are anticipated to have residual capacity and the increase in transit ridership is achievable.

## 8.3 TDM Program

The "suite of post occupancy TDM measures" has been summarized in the TDM checklists for the residential land uses. The checklist is provided in Appendix E. The key TDM measures recommended include:

- Display local area maps with walking and cycling routes, and transit route information and schedules at major entrances
- Provide a multimodal travel option information package to new residents
- Contract with providers to install on-site bikeshare spaces (or other micromobility alternatives)

- Inclusion of a 1-year Presto card for first time apartment rental, with a set time frame for this offer (e.g. 6-months) from the initial opening of the site
- Unbundle parking cost from rental costs

## 9 Summary of Improvements Indicated and Modifications Options

The following summarizes the analysis and results presented in this TIA report:

### Proposed Site and Screening

- The proposed development includes the addition of 148 market rental apartment units and 66 affordable rental apartment units to the site
- Accesses will be provided to the existing private road connecting to Cleary Avenue
- The development is proposed to be completed as a single phase by 2028
- The Trip Generation trigger was met for the TIA Screening
- This study has been prepared to support an Official Plan Amendment and Zoning By-Law Amendment

### Existing Conditions

- Richmond Road is an arterial road in the study area
- A sidewalk is provided on the north side of Richmond Road, a MUP is provided on each side of Kichi Zibi Mikan Parkway, where the south side MUP connects to the site and Cleary Avenue
- Fifteen-minute transit service is present along Richmond Road
- Collisions within the study area were found to be few in number
- The study area and access intersection of Richmond Road at Cleary Avenue was found to operate well with queuing noted in the peak westbound direction during the PM peak hour

### Planned Conditions

- Sherbourne Station on the Confederation O-Train Line will be constructed by 2026 and supportive works will include an active modes underpass under Kichi Zibi Mikan Parkway to connect the station to the Ottawa River Pathway
- Sidewalks and cycletracks will be provided on both sides of Richmond Road, a MUP will be provided along the Byron Linear Tramway Park
- The secondary plan notes an active mode connection through the site area, which is only expected to be required in the presence of a corridor through the adjacent 809 Richmond Road site

### Development Generated Travel Demand

- The proposed development is forecasted produce 104 two-way people trips during the AM peak hour and 103 two-way people trips during the PM peak hour
- Of the forecasted people trips, 13 two-way trips will be vehicle trips during the AM peak hour and 19 two-way trips will be vehicle trips during the PM peak hour based on the proximity to LRT, the mix of rental models, and an 18-23% auto mode share for the market rental units
- Of the forecasted trips, 5% are anticipated to travel each north and west, 40% to travel south, and 50% to travel east

### Development Design

- The bike parking will be located within a secure room on the main floor of the affordable rental building and in the underground parking levels
- Pedestrian connections will be through the site from Sherbourne Station to the MUP on the south side of Kichi Zibi Mikan Parkway, and will connect all on-site buildings and amenities
- Bus stops are located within 300 metres' walking distance, and the future LRT station is within 400 metres' walking distance
- Emergency services can access the site via the internal private road and drive aisles, and garbage collection will take place on the drive aisles

### Parking

- Ninety-eight vehicle parking spaces will be located within the two underground parking levels, and 15 spaces will be located within bays abutting the drive aisles
- One hundred sixty bicycle parking spaces will be provided within the underground parking levels for the market rental building and 65 spaces will be provided within the secure room on the main floor for the affordable rental building
- Per the zoning by-law, no minimum vehicle parking is required for the site residents, 20 visitor vehicle parking spaces are required, and a maximum of 375 vehicle parking spaces can be provided, and a minimum of 107 bicycle spaces are required
- The proposed development is compliant with the zoning by-law parking provision rates

### TDM

- Supportive TDM measures to be included within the proposed development should include:
  - Display local area maps with walking and cycling routes, and transit route information and schedules at major entrances
  - Provide a multimodal travel option information package to new residents
  - Contract with providers to install on-site bikeshare spaces (or other micromobility alternatives)
  - Inclusion of a 1-year Presto card for first time apartment rental, with a set time frame for this offer (e.g. 6-months) from the initial opening of the site
  - Unbundle parking cost from rental costs

## 10 Conclusion

It is recommended that, from a transportation perspective, the proposed development applications proceed.

Prepared By:

Reviewed By:



John Kingsley, EIT  
Transportation Engineering-Intern



Andrew Harte, P.Eng.  
Senior Transportation Engineer

# Appendix A

TIA Screening Form and PM Certification Form

City of Ottawa 2017 TIA Guidelines  
Step 1 - Screening Form

Date: 17-Aug-23  
Project Number: 2022-104  
Project Reference: 30 Cleary

1.1 Description of Proposed Development	
Municipal Address	30 Cleary Avenue
Description of Location	Between Ward 7 and Ward 15. On the north/east side of Cleary Avenue
Land Use Classification	Minor Institutional Zone I1A[314] H(13.8)
Development Size	Approximately 60 affordable housing and 140 high-rise units
Accesses	An existing access on Cleary Avenue
Phase of Development	Single Phase
Buildout Year	2028
TIA Requirement	Full TIA Required

1.2 Trip Generation Trigger	
Land Use Type	Townhomes or apartments
Development Size	200 Units
Trip Generation Trigger	Yes

1.3 Location Triggers	
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?	No
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?	No
Location Trigger	No

1.4. Safety Triggers	
Are posted speed limits on a boundary street 80 km/hr or greater?	No
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	No
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)?	No
Is the proposed driveway within auxiliary lanes of an intersection?	No
Does the proposed driveway make use of an existing median break that serves an existing site?	No
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	No
Does the development include a drive-thru facility?	No
Safety Trigger	No



## **TIA Plan 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**

1. 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;
2. 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;
3. 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
4. I am either a licensed<sup>1</sup> or registered<sup>2</sup> professional in good standing, whose field of expertise [check  appropriate field(s)] is either transportation engineering  or 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.**


City Of Ottawa  
Infrastructure Services and Community  
Sustainability  
Planning and Growth Management  
110 Laurier Avenue West, 4th fl.  
Ottawa, ON K1P 1J1  
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Ville d'Ottawa  
Services d'infrastructure et Viabilité des  
collectivités  
Urbanisme et Gestion de la croissance  
110, avenue Laurier Ouest  
Ottawa (Ontario) K1P 1J1  
Tél. : 613-580-2424  
Télécopieur: 613-560-6006

Dated at Ottawa this 20 day of September, 2018.  
(City)

Name: Andrew Harte  
(Please Print)

Professional Title: Professional Engineer

  
Signature of Individual certifier that s/he meets the above four criteria

<b>Office Contact Information (Please Print)</b>
Address: 6 Plaza Court
City / Postal Code: Ottawa / K2H 7W1
Telephone / Extension: (613) 697-3797
E-Mail Address: Andrew.Harte@CGHTransportation.com



# Appendix B

Turning Movement Counts

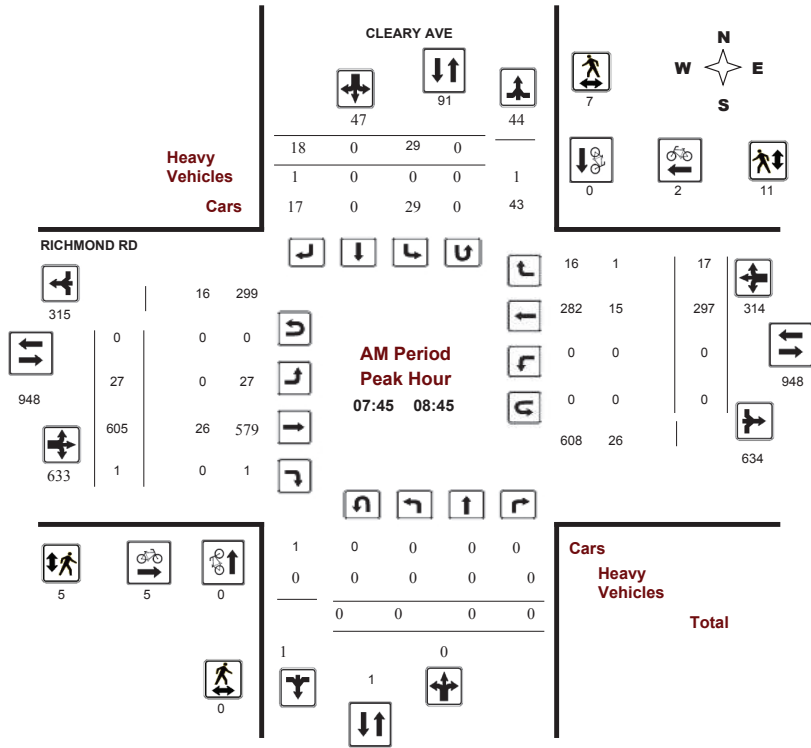


Public Works - Traffic Services

Turning Movement Count - Peak Hour Diagram  
CLEARY AVE @ RICHMOND RD

Survey Date: Friday, June 12, 2015  
Start Time: 07:00

WO No: 34681  
Device: Jamar Technologies, Inc

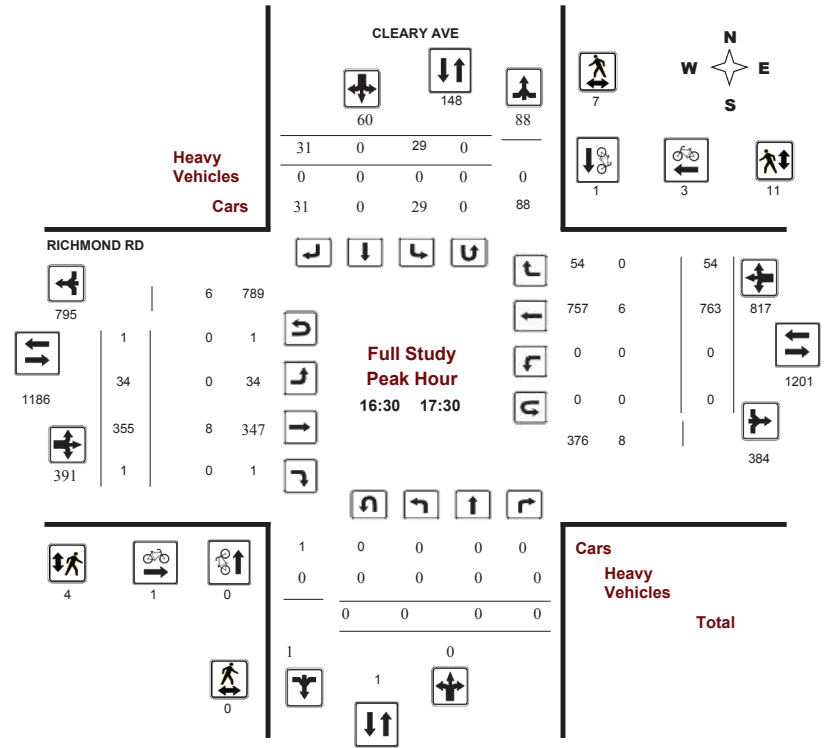


Public Works - Traffic Services

Turning Movement Count - Peak Hour Diagram  
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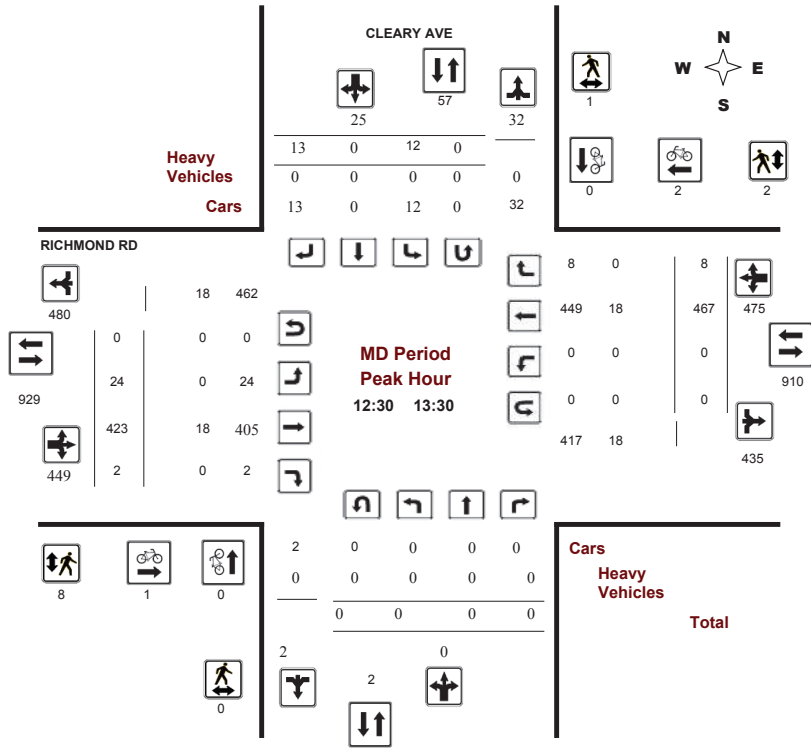


### Public Works - Traffic Services

## Turning Movement Count - Peak Hour Diagram CLEARY AVE @ RICHMOND RD

Survey Date: Friday, June 12, 2015  
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Device: Jamar Technologies, Inc

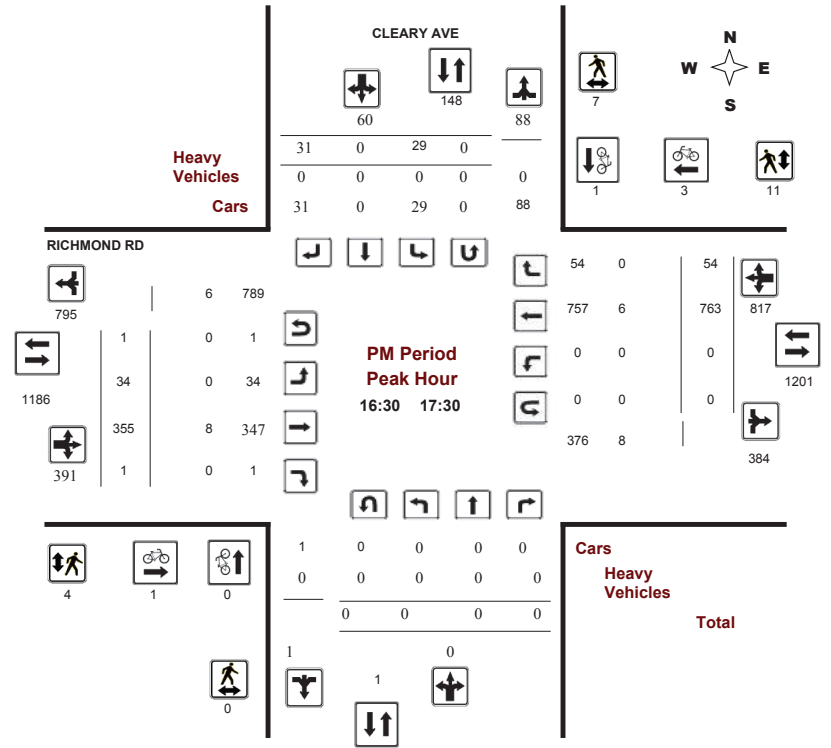


### Public Works - Traffic Services

## Turning Movement Count - Peak Hour Diagram CLEARY AVE @ RICHMOND RD

Survey Date: Friday, June 12, 2015  
Start Time: 07:00

WO No: 34681  
Device: Jamar Technologies, Inc





# Public Works - Traffic Services

Work Order  
34681

## Turning Movement Count - Full Study Summary Report

### CLEARY AVE @ RICHMOND RD

Survey Date: Friday, June 12, 2015

<b>Total Observed U-Turns</b>		<b>AADT Factor</b>
Northbound: 0	Southbound: 0	.80
Eastbound: 1	Westbound: 0	

#### Full Study

Period	CLEARY AVE					RICHMOND RD					Grand Total								
	Northbound			Southbound		Eastbound			Westbound										
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	
07:00 08:00	0	0	0	0	12	0	10	22	22	14	549	0	563	0	204	12	216	779	801
08:00 09:00	0	0	0	0	28	0	18	46	46	28	568	1	597	0	322	13	335	932	978
09:00 10:00	0	0	0	0	17	0	14	31	31	11	404	0	415	0	340	11	351	766	797
11:30 12:30	0	0	0	0	23	0	15	38	38	16	374	0	390	0	430	20	450	840	878
12:30 13:30	0	0	0	0	12	0	13	25	25	24	423	2	449	0	467	8	475	924	949
15:00 16:00	0	0	0	0	10	0	23	33	33	16	326	0	342	0	693	12	705	1047	1080
16:00 17:00	0	0	0	0	27	1	30	58	58	36	364	2	402	0	748	46	794	1196	1254
17:00 18:00	0	0	0	0	23	0	24	47	47	23	378	1	402	0	750	22	772	1174	1221
<b>Sub Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>1</b>	<b>147</b>	<b>300</b>	<b>300</b>	<b>168</b>	<b>3386</b>	<b>6</b>	<b>3560</b>	<b>0</b>	<b>3954</b>	<b>144</b>	<b>4098</b>	<b>7658</b>	<b>7958</b>
<b>U Turns</b>				<b>0</b>				<b>0</b>	<b>0</b>				<b>1</b>				<b>0</b>	<b>1</b>	<b>1</b>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>1</b>	<b>147</b>	<b>300</b>	<b>300</b>	<b>168</b>	<b>3386</b>	<b>6</b>	<b>3561</b>	<b>0</b>	<b>3954</b>	<b>144</b>	<b>4098</b>	<b>7659</b>	<b>7959</b>
<b>EQ 12Hr</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>211</b>	<b>1</b>	<b>204</b>	<b>417</b>	<b>417</b>	<b>234</b>	<b>4707</b>	<b>8</b>	<b>4950</b>	<b>0</b>	<b>5496</b>	<b>200</b>	<b>5696</b>	<b>10646</b>	<b>11063</b>
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.									<b>1.39</b>										
<b>AVG 12Hr</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>169</b>	<b>1</b>	<b>163</b>	<b>334</b>	<b>334</b>	<b>187</b>	<b>3765</b>	<b>7</b>	<b>3960</b>	<b>0</b>	<b>4397</b>	<b>160</b>	<b>4557</b>	<b>8517</b>	<b>8851</b>
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.									<b>.80</b>										
<b>AVG 24Hr</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>221</b>	<b>1</b>	<b>214</b>	<b>437</b>	<b>437</b>	<b>245</b>	<b>4932</b>	<b>9</b>	<b>5187</b>	<b>0</b>	<b>5760</b>	<b>210</b>	<b>5970</b>	<b>11157</b>	<b>11594</b>
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.									<b>1.31</b>										

#### Comments:

Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.



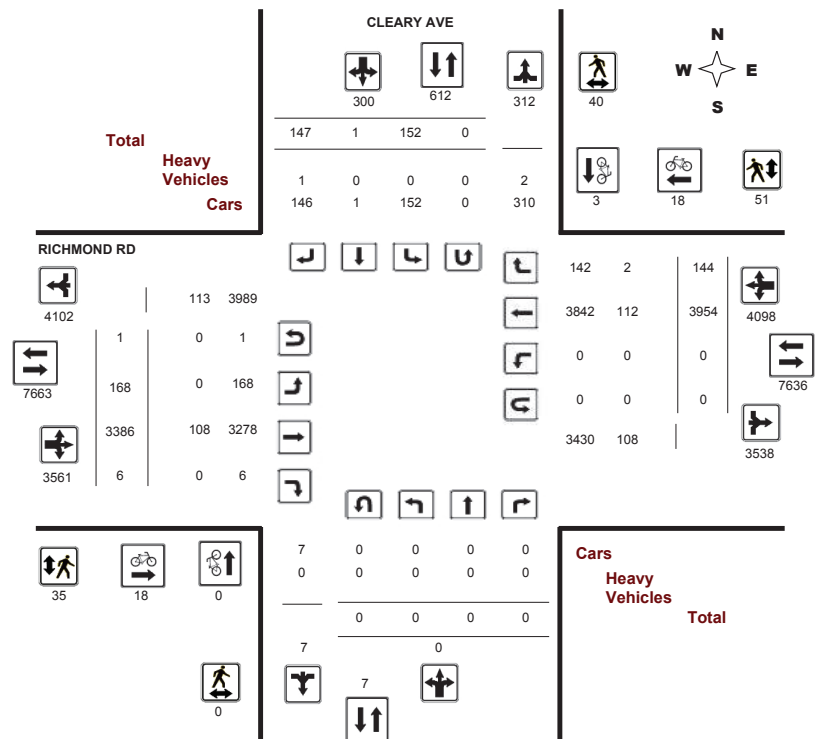
# Public Works - Traffic Services

## Turning Movement Count - Full Study Diagram

### CLEARY AVE @ RICHMOND RD

Survey Date: Friday, June 12, 2015

**WO#:** 34681  
**Device:** Jamar Technologies, Inc



#### Comments



Public Works - Traffic Services

W.O. 34681

Turning Movement Count - 15 Minute Summary Report

CLEARY AVE @ RICHMOND RD

Survey Date: Friday, June 12, 2015

Total Observed U-Turns

Northbound: 0 Southbound: 0
Eastbound: 1 Westbound: 0

CLEARY AVE

RICHMOND RD

Table with columns for Time Period, Northbound (LT, ST, RT, N TOT), Southbound (LT, ST, RT, S TOT, STR TOT), Eastbound (LT, ST, RT, E TOT), Westbound (LT, ST, RT, W TOT, STR TOT), and Grand Total. Rows show 15-minute intervals from 07:00 to 18:00.

Note: U-Turns are included in Totals.

Comment:



Public Works - Traffic Services

Work Order 34681

Turning Movement Count - Cyclist Volume Report

CLEARY AVE @ RICHMOND RD

Count Date: Friday, June 12, 2015

Start Time: 07:00

CLEARY AVE

RICHMOND RD

Table with columns for Time Period, Northbound, Southbound, Street Total, Eastbound, Westbound, Street Total, and Grand Total. Rows show 15-minute intervals from 07:00 to 18:00.

Comment:

Note: These volumes consists of bicycles only (no mopeds or motorcycles) and ARE NOT included in the Turning Movement Count Summary.



Public Works - Traffic Services

W.O. 34681

Turning Movement Count - Heavy Vehicle Report

CLEARY AVE @ RICHMOND RD

Survey Date: Friday, June 12, 2015

Table with columns for Time Period, Cleary Ave (Northbound/Southbound), Richmond Rd (Eastbound/Westbound), and Grand Total. Includes sub-totals for heavy vehicles and U-turns.

Heavy Vehicles are vehicles having one rear axle with four or more wheels, or having two or more rear axles. These vehicles include most O.C. Transpo, school and inter-city buses. Further, they ARE included in the Turning Movement Count Summary.



Public Works - Traffic Services

Work Order 34681

Turning Movement Count - Pedestrian Volume Report

CLEARY AVE @ RICHMOND RD

Count Date: Friday, June 12, 2015

Start Time: 07:00

Table with columns for Time Period, NB Approach, SB Approach, EB Approach, WB Approach, Total, and Grand Total. Shows pedestrian volume counts for various time intervals.

Comment:



Public Works - Traffic Services

Work Order  
34681

Turning Movement Count - 15 Min U-Turn Total Report

CLEARY AVE @ RICHMOND RD

Survey Date: Friday, June 12, 2015

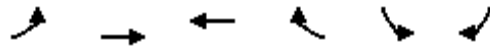
Time Period	Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00 07:15	0	0	0	0	0
07:15 07:30	0	0	0	0	0
07:30 07:45	0	0	0	0	0
07:45 08:00	0	0	0	0	0
08:00 08:15	0	0	0	0	0
08:15 08:30	0	0	0	0	0
08:30 08:45	0	0	0	0	0
08:45 09:00	0	0	0	0	0
09:00 09:15	0	0	0	0	0
09:15 09:30	0	0	0	0	0
09:30 09:45	0	0	0	0	0
09:45 10:00	0	0	0	0	0
11:30 11:45	0	0	0	0	0
11:45 12:00	0	0	0	0	0
12:00 12:15	0	0	0	0	0
12:15 12:30	0	0	0	0	0
12:30 12:45	0	0	0	0	0
12:45 13:00	0	0	0	0	0
13:00 13:15	0	0	0	0	0
13:15 13:30	0	0	0	0	0
15:00 15:15	0	0	0	0	0
15:15 15:30	0	0	0	0	0
15:30 15:45	0	0	0	0	0
15:45 16:00	0	0	0	0	0
16:00 16:15	0	0	0	0	0
16:15 16:30	0	0	0	0	0
16:30 16:45	0	0	1	0	1
16:45 17:00	0	0	0	0	0
17:00 17:15	0	0	0	0	0
17:15 17:30	0	0	0	0	0
17:30 17:45	0	0	0	0	0
17:45 18:00	0	0	0	0	0
Total	0	0	1	0	1

# Appendix C

Synchro Intersection Worksheets – Existing Conditions

Lanes, Volumes, Timings  
1: Richmond & Cleary

Existing AM Peak Hour  
30 Cleary Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	27	605	297	17	29	18
Future Volume (vph)	27	605	297	17	29	18
Satd. Flow (prot)	1658	1712	1679	0	1563	0
Flt Permitted	0.552				0.970	
Satd. Flow (perm)	956	1712	1679	0	1541	0
Satd. Flow (RTOR)			8		20	
Lane Group Flow (vph)	30	672	349	0	52	0
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Detector Phase	2	2	6		4	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0		10.0	
Minimum Split (s)	23.1	23.1	23.1		21.3	
Total Split (s)	43.0	43.0	43.0		22.0	
Total Split (%)	66.2%	66.2%	66.2%		33.8%	
Yellow Time (s)	3.3	3.3	3.3		3.3	
All-Red Time (s)	1.8	1.8	1.8		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.1	5.1	5.1		5.3	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max		None	
Act Effct Green (s)	51.6	51.6	51.6		11.2	
Actuated g/C Ratio	0.79	0.79	0.79		0.17	
v/c Ratio	0.04	0.49	0.26		0.18	
Control Delay	4.5	6.8	4.6		17.0	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	4.5	6.8	4.6		17.0	
LOS	A	A	A		B	
Approach Delay		6.7	4.6		17.0	
Approach LOS		A	A		B	
Queue Length 50th (m)	1.0	33.7	13.1		3.4	
Queue Length 95th (m)	4.1	79.9	31.9		10.3	
Internal Link Dist (m)		130.8	20.8		142.6	
Turn Bay Length (m)	50.0				15.0	
Base Capacity (vph)	758	1358	1333		410	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.04	0.49	0.26		0.13	

Intersection Summary

Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 53 (82%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
 1: Richmond & Cleary

Existing AM Peak Hour  
 30 Cleary Avenue

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 6.5

Intersection LOS: A

Intersection Capacity Utilization 51.4%

ICU Level of Service A

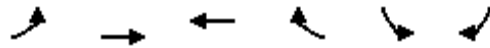
Analysis Period (min) 15

Splits and Phases: 1: Richmond & Cleary



Lanes, Volumes, Timings  
1: Richmond & Cleary

Existing PM Peak Hour  
30 Cleary Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	355	763	54	29	31
Future Volume (vph)	35	355	763	54	29	31
Satd. Flow (prot)	1658	1745	1725	0	1560	0
Flt Permitted	0.240				0.976	
Satd. Flow (perm)	419	1745	1725	0	1543	0
Satd. Flow (RTOR)			9		34	
Lane Group Flow (vph)	39	394	908	0	66	0
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Detector Phase	2	2	6		4	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0		10.0	
Minimum Split (s)	23.1	23.1	23.1		21.3	
Total Split (s)	43.0	43.0	43.0		22.0	
Total Split (%)	66.2%	66.2%	66.2%		33.8%	
Yellow Time (s)	3.3	3.3	3.3		3.3	
All-Red Time (s)	1.8	1.8	1.8		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.1	5.1	5.1		5.3	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max		None	
Act Effct Green (s)	51.6	51.6	51.6		11.2	
Actuated g/C Ratio	0.79	0.79	0.79		0.17	
v/c Ratio	0.12	0.28	0.66		0.22	
Control Delay	5.7	4.8	10.8		14.9	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	5.7	4.8	10.8		14.9	
LOS	A	A	B		B	
Approach Delay		4.9	10.8		14.9	
Approach LOS		A	B		B	
Queue Length 50th (m)	1.3	15.5	57.6		3.4	
Queue Length 95th (m)	6.0	36.8	#164.2		11.3	
Internal Link Dist (m)		130.8	20.8		142.6	
Turn Bay Length (m)	50.0				15.0	
Base Capacity (vph)	332	1384	1370		421	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.12	0.28	0.66		0.16	

Intersection Summary

Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 13 (20%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
 1: Richmond & Cleary

Existing PM Peak Hour  
 30 Cleary Avenue

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 9.2

Intersection LOS: A

Intersection Capacity Utilization 63.5%

ICU Level of Service B

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Richmond & Cleary



# Appendix D

Collision Data

Accident Date	Accident Year	Accident Time	Location	Environment Condition	Light	Traffic Control	Traffic Control Condition	Classification Of Accident	Initial Impact Type	Road Surface Condition	# Vehicles	# Motorcycles	# Bicycles	# Pedestrians
12/20/2019	2019	15:17	CLEARY AVE @ RICHMOND RD (0011504)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	01 - Dry	0	0	0	0
12/16/2021	2021	7:25	CLEARY AVE @ RICHMOND RD (0011504)	02 - Rain	03 - Dawn	01 - Traffic signal	0	03 - P.D. only	99 - Other	02 - Wet	0	0	0	0
2/10/2022	2022	12:14	CLEARY AVE @ RICHMOND RD (0011504)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Wet	01 - Dry	0	0	0	0
1/19/2017	2017	16:30	RICHMOND RD btwn CLEARY AVE & LOCKHART AVE (_3ZAYFU)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
11/30/2019	2019	7:00	RICHMOND RD btwn CLEARY AVE & LOCKHART AVE (_3ZAYFU)	01 - Clear	03 - Dawn	10 - No control	0	02 - Non-fatal injury	01 - Approaching	01 - Dry	0	0	0	0
7/27/2021	2021	17:10	RICHMOND RD btwn CLEARY AVE & LOCKHART AVE (_3ZAYFU)	02 - Rain	01 - Daylight	10 - No control	0	02 - Non-fatal injury	03 - Rear end	02 - Wet	0	0	0	0
12/22/2021	2021	11:55	RICHMOND RD btwn CLEARY AVE & LOCKHART AVE (_3ZAYFU)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	01 - Approaching	02 - Wet	0	0	0	0
1/5/2021	2021	9:23	REDWOOD AVE @ RICHMOND RD (0009018)	03 - Snow	01 - Daylight	02 - Stop sign	0	03 - P.D. only	02 - Angle	02 - Wet	0	0	0	0

# Appendix E

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: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>1. WALKING &amp; CYCLING: ROUTES</b>		
<b>1.1 Building location &amp; access points</b>		
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"/>
BASIC	1.1.2 Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	<input checked="" type="checkbox"/>
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"/>
<b>1.2 Facilities for walking &amp; cycling</b>		
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 <i>Official Plan policy 4.3.3</i> )	<input checked="" type="checkbox"/>
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 <i>Official Plan policy 4.3.12</i> )	<input checked="" type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>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 (see <i>Official Plan policy 4.3.10</i> )	<input checked="" type="checkbox"/>
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 <i>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 (see <i>Official Plan policy 4.3.11</i> )	<input checked="" type="checkbox"/>
BASIC	1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	<input checked="" type="checkbox"/>
BASIC	1.2.7 Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	<input 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 checked="" type="checkbox"/>
<b>1.3 Amenities for walking &amp; cycling</b>		
BASIC	1.3.1 Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	<input 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>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>2. WALKING &amp; CYCLING: END-OF-TRIP FACILITIES</b>		
<b>2.1 Bicycle parking</b>		
REQUIRED	2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (see <i>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 (see <i>Zoning By-law Section 111</i> )	<input checked="" type="checkbox"/>
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 <i>Zoning By-law Section 111</i> )	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>
<b>2.2 Secure bicycle parking</b>		
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 <i>Zoning By-law Section 111</i> )	<input checked="" type="checkbox"/>
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments	<input checked="" type="checkbox"/>
<b>2.3 Bicycle repair station</b>		
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)	<input type="checkbox"/>
<b>3. TRANSIT</b>		
<b>3.1 Customer amenities</b>		
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"/>

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>4. RIDESHARING</b>		
<b>4.1 Pick-up &amp; drop-off facilities</b>		
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 checked="" type="checkbox"/>
<b>5. CARSHARING &amp; BIKESHARING</b>		
<b>5.1 Carshare parking spaces</b>		
BETTER	5.1.1 Provide up to three carshare parking spaces in an R3, R4 or R5 Zone for specified residential uses (see <i>Zoning By-law Section 94</i> )	<input type="checkbox"/>
<b>5.2 Bikeshare station location</b>		
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"/>
<b>6. PARKING</b>		
<b>6.1 Number of parking spaces</b>		
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 (see <i>Zoning By-law Section 104</i> )	<input type="checkbox"/>
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 <i>Zoning By-law Section 111</i> )	<input type="checkbox"/>
<b>6.2 Separate long-term &amp; short-term parking areas</b>		
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)	<input type="checkbox"/>

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

Legend	
	<b>BASIC</b> The measure is generally feasible and effective, and in most cases would benefit the development and its users
	<b>BETTER</b> 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
<b>1. TDM PROGRAM MANAGEMENT</b>		
<b>1.1 Program coordinator</b>		
BASIC	★ 1.1.1 Designate an internal coordinator, or contract with an external coordinator	<input type="checkbox"/>
<b>1.2 Travel surveys</b>		
BETTER	1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	<input type="checkbox"/>
<b>2. WALKING AND CYCLING</b>		
<b>2.1 Information on walking/cycling routes &amp; destinations</b>		
BASIC	2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances ( <i>multi-family, condominium</i> )	<input checked="" type="checkbox"/>
<b>2.2 Bicycle skills training</b>		
BETTER	2.2.1 Offer on-site cycling courses for residents, or subsidize off-site courses	<input type="checkbox"/>

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

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
<b>6. TDM MARKETING &amp; COMMUNICATIONS</b>		
<b>6.1 Multimodal travel information</b>		
BASIC ★	6.1.1 Provide a multimodal travel option information package to new residents	<input checked="" type="checkbox"/>
<b>6.2 Personalized trip planning</b>		
BETTER ★	6.2.1 Offer personalized trip planning to new residents	<input type="checkbox"/>