

MEMORANDUM

DATE: JUNE 20, 2022 **PROJECT:** 121085

TO: WALLY DUBYK

FROM: PATRICK HATTON

RE: PARKING AND TRANSPORTATION DEMAND MANAGEMENT MEMO -
393 MCARTHUR AVENUE

CC: MURRAY CHOWN, JENNIFER LUONG

Introduction

Elite Homes Management Inc. has retained Novatech to prepare this Parking and Transportation Demand Management (TDM) Measures Review Memorandum to support the minor zoning and site plan applications for the proposed development at 393 McArthur Avenue.

The proposed development (See **Appendix A**) is a six-storey mixed-use building including 207m² of ground floor commercial space and 66 apartment units with 31 parking spaces (3 surface and 28 underground). A full movement driveway is proposed to Belisle Street about 50m north of McArthur Avenue. New concrete sidewalk is proposed along the west side of Belisle Street fronting the site. The development will replace an existing gravel parking lot with access to McArthur Avenue. The site is bounded by residential development in the north, commercial and institutional (school) development in the west, Belisle Street and commercial development in the east, and McArthur Avenue and the McArthur Medical Centre to the south.

A Traffic Impact Assessment (TIA) Screening Form (See **Appendix A**) was prepared for the development site and the Screening Form indicates:

- Trip Generation Trigger – The development is not anticipated to generate over 60 peak hour person trips; further assessment **is not required** based on this trigger.
- Location Triggers – The development site is within a Design Priority Area; further assessment **is required** based on this trigger.
- Safety Triggers – None of the Safety Triggers are met; further assessment **is not required** based on this trigger.

A pre-consultation meeting was held with Ottawa City staff on March 22, 2021 to review the development plan. In the subsequent (April 8, 2021) notes from that meeting, City staff confirmed that a Memorandum addressing the TDM Measures and parking would be sufficient and that a TIA was not required.

The site is designated as 'Traditional Mainstreet' and 'General Urban Area' in Schedule B of the City of Ottawa's Official Plan. The current zoning of the site is TM. A minor variance is required to amend some performance standards for the development.

Nearby Roadways and Intersection

McArthur Avenue is an arterial roadway that runs on an east-west alignment between North River Road and St. Laurent Boulevard. Within the study area, the roadway has a two-lane undivided urban cross-section and auxiliary turn lanes are provided at major intersections. There are sidewalks and on-street buffered bicycle lanes on both sides. McArthur Avenue has a posted speed limit of 40 km/h fronting the site for Robert E. Wilson Public School. McArthur Avenue is classified as a truck route between Vanier Parkway and St. Laurent Boulevard, allowing full loads. On-street parking is not permitted except in specific locations, where it is time restricted. The OP does not identify a right-of-way (ROW) protection for McArthur Avenue and the existing ROW is 20m in this area.

Belisle Street is a local roadway that runs about 160m from McArthur Avenue to its terminus in the north. South of McArthur Avenue it continues as Dieppe Street, a local roadway. Belisle Street has a two-lane urban cross-section with sidewalk on the east side and an unposted regulatory speed limit of 50 km/h under the Highway Traffic Act. There is a layby on the west side of Belisle Street fronting the site and this layby is expected to remain with site development. Belisle Street is not classified as a truck route. Street parking is permitted.

The intersection of McArthur Avenue at Belisle Street / Dieppe Street is STOP controlled on Belisle Street and Dieppe Street with free flow along McArthur Avenue. All approaches are a single lane with additional buffered bicycle lanes along McArthur Avenue. The intersection is about 45m east of the signalized intersection at Brant Street. The Stopping Sight Distance (SSD) along roadways with a design speed of 60km/h is 85m. Available SSD for traffic in both directions along McArthur Avenue at Belisle Street is greater than 85m. The sight triangle for the northwest (site) corner of the intersection is being increased to 5m x 5m and accommodates over 130m of sight distance for drivers looking right along McArthur Avenue from Belisle Street, sufficient intersection sight distance for a 60km/h design speed.

Transit

The nearest bus stops to the site are stops #7066 and #7067, providing service to OC Transpo routes #14, #615, and #616.

OC Transpo Route #14 runs from St. Laurent Station to Tunney's Pasture Station on 15-minute headways with all day service, 7-days per week.

OC Transpo Route #615 is a school route that runs from Lester B. Pearson High School to Parliament Station.

OC Transpo Route #616 is a school route that runs from Gloucester High School to Parliament Station.

OC Transpo's service design guideline for peak period service is to provide service within a five minute (400m) walk of the home, school and work location of 95% of urban residents. The development has exterior access doors within a 100m walking distance from both OC Transpo stops identified above. Stop #7066 is being relocated for this development. The proposed stop will continue to be along McArthur Avenue in front of the building. Riders will board / alight from the existing hard surface curbside along McArthur Avenue and can wait for the bus in the (canopy covered) 1.5m wide

sloped private walkway area abutting the building. This area is accessible from the sidewalk along Belisle Street and includes stairway connections to McArthur Avenue.

Onsite Parking

The site is within Area Y on Schedule 1A of the City’s Zoning By-Law (ZBL). Under the ZBL, off-street parking is not required for the commercial space (since its GFA is less than 500m²) and resident and visitor parking is not required for the first 12 residential units. Minimum vehicular and bicycle parking are identified in the ZBL and are summarized in **Table 1**. Proposed bicycle parking is shown (**Appendix A**) on the ground floor of the building. The proposed bicycle parking exceeds the ZBL requirements. The proposed vehicle parking misses the ZBL requirement, and a zoning amendment is required, however, vehicle parking is 97% met and a review of spillover parking is not required.

Table 1: Vehicular and Bicycle Parking Requirements

Land Use	Rate	Units	Requirement	Provided
<i>Vehicle Parking</i>				
Mid-high rise apartment	0.5 resident space / dwelling unit (13+)	66 units	27 resident	28 resident
	0.1 visitor space / dwelling unit (13+)		5 visitor (32 total)	3 visitor (31 total)
<i>Bicycle Parking</i>				
Mid-high rise apartment	0.5 / dwelling unit	66 units	33	35

The development is not an obligated organization under the Accessibility for Ontarians with Disabilities Act (AODA). The site does not have public parking and only 5 visitor spaces. No barrier free parking spaces are required under the AODA or the City of Ottawa’s Traffic and Parking Bylaw, however, one accessible space is shown (**Appendix A**).

Access Intersection

The development will be served by one full movement connection to Belisle Street. The access configuration with respect to design guidelines and requirements of the City’s Private Approach By-law is summarized below.

- Section 25 (m) of the *Private Approach By-Law* identifies spacing between driveways and streets for properties abutting arterial and major collector roads. For residential sites with 20-99 parking spaces, the spacing requirement is 18m between the driveway and the nearest intersecting ROW.
 - The site’s proposed driveway to Belisle Street is about 50m north of McArthur Avenue, meeting this requirement.
- The proposed driveway is 6.0m wide measured at the right-of-way line, less than the maximum width of 6.7m under the City’s Zoning By-law (Section 107).
- A clear throat of about 9.0m is provided, this is considered sufficient given the local classification of Belisle Street and the low number of expected vehicle trips.
- The driveway is 3m from the north property line. This meets the 3m minimum under the Private Approach By-Law.

Transportation Demand Management (TDM) Measures

A review of the *Transportation Demand Management (TDM) – Measures Checklist* has been conducted. A copy of the TDM checklist is included in **Appendix B**.

The following measures will be implemented upon opening of the proposed residential development:

- Display local area maps with walking/cycling access routes and key destinations at major entrances;
- Display relevant transit schedules and route maps at entrances;
- Provide a multimodal travel option information package to new residents;
- Unbundle parking cost from monthly rent;
- Contract with provider to install on-site carshare vehicles and promote their use by residents; and,
- Offer personalized trip planning to new residents.

Appendix A

Traffic Impact Assessment (TIA) Screening Form and Site Plan



STAMP

REV DATE	ISSUE
10	2022-05-24 Issued for Site Plan Control
8	2021-12-06 Issued for Review
7	2021-11-23 Issued for Coordination
6	2021-11-11 Issued for Coordination
5	2021-11-03 Issued for Coordination
4	2021-10-26 Issued for Coordination
3	2021-10-17 Issued for Coordination
2	2021-09-09 Issued for Review
1	2021-08-13 Issued for Review

NOTES

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5. ALL WORK SHALL BE IN ACCORDANCE WITH THE ONTARIO BUILDING CODE AND ALL SUPPLEMENTS AND APPLICABLE MUNICIPAL REGULATIONS.

CLIENT

OTTAWA
 ONTARIO, CANADA

PROJECT
McArthur Development

393 McArthur Avenue
 Ottawa, Ontario

TITLE

SITE PLAN

PROJECT NO: 2019-1650
 DRAWN: MM
 APPROVED: JS
 SCALE: 1 : 200
 DATE PRINTED: 2022-06-22 12:17:41 PM

REV DRAWING NO.

SITE PLAN GENERAL NOTES:

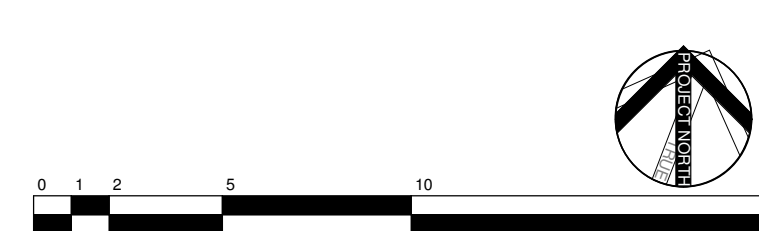
1. ALL GENERAL SITE INFORMATION AND CONDITIONS COMPILED FROM EXISTING PLANS AND SURVEYS
2. DO NOT SCALE THIS DRAWING
3. REPORT ANY DISCREPANCIES PRIOR TO COMMENCING WORK. NO RESPONSIBILITY IS BORN BY THE CONSULTANT FOR UNKNOWN SUBSURFACE CONDITIONS
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8. INDIVIDUAL UTILITY COMPANY MUST BE CONTACTED FOR CONFIRMATION OF UTILITY EXISTENCE AND LOCATION PRIOR TO DIGGING
9. ALL DISTURBED AREAS TO BE RESTORED TO ORIGINAL CONDITION OR BETTER UNLESS OTHERWISE NOTED

SITE PLAN KEYNOTES:

- 1 EXISTING BUS STOP TO BE RELOCATED
- 2 BIKE ROOM ENTRANCE
- 3 GARBAGE ROOM ENTRANCE
- 4 UNDERGROUND PARKING GARAGE ENTRANCE
- 5 COMMERCIAL SPACE ENTRANCE
- 6 PLANTER
- 7 RAMP, SLOPE 1:12
- 8 BUILDING OUTLINE ABOVE
- 9 RETAINING WALL
- 10 BALCONY ABOVE
- 11 5.0 m CORNER SIGHT TRIANGLE
- 12 SCREEN
- 13 SLOPED WALKWAY (SLOPE 1:20)
- 14 PRIVATE RESIDENTIAL PATIO ACCESS
- 15 OVERHANG/CANOPY ABOVE
- 16 VISITOR PARKING SPACE
- 17 1.8m HIGH OPAQUE FENCE

SITE PLAN LEGEND:

- EXISTING BUILDING
- ASPHALT PAVING
- NEW GRASS
- NEW SOFT LANDSCAPED AREA - REFER TO LANDSCAPE PLANS
- CONCRETE SIDEWALK (NEW)
- CONCRETE SIDEWALK (EXISTING)
- CONCRETE PAD
- MULCH/PLANTING
- GRAVEL/RIVERSTONE/MAINTENANCE STRIP
- STONE DUST/SAND
- PAVER TYPE 1
- PAVER TYPE 2
- PAVER TYPE 3
- EXISTING CONCRETE SLAB
- EXISTING MATERIAL 2
- EXISTING ASPHALT
- OTHER ENTRANCE/EXIT DOOR
- SERVICE DOORS
- BUILDING MAIN ENTRANCE
- PROPERTY LINE
- FENCE PER LANDSCAPE
- NEW DOMESTIC WATER
- NEW SANITARY
- NEW STORM
- NEW ELECTRICAL SERVICE (BELOW GRADE)
- GAS
- CATCH BASIN
- CATCH BASIN
- LIGHT STANDARD
- LIGHT STANDARD EXISTING
- FIRE HYDRANT
- FIRE HYDRANT EXISTING
- MANHOLE
- MANHOLE EXISTING
- UTILITY POLE
- UTILITY POLE EXISTING
- NEW BUS STOP SIGN
- SIAMESE CONNECTION
- DROPPED CURB



SITE PLAN

A.100 1:200

LEGAL DESCRIPTION:
 PART OF LOT 7 JUNCTION GORE CITY OF OTTAWA

REFERENCE SURVEY:
 THIS DRAWING IS BASED ON A SURVEY PREPARED BY J.D. BARNES LIMITED DATED JULY 20, 2020.

MUNICIPAL ADDRESS:
 393 MCARTHUR AVENUE

DEVELOPMENT INFORMATION:

SITE AREA	1,471 m ²
BUILDING AREA	987 m ²
GROSS FLOOR AREA (PER ZONING BYLAW)	4,140 m ²
BUILDING HEIGHT	19.25 m / 6 STOREYS
ZONE	TM (TRADITIONAL MAIN STREET)
SCHEDULE 1	AREA B
SCHEDULE 2	DISTANCE EXCEEDS 600 m
NUMBER OF UNITS	1 BEDROOM 23 1 BEDROOM + DEN 30 2 BEDROOM 13 TOTAL 66

ZONING PROVISION	REQUIRED	PROVIDED
MIN. LOT WIDTH	N/A	21.8 m
MIN. LOT AREA	N/A	1,471 m ²
MAX. FRONT YARD SETBACK	5 m FROM HIGH VOLTAGE POWER LINES	5 m FROM HIGH VOLTAGE POWER LINES
MIN. CORNER YARD SETBACK	3 m	0.77 m
MIN. REAR YARD SETBACK	7.5 m	9.147 m
MAX. INTERIOR YARD SETBACK	3 m	0 m
MAX. HEIGHT	REFER TO ELEVATIONS	REFER TO ELEVATIONS
AMENITY AREA	396 m ²	552 m ²
COMMUNAL AMENITY AREA	198 m ²	204 m ²
LANDSCAPED AREA	TBD	

PARKING QUEING + LOADING	REQUIRED	PROVIDED
RESIDENTIAL SPACES	27	28
VISITOR SPACES	5	3
ACCESSIBLE PARKING	1 (TYPE A)	1
COMMERCIAL PARKING	0 (UNITS LESS THAN 500 m ²)	0
BICYCLOLE PARKING	33	35



STAMP

REV	DATE	ISSUE
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OTTAWA
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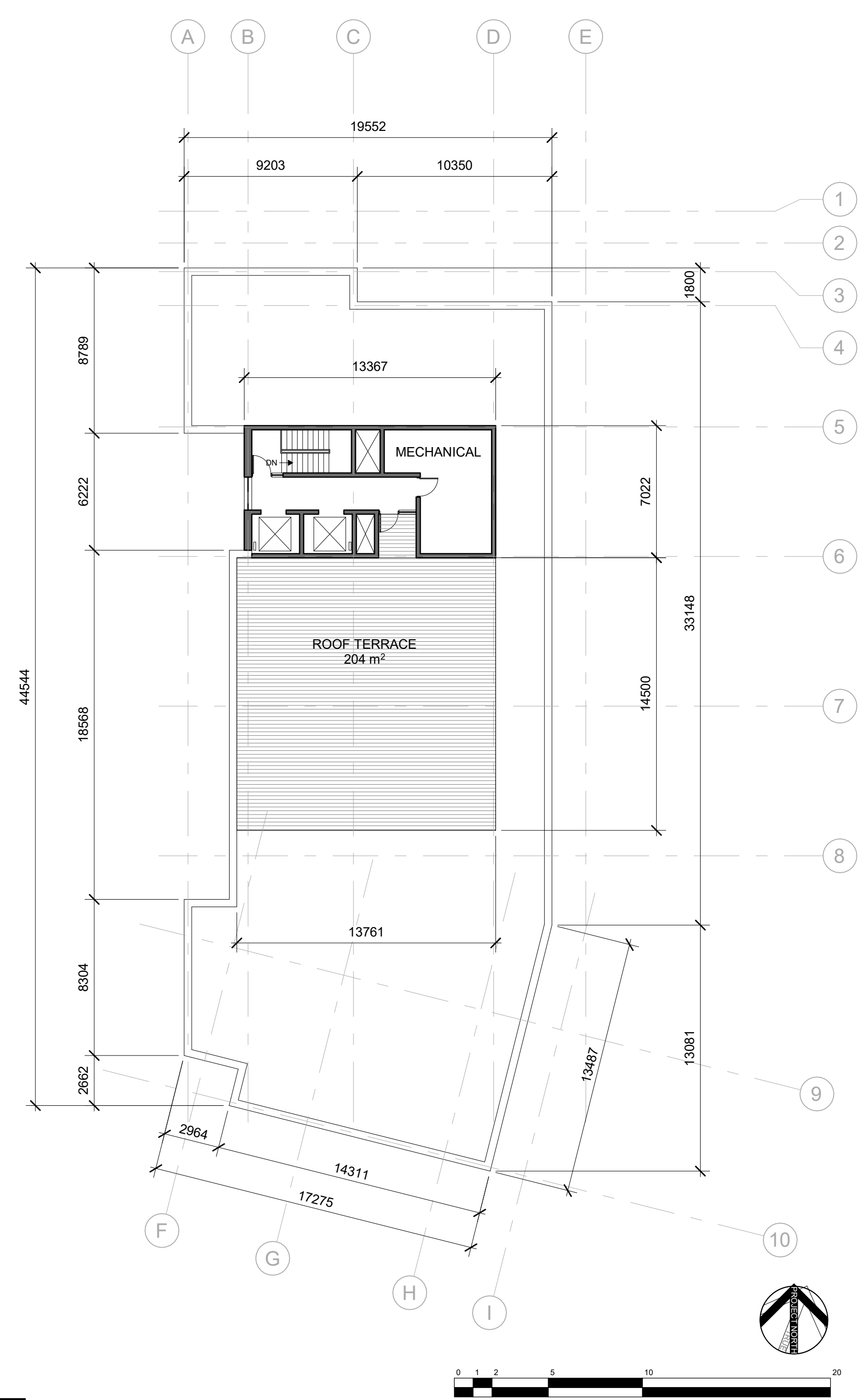
PROJECT
McArthur Development

393 McArthur Avenue
Ottawa, Ontario

TITLE
FLOOR PLANS

PROJECT NO: 2019-1650
DRAWN: MM
APPROVED: JS
SCALE: 1:200
DATE PRINTED: 2022-05-30 1:52:17 PM

REV DRAWING NO.



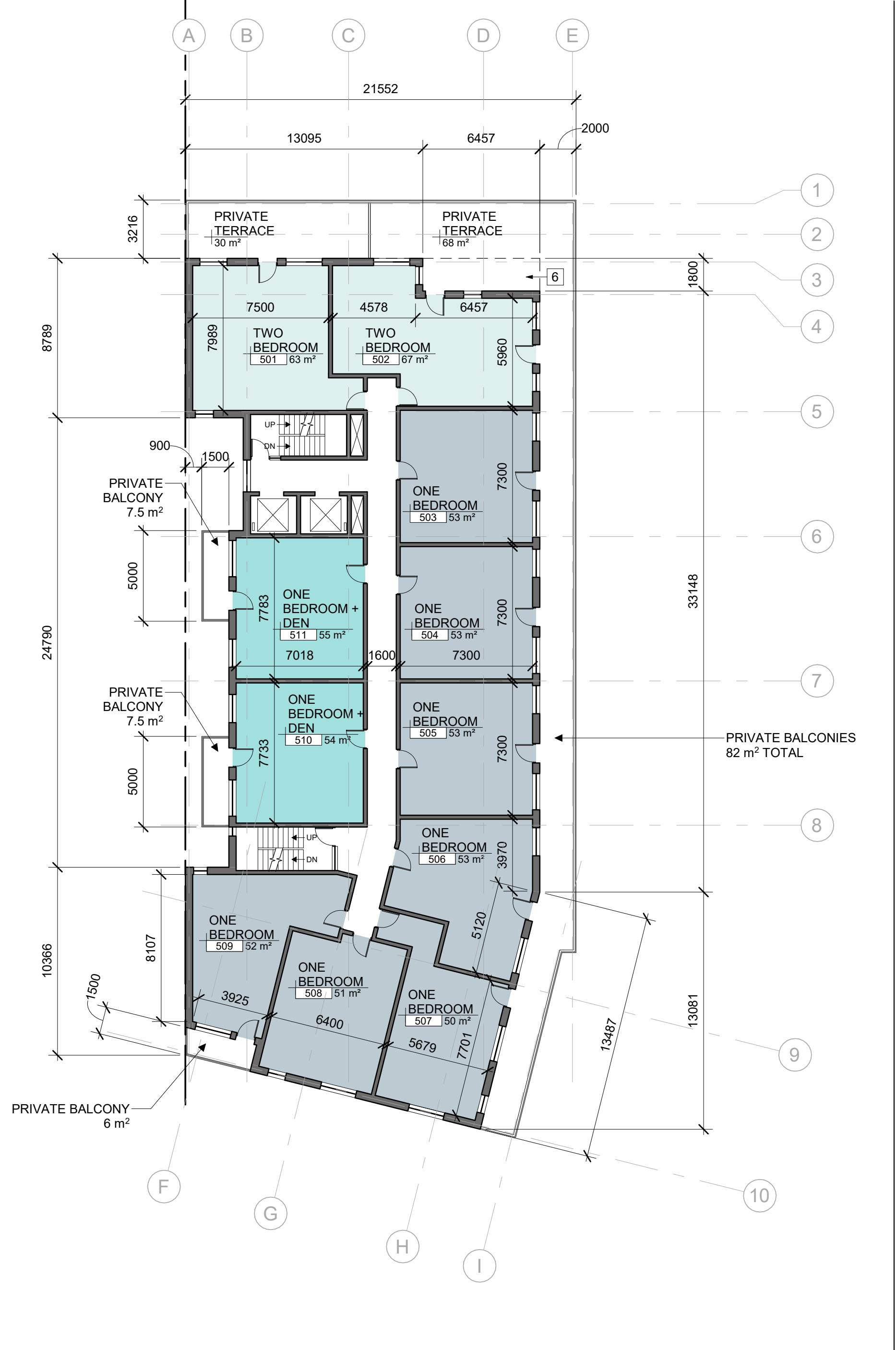
3 ROOF PLAN

A.201 | 1:200



2 SIXTH FLOOR PLAN

A.201 | 1:200



1 FIFTH FLOOR PLAN

A.201 | 1:200

FLOOR PLAN GENERAL NOTES:

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SITE PLAN KEYNOTES:

- 1 RAMP
- 2 SLOPED WALKWAY
- 3 PLANTER
- 4 BUILDING OUTLINE ABOVE
- 5 RETAINING WALL
- 6 BALCONY ABOVE
- 7 OVERHANG / CANOPY ABOVE

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	393 McArthur Avenue
Description of Location	Northwest corner of McArthur Ave/Belisle St
Land Use Classification	Mixed Use (residential with ground floor commercial)
Development Size (units)	66 units
Development Size (m ²)	207m² (2,228ft²) of ground floor commercial
Number of Accesses and Locations	One full movement access to Belisle Street, approximately 50m north of McArthur Avenue (closure of existing site access to McArthur Avenue)
Phase of Development	1
Buildout Year	2022

If available, please attach a sketch of the development or site plan to this form.

2. Trip Generation Trigger

Considering the Development's Land Use type and Size (as filled out in the previous section), please refer to the Trip Generation Trigger checks below.

Land Use Type	Minimum Development Size
Single-family homes	40 units
Townhomes or apartments	90 units
Office	3,500 m ²
Industrial	5,000 m ²
Fast-food restaurant or coffee shop	100 m ²
Destination retail	1,000 m ²
Gas station or convenience market	75 m ²

** If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.*

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

3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the City’s Transit Priority, Rapid Transit or Spine Bicycle Networks?		X
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*	X	

**DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA).*

If any of the above questions were answered with ‘Yes,’ the Location Trigger is satisfied.

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 km/hr or greater?		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).

Appendix B

Transportation Demand Management (TDM) Measures

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: <i>Residential developments</i>		Check if proposed & add descriptions
1. TDM PROGRAM MANAGEMENT		
1.1 Program coordinator		
BASIC	★	1.1.1 Designate an internal coordinator, or contract with an external coordinator
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 (<i>multi-family, condominium</i>)
2.2 Bicycle skills training		
BETTER		2.2.1 Offer on-site cycling courses for residents, or subsidize off-site courses

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
3. TRANSIT		
3.1 Transit information		
BASIC	3.1.1 Display relevant transit schedules and route maps at entrances (<i>multi-family, condominium</i>)	✓
BETTER	3.1.2 Provide real-time arrival information display at entrances (<i>multi-family, condominium</i>)	
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 (<i>subdivision</i>)	
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 (<i>multi-family</i>)	
BETTER	4.1.2 Provide residents with bikeshare memberships, either free or subsidized (<i>multi-family</i>)	
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 (<i>condominium</i>)	
BASIC ★	5.1.2 Unbundle parking cost from monthly rent (<i>multi-family</i>)	✓

TDM measures: <i>Residential developments</i>		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	✓