

August 11, 2017

City of Ottawa Planning and Growth Management Branch 110 Laurier Ave. W., 4th Floor Ottawa, ON K1P 1J1

Attention: Mr. Wally Dubyk, C.E.T. Project Manager, Infrastructure Approvals

Dear Sir:

Reference: Wateridge Village Phase 1B – Blocks 15, 22, and 24 Transportation Overview Our File No.: 117121 (R-2017-119)

1.0 INTRODUCTION

This Transportation Overview has been prepared in support of a Site Plan Control (SPC) application for Blocks 15, 22, and 24 in Phase 1B of Wateridge Village at the Rockcliffe Subdivision. The Rockcliffe Subdivision is a Canada Lands Corporation (CLC) development, with the subject blocks developed by Mattamy Homes.

As part of the greater approved Plan of Subdivision, a Community Transportation Study was prepared for the Former Canadian Forces Base (CFB) Rockcliffe Redevelopment in June 2014 and a Transportation Impact Study was prepared for Phase 1B of Wateridge Village (formerly CFB Rockcliffe) in October 2016. The site traffic generated by Blocks 15, 22 and 24 were included in the overall traffic estimates presented in the June 2014 CTS and the October 2016 TIS.

This Overview provides a description of the proposed Site Plan and an updated estimate of the projected site traffic for the weekday AM and PM peak hours. It also provides a review of the on-site design and provisions for non-auto modes of transportation (including possible Transportation Demand Management strategies).

2.0 PROPOSED DEVELOPMENT

The approved Land Use and Phasing Plans for the Rockcliffe Subdivision are shown below in **Figures 1** and **2**.

The proposed Site Plans for Blocks 15, 22, and 24 are included in Appendix A.

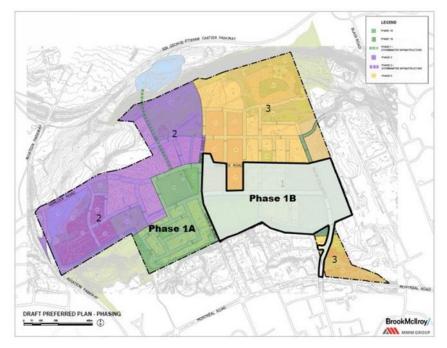
Block 15 is 1.96 hectares (4.84 acres) and is proposed to accommodate 124 rear lane townhouse units. Block 22 is 0.46 hectares (1.13 acres) and is proposed to accommodate 11 rear lane townhouse units and 48 stacked townhouse units. Block 24 is 1.60 hectares (3.95 acres) and is proposed to accommodate 81 rear lane townhouse units and 48 stacked townhouse units.



Figure 1: Rockcliffe Subdivision Concept Plan



Figure 2: Overall Phasing Plan





The proposed development is bounded by the following:

- Future Hemlock Road and future residential development to the north;
- A large future community park to the south and west;
- Future mixed-use development to the west; and
- Future elementary school sites to the east.

Phase 1B roads are currently under construction, with Block construction planned to commence in June 2018. Access will initially be provided via Codd's Road and Mikinak Road, with the Wanaki Road connection to Burma Road to be constructed in the near future.

3.0 TRANSPORTATION NETWORK

Hemlock Road and Mikinak Road will be collector roads with 26m right-of-ways, and two-lane urban cross sections. Bump-outs for on-street parking will be provided adjacent to the future mixed-use development to the west of Block 22, and opposite the future school sites to the east.

Raised cycle tracks and sidewalks will be provided on both sides of Hemlock Road. A sidewalk will be provided on the north side of Mikinak Road and a multi-use pathway will be provided on the south side.

Michael Stoqua Street, Moses Tennisco Street and Squadron Crescent will be local roads with 20m right-of-ways and 8.5m paved surfaces. Sidewalks will be provided on both sides of each road.

On-site private lanes will generally have paved widths of 6.1m or 6.5m and a 1.8m walkway along one side where possible. A one-way 3.5m private lane is proposed west of the stacked townhouses in Block 24.

4.0 TRIP GENERATION AND DISTRIBUTION

Trips generated by the proposed development have been estimated using the residential condominium/townhouse land use code (LU 230) identified in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition.

The estimated peak hour vehicle trips by the proposed development are outlined in **Table 1** below.

	ITE		AM Peak			PM Peak		
Land Use	Code	Units	IN	Ουτ	TOTAL	IN	OUT	TOTAL
Residential Condominium / Townhouse	230	312	22	106	128	103	50	153

Table 1: Trip Generation

The trip generation surveys compiled in the *ITE Trip Generation Manual* only record vehicle trips, and the sites surveyed are typically located in suburban locations in the United States where non-



auto modes of transportation typically have a modal share of 10% or less. For urban infill developments where multiple modes of transportation are readily available, it is considered good practice to express projected trip generation volumes in terms of person trips instead of vehicle trips. To convert ITE vehicle trip rates to person trip rates, two adjustment factors have been applied:

- Vehicle occupancy factor: 1.15 (typical North American rate)
- Non-auto usage factor: 1.1 (non-auto trips not counted in ITE surveys, assumed 10%)

Combining the two factors gives an overall vehicle trip to person trip adjustment factor of approximately 1.3. This factor is consistent with the Rockcliffe CTS and the Wateridge Village Phase 1B TIS. Applying this factor to the vehicle trips projected by the ITE rates yields the following person trip generation:

Table 2: Person Trips

Land Use	Peak Hour	IN (vph¹)	OUT (vph)	TOTAL (vph)	Person Trip Factor	IN (pph²)	OUT (pph)	TOTAL (pph)
Residential	AM Peak	22	106	128	x 1.3	28	138	166
Condominium / Townhouse	PM Peak	103	50	153	\rightarrow	134	65	199

1. vph = vehicles per hour

2. pph = persons per hour

The number of person trips has been categorized by modal share. The modal share values are consistent with the approved Wateridge Village Phase 1B TIS.

A full breakdown of the projected person trips by modal share and arrival/departure is shown in **Table 3** below.

Table 3: Site-Gener	rated Perso	on Trips by Modal Share

Travel Mode	Modal		AM Peak		PM Peak			
	Share	IN	OUT	TOTAL	IN	OUT	TOTAL	
TOTAL PERS	ON TRIPS	28	138	166	134	65	199	
Auto Driver	50%	14	69	83	67	32	99	
Auto Passenger	10%	3	14	17	13	7	20	
Transit	30%	8	41	49	41	19	60	
Non-Motorized	10%	3	14	17	13	7	20	

Based on the foregoing, the proposed development is anticipated to generate 83 vehicle trips during the AM peak hour and 99 vehicle trips during the PM peak hour. Trips generated by the proposed development were included in the overall traffic estimates presented in the Rockcliffe CTS and the Wateridge Village Phase 1B TIS.

The Wateridge Village Phase 1B TIS identified the following roadway modifications at the Montreal/Wanaki intersection, at full build-out of Phase 1B:

- an eastbound protected/permitted left-turn phase, and
- a westbound right-turn lane.



As indicated in the TIS, the projected increase in vehicle volume at this intersection is mainly related to the future office development (355,000 sq.ft.) located east of Wanaki Road in Phase 1B. The subject site related traffic for the eastbound left and westbound right turn movements is in the order of 20% of the Phase 1B buildout volumes, shown in Figure 8 of the TIS (included in **Appendix B** for reference).

No mitigation measures are recommended to accommodate the proposed development as none are required.

5.0 PROVISIONS FOR NON-AUTO MODES

Sidewalks and cycling facilities will be provided along Hemlock and Mikinak, the collector roads adjacent to the proposed development. The local roads will have shared travel lanes and sidewalks along both sides.

On-site pedestrian walkways will be provided throughout the three blocks of development, as shown on the proposed Site Plans, connecting them with the pedestrian facilities along the adjacent roadways. Walkways will also be provided connecting the stacked townhouse units to the surface parking and mews (north-south pedestrian facilities between the rear lane townhouse units).

The proposed number of bicycle parking spaces and minimum requirements identified in the City of Ottawa's *Zoning By-law* (ZBL) are outlined in **Section 6.0** below.

The nearest OC Transpo bus stops are located at the Montreal/Codd's and Montreal/Burma intersections, a walking distance of approximately 1 km from the site. The Montreal/Codd's bus stops provide service to Routes 12 and 129. The Montreal/Burma bus stops provide service to Route 12. Routes 12 provides frequent all day service between Blair and downtown; Route 129 provides frequent all-day service between Carson's and the Hurdman Transit Station.

A temporary transit route (Route 129 extension) will be provided when at least 50 units are built and occupied in Phase 1. Route 129 will travel along Codd's Road to Mikinak Road, along Mikinak Road to Wanaki Road, and Wanaki Road back to Montreal Road, with bus stops at the Mikinak/Squadron/Moses Tennisco intersection. The subdivision roads and OC Transpo bus stops will be constructed by CLC.

6.0 ON-SITE DESIGN

6.1 **Proposed Access**

Block 22 has one private lane connection to Michael Stoqua Street and one connection to Moses Tennisco Street. Block 24 has two private lane connections to Moses Tennisco Street. Block 15 has three private lane connections to the east, south and west on Squadron Crescent.

All private lane connections exceed the minimum 6m spacing from the nearest intersecting street line, as required by the City's *Private Approach By-Law*. The curb-to-curb width of all private approaches is 6.5m at the property line. The location and spacing of the proposed accesses are compliant with the City's *Private Approach By-law*.



6.2 On-Site Traffic Control

Side street stop control should be provided at the proposed access connections to the adjacent public roadways, with free flow conditions on the public roadways.

Side street stop control should also be provided at either end of the north-south private lanes in Block 15 and Block 24, with stop control at the north end only of the one-way private lane in Block 24. Stop control should also be provided at the egress of the surface parking for the stacked townhouse units in Block 22.

6.3 On-Site Parking

The subject site is located in Area X of Schedule 1A of the City's *Zoning By-Law* (ZBL). Minimum parking rates for the proposed development are identified in the ZBL as follows:

- Townhouse Units
 - Resident Parking Spaces:
- 0.75 per dwelling unit

- Stacked Units
 - Resident Parking Spaces:
 - Visitor Parking Spaces:
 - Bicycle Parking Spaces:
- 0.50 per dwelling unit 0.10 per dwelling unit
- 0.50 per dwelling unit

Based on the foregoing, the ZBL identifies a requirement to provide 24 parking spaces for residents, 5 parking spaces for visitors and 24 bicycle parking spaces for the 48 stacked townhouses in Block 22. The same number of spaces are required for the 48 stacked townhouses in Block 24.

As shown on the Site Plans, two types of rear lane townhouse units are proposed. The wide units (Type A) will have garages with parking for one and a half vehicles, ie. one standard car and one small car, or one standard car with additional storage space. The narrow units (Type B) will have garages with parking for one vehicle. A total of 20 vehicle parking spaces and 48 bike parking spaces will be provided for the stacked townhouse units in Block 22. A total of 47 vehicle parking spaces and 48 bike parking spaces will be provided for the stacked townhouse units in Block 22.

The *Wateridge Village Phase 1B Urban Design Guidelines & Architectural Controls* recommends the reduction of minimum parking requirements where practical. The proposed reduction in parking for Block 22 will be addressed through a Minor Zoning By-Law Amendment application. The proposed parking for Block 24 is compliant with the minimum requirements identified in the City of Ottawa's ZBL.

6.4 Garbage Collection

The site is designed for garbage collection through curbside pick-up for the rear lane townhouses, and at the designated on-site waste storage areas for the stacked townhouses. Further discussions with the City are required to confirm if municipal collection can be provided on-site.



7.0 TRANSPORTATION DEMAND MANAGEMENT

The City of Ottawa has developed a comprehensive Transportation Demand Management (TDM) strategy as part of its efforts to reduce automobile dependency. TDM measures can reduce transportation infrastructure requirements by encouraging people to change their travel mode, timing or destination.

The *Wateridge Village Phase 1B Urban Design Guidelines & Architectural Controls* recommends the provision of preferential parking for bicycles, energy efficient vehicles and car-share services to lessen the reliance on private automobiles. The provision of these measures will be investigated further as part of the detail design process.

8.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the foregoing, the conclusions and recommendations of this Transportation Overview can be summarized as follows:

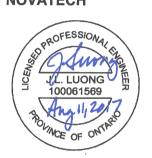
- The proposed development is anticipated to generate 83 vehicle trips during the AM peak hour and 99 vehicle trips during the PM peak hour.
- The site traffic generated by Blocks 15, 22 and 24 were included in the overall traffic estimates presented in the Former Canadian Forces Base (CFB) Rockcliffe Redevelopment Community Transportation Study (June 2014) and the Wateridge Village Phase 1B Transportation Impact Study (October 2016).
- No mitigation measures are recommended to accommodate the proposed development as none are required.
- On-site pedestrian walkways will be provided throughout the three blocks of development, as shown on the proposed Site Plan, connecting them with the pedestrian facilities along the adjacent roadways. Walkways will also be provided connecting the stacked townhouse units to the surface parking and mews (north-south pedestrian facilities between the rear lane townhouse units).
- A temporary transit route (Route 129 extension) will be provided when at least 50 units are built and occupied in Phase 1. Route 129 will travel along Codd's Road to Mikinak Road, along Mikinak Road to Wanaki Road, and Wanaki Road back to Montreal Road, with bus stops at the Mikinak/Squadron/Moses Tennisco intersection. The subdivision roads and OC Transpo bus stops will be constructed by CLC.
- The location and spacing of the proposed accesses are compliant with the City's *Private Approach By-law*.
- The Wateridge Village Phase 1B Urban Design Guidelines & Architectural Controls recommends the reduction of minimum parking requirements where practical. The proposed reduction in parking for Block 22 will be addressed through a Minor Zoning By-Law Amendment application. The proposed parking for Block 24 is compliant with the minimum requirements identified in the City of Ottawa's ZBL.



- The site is designed for garbage collection through curbside pick-up for the rear lane townhouses, and at the designated on-site waste storage areas for the stacked townhouses. Further discussions with the City are required to confirm if municipal collection can be provided on-site.
- The Wateridge Village Phase 1B Urban Design Guidelines & Architectural Controls recommends the provision of preferential parking for bicycles, energy efficient vehicles and car-share services to lessen the reliance on private automobiles. The provision of these measures will be investigated further as part of the detail design process.

Yours truly,

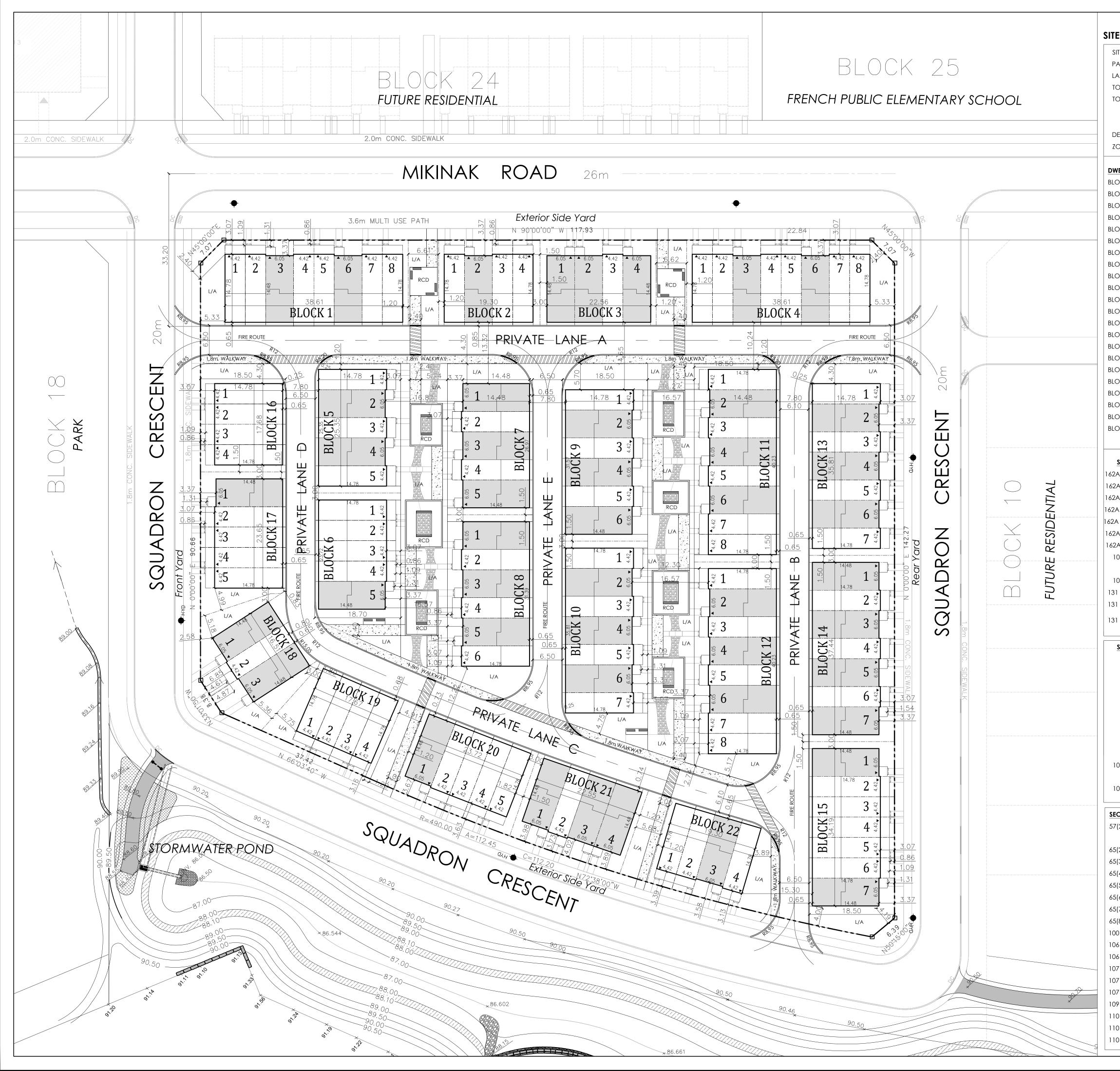
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Jennifer Luong, P. Eng. Senior Project Manager | Transportation/Traffic

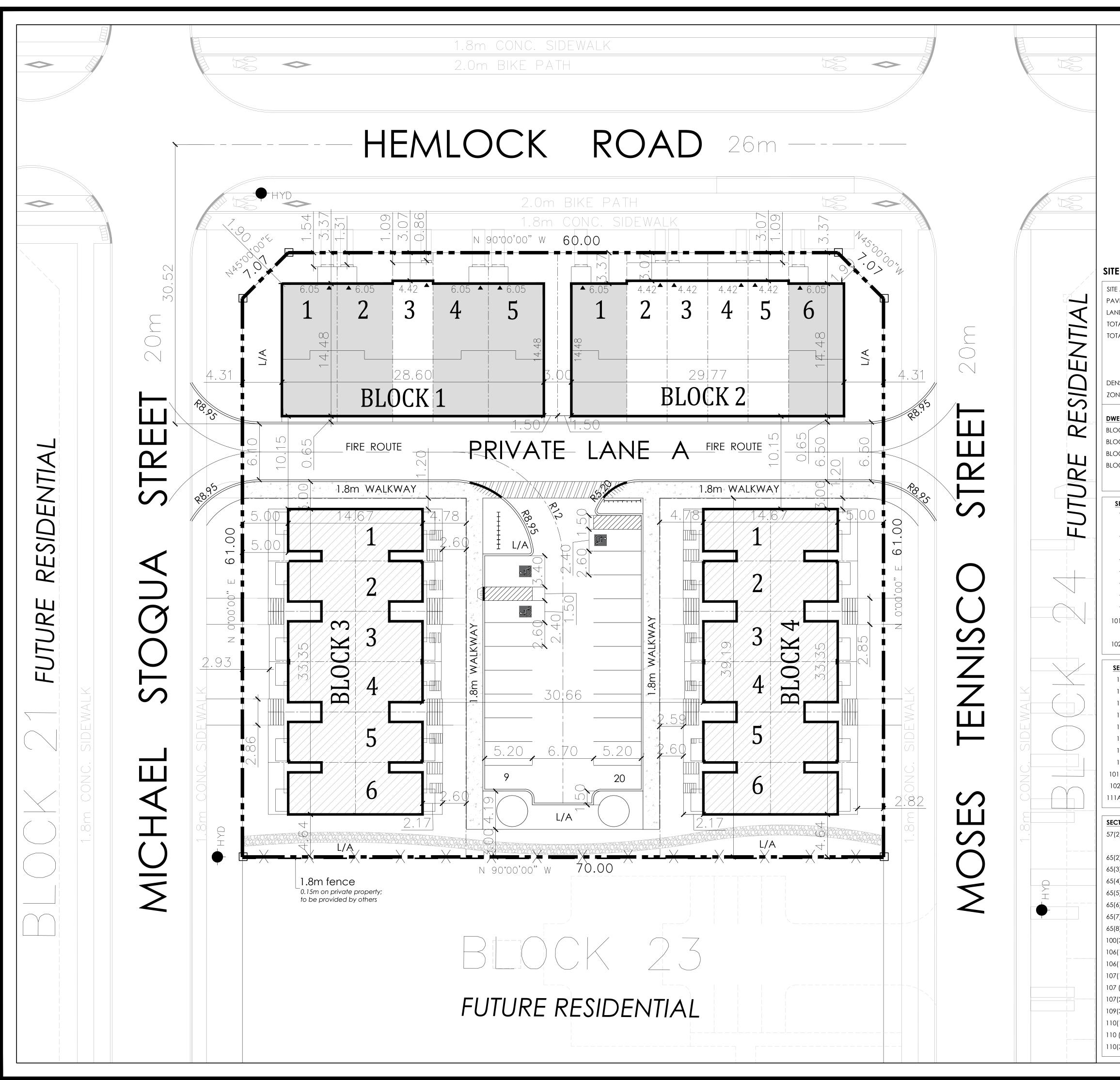
APPENDIX A

Proposed Site Plans



E STATIS	STICS AND DEVELOPMEN	IT DATA		
SITE AREA		19,588.24	1 m ²	
	A		m ² (18%)	
.andscapi			m ² (34%)	
	DING COVERAGE	9,422.07		I
OTAL GRO	SS FLOOR AREA	26,075.40		
	TYPE A (46 @ 241.8m ²)	11,1	22.80 m ²	
	TYPE B (78 @ 191.7m ²)	14,9	52.60 m ²	
density (Uf	PH)	63.3		
ONE CATE	GORY	R5Y[2312	2]	
	1			
WELLING BL		AREA (m)	-	
OCK 1	REAR LANE TOWNS	567.04	8	
OCK 2	REAR LANE TOWNS	583.52	4	
OCK 3	REAR LANE TOWNS	327.88	8	
OCK 4 OCK 5	REAR LANE TOWNS REAR LANE TOWNS	567.04 371.04	5	
OCK 5 OCK 6	REAR LANE TOWNS	348.85	5	
OCK 7	REAR LANE TOWNS	393.23	5	
OCK 8	REAR LANE TOWNS	458.56	6	
OCK 9	REAR LANE TOWNS	458.56	6	
OCK 10	REAR LANE TOWNS	523.90	7	
OCK 11	REAR LANE TOWNS	589.23	8	
OCK 12	REAR LANE TOWNS	589.23	8	
OCK 13	REAR LANE TOWNS	523.90	7	
OCK 14	REAR LANE TOWNS	546.09	7	
OCK 15	REAR LANE TOWNS	501.71	7	
OCK 16	REAR LANE TOWNS	261.33	4	
OCK 17	REAR LANE TOWNS	348.85	5	
OCK 18	REAR LANE TOWNS	240.37	3	
OCK 19	REAR LANE TOWNS	261.49	4 5	
OCK 20	REAR LANE TOWNS	348.85	4	
OCK 21	REAR LANE TOWNS	327.88	4	
OCK 22	REAR LANE TOWNS	283.52		
			TOTAL 124	
SECTION	ZONE PROVISION - PLANNED U DEVELOPMENT	NIT	REQUIRED	PROPOSED
A (Table) (N/A	N/A
2A (Table)	(v) MIN. LOT AREA (m2)		1,400 m ²	19,588 m ²
A (Table) (vi) MAX. BUILDING HEIGHT (m)		11 m	14.05 m
A (Table) (vii) MIN. FRONT YARD SETBACK (m)	3 m	2.58 m
A (Table) ([,]	viii) MIN. CORNER SIDE YARD SETBA	ACK (m)	3 m	3.07 m
2A (Table) (6 m	3.07 m
2A (Table)		. ,	1.2 m	N/A
101 (Table)			34.5	69
		78 @ 0.75/unit)	58.5 12.4	78
102 (Table)		nitj	6 m	0 6.5 m
1 (Table) (1 (Table) (2			1.8 m	0.25 m
	BUILDING TO PRIVATE WAY			
1 (Table) (3	3) MIN. SETBACK OF GARAGE DC PRIVATE WAY	OOR TO	5.2 m	0.25 m
SECTION	ZONE PROVISION - TOWNHOUS		REQUIRED	PROPOSED
164(1)	MIN. LOT WIDTH (m) - TYPE A 1		6 m	6.05 m
1 ((())		OWNHOUSE	6 m	4.42 m
164(1)	MIN. LOT AREA (m2) - TYPE A TYPE B		150 m ² 150 m ²	111.93m ² 81.76 m ²
164(1)	MAX. BUILDING HEIGHT (m)		11 m	14.05 m
164(1)	MIN. FRONT YARD SETBACK (m	J)	3 m	2.58 m
164(1)	MIN. CORNER SIDE YARD SETBA		3 m	4 m
164(1)	MIN. REAR YARD SETBACK (m)	- ()	6 m	0.25 m
164(1)	MIN. INTERIOR YARD SETBACK	(m)	1.2 m	1.2 m
101 (Table)	RESIDENT PARKING - TYPE A		0.75/unit	1.5/unit
	TYPE B		0.75/unit	1/unit
102 (Table)	VISITOR PARKING		0.1/unit	0
CTION	ADDITIONAL PROVISIONS		REQUIRED	PROPOSED
7(2)	Corner sight triangle		TBD	5 x 5 m
	Permitted projections into req. yar	rds		
5(2)	Eaves, eave-troughs, gutters		1 m	TBD
5(3)	Sills, belt courses, cornices, parapo	ets, pilasters	0.6 m	TBD
5(4)	Canopies, awnings		1.8 m	TBD
5(5)	Fire escapes, open stairways, stoo		>0.6m to lot I	
	Covered or uncovered balcony, p	oorch, deck	2 m	2 m
	Bay window		1 m	TBD
5(6) 5(7) 5(8)	Air conditioner condenser, heat p	ornp	1 m	TBD
5(7) 5(8)	Min. shared driveway width		3 m	N/A
5(7) 5(8) 00(3)(b)	-	5 SIZE	2.6 x 5.2 m 2.6 x 6.7 m	N/A N/A
5(7) 5(8) 00(3)(b) 06(1)(a)	Min. perpendicular parking space			/ / 3
5(7) 5(8) 00(3)(b) 06(1)(a) 06(1)(b)	Min. perpendicular parking space Min. parallel parking space size		6.7 m	
5(7) 5(8) 00(3)(b) 06(1)(a) 06(1)(b) 07(1)(a)(i)	Min. perpendicular parking space Min. parallel parking space size Min. driveway width to parking lot	-		N/A N/A
5(7) 5(8) 00(3)(b) 06(1)(a) 06(1)(b) 07(1)(a)(i) 07(1)(a)(i)	Min. perpendicular parking space Min. parallel parking space size Min. driveway width to parking lot Min. aisle width to spaces		6.7 m	N/A
5(7) 5(8) 00(3)(b) 06(1)(a) 06(1)(b) 07(1)(a)(i) 07(1able) 07(2)	Min. perpendicular parking space Min. parallel parking space size Min. driveway width to parking lot Min. aisle width to spaces Min. driveway width to garage		6.7 m 6.7 m	N/A N/A
5(7) 5(8) 00(3)(b) 06(1)(a) 06(1)(b)	Min. perpendicular parking space Min. parallel parking space size Min. driveway width to parking lot Min. aisle width to spaces	yard	6.7 m 6.7 m 2.6 m	N/A N/A 2.6 m
5(7) 5(8) 00(3)(b) 06(1)(a) 06(1)(b) 07(1)(a)(i) 07(1)(a)(i) 07(2) 09(3)(b)	Min. perpendicular parking space Min. parallel parking space size Min. driveway width to parking lot Min. aisle width to spaces Min. driveway width to garage Max. walkway width permitted in	yard 1ped	6.7 m 6.7 m 2.6 m 1.8 m 15%	N/A N/A 2.6 m 1.8 m
5(7) 5(8) 00(3)(b) 06(1)(a) 06(1)(b) 07(1)(a)(i) 07(1)(a)(i) 07(1)(a)(i) 07(2) 07(2) 09(3)(b) 0(1) 0(Table)	Min. perpendicular parking space Min. parallel parking space size Min. driveway width to parking lot Min. aisle width to spaces Min. driveway width to garage Max. walkway width permitted in Min. % of parking lot area landsco	yard 1ped ng lot to lot lin	6.7 m 6.7 m 2.6 m 1.8 m 15%	N/A N/A 2.6 m 1.8 m N/A
5(7) 5(8) 00(3)(b) 06(1)(a) 06(1)(b) 07(1)(a)(i) 07(1)(a)(i) 07(2) 07(2) 09(3)(b) 0(1)	Min. perpendicular parking space Min. parallel parking space size Min. driveway width to parking lot Min. aisle width to spaces Min. driveway width to garage Max. walkway width permitted in Min. % of parking lot area landsco Min. landscape buffer width parki	yard 1ped ng lot to lot lin	6.7 m 6.7 m 2.6 m 1.8 m 15% 1.5 m	N/A N/A 2.6 m 1.8 m N/A N/A

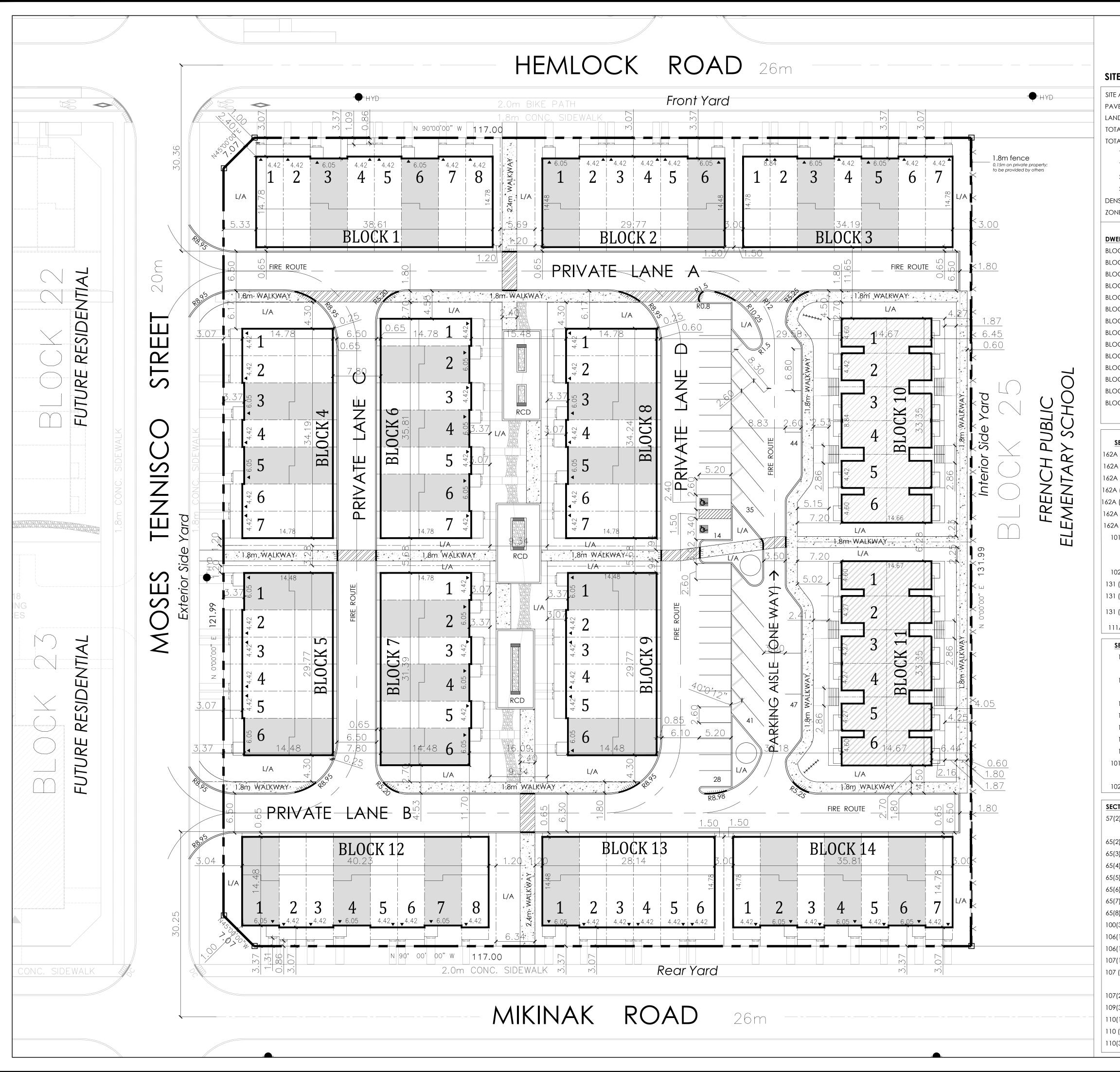
KEY MAP N.T.S.	
HEMLOCK ROAD	BLAIR ROAD
	The HEMLOCK ROAD
	SITE NTE
MONTREAL ROAD	SITE E
AVIATION PKWY CODD'S ROAD	CADA Reality of the Cada
	BLAIR
SCALE 1:400	3 12 16 20 24
LEG CONCRETE	
RIVERSTONE	1
DEPRESSED	CURB
PROJECTIO	
DWELLING E	
# UNIT NUMBE	
5.05	NCRETE DECK
	'NHOUSE (6.05m)
	NHOUSE (4.42m)
	w) BOUNDARY
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Aug 3, 2017 July 28, 2017 DATE [D.M.Y] REVISION GENERAL NOTES 1. DO NOT SCALE DRAWINGS FOR PRI 2. THIS DRAWING IS THE EXCLUSIVE PR PLANNING AND MATTAMY HOMES. 3. SITE PLAN PREPARED IN ACCORDA PLAN 4R-30196, PREPARED BY ANNI 4. TOWNHOUSE DWELLING UNITS ARE CURBSIDE GARBAGE PICK-UP. 5. MEWS ARE INTENDED FOR PUBLIC A 6. ONE (1) TYPE A (3.4 x 5.2 m) AND 1 PARKING SPACE ARE PROVIDED AL 7. WALKWAYS AND CURBS TO BE TIED APPLICABLE. PROJECT TEAM SITE PLAN DESIGN: LANDSCAP	Lands Company review SP SP BY NT. OPERTY OF KORSIAK URBAN COPYRIGHT RESERVED. NCE WITH PLAN 4M-1581 AND S O'SULLIVAN, VOLLEBEKK LTD. DESIGNED TO ACCOMMODATE CCESS. TYPE B (2.4 x 5.2 m) BARRIER-FREE DJACENT TO A 1.5 m WIDE AISLE. INTO PUBLIC ROW WHERE
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Korsiak & Company\MATTAMY\Ottawa\Wateridge\Site Plan Template\Block 22 site plan-2017Aug 1

		I DATA			
TE AREA		4,594.1	9 m ²		
AVED AREA		1,107.5			
ANDSCAPED A	REA		6 m² (37%)		
OTAL BUILDING			1 m ² (39%)		
otal gross f	LOOR AREA	5,841.3			
TYPE A TOW	VNHOUSE (6 @ 241.8 m ²)	1	1,450.8 m ²		
TYPE B TOV	VNHOUSE (5 @ 191.7 m ²)	958.5 m ²			
STACKED T	OWNS (24 @ 69 m²; 24 @ 74 m²)	3	,432 m ²		
ensity (uph)		128.3			
ONE CATEGO	RY	R5Y[23	12]		
WELLING BLOC	CK DWELLING TYPE	GROUND FLO		JNITS	
JOCK 1	REAR LANE TOWNS	415.42		5	
JOCK 2	REAR LANE TOWNS	436.41		6	
JOCK 3	STACKED TOWNS	465.64		24	
.OCK 4	STACKED TOWNS	465.64		24	
			TOTAL	59	
				07	
SECTION	ZONE PROVISION - TOWNHOUSE		REQUIR	ED	PROPOSED
164(1)	MIN. LOT WIDTH (m) - TYPE A TO	-	6 m		6.05 m
_ 4		WNHOUSE	6 m		4.42 m
164(1)	MIN. LOT AREA (m ²) - TYPE A		150 m	1 ²	111.93m ²
-	TYPE B		150 m	2	81.76 m ²
164(1)	MAX. BUILDING HEIGHT (m)		11 m		14.05 m
164(1)	MIN. FRONT YARD SETBACK (m)		3 m		3.07 m
164(1)	MIN. CORNER SIDE YARD SETBAG	CK (m)	3 m		4.3 m
164(1)	MIN. REAR YARD SETBACK (m)	. ,	6 m		0.65 m
164(1)	MIN. INTERIOR YARD SETBACK (r	n)	1.2 m	1	1.5 m
101 (Table)	RESIDENT PARKING - TYPE A (6	,	0.75/unit	(4.5)	1.5/unit (9)
,		@ 0.75/unit)	0.75/unit		1/unit (5)
102 (Table)	VISITOR PARKING (11 @ 0.1/unit)		1.1		0
. ,					
SECTION	ZONE PROVISION - STACKED TO	WNS	REQUIRE	D	PROPOSED
SECTION 163(9)	ZONE PROVISION - STACKED TO MIN. LANDSCAPING (% of lot)	<u>WNS</u>	<u>REQUIRE</u> 30%	D	PROPOSED 30%
		<u>WNS</u>		D	
163(9)	MIN. LANDSCAPING (% of lot)	<u>WNS</u>	30%		30%
163(9) 164(1)	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m)	<u>WNS</u>	30% 18 m		30% 39.19 m
163(9) 164(1) 164(1)	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²)	<u>WNS</u>	30% 18 m 450 m ²		30% 39.19 m 956.23 m ²
163(9) 164(1) 164(1) 164(1)	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m)		30% 18 m 450 m ² 11 m		30% 39.19 m 956.23 m ² 13.8 m
163(9) 164(1) 164(1) 164(1) 164(1)	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m)		30% 18 m 450 m ² 11 m 5 m		30% 39.19 m 956.23 m ² 13.8 m 5 m
163(9) 164(1) 164(1) 164(1) 164(1) 164(1)	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m) MIN. CORNER SIDE YARD SETBAC	CK (m)	30% 18 m 450 m ² 11 m 5 m 3 m		30% 39.19 m 956.23 m ² 13.8 m 5 m N/A
163(9) 164(1) 164(1) 164(1) 164(1) 164(1) 164(1)	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m) MIN. CORNER SIDE YARD SETBAC MIN. REAR YARD SETBACK (m)	CK (m) n)	30% 18 m 450 m ² 11 m 5 m 3 m 7.5 m	2	30% 39.19 m 956.23 m ² 13.8 m 5 m N/A 4.75 m
163(9) 164(1) 164(1) 164(1) 164(1) 164(1) 164(1) 164(1)	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m) MIN. CORNER SIDE YARD SETBACK MIN. REAR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (r	CK (m) n) it)	30% 18 m 450 m ² 11 m 5 m 3 m 7.5 m 3 m	2	30% 39.19 m 956.23 m ² 13.8 m 5 m N/A 4.75 m 1.2 m
163(9) 164(1) 164(1) 164(1) 164(1) 164(1) 164(1) 164(1) 01 (Table)	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m) MIN. CORNER SIDE YARD SETBACK (m) MIN. REAR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (r RESIDENT PARKING (48 @ 0.5/un	CK (m) n) it)	30% 18 m 450 m ² 11 m 5 m 3 m 7.5 m 3 m 0.5/unit (2	30% 39.19 m 956.23 m ² 13.8 m 5 m N/A 4.75 m 1.2 m 0.42/unit (20)
163(9) 164(1) 164(1) 164(1) 164(1) 164(1) 164(1) 164(1) 164(1) 01 (Table)	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m) MIN. CORNER SIDE YARD SETBACK (m) MIN. REAR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (r RESIDENT PARKING (48 @ 0.5/un VISITOR PARKING (48 @ 0.1/unit)	CK (m) n) it)	30% 18 m 450 m ² 11 m 5 m 3 m 7.5 m 3 m 0.5/unit (4.8	2	30% 39.19 m 956.23 m ² 13.8 m 5 m N/A 4.75 m 1.2 m 0.42/unit (20) 0
163(9) 164(1) 164(1) 164(1) 164(1) 164(1) 164(1) 164(1) 01 (Table) 102(Table) 11A (Table)	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m) MIN. CORNER SIDE YARD SETBACK (m) MIN. REAR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (r RESIDENT PARKING (48 @ 0.5/un VISITOR PARKING (48 @ 0.1/unit)	CK (m) n) it)	30% 18 m 450 m ² 11 m 5 m 3 m 7.5 m 3 m 0.5/unit (4.8 24	24)	30% 39.19 m 956.23 m ² 13.8 m 5 m N/A 4.75 m 1.2 m 0.42/unit (20) 0 24
163(9) 164(1)	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m) MIN. CORNER SIDE YARD SETBACK MIN. REAR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (r RESIDENT PARKING (48 @ 0.5/unit) BICYCLE PARKING (48 @ 0.5/unit)	CK (m) n) it)	30% 18 m 450 m ² 11 m 5 m 3 m 7.5 m 3 m 0.5/unit (4.8	24)	30% 39.19 m 956.23 m ² 13.8 m 5 m N/A 4.75 m 1.2 m 0.42/unit (20) 0
163(9) 164(1) 162(Table) 11A (Table) ECTION 7(2)	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m) MIN. CORNER SIDE YARD SETBACK (m) MIN. REAR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (r RESIDENT PARKING (48 @ 0.5/uni VISITOR PARKING (48 @ 0.1/unit) BICYCLE PARKING (48 @ 0.5/uni	CK (m) n) it)	30% 18 m 450 m ² 11 m 5 m 3 m 7.5 m 3 m 0.5/unit (4.8 24	24)	30% 39.19 m 956.23 m ² 13.8 m 5 m N/A 4.75 m 1.2 m 0.42/unit (20) 0 24 PROPOSED
163(9) 164(1) 162(Table) 11A (Table) Co 7(2) Pe	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m) MIN. CORNER SIDE YARD SETBACK (m) MIN. REAR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (r RESIDENT PARKING (48 @ 0.5/uni VISITOR PARKING (48 @ 0.5/uni BICYCLE PARKING (48 @ 0.5/uni DITIONAL PROVISIONS	CK (m) n) it)	30% 18 m 450 m ² 11 m 5 m 3 m 7.5 m 3 m 0.5/unit (4.8 24	24)	30% 39.19 m 956.23 m ² 13.8 m 5 m N/A 4.75 m 1.2 m 0.42/unit (20) 0 24 PROPOSED
163(9) 164(1) 162(Table) 11A (Table) 6(2) Pe 5(2	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m) MIN. FRONT YARD SETBACK (m) MIN. CORNER SIDE YARD SETBACK (m) MIN. REAR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (m) VISITOR PARKING (48 @ 0.5/uni BICYCLE PARKING (48 @ 0.5/uni DITIONAL PROVISIONS orner sight triangle	CK (m) n) it)	30% 18 m 450 m ² 11 m 5 m 3 m 7.5 m 3 m 0.5/unit (4.8 24 REQUIR TBD	24)	30% 39.19 m 956.23 m ² 13.8 m 5 m N/A 4.75 m 1.2 m 0.42/unit (20) 0 24 PROPOSED 5 x 5 m
163(9) 164(1) 162(Table) 11A (Table) 7(2) Cc 5(2	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m) MIN. CORNER SIDE YARD SETBACK (m) MIN. REAR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (r RESIDENT PARKING (48 @ 0.5/uni VISITOR PARKING (48 @ 0.1/unit) BICYCLE PARKING (48 @ 0.5/uni DITIONAL PROVISIONS orner sight triangle rmitted projections into req. yards ves, eave-troughs, gutters	CK (m) n) it)	30% 18 m 450 m ² 11 m 5 m 3 m 7.5 m 3 m 0.5/unit (4.8 24 REQUIR TBD	24)	30% 39.19 m 956.23 m ² 13.8 m 5 m N/A 4.75 m 1.2 m 0.42/unit (20) 0 24 PROPOSED 5 x 5 m TBD
163(9) 164(1) 01 (Table) ID2(Table) IIA (Table) ECTION Image: Comparison of the state of the	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m) MIN. CORNER SIDE YARD SETBACK (m) MIN. CORNER SIDE YARD SETBACK (m) MIN. REAR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (r RESIDENT PARKING (48 @ 0.5/uni VISITOR PARKING (48 @ 0.1/unit) BICYCLE PARKING (48 @ 0.5/unit) DITIONAL PROVISIONS orner sight triangle rmitted projections into req. yards ves, eave-troughs, gutters s, belt courses, cornices, parapet	CK (m) n) it)	30% 18 m 450 m ² 11 m 5 m 3 m 7.5 m 3 m 0.5/unit (4.8 24 REQUIR TBD 1 m 0.6 m 1.8 m	24)	30% 39.19 m 956.23 m ² 13.8 m 5 m N/A 4.75 m 1.2 m 0.42/unit (20) 0 24 PROPOSED 5 x 5 m TBD TBD TBD TBD
163(9) 164(1) 01 (Table) IO2(Table) IIA (Table) Ection 7(2) Co 5(2) Ea 5(4) Co 5(5) Fire	MIN. LANDSCAPING (% of lot) MIN. LOT WIDTH (m) MIN. LOT AREA (m ²) MAX. BUILDING HEIGHT (m) MIN. FRONT YARD SETBACK (m) MIN. FRONT YARD SETBACK (m) MIN. CORNER SIDE YARD SETBACK (m) MIN. REAR YARD SETBACK (m) MIN. INTERIOR YARD SETBACK (r RESIDENT PARKING (48 @ 0.5/uni VISITOR PARKING (48 @ 0.5/uni BICYCLE PARKING (48 @ 0.5/uni DITIONAL PROVISIONS orner sight triangle rmitted projections into req. yards ves, eave-troughs, gutters s, belt courses, cornices, parapet anopies, awnings	CK (m) n) it) t) s s, pilasters	30% 18 m 450 m ² 11 m 5 m 3 m 7.5 m 3 m 0.5/unit (4.8 24 REQUIR TBD 1 m 0.6 m 1.8 m	2 24) <u>RED</u>	30% 39.19 m 956.23 m ² 13.8 m 5 m N/A 4.75 m 1.2 m 0.42/unit (20) 0 24 PROPOSED 5 x 5 m TBD TBD TBD TBD
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	RIVERSTONE	
	CURB	
	PROJECTION (BALCONY/PORCH/TERRACE)	
	PROJECTION (STAIRS)	
→ HYD	MOLOK WASTE STORAGE FIRE HYDRANT	
+++++		
راجر	BARRIER FREE PARKING	
	DWELLING ENTRANCE	
#		
L/A RCD	LANDSCAPED AREA RAISED CONCRETE DECK	
KCD	PAINTED LINES	
	TYPE A TOWNHOUSE (6.05m)	
	TYPE B TOWNHOUSE (4.42m)	
	STACKED DWELLING	
	PROPOSED LOT BOUNDARY	
	BLOCK BOUNDARY BLOCK (Mew) BOUNDARY	
X		
Aug 10, 2017	Issue for Site Plan Control Submission	<pre><pre><pre><pre><pre><pre><pre><pre></pre></pre></pre></pre></pre></pre></pre></pre>
, tog 10, 2017	Issue for Site Plan Control Submission Issue for Canada Lands Company review	SP SP
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Aug 3, 2017 July 28, 2017 DATE [D.M.Y] [GENERAL NOTES	Issue for Canada Lands Company review Draft for review REVISION	SP SP
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					KEY MAP		
					HEMIOCK,		
						SOAD E	3LAIR ROA
SITE STAT	ISTICS AND DEVELOPME	ΝΤ ΠΔΤΔ				HEAN CK ROAD	HEMLOCK ROAD
			2				
SITE AREA		16,075.91 n 3,868.69 m			MONTRE		AIR ROAD
LANDSCAPE		5,384.88 m					BLA
TOTAL BUILD	ING COVERAGE	6,822.34 m			M PKWY		
	S FLOOR AREA	20,312.40 r			AVIATIC		CAN MONTREAL ROAD
	OUSE TYPE A (27 @ 241.8m ²)	6,528.60					BLAIR RO
	OUSE TYPE B (54 @ 191.7m ²) D (24 @ 69 m ²)	10,351.8 1,656 m				0 3 6 9	12 15 18
	$D(24 @ 74 m^2)$	1,776 m			SCALE 1:300		
DENSITY (UPH	+)	80.1				LEGEND	
ZONE CATEO	GORY	R5Y[2312]					
		GROUND FLOO					
DWELLING BI BLOCK 1	OCK DWELLING TYPE REAR LANE TOWNS	<u>AREA (m2)</u> 567.04	UNITS 8			RIVERSTONE	
BLOCK 1 BLOCK 2	REAR LANE TOWNS	436.36	6				
BLOCK 3	REAR LANE TOWNS	501.71	7			DEPRESSED CURB	
BLOCK 4	REAR LANE TOWNS	501.71	7				
BLOCK 5	REAR LANE TOWNS	436.38	6			PROJECTION (BALCONY/PORCH/TE	RRACE)
BLOCK 6 BLOCK 7	REAR LANE TOWNS REAR LANE TOWNS	523.90 458.56	6			PROJECTION (STAIRS)	
BLOCK 7 BLOCK 8	REAR LANE TOWNS	438.38 501.71	7			MOLOK WASTE STORA	GE
BLOCK 9	REAR LANE TOWNS	436.38	6				
BLOCK 10	STACKED TOWNS	465.64	24		++++		
BLOCK 11	STACKED TOWNS	465.64	24 8				2
BLOCK 12 BLOCK 13	REAR LANE TOWNS REAR LANE TOWNS	589.23 414.18	6		Ð		
BLOCK 14	REAR LANE TOWNS	523.90	7			DWELLING ENTRANCE	
		1	IOTAL 129		#	UNIT NUMBER	
					L/A	LANDSCAPED AREA	
SECTION	ZONE PROVISION - PLANNED L DEVELOPMENT	INIT	REQUIRED	PROPOSED	RCD	RAISED CONCRETE DE	CK
162A (Table)			N/A	N/A		PAINTED LINES	
	(v) MIN. LOT AREA (m2) (vi) MAX. BUILDING HEIGHT (m)		1,400 m ² 11 m	16,075 m ² 14.05 m		TYPE A TOWNHOUSE (6.05m)
. ,	(VI) MAX. BUILDING HEIGHT (M) (VII) MIN. FRONT YARD SETBACK (m	1)	3 m	3.07 m		TYPE B TOWNHOUSE (*	4.42m)
	viii) MIN. CORNER SIDE YARD SETB		3 m	3.04 m		STACKED DWELLING	
162A (Table)	(ix) MIN. REAR YARD SETBACK (m)		6 m	3.07 m		PROPOSED LOT BOUN	
162A (Table)		. ,	1.2 m	3 m			DARI
101 (Table)			20.25 40.5	40.5 54		BLOCK BOUNDARY	
		54 @ 0.75/unit) 48 @ 0.5/unit)	40.3 24	47		BLOCK (Mew) BOUNE	ARY
102 (Table)			12.9	0	X	- FENCE	
131 (Table) (1) MIN.WIDTH OF PRIVATE WAY		6 m	6.5 m			
131 (Table) (2) SETBACK OF ANY WALL OF A M BUILDING TO PRIVATE WAY	AIN. RES.	1.8 m	0.25 m			
131 (Table) (OOR TO	5.2	0.25 m			
111A (Table			0.5/unit (24)	24	Aug 10, 2017	Issue for Site Plan Control Subr	nission SP
SECTION	ZONE PROVISION - TOWNHOU	SE	REQUIRED	PROPOSED	Aug 3, 2017	Issue for Canada Lands Comp	,
164(1)	MIN. LOT WIDTH (m) - TYPE A		6 m	6.05 m	July 28, 2017 DATE [D.M.Y]	Draft for review REVISION	SP BY
	ТҮРЕ В Т	ownhouse	6 m	4.42 m	GENERAL NOTES	REVISION	
164(1)	MIN. LOT AREA (m2) - TYPE A		150 m ²	111.93m ²		DRAWINGS FOR PRINT. S THE EXCLUSIVE PROPERTY OF K	ORSIAK URBAN
164(1)	TYPE B MAX. BUILDING HEIGHT (m)		150 m ² 11 m	81.76 m ² 14.05 m	PLANNING AND	MATTAMY HOMES. COPYRIGHT RED IN ACCORDANCE WITH PLA	RESERVED.
164(1)	MIN. FRONT YARD SETBACK (m	ו)	3 m	3.07 m	4. TOWNHOUSE D	PREPARED BY ANNIS O'SULLIVAN WELLING UNITS ARE DESIGNED TO	
164(1)	MIN. CORNER SIDE YARD SETB.		3 m	3.04 m		NDED FOR PUBLIC ACCESS.	
164(1)	MIN. REAR YARD SETBACK (m)		6 m	0.25 m	PARKING SPACE	(3.4 x 5.2 m) AND 1 TYPE B (2.4 x ARE PROVIDED ADJACENT TO A CURBS TO BE TIED INTO PUBLIC	1.5 m WIDE AISLE.
164(1)	MIN. INTERIOR YARD SETBACK	(m)	1.2 m	1.2 m	APPLICABLE.		
101 (Table)	RESIDENT PARKING - TYPE A TYPE B		0.75/unit 0.75/unit	1.5/unit 1/unit	PROJECT TEAM SITE PLAN DESIGN:	LANDSCAPE ARCHITECTURE:	MECHANICAL/ ELECTRICAL:
102 (Table)			0.1/unit	0	KORSIAK	rban lanning design strategies	
					Stante	C TRANSPORTATION:	LRJ
SECTION	ADDITIONAL PROVISIONS		REQUIRED	PROPOSED	ARCHITECTURE:	Engineers, Planners & Landscape Architects	
57(2)	Corner sight triangle Permitted projections into req. yar	ds	TBD	5 x 5m	Q4A	NOISE:	
65(2)	Eaves, eave-troughs, gutters		1 m	TBD		Canada La consulting acoustical engine GEOTECHNICAL & STRUCTUR	KILGOUR
65(3)	Sills, belt courses, cornices, parap	ets, pilasters	0.6 m	TBD	david schaeffer engineering Itd SMART SUBDIVISIONS'*	patersongro consulting engineers	
65(4)	Canopies, awnings		1.8 m	TBD			
65(5)	Fire escapes, open stairways, stoc		>0.6m to lot li			Homy	10
65(6) 65(7)	Covered or uncovered balcony, p Bay window	JUICH, UECK	2 m 1 m	2 m TBD		ittamy hon	/IES
65(8)	Air conditioner condenser, heat p	ump	1 m	TBD			
100(3)(b)	Min. shared driveway width		3 m	N/A	WATERI	DGE VILLAGE: P	HASE 1R
106(1)(a)	Min. perpendicular parking space	e size	2.6 x 5.2 m	2.6 x 5.2 m		335 ST. LAURENT BLVD.	
106(1)(b) 107(1)(a)(i)	Min. parallel parking space size		2.6 x 6.7 m 6.7 m	2.6 x 6.8 m N/A		Part of lots 21, 22 and 2	23
107(1)(a)(i) 107 (Table)	Min. driveway width to parking lot Min. aisle width to spaces - 90 de		6.7 m 6.7 m	6.1 m	CC	DNCESSION 1 (OTTAWA FR	ONT)
		grees	3.5 m	3.5 m) BLOCKS 118-124, 126 AN	D 127
107(2)	Min. driveway width to garage		2.6 m	2.6 m		REGISTERED PLAN 4M-155 CITY OF OTTAWA	/
109(3)(b)	Max. walkway width permitted in		1.8 m	1.8 m	TITLE:		
110(1)	Min. % of parking lot area landsco		15%	TBD	B	LOCK 24 SITE PLA	
110 (Table)	Min. landscape buffer width parki	U U	1.5 m 3 m	0 m 3 m	DATE: AUGUS	t 10, 2017 DRAWN BY: CHECKED BY: (SP DRAWING NO
110(3)(b)	Min. waste collection setback to I	ot line	5111	5111	JOB NO.:		A3

APPENDIX B

Wateridge Village Phase 1B TIS Excerpt

PARSONS

3.5 VEHICLE TRAFFIC DISTRIBUTION AND ASSIGNMENT

Traffic distribution was based on the existing volume splits at study area intersections, our knowledge of the surrounding area, and the Phase 1 distribution outlined in the Former CFB Rockcliffe Redevelopment CTS. The proposed access/egress to/from Phase 1B of the development will be provided via Codd's Road and Wanaki Road only. No site access is proposed via Hemlock Road for Phase 1B. As such, the Phase 1B distribution is as follows:

- 45% to/from the west via Montreal Road, Rockcliffe Parkway, and Hemlock Road;
- 45% to/from the south via Blair Road, Aviation Parkway, and Bathgate Drive; and
- 10% to/from the east via Montreal Road.

Based on these distributions, Phase 1B 'new' and 'pass-by' site-generated trips are assigned to study area intersections, which are illustrated as Figure 8.

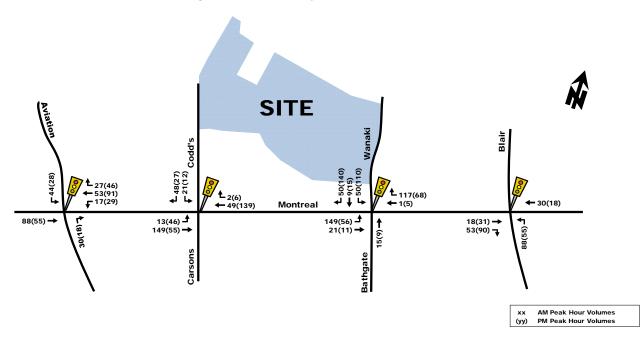


Figure 8: 'New' and 'Pass-by' Site-Generated Traffic Volumes

4. FUTURE TRAFFIC OPERATIONS

4.1 PROJECTED CONDITIONS AT FULL SITE DEVELOPMENT

The total projected volumes associated with the build-out of the proposed redevelopment were derived by superimposing 'new' and 'pass-by' site-generated traffic volumes (Figure 8) onto existing traffic volumes (Figure 4). The resulting total projected traffic volumes are illustrated as Figure 9.