

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**.

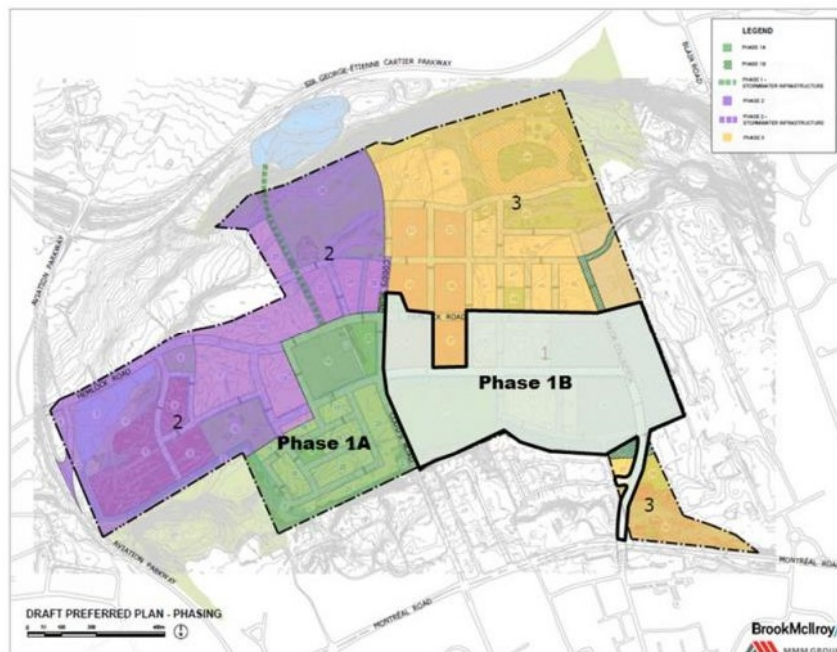
The proposed Site Plans for Blocks 15, 22, and 24 are included in **Appendix A**.

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.

Table 1: Trip Generation

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

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 (vph ¹)	OUT (vph)	TOTAL (vph)	Person Trip Factor	IN (pph ²)	OUT (pph)	TOTAL (pph)
Residential Condominium / Townhouse	AM Peak	22	106	128	x 1.3	28	138	166
	PM Peak	103	50	153	→	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-Generated Person Trips by Modal Share

Travel Mode	Modal Share	AM Peak			PM Peak		
		IN	OUT	TOTAL	IN	OUT	TOTAL
TOTAL PERSON 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. Route 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: 0.50 per dwelling unit
 - Visitor Parking Spaces: 0.10 per dwelling unit
 - Bicycle Parking Spaces: 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 24.

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,

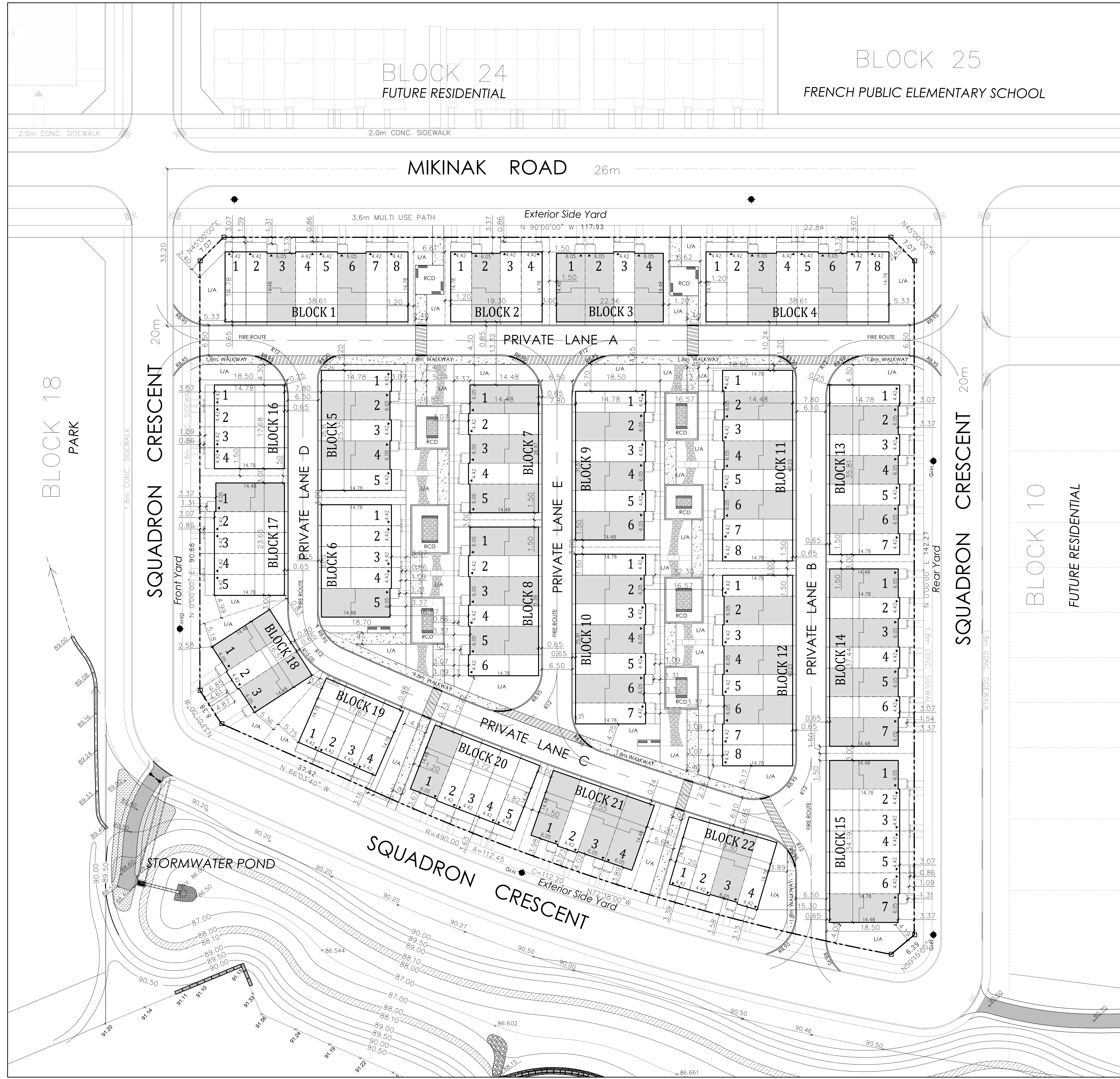
NOVATECH



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

APPENDIX A

Proposed Site Plans



SITE STATISTICS AND DEVELOPMENT DATA

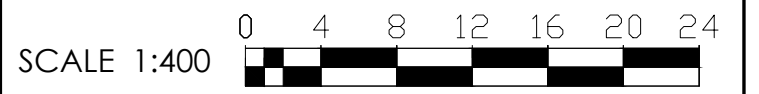
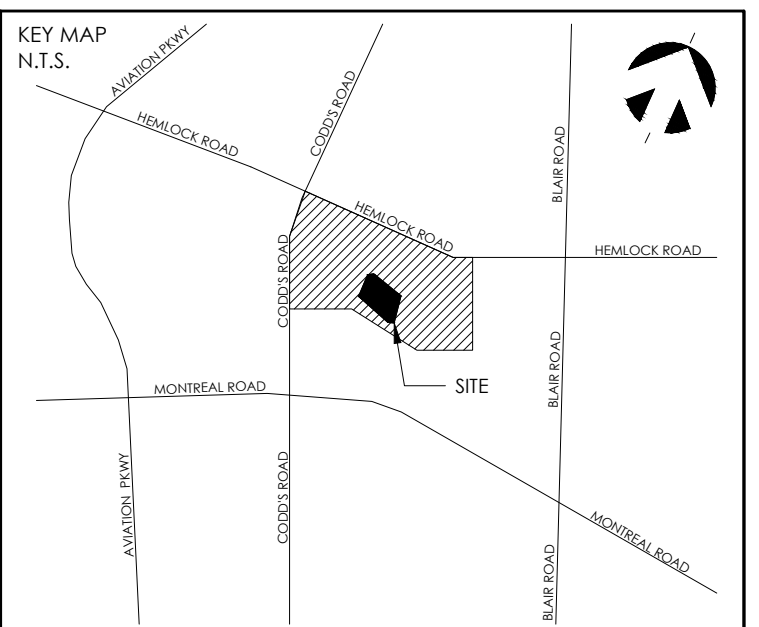
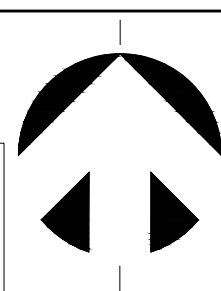
SITE AREA	19,588.24 m ²
PAVED AREA	3,571.26 m ² (18%)
LANDSCAPED AREA	6,594.91 m ² (34%)
TOTAL BUILDING COVERAGE	9,422.07 m ² (48%)
TOTAL GROSS FLOOR AREA	26,075.40 m ²
TYPE A (46 @ 241.8m ²)	11,122.80 m ²
TYPE B (78 @ 191.7m ²)	14,952.60 m ²
DENSITY (UPH)	63.3
ZONE CATEGORY	R5Y(2312)

DWELLING BLOCK	DWELLING TYPE	GROUND FLOOR AREA (m ²)	UNITS
BLOCK 1	REAR LANE TOWNS	567.04	8
BLOCK 2	REAR LANE TOWNS	583.52	4
BLOCK 3	REAR LANE TOWNS	327.88	4
BLOCK 4	REAR LANE TOWNS	567.04	8
BLOCK 5	REAR LANE TOWNS	371.04	5
BLOCK 6	REAR LANE TOWNS	348.85	5
BLOCK 7	REAR LANE TOWNS	393.23	5
BLOCK 8	REAR LANE TOWNS	458.56	6
BLOCK 9	REAR LANE TOWNS	458.56	6
BLOCK 10	REAR LANE TOWNS	523.90	7
BLOCK 11	REAR LANE TOWNS	589.23	8
BLOCK 12	REAR LANE TOWNS	589.23	8
BLOCK 13	REAR LANE TOWNS	523.90	7
BLOCK 14	REAR LANE TOWNS	546.09	7
BLOCK 15	REAR LANE TOWNS	501.71	7
BLOCK 16	REAR LANE TOWNS	261.33	4
BLOCK 17	REAR LANE TOWNS	348.85	5
BLOCK 18	REAR LANE TOWNS	240.37	3
BLOCK 19	REAR LANE TOWNS	261.49	4
BLOCK 20	REAR LANE TOWNS	348.85	5
BLOCK 21	REAR LANE TOWNS	327.88	4
BLOCK 22	REAR LANE TOWNS	283.52	4
TOTAL		124	

SECTION	ZONE PROVISION - PLANNED UNIT DEVELOPMENT	REQUIRED	PROPOSED
162A (Table) (iv)	MIN. LOT WIDTH (m)	N/A	N/A
162A (Table) (v)	MIN. LOT AREA (m ²)	1,400 m ²	19,588 m ²
162A (Table) (vi)	MAX. BUILDING HEIGHT (m)	11 m	14.05 m
162A (Table) (vii)	MIN. FRONT YARD SETBACK (m)	3 m	2.58 m
162A (Table) (viii)	MIN. CORNER SIDE YARD SETBACK (m)	3 m	3.07 m
162A (Table) (ix)	MIN. REAR YARD SETBACK (m)	6 m	3.07 m
162A (Table) (x)	MIN. INTERIOR YARD SETBACK (m)	1.2 m	N/A
101 (Table)	RESIDENT PARKING - TYPE A (46 @ 0.75/unit)	34.5	69
	TYPE B (78 @ 0.75/unit)	58.5	78
102 (Table)	VISITOR PARKING (124 @ 0.1/unit)	12.4	0
131 (Table) (1)	MIN. WIDTH OF PRIVATE WAY	6 m	6.5 m
131 (Table) (2)	SETBACK OF ANY WALL OF A MIN. RES. BUILDING TO PRIVATE WAY	1.8 m	0.25 m
131 (Table) (3)	MIN. SETBACK OF GARAGE DOOR TO PRIVATE WAY	5.2 m	0.25 m

SECTION	ZONE PROVISION - TOWNHOUSE	REQUIRED	PROPOSED
164(1)	MIN. LOT WIDTH (m) - TYPE A TOWNHOUSE	6 m	6.05 m
	TYPE B TOWNHOUSE	6 m	4.42 m
164(1)	MIN. LOT AREA (m ²) - TYPE A	150 m ²	111.93 m 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	2.58 m
164(1)	MIN. CORNER SIDE YARD SETBACK (m)	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

SECTION	ADDITIONAL PROVISIONS	REQUIRED	PROPOSED
57(2)	Corner sight triangle	TBD	5 x 5 m
	Permitted projections into req. yards		
65(2)	Eaves, eave-troughs, gutters	1 m	TBD
65(3)	Sills, belt courses, cornices, parapets, pilasters	0.6 m	TBD
65(4)	Canopies, awnings	1.8 m	TBD
65(5)	Fire escapes, open stairways, stoop	>0.6m to lot line	0.86 m
65(6)	Covered or uncovered balcony, porch, deck	2 m	2 m
65(7)	Bay window	1 m	TBD
65(8)	Air conditioner condenser, heat pump	1 m	TBD
100(3)(b)	Min. shared driveway width	3 m	N/A
106(1)(a)	Min. perpendicular parking space size	2.6 x 5.2 m	N/A
106(1)(b)	Min. parallel parking space size	2.6 x 6.7 m	N/A
107(1)(a)(i)	Min. driveway width to parking lot	6.7 m	N/A
107 (Table)	Min. aisle width to spaces	6.7 m	N/A
107(2)	Min. driveway width to garage	2.6 m	2.6 m
109(3)(b)	Max. walkway width permitted in yard	1.8 m	1.8 m
110(1)	Min. % of parking lot area landscaped	15%	N/A
110 (Table)	Min. landscape buffer width parking lot to lot line	1.5 m	N/A
110(3)(b)	Min. waste collection setback to lot line	3 m	N/A



LEGEND	
	CONCRETE SIDEWALK
	CROSSWALK
	RIVERSTONE
	CURB
	DEPRESSED CURB
	PROJECTION (BALCONY/PORCH)
	PROJECTION (STAIRS)
	FIRE HYDRANT
	DWELLING ENTRANCE
	UNIT NUMBER
	LANDSCAPED AREA
	RAISED CONCRETE DECK
	BENCH
	TYPE A TOWNHOUSE (6.05m)
	TYPE B TOWNHOUSE (4.42m)
	PROPOSED LOT BOUNDARY
	BLOCK BOUNDARY
	BLOCK (Mew) BOUNDARY

DATE	REVISION	BY
Aug 10, 2017	Issue for Site Plan Control Submission	SP
Aug 3, 2017	Issue for Canada Lands Company review	SP
July 28, 2017	Draft for review	SP

- GENERAL NOTES
- DO NOT SCALE DRAWINGS FOR PRINT.
 - THIS DRAWING IS THE EXCLUSIVE PROPERTY OF KORSIAK URBAN PLANNING AND MATTAMY HOMES. COPYRIGHT RESERVED.
 - SITE PLAN PREPARED IN ACCORDANCE WITH PLAN 4M-1581 AND PLAN 4R-30196. PREPARED BY ANNIS O'SULLIVAN, VOLLEBEKK LTD.
 - TOWNHOUSE DWELLING UNITS ARE DESIGNED TO ACCOMMODATE CURBSIDE GARBAGE PICK-UP.
 - MEWS ARE INTENDED FOR PUBLIC ACCESS.
 - ONE (1) TYPE A (3.4 x 5.2 m) AND 1 TYPE B (2.4 x 5.2 m) BARRIER-FREE PARKING SPACE ARE PROVIDED ADJACENT TO A 1.5 m WIDE AISLE.
 - WALKWAYS AND CURBS TO BE TIED INTO PUBLIC ROW WHERE APPLICABLE.

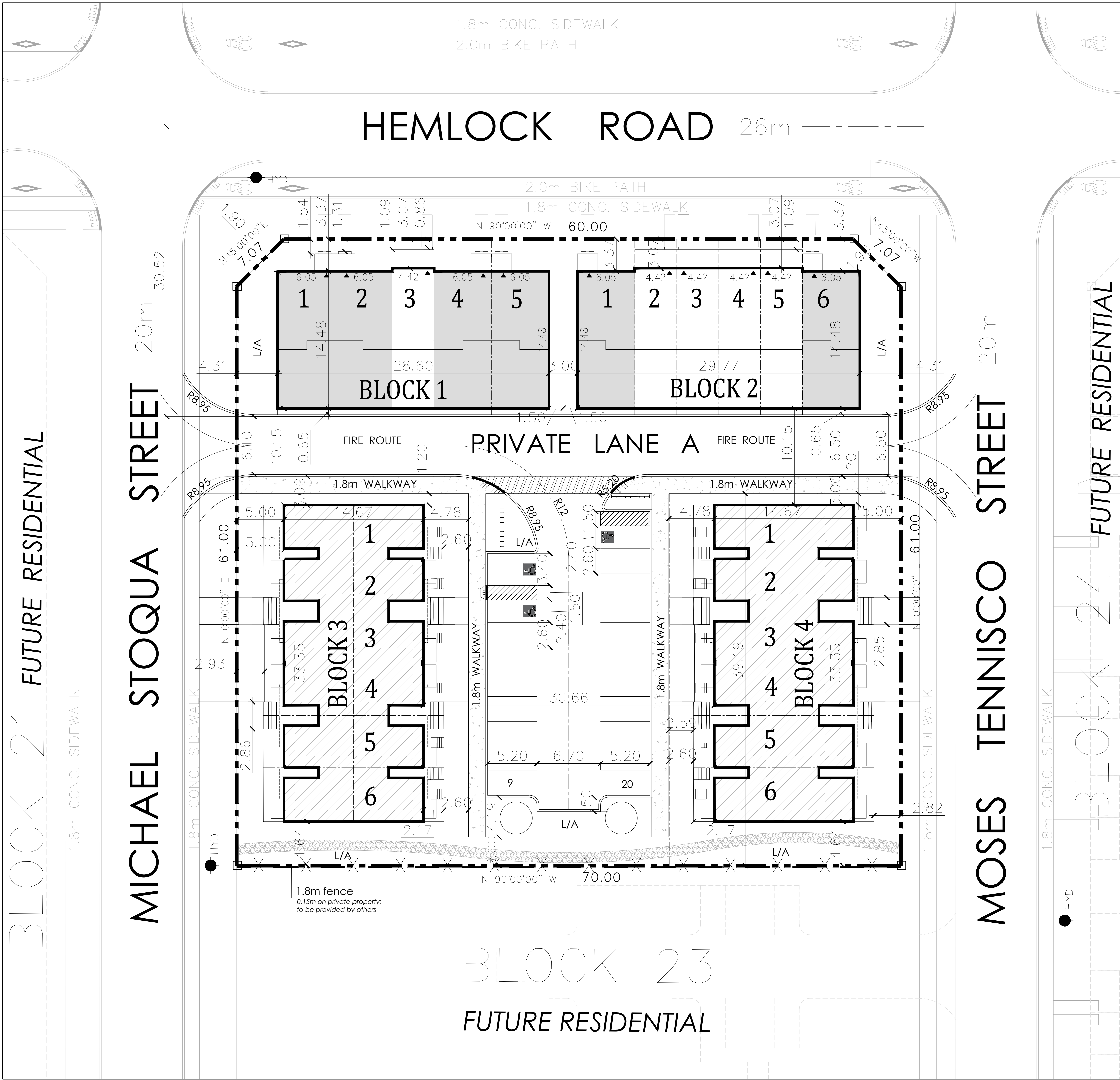
PROJECT TEAM	LANDSCAPE ARCHITECTURE	MECHANICAL/ELECTRICAL
SITE PLAN DESIGN: KORSIAK Urban Planning	NAK design strategies	LR J
PLANNING: Stantec	TRANSPORTATION: NOVATECH	ENVIRONMENTAL: VALCOUSTICS
ARCHITECTURE: Q4A	NOISE: VALCOUSTICS	ENVIRONMENTAL: KILGOUR & Associates
CIVIL ENGINEER: DSEL	GEOTECHNICAL & STRUCTURAL: patergroup	

WATERIDGE VILLAGE: PHASE 1B
335 ST. LAURENT BLVD.

PART OF LOTS 21, 22 AND 23
CONCESSION 1 (OTTAWA FRONT)
GEOGRAPHIC TOWNSHIP OF GLOUCESTER
AND BLOCKS 118-124, 126 AND 127
REGISTERED PLAN 4M-1559
CITY OF OTTAWA

TITLE: **BLOCK 15 SITE PLAN**

DATE: August 10, 2017	DRAWN BY: SP	DRAWING NO.
JOB NO.: Mattamy - Wateridge	CHECKED BY: CR	A1



SITE STATISTICS AND DEVELOPMENT DATA

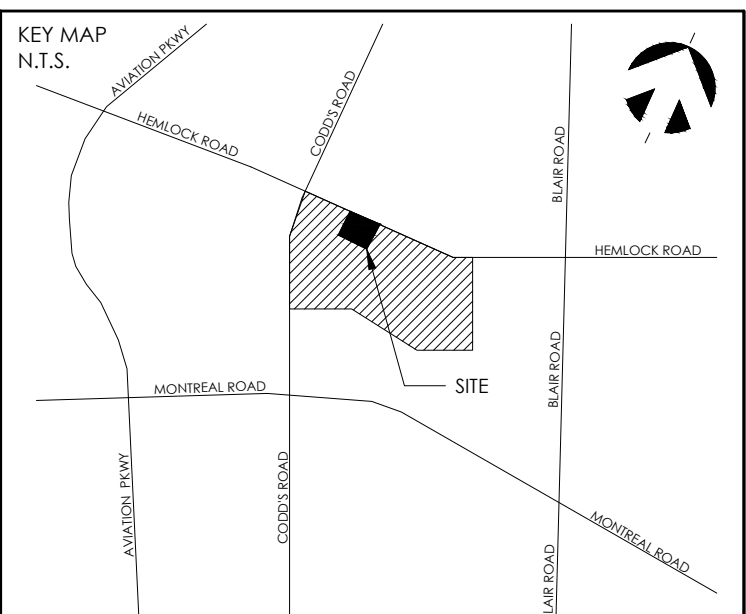
SITE AREA	4,594.19 m ²
PAVED AREA	1,107.52 m ² (24%)
LANDSCAPED AREA	1,703.56 m ² (37%)
TOTAL BUILDING COVERAGE	1,783.11 m ² (39%)
TOTAL GROSS FLOOR AREA	5,841.3 m ²
TYPE A TOWNHOUSE (6 @ 241.8 m ²)	1,450.8 m ²
TYPE B TOWNHOUSE (5 @ 191.7 m ²)	958.5 m ²
STACKED TOWNS (24 @ 69 m ² ; 24 @ 74 m ²)	3,432 m ²
DENSITY (UPH)	128.3
ZONE CATEGORY	R5Y[2312]

DWELLING BLOCK	DWELLING TYPE	GROUND FLOOR AREA (m2)	UNITS
BLOCK 1	REAR LANE TOWNS	415.42	5
BLOCK 2	REAR LANE TOWNS	436.41	6
BLOCK 3	STACKED TOWNS	465.64	24
BLOCK 4	STACKED TOWNS	465.64	24
		TOTAL	59

SECTION	ZONE PROVISION - TOWNHOUSE	REQUIRED	PROPOSED
164(1)	MIN. LOT WIDTH (m) - TYPE A TOWNHOUSE	6 m	6.05 m
	TYPE B TOWNHOUSE	6 m	4.42 m
164(1)	MIN. LOT AREA (m ²) - TYPE A	150 m 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 SETBACK (m)	3 m	4.3 m
164(1)	MIN. REAR YARD SETBACK (m)	6 m	0.65 m
164(1)	MIN. INTERIOR YARD SETBACK (m)	1.2 m	1.5 m
101 (Table)	RESIDENT PARKING - TYPE A (6 @ 0.75/unit)	0.75/unit (4.5)	1.5/unit (9)
	TYPE B (5 @ 0.75/unit)	0.75/unit (3.8)	1/unit (5)
102 (Table)	VISITOR PARKING (11 @ 0.1/unit)	1.1	0

SECTION	ZONE PROVISION - STACKED TOWNS	REQUIRED	PROPOSED
163(9)	MIN. LANDSCAPING (% of lot)	30%	30%
164(1)	MIN. LOT WIDTH (m)	18 m	39.19 m
164(1)	MIN. LOT AREA (m ²)	450 m ²	956.23 m ²
164(1)	MAX. BUILDING HEIGHT (m)	11 m	13.8 m
164(1)	MIN. FRONT YARD SETBACK (m)	5 m	5 m
164(1)	MIN. CORNER SIDE YARD SETBACK (m)	3 m	N/A
164(1)	MIN. REAR YARD SETBACK (m)	7.5 m	4.75 m
164(1)	MIN. INTERIOR YARD SETBACK (m)	3 m	1.2 m
101 (Table)	RESIDENT PARKING (48 @ 0.5/unit)	0.5/unit (24)	0.42/unit (20)
102 (Table)	VISITOR PARKING (48 @ 0.1/unit)	4.8	0
111A (Table)	BICYCLE PARKING (48 @ 0.5/unit)	24	24

SECTION	ADDITIONAL PROVISIONS	REQUIRED	PROPOSED
57(2)	Corner sight triangle	TBD	5 x 5 m
65(2)	Permitted projections into req. yards		
65(3)	Eaves, eave-troughs, gutters	1 m	TBD
65(3)	Sills, belt courses, cornices, parapets, pilasters	0.6 m	TBD
65(4)	Canopies, awnings	1.8 m	TBD
65(5)	Fire escapes, open stairways, stoop	>0.6m to lot line	0.86 m
65(6)	Covered or uncovered balcony, porch, deck	2 m	2 m
65(7)	Bay window	1 m	TBD
65(8)	Air conditioner condenser, heat pump	1 m	TBD
100(3)(b)	Min. shared driveway width	3 m	N/A
106(1)(a)	Min. perpendicular parking space size	2.6 x 5.2 m	2.6 x 5.2 m
106(1)(b)	Min. parallel parking space size	2.6 x 6.7 m	N/A
107(1)(a)(i)	Min. driveway width to parking lot	6.7 m	6.7 m
107 (Table)	Min. aisle width to spaces	6.7 m	6.7 m
107(2)	Min. driveway width to garage	2.6 m	2.6 m
109(3)(b)	Max. walkway width permitted in yard	1.8 m	1.8 m
110(1)	Min. % of parking lot area landscaped	15%	TBD
110 (Table)	Min. landscape buffer width parking lot to lot line	1.5 m	0 m
110(3)(b)	Min. waste collection setback to lot line	3 m	3 m



SCALE 1:200

LEGEND	
	CONCRETE SIDEWALK
	CROSSWALK
	RIVERSTONE
	CURB
	DEPRESSED CURB
	PROJECTION (BALCONY/PORCH/TERRACE)
	PROJECTION (STAIRS)
	MOLOK WASTE STORAGE
	FIRE HYDRANT
	BICYCLE PARKING
	BARRIER FREE PARKING
	DWELLING ENTRANCE
	UNIT NUMBER
	LANDSCAPED AREA
	RAISED CONCRETE DECK
	PAINTED LINES
	TYPE A TOWNHOUSE (6.05m)
	TYPE B TOWNHOUSE (4.42m)
	STACKED DWELLING
	PROPOSED LOT BOUNDARY
	BLOCK BOUNDARY
	BLOCK (Mew) BOUNDARY
	FENCE

DATE	REVISION	BY
Aug 10, 2017	Issue for Site Plan Control Submission	SP
Aug 3, 2017	Issue for Canada Lands Company review	SP
July 28, 2017	Draft for review	SP

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3. SITE PLAN PREPARED IN ACCORDANCE WITH PLAN 4M-1581 AND PLAN 4R-30196. PREPARED BY ANNIS O'SULLIVAN, VOLLEBEKK LTD.
4. TOWNHOUSE DWELLING UNITS ARE DESIGNED TO ACCOMMODATE CURBSIDE GARBAGE PICK-UP.
5. ONE (1) TYPE A (3.4 x 5.2 m) AND 1 TYPE B (2.4 x 5.2 m) BARRIER-FREE PARKING SPACE ARE PROVIDED ADJACENT TO A 1.5 m WIDE AISLE.
6. WALKWAYS AND CURBS TO BE TIED INTO PUBLIC ROW WHERE APPLICABLE.

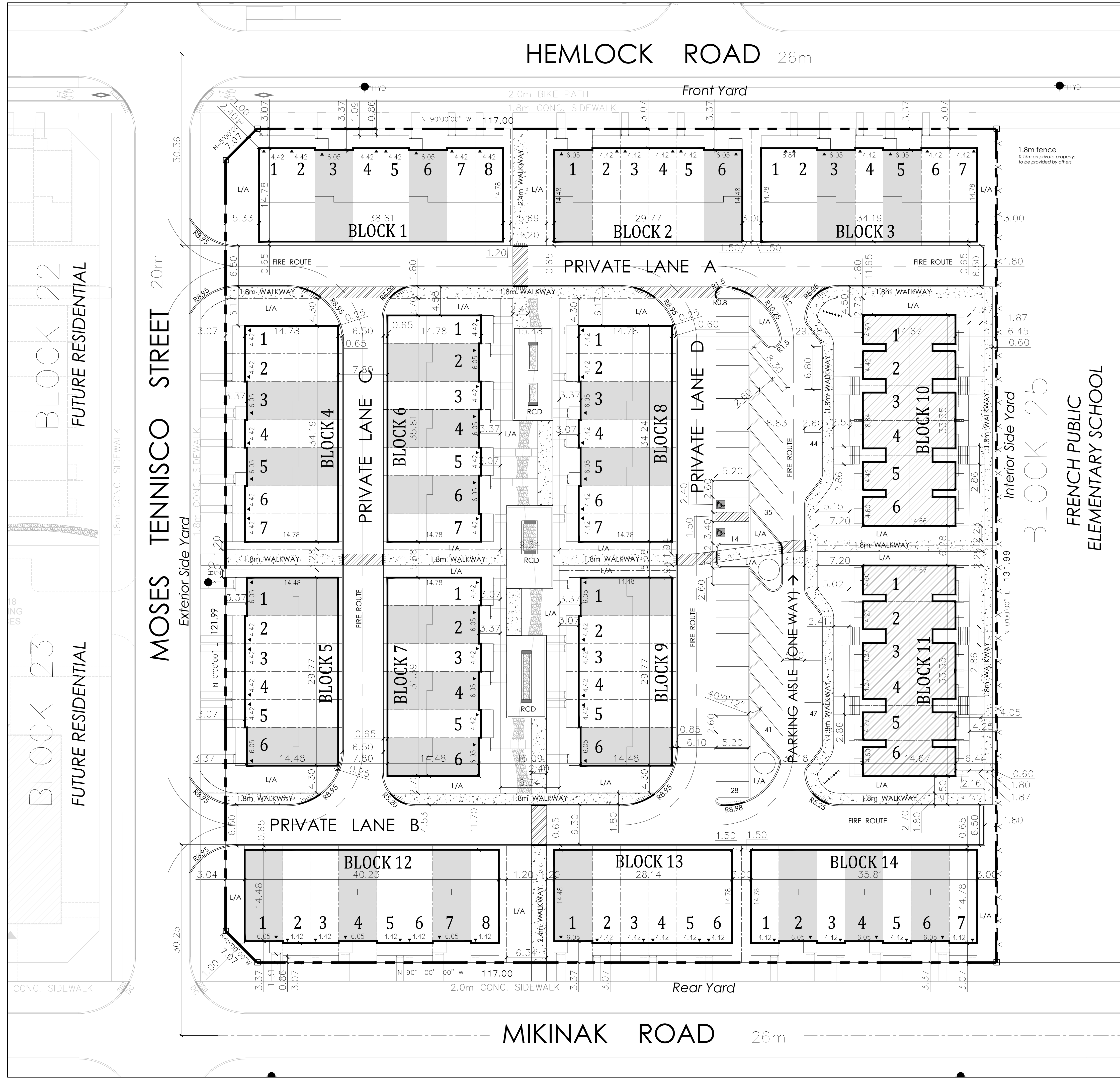
PROJECT TEAM	MECHANICAL/ELECTRICAL
SITE PLAN DESIGN: KORSIAK Urban Planning	LANDSCAPE ARCHITECTURE: NAK design strategies
PLANNING: Stantec	TRANSPORTATION: NOVATECH Engineers, Planners & Landscape Architects
ARCHITECTURE: Q4A	NOISE: VALCOUSITIES Consulting Engineers
CIVIL ENGINEER: DSEL	GEOTECHNICAL & STRUCTURAL: pakersongroup engineering
	ENVIRONMENTAL: KILGOUR & Associates

WATERIDGE VILLAGE: PHASE 1B
335 ST. LAURENT BLVD.

PART OF LOTS 21, 22 AND 23
CONCESSION 1 (OTTAWA FRONT)
GEOGRAPHIC TOWNSHIP OF GLOUCESTER
AND BLOCKS 118-124, 126 AND 127
REGISTERED PLAN 4M-1559
CITY OF OTTAWA

BLOCK 22 SITE PLAN

DATE: August 10, 2017 DRAWN BY: SP CHECKED BY: CR DRAWING NO. JOB NO.: Mattamy - Wateridge **A2**



SITE STATISTICS AND DEVELOPMENT DATA

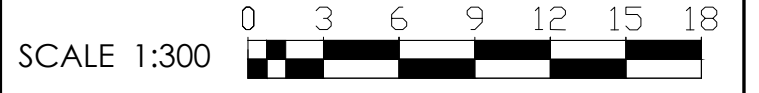
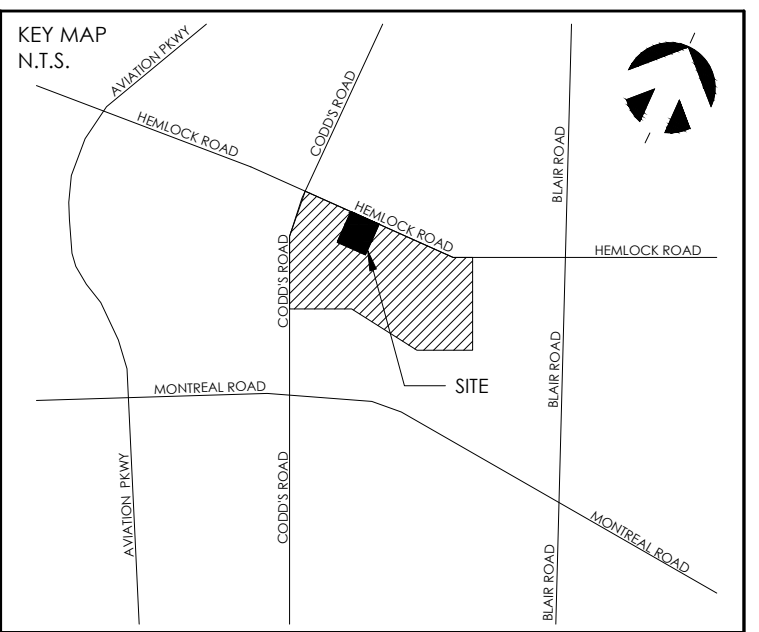
SITE AREA	16,075.91 m ²
PAVED AREA	3,868.69 m ² (24.1%)
LANDSCAPED AREA	5,384.88 m ² (33.5%)
TOTAL BUILDING COVERAGE	6,822.34 m ² (42.4%)
TOTAL GROSS FLOOR AREA	20,312.40 m ²
TOWNHOUSE TYPE A (27 @ 241.8m ²)	6,528.60 m ²
TOWNHOUSE TYPE B (54 @ 191.7m ²)	10,351.80 m ²
STACKED (24 @ 69 m ²)	1,656 m ²
STACKED (24 @ 74 m ²)	1,776 m ²
DENSITY (UPH)	80.1
ZONE CATEGORY	RSY[2312]

DWELLING BLOCK	DWELLING TYPE	GROUND FLOOR AREA (m ²)	UNITS
BLOCK 1	REAR LANE TOWNS	567.04	8
BLOCK 2	REAR LANE TOWNS	436.36	6
BLOCK 3	REAR LANE TOWNS	501.71	7
BLOCK 4	REAR LANE TOWNS	501.71	7
BLOCK 5	REAR LANE TOWNS	436.38	6
BLOCK 6	REAR LANE TOWNS	523.90	7
BLOCK 7	REAR LANE TOWNS	458.56	6
BLOCK 8	REAR LANE TOWNS	501.71	7
BLOCK 9	REAR LANE TOWNS	436.38	6
BLOCK 10	STACKED TOWNS	465.64	24
BLOCK 11	STACKED TOWNS	465.64	24
BLOCK 12	REAR LANE TOWNS	589.23	8
BLOCK 13	REAR LANE TOWNS	414.18	6
BLOCK 14	REAR LANE TOWNS	523.90	7
TOTAL			129

SECTION	ZONE PROVISION - PLANNED UNIT DEVELOPMENT	REQUIRED	PROPOSED
162A (Table) (iv)	MIN. LOT WIDTH (m)	N/A	N/A
162A (Table) (v)	MIN. LOT AREA (m ²)	1,400 m ²	16,075 m ²
162A (Table) (vi)	MAX. BUILDING HEIGHT (m)	11 m	14.05 m
162A (Table) (vii)	MIN. FRONT YARD SETBACK (m)	3 m	3.07 m
162A (Table) (viii)	MIN. CORNER SIDE YARD SETBACK (m)	3 m	3.04 m
162A (Table) (ix)	MIN. REAR YARD SETBACK (m)	6 m	3.07 m
162A (Table) (x)	MIN. INTERIOR YARD SETBACK (m)	1.2 m	3 m
101 (Table)	RESIDENT PARKING - TYPE A (27 @ 0.75/unit)	20.25	40.5
	TYPE B (54 @ 0.75/unit)	40.5	54
	STACKED (48 @ 0.5/unit)	24	47
102 (Table)	VISITOR PARKING (129 @ 0.1/unit)	12.9	0
131 (Table) (1)	MIN. WIDTH OF PRIVATE WAY	6 m	6.5 m
131 (Table) (2)	SETBACK OF ANY WALL OF A MIN. RES. BUILDING TO PRIVATE WAY	1.8 m	0.25 m
131 (Table) (3)	MIN. SETBACK OF GARAGE DOOR TO PRIVATE WAY	5.2	0.25 m
111A (Table)	BICYCLE PARKING (STACKS)	0.5/unit (24)	24

SECTION	ZONE PROVISION - TOWNHOUSE	REQUIRED	PROPOSED
164(1)	MIN. LOT WIDTH (m) - TYPE A TOWNHOUSE	6 m	6.05 m
	TYPE B TOWNHOUSE	6 m	4.42 m
164(1)	MIN. LOT AREA (m ²) - TYPE A	150 m ²	111.93 m 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 SETBACK (m)	3 m	3.04 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

SECTION	ADDITIONAL PROVISIONS	REQUIRED	PROPOSED
57(2)	Corner sight triangle	TBD	5 x 5 m
	Permitted projections into req. yards		
65(2)	Eaves, eave-troughs, gutters	1 m	TBD
65(3)	Sills, belt courses, cornices, parapets, pilasters	0.6 m	TBD
65(4)	Canopies, awnings	1.8 m	TBD
65(5)	Fire escapes, open stairways, stoop	>0.6m to lot line	0.86 m
65(6)	Covered or uncovered balcony, porch, deck	2 m	2 m
65(7)	Bay window	1 m	TBD
65(8)	Air conditioner condenser, heat pump	1 m	TBD
100(3)(b)	Min. shared driveway width	3 m	N/A
106(1)(a)	Min. perpendicular parking space size	2.6 x 5.2 m	2.6 x 5.2 m
106(1)(b)	Min. parallel parking space size	2.6 x 6.7 m	2.6 x 6.8 m
107(1)(a)(i)	Min. driveway width to parking lot	6.7 m	N/A
107 (Table)	Min. aisle width to spaces - 90 degrees	6.7 m	6.1 m
	40 degrees	3.5 m	3.5 m
107(2)	Min. driveway width to garage	2.6 m	2.6 m
109(3)(b)	Max. walkway width permitted in yard	1.8 m	1.8 m
110(1)	Min. % of parking lot area landscaped	15%	TBD
110 (Table)	Min. landscape buffer width parking lot to lot line	1.5 m	0 m
110(3)(b)	Min. waste collection setback to lot line	3 m	3 m



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	CURB
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DATE	DESCRIPTION	BY
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5. MEWS ARE INTENDED FOR PUBLIC ACCESS.
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7. WALKWAYS AND CURBS TO BE TIED INTO PUBLIC ROW WHERE APPLICABLE.

PROJECT TEAM
SITE PLAN DESIGN: KORSIAK Urban Planning
LANDSCAPE ARCHITECTURE: NAK design strategies
MECHANICAL/ELECTRICAL: L.R.J.
PLANNING: Stantec
TRANSPORTATION: NOVATECH
ARCHITECTURE: Q4A
CIVIL ENGINEER: DSEL
NOISE: VALCOUSTICS
ENVIRONMENTAL: KILGOUR & Associates
GEOTECHNICAL & STRUCTURAL: patergroup

mattamyHOMES

WATERIDGE VILLAGE: PHASE 1B
335 ST. LAURENT BLVD.

PART OF LOTS 21, 22 AND 23
CONCESSION 1 (OTTAWA FRONT)
GEOGRAPHIC TOWNSHIP OF GLOUCESTER
AND BLOCKS 118-124, 126 AND 127
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CITY OF OTTAWA

TITLE: BLOCK 24 SITE PLAN		
DATE: August 10, 2017	DRAWN BY: SP	DRAWING NO.
JOB NO.: Mattamy - Wateridge	CHECKED BY: CR	A3

APPENDIX B

Wateridge Village Phase 1B
TIS Excerpt

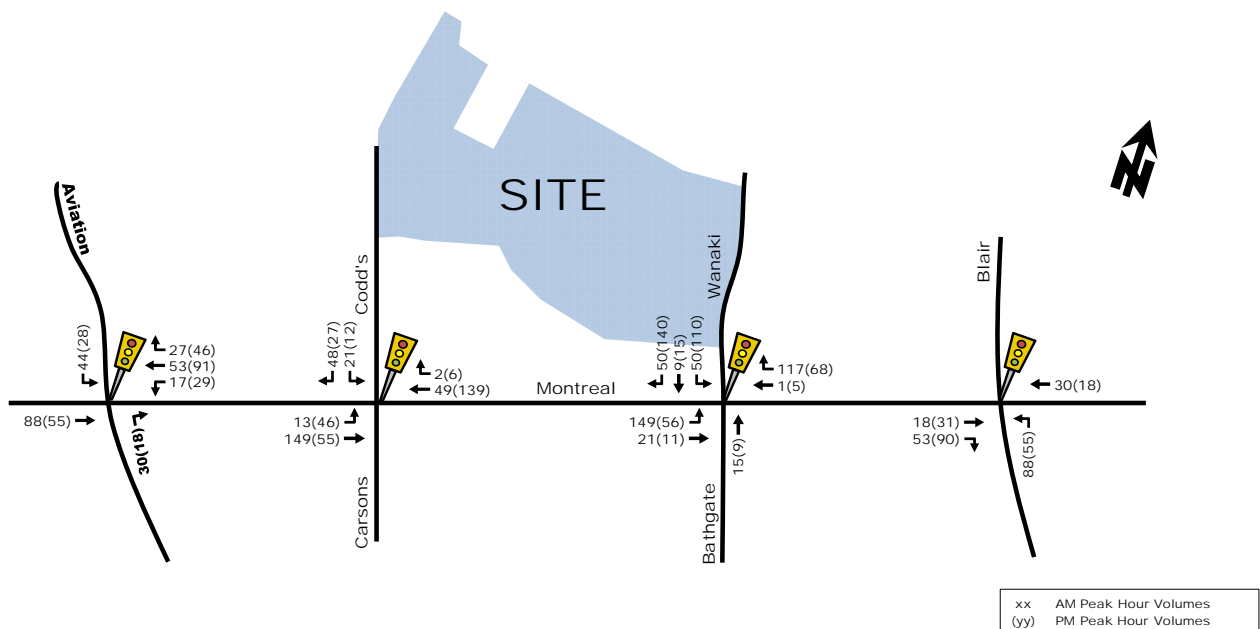
3.5 VEHICLE TRAFFIC DISTRIBUTION AND ASSIGNMENT

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.