NOVATECH
Engineers, Planners & Landscape Architects

M E M O R A N D U M

DATE: **MARCH 26, 2026**

TO: **JEAN-CHARLES RENAUD, WALLY DUBYK – CITY OF OTTAWA**

FROM: **JOSHUA AUDIA – NOVATECH**

RE: **200 CODD'S ROAD (WATERIDGE VILLAGE, BLOCKS 22 & 23) – TRANSPORTATION IMPACT ASSESSMENT MEMO (NOVATECH PROJECT NO. 126009)**

CC: **JENNIFER LUONG – NOVATECH**
CONOR SUTHERLAND, NAHOM TIRFE – MATTAMY HOMES

INTRODUCTION

This memorandum has been prepared in support of a Site Plan Control application for Blocks 22 and 23 of Wateridge Village, which is located at 200 Codd's Road, and is part of Phase 7 of the Wateridge Village development. The subject property is approximately 9.12 acres in area, and is currently vacant. The subject site is immediately surrounded by the following:

- Sir George-Étienne Cartier Parkway to the north,
- A future extension of Codd's Road, followed by residences to the south,
- Future residential and employment lands to the east, and
- Future parkland, followed by Oshedinaa Street to the west.

An original TIA was prepared by Arcadis IBI Group in December 2024, in support of Draft Plan of Subdivision applications for Phases 6 and 7, and a Zoning By-Law Amendment application for Phase 8 of Wateridge Village. The purpose of this memo is to outline differences in the previous development proposal and the current proposal, and complete the Design Review components outlined in the *Revised TIA Guidelines*.

PROPOSED DEVELOPMENT

In the initial plan of subdivision, the subject site was reserved as low- to mid-rise residential. The proposed development includes a total of 185 townhouse dwellings. Access to the proposed development will be provided via two full-movement driveways to an extension of Codd's Road. The Canada Lands Company will build the Codd's Road extension as well as the extensions of Bareille-Snow Street and Michael Stoqua Street.

A copy of the proposed development plan is included in **Attachment 1**.

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The previous Draft Plan of Subdivision application assumed that the subject blocks would include 76 townhomes and two 6- to 9-storey apartment buildings with an unspecified number of units. For the purposes of this memo, it has been estimated that the previous concept could include 280 apartment units within the subject site. A summary of the differences in unit counts is included in the following table.

Table 1: Comparison of Development Applications

Application	Townhome Units	Apartment Units	Total Units
2024 TIA	76	280	356
2026 Memo	185	0	185
Difference	**109**	**-280**	**-171**
Percent Change	**+143%**	**-100%**	**-48%**

The proposed development is assumed to have a lower total unit count than what was considered in the original 2024 TIA. It is anticipated that the results of all intersection analysis remain conservative.

DEVELOPMENT DESIGN

Design for Sustainable Modes

The proposed site plan includes private roadways that are referred to as Streets 1 through 7. Street 1 is the northerly east-west roadway, Street 7 is the southerly east-west roadway, and Streets 2 through 6 are north-south roadways between Street 1 and Street 7.

Within the subject site, pedestrian walkways are proposed in the following locations:

- On the south side of Street 1, connecting to Kishkabika Park at the western property line and Tanakiwin Natural Area Park at the eastern property line;
- On the west side of Street 2, connecting to Street 1 and Street 7;
- On the west side of Street 4, connecting to Street 1 and the extension of Codd's Road at the southern property line;
- Adjacent to the western property line, connecting to Street 1 and the extension of Codd's Road at the southern property line;
- North of Street 1 across from Street 4, connecting Street 1 and Tanakiwin Natural Area Park at the northern property line.

A Type D Pedestrian Crossover (PXO) is proposed crossing Street 1 at Street 4, as there will be a clear pedestrian desire line between the subject site and the pathway connecting to Tanakiwin Natural Area Park at the northern property line. A Type D PXO is the lowest-order crossing, and includes pavement markings and signage. This is adequate, as the operating speed and volumes on Street 1 are anticipated to be very low.

No exterior bicycle parking spaces are proposed as part of this development, as each dwelling will include a garage.

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OC Transpo's service design guideline for peak period service is to provide service within a five-minute (400m) walk of home, work, or school for 95% of urban residents. It is anticipated that the majority of units within the proposed development will be within 400m walking distance of the nearest existing bus stops on Hemlock Road (stops #0655 and #0659), which are served by OC Routes 17 and 25.

A review of the City's *Transportation Demand Management (TDM)-Supportive Development Design and Infrastructure Checklist* has been conducted. A copy of the residential TDM checklist is included in **Attachment 2**. All applicable required TDM-supportive design and infrastructure measures in the TDM checklist are met. In addition to the required measures, the proposed development also provides the following 'basic' or 'better' measures:

- Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort;
- Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h.

Circulation and Access

Garbage collection routes include all roadways within the proposed development. The on-site fire routes are shown on the site plan. All on-site roadways are private and have a minimum width of 6.7m. Roadways with a 6.0m width and intersections with centreline radii of 12.0m are the minimum allowed, per the fire route requirements of the *Ontario Building Code*. Turning movement figures have been prepared for fire trucks and Medium Single Unit (MSU) vehicles entering, exiting, and circulating the site. These figures are included in **Attachment 3**.

PARKING

The subject site is located within Area B on Schedule 1 and Area X on Schedule 1A of the City's *Zoning By-Law* (ZBL). The required parking supply and proposed parking supply for the proposed residential development are summarized in the following table.

Table 2: Required and Proposed Parking

Land Use	Rate	Units	Required	Provided
Minimum Vehicle Parking (Section 101/102 of ZBL)				
Dwelling, Townhouse	0.75 spaces per dwelling, after the first 12 dwellings (residents)	185 units	130	185
	0.1 spaces per dwelling without driveways, after the first 12 dwellings (visitor)(1)	45 units	3	7
		Total	**133**	**192**
Minimum Bicycle Parking (Section 111 of ZBL)				
Dwelling, Townhouse	No requirement, as each dwelling includes its own garage	185 units	0	N/A

1. A total of 140 dwellings include driveways that are long enough to count as visitor parking spaces. Therefore, only the 45 remaining dwellings have been considered in determining the visitor parking requirement.

Based on the previous table, the proposed number of vehicle parking spaces meets all requirements. There is no minimum bicycle parking requirement, as each dwelling includes its own garage.

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BOUNDARY STREETS

This section provides a review of the boundary frontage to the extension of Codd's Road, using complete streets principles. The *2025 Multi-Modal Level of Service (MMLOS) Guidelines Update* was used to evaluate the levels of service for each alternative mode of transportation. Codd's Road has been evaluated based on the targets for roadways within the Inner Urban Area. The traffic projections and Geometric Roadway Design Drawing (GRDD) included in the *Wateridge Village – Phases 6, 7, and 8 TIA* (prepared by Arcadis IBI Group in December 2024) was considered to evaluate Codd's Road. Relevant excerpts of the TIA and the GRDD is included in **Attachment 4**.

The detailed segment MMLOS analysis is included in **Attachment 5**. A summary of the segment MMLOS analysis is provided below.

Table 3: Segment MMLOS Summary

Segment	PLOS		BLOS		TLOS		PRLOS
	Actual	Target	Actual	Target	Actual	Target	Score
Codd's Road	**B**	A	B	B	-	-	B

From the previous table, the boundary frontage to Codd's Road will achieve a PLOS B, BLOS B, and PRLOS B. The target PLOS A is not met. Per the *MMLOS Guidelines Update*, the target PLOS A can be met by providing 2.0m sidewalks with a minimum boulevard width of 0.5m. It should be noted that the cross-section of Codd's Road met the requirements of the *MMLOS Guidelines* at the time of the 2024 TIA, and is now approved.

ACCESS DESIGN

Two full-movement accesses are proposed to the future extension of Codd's Road. The easterly access will be located opposite Bareille Snow Street and the westerly access will be located approximately 71m to the west, measuring nearest edge to nearest edge at the Codd's Road right-of-way (ROW). These accesses have been evaluated using the relevant provisions of the City's *Private Approach By-Law* (PABL) and the Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads*.

Section 25(1)(a) of the PABL identifies that a minimum of 35m of frontage is required to permit two two-way private approaches to one street. The subject site has more than 35m of frontage to Codd's Road, and therefore this requirement is met.

Section 25(1)(c) of the PABL identifies a maximum width requirement of 9m for any two-way private approach. The proposed accesses are approximately 6.7m in width at the street line, meeting this requirement.

Section 25(1)(g) of the PABL identifies a minimum separation distance of 9m between any two two-way private approaches to the same property. Since the two accesses are approximately 71m apart (measuring nearest edge to nearest edge at the street line), this requirement is met.

Section 25(1)(p) of the PABL identifies a minimum separation distance of 3m between the nearest edge of a private approach and the nearest property line. The two accesses meet this requirement, as they are at least 65m from the nearest property line.

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The intent of Section 25(1)(u) of the PABL is that any private approach serving a parking area with more than 50 parking spaces shall not have a grade exceeding 2% to 6% for the first 9m inside the property line. This requirement is met, as the maximum grade within the first 9m is 2.0%.

TAC's *Geometric Design Guide* identifies minimum corner clearance distances between the nearest edge of a private approach and the nearest edge of a crossing roadway. When accessing a local roadway, TAC identifies a minimum corner clearance requirement of 15m to the nearest unsignalized intersection. Measuring nearest edge to nearest edge, the proposed westerly access to Codd's Road is anticipated to be approximately 70m from Bareille Snow Street. Therefore, this requirement is met.

A review of stopping sight distance (SSD) and intersection sight distance (ISD) requirements at the proposed accesses has been conducted, in accordance with the minimum requirements outlined in TAC's *Geometric Design Guide*. For the purposes of this review, a design speed of 40 km/h has been assumed for Codd's Road, as the GRDD identifies multiple traffic calming measures in accordance with the City's design guidelines for 30 km/h roadways. Therefore, TAC outlines the following SSD and ISD requirements for the accesses to Codd's Road.

- SSD: 50m required;
- ISD, looking right to turn left out of access: 85m required;
- ISD, looking left to turn right out of access: 75m required.

As the extension of Codd's Road is anticipated to be a generally level roadway with a gentle horizontal curvature east of the proposed accesses, it is anticipated that the minimum SSD and ISDs will be provided at the east access and the minimum SSD and right turn ISD will be provided at the west access, provided any future vegetation along Codd's Road is trimmed and maintained. It is anticipated that the minimum left turn ISD will not be provided at the west access, due to the 90-degree curvature of Codd's Road at the western limit of the subject site. The 90-degree curve will likely require reduced vehicle speeds, and therefore, no concerns are anticipated with the reduced sightlines for outbound left turns.

TAC's *Geometric Design Guide* does not identify a minimum clear throat length requirement for accesses to local roadways. For the purposes of this TIA, a minimum clear throat length of 8m has been considered. Both accesses to Codd's Road provides approximately 12m of clear throat length, measuring from the street line to the first point of conflict on-site.

TRANSPORTATION DEMAND MANAGEMENT

The proposed development consists of a total of 185 townhouse dwellings. All dwellings will have individual entrances (i.e. no lobby entrances are proposed).

A review of the City's *TDM Measures Checklist* has been conducted by the proponent. A copy of the completed residential checklist is included in **Attachment 2**. The list of measures to be considered is summarized as follows:

- Display local area maps with walking/cycling access routes and key destinations (provided to residents at move-in);
- Display relevant transit schedules and route maps (provided to residents at move-in).

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CONCLUSIONS

- The proposed development is assumed to have a lower total unit count than what was considered in the original 2024 TIA. It is anticipated that the results of all intersection analysis remain conservative.

- Within the subject site, pedestrian walkways are proposed on the south side of Street 1, on the west side of Street 2, on the west side of Street 4, adjacent to the western property line, and north of Street 1 across from Street 4. A Type D Pedestrian Crossover (PXO) is proposed crossing Street 1 at Street 4, as there will be a clear pedestrian desire line between the subject site and the pathway connecting to Tanakiwin Natural Area Park at the northern property line.

- All required Transportation Demand Management (TDM)-supportive design and infrastructure measures in the TDM checklist will be met.

- The proposed number of vehicle parking spaces meets all requirements. There is no minimum bicycle parking requirement, as each dwelling includes its own garage.

- The target pedestrian level of service (PLOS) A can be met for the planned Codd's Road extension by providing 2.0m sidewalks with a minimum boulevard width of 0.5m. It should be noted that the cross-section of Codd's Road met the requirements of the *MMLOS Guidelines* at the time of the 2024 TIA, and is now approved.

- The proposed accesses to Codd's Road have been evaluated and generally meet the relevant provisions of the City's *Private Approach By-Law* (PABL) and Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads*. It is anticipated that the minimum left turn intersection sight distance will not be provided at the west access, due to the 90-degree curvature of Codd's Road at the western limit of the subject site. The 90-degree curve will likely require reduced vehicle speeds, and therefore, no concerns are anticipated with the reduced sightlines for outbound left turns.

- The proponent will consider the following TDM measures:
    - Display local area maps with walking/cycling access routes and key destinations (provided to residents at move-in);
    - Display relevant transit schedules and route maps (provided to residents at move-in).

- Based on the foregoing, the proposed development is recommended from a transportation perspective.

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Attachment 1

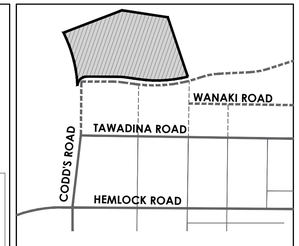
Proposed Site Plan

SITE STATISTICS AND DEVELOPMENT DATA

SITE AREA	36,972 m² (3.69 ha)
PAVED AREA	7,290m²
TOTAL APPROXIMATE GROSS FLOOR AREA	TBD
TOTAL UNITS	185
NET DENSITY (UPH)	66 UPH
ZONE CATEGORY	RSY[2313]

DWELLING BLOCK	DWELLING TYPE	GROSS FLOOR AREA m²	UNITS
BLOCK 1	STREET TOWNHOUSES	TBD	7
BLOCK 2	STREET TOWNHOUSES	TBD	6
BLOCK 3	STREET TOWNHOUSES	TBD	6
BLOCK 4	STREET TOWNHOUSES	TBD	7
BLOCK 5	STREET TOWNHOUSES	TBD	7
BLOCK 6	REAR LANE TOWNS	TBD	5
BLOCK 7	REAR LANE TOWNS	TBD	4
BLOCK 8	BACK TO BACK TOWNS	TBD	8
BLOCK 9	BACK TO BACK TOWNS	TBD	12
BLOCK 10	BACK TO BACK TOWNS	TBD	12
BLOCK 11	BACK TO BACK TOWNS	TBD	12
BLOCK 12	STREET TOWNHOUSES	TBD	7
BLOCK 13	REAR LANE TOWNS	TBD	4
BLOCK 14	REAR LANE TOWNS	TBD	4
BLOCK 15	BACK TO BACK TOWNS	TBD	12
BLOCK 16	BACK TO BACK TOWNS	TBD	12
BLOCK 17	BACK TO BACK TOWNS	TBD	14
BLOCK 18	BACK TO BACK TOWNS	TBD	12
BLOCK 19	STREET TOWNHOUSES	TBD	6
BLOCK 20	REAR LANE TOWNS	TBD	4
BLOCK 21	REAR LANE TOWNS	TBD	6
BLOCK 22	REAR LANE TOWNS	TBD	3
BLOCK 23	REAR LANE TOWNS	TBD	6
BLOCK 24	REAR LANE TOWNS	TBD	6
BLOCK 25	REAR LANE TOWNS	TBD	3
	TOTAL	TBD	185

SECTION	ZONE PROVISION - PLANNED UNIT DEVELOPMENT	REQUIRED	PROPOSED
164A(Table)	MIN. LOT AREA (m²): PLANNED UNIT DEVELOPMENT	1,400m²	36,972m²
164A(Table)	MIN. LOT WIDTH (m): PLANNED UNIT DEVELOPMENT	No minimum	276m
Table 164A & 135(1)	MIN. FRONT YARD SETBACK (m): PLANNED UNIT DEVELOPMENT	3m	3m
Table 164A & 135(1)	MIN. REAR YARD SETBACK (m): PLANNED UNIT DEVELOPMENT	3m	5.23m
164A(Table)	MAX. BUILDING HEIGHT (m): TOWNHOUSE	11m	9.97m (RLT) 11.23m (B2B) 10.49(TH)
2313	MAX. FRONT, REAR AND SIDE YARD SETBACKS (m):	6m	6m
101(3) & 101 (Table)	MIN. RESIDENT PARKING (TOWNHOUSE) - (46 UNITS @ 0.75 SPACES)	35	92
102(Table)	MIN. VISITOR PARKING (REAR LANE TH) - (45 Units @ 0.1 SPACES AFTER THE FIRST 12 UNITS)	5	7
131(Table)(1)	MIN. WIDTH OF PRIVATE WAY/ PARKING AISLE (m)	6.0m	6.7m
131(Table)(2)	MIN. SETBACK FOR ANY WALL OF A RESIDENTIAL USE BUILDING TO A PRIVATE WAY (m)	1.8m	1.05m
	MIN. SETBACK FOR ANY GARAGE OR CARPORT ENTRANCE FROM A PRIVATE WAY (m):	5.2m	0.68m
131(Table)(3)	MIN. SEPARATION DISTANCE BETWEEN BUILDINGS WITHIN A PLANNED UNIT DEVELOPMENT (m)	3m	3.1m
131(Table)(5)(b)	REQUIRED VISITOR PARKING MAY BE PROVIDED AS PARALLEL PARKING ON A PRIVATE WAY, PROVIDED THE PRIVATE WAY HAS A MIRIMUM WIDTH OF 8.5m:	8.5m	9.3m ≥40%
139(1)(Table)	MIN. AGGREGATED SOFT LANDSCAPED AREA % WHERE THE FRONT/ SIDE YARD SETBACK IS MORE THAN 3m	40%	--
139(4)(c)	MAX. WIDTH OF A WALKWAY IN THE CASE OF ANY OTHER RESIDENTIAL USE BUILDING (m)	1.2m	
	ADDITIONAL PROVISIONS		
65(Table)	PERMITTED PROJECTIONS INTO REQUIRED YARDS:		
65(Table)(5)	FIRE ESCAPES, OPEN STAIRWAYS, STOOP, WHERE AT OR BELOW THE FIRST FLOOR LEVEL (m):		
	INTERIOR SIDE YARD OR REAR YARD (m)	No Limit	N/A
	FRONT YARD OR CORNER SIDE YARD (m)	>0.6m to lot line	1.48m
65(Table)(6)	COVERED OR UNCOVERED BALCONY, PORCH, DECK, WHERE THE WALKING SURFACE IS NOT HIGHER THAN 0.6m ABOVE ADJACENT GRADE:		
	INTERIOR SIDE YARD OR REAR YARD (m)	No Limit	N/A
	FRONT YARD OR CORNER SIDE YARD (m)	2.25m (Max) >1.0m to lot line	1.25m 1.5m
65(Table)(6)(b)(v)	WHERE A DECK OR BALCONY OCCURS ABOVE THE 1ST FLOOR & IS WITHIN 1.5M OF AN EXTERIOR SIDE WALL OR INTERIOR SIDE LOT LINE OF A RESIDENTIAL-ZONED LOT	A 1.5m high opaque screen is to be provided facing the interior side lot line.	≥ 1.5m high opaque screen provided, where required, on decks and balconies above the first floor (this contemplates the site being parcelized so each dwelling unit is an individual lot).
106(2)(a)	MIN. PARALLEL PARKING SPACE SIZE (m)	2.6m x 6.7 m	2.6m x 6.7 m



KEY MAP N.T.S. — Subject Lands

SCALE 1:500 0 6 12 18 24 30

LEGEND

- REAR LANE TOWNS
- BACK TO BACK TOWNS
- CROSSWALK
- CURB (0.2m)
- CONCRETE WALKWAY
- PAVERS
- ASPHALT DRIVEWAY
- DEPRESSED CURB
- MOUNTABLE CURB
- PORCH
- PROJECTION (STAIRS)
- #R RISERS
- #R(L) LANDSCAPE STEPS
- S.S SNOW STORAGE AREA
- L/A LANDSCAPED AREA
- TACTILE WALKING SURFACE INDICATOR
- BLOCK BOUNDARY
- TRANSFORMER
- MINI SUBS (HYDRO)
- SWITCHBOARD
- HYDRO CABINET
- ENTRANCE
- V VISITOR PARKING
- BENCH
- CONIFEROUS SHRUB
- DECIDUOUS SHRUB
- SMALL DECIDUOUS TREE
- MEDIUM DECIDUOUS TREE
- LARGE DECIDUOUS TREE
- CONIFEROUS TREE
- WALL MOUNT LIGHTING
- POLE MOUNT LIGHTING

DATE (D.M.Y)	REVISION	BY
25/03/26	First Submission	SM
23/02/26	Minor Revisions	SM
23/01/26	Draft site plan	SM

GENERAL NOTES

1. DO NOT SCALE DRAWINGS FOR PRINT.
2. THIS DRAWING IS THE EXCLUSIVE PROPERTY OF KORSIAK URBAN PLANNING. COPYRIGHT RESERVED.
3. WALKWAYS AND CURBS TO BE TIED INTO PUBLIC ROW WHERE APPLICABLE.
4. REFERENCES CITY OF OTTAWA T.W.S.I. DETAIL SC7.3
5. SURVEY BOUNDARY PREPARED BY J.D.BARNES LTD. 62 STEACIE DRIVE, SUITE 103, KANATA, ONTARIO, K2K 2A9. TEL: (613) 731-7244 FAX: (613) 254-8659

PROJECT TEAM

SITE PLAN DESIGN: KORSIAK Urban Planning
LANDSCAPE ARCHITECTURE: NAK design strategies
TRANSPORTATION: NOVATECH Engineers, Planners & Landscape Architects
PLANNING: Stantec
CIVIL ENGINEER: Stantec
NOISE: GRADIENTWIND ENGINEERS & SCIENTISTS
ARCHITECTURE:
MECHANICAL/ ELECTRICAL: LRJ
GEOTECHNICAL & STRUCTURAL: paterson group

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Wateridge

Block 23
200 CODD'S ROAD
GEOGRAPHIC TOWNSHIP OF GLOUCESTER
CITY OF OTTAWA

TITLE: SITE PLAN

DATE: March 25, 2026 | DRAWN BY: SM | CHECKED BY: | DRAWING NO.
FILE NO.:
JOB NO.: WATERIDGE

Attachment 2

Transportation Demand Management

TDM-Supportive Development Design and Infrastructure Checklist:
Residential Developments (multi-family or condominium)

Legend

REQUIRED	The Official Plan or Zoning By-law provides related guidance that must be followed
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	1.	**WALKING & CYCLING: ROUTES**	
	1.1	**Building location & access points**	
BASIC	1.1.1	Locate building close to the street, and do not locate parking areas between the street and building entrances	☐
BASIC	1.1.2	Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	☐
BASIC	1.1.3	Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	☑
	1.2	**Facilities for walking & cycling**	
REQUIRED	1.2.1	Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations *(see Official Plan policy 4.3.3)*	☐ - N/A
REQUIRED	1.2.2	Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible *(see Official Plan policy 4.3.12)*	☑

	TDM-supportive design & infrastructure measures: *Residential developments*		Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3	Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks *(see Official Plan policy 4.3.10)*	☑
REQUIRED	1.2.4	Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps *(see Official Plan policy 4.3.10)*	☑
REQUIRED	1.2.5	Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians *(see Official Plan policy 4.3.11)*	☑
BASIC	1.2.6	Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	☐
BASIC	1.2.7	Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	☐
BASIC	1.2.8	Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	☑
	1.3	**Amenities for walking & cycling**	
BASIC	1.3.1	Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	☐
BASIC	1.3.2	Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	☐

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	2.	**WALKING & CYCLING: END-OF-TRIP FACILITIES**	
	2.1	**Bicycle parking**	
REQUIRED	2.1.1	Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible *(see Official Plan policy 4.3.6)*	☑
REQUIRED	2.1.2	Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas *(see Zoning By-law Section 111)*	☑
REQUIRED	2.1.3	Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored *(see Zoning By-law Section 111)*	☑ - Garages provided for all units
BASIC	2.1.4	Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles, plus the expected peak number of visitor cyclists	☐
	2.2	**Secure bicycle parking**	
REQUIRED	2.2.1	Where more than 50 bicycle parking spaces are provided for a single residential building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers *(see Zoning By-law Section 111)*	☐ - N/A
BETTER	2.2.2	Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments	☐ - Garages provided for all units
	2.3	**Bicycle repair station**	
BETTER	2.3.1	Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	☐
	3.	**TRANSIT**	
	3.1	**Customer amenities**	
BASIC	3.1.1	Provide shelters, lighting and benches at any on-site transit stops	☐
BASIC	3.1.2	Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	☐
BETTER	3.1.3	Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	☐

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	4.	**RIDESHARING**	
	4.1	**Pick-up & drop-off facilities**	
BASIC	4.1.1	Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	☐
	5.	**CARSHARING & BIKESHARING**	
	5.1	**Carshare parking spaces**	
BETTER	5.1.1	Provide up to three carshare parking spaces in an R3, R4 or R5 Zone for specified residential uses *(see Zoning By-law Section 94)*	☐
	5.2	**Bikeshare station location**	
BETTER	5.2.1	Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	☐
	6.	**PARKING**	
	6.1	**Number of parking spaces**	
REQUIRED	6.1.1	Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	☑
BASIC	6.1.2	Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	☐
BASIC	6.1.3	Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly *(see Zoning By-law Section 104)*	☐
BETTER	6.1.4	Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking *(see Zoning By-law Section 111)*	☐
	6.2	**Separate long-term & short-term parking areas**	
BETTER	6.2.1	Provide separate areas for short-term and long-term parking (using signage or physical barriers) to permit access controls and simplify enforcement (i.e. to discourage residents from parking in visitor spaces, and vice versa)	☐

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: *Residential developments*	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 *(multi-family, condominium)*	☑
		2.2	**Bicycle skills training**	
BETTER		2.2.1	Offer on-site cycling courses for residents, or subsidize off-site courses	☐

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

TDM measures: *Residential developments*				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	☐

Attachment 3

Turning Movement Figures

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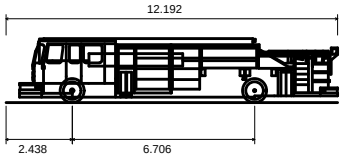

Pumper Fire Truck

Overall Length	12.192m
Overall Width	2.489m
Overall Body Height	2.361m
Min Body Ground Clearance	0.200m
Track Width	2.489m
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

WATERIDGE VILLAGE
BLOCK 22 & 23

TURNING MOVEMENT (FIRE TRUCK)

SCALE 1 : 500 (0, 5m, 10m, 20m)

DATE MAR 2026 | JOB 126009 | FIGURE FIGURE 1

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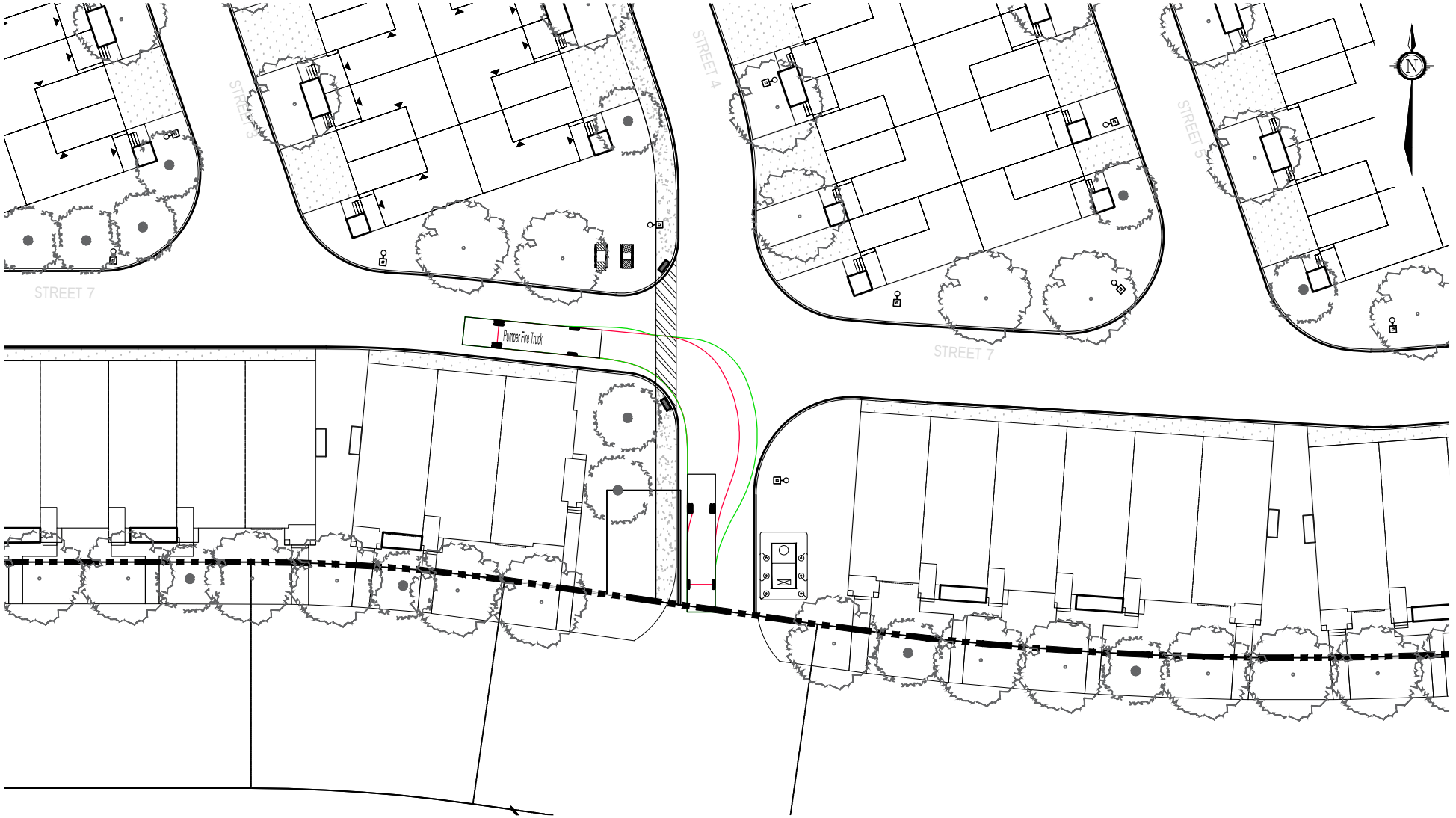

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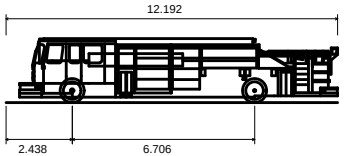

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WATERIDGE VILLAGE
BLOCK 22 & 23

TURNING MOVEMENT (FIRE TRUCK)

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DATE MAR 2026 | JOB 126009 | FIGURE FIGURE 2

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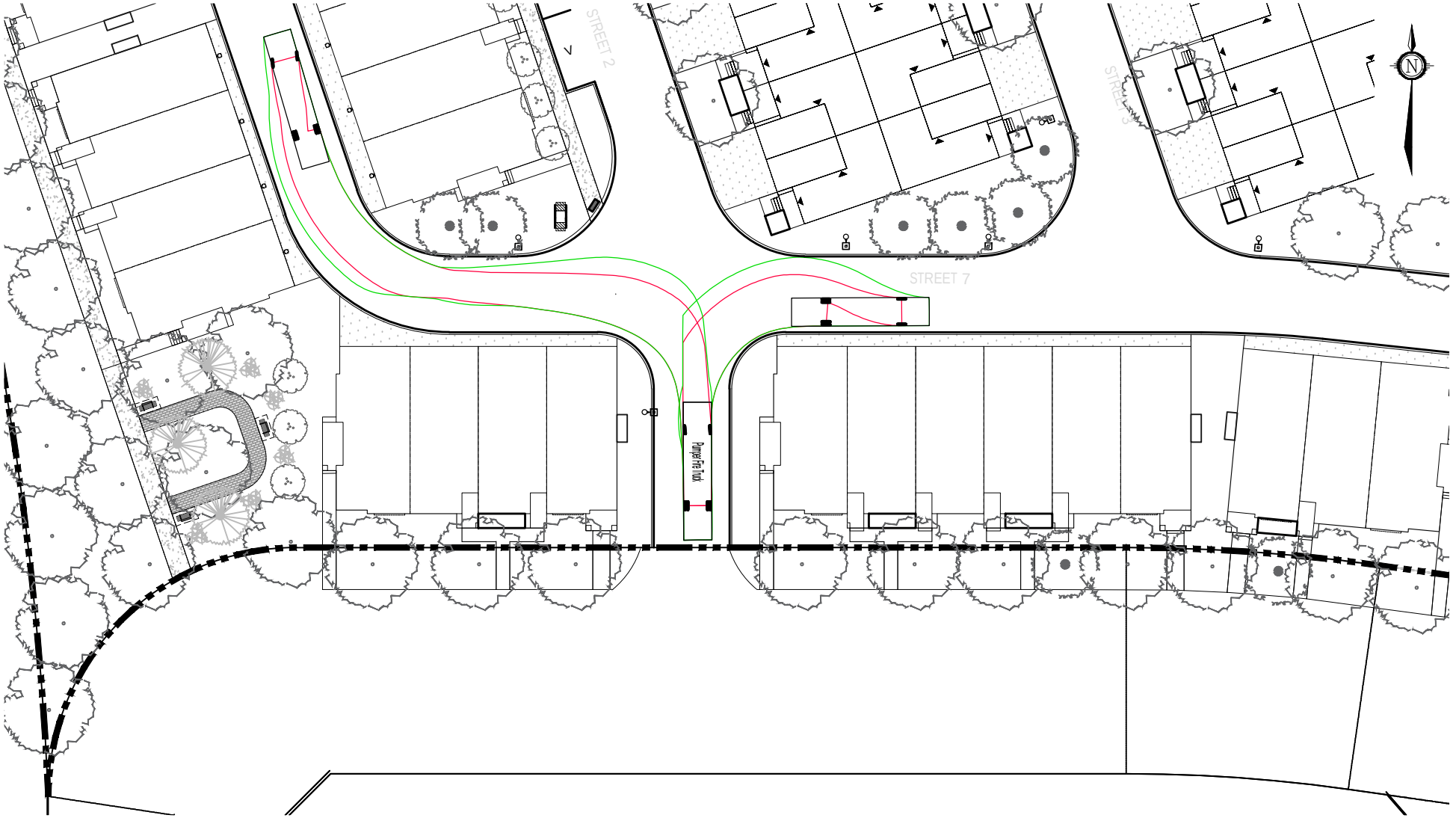

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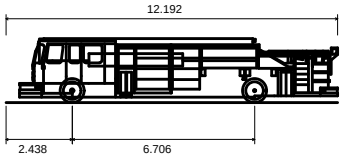

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BLOCK 22 & 23

TURNING MOVEMENT (FIRE TRUCK)

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DATE MAR 2026 | JOB 126009 | FIGURE FIGURE 3

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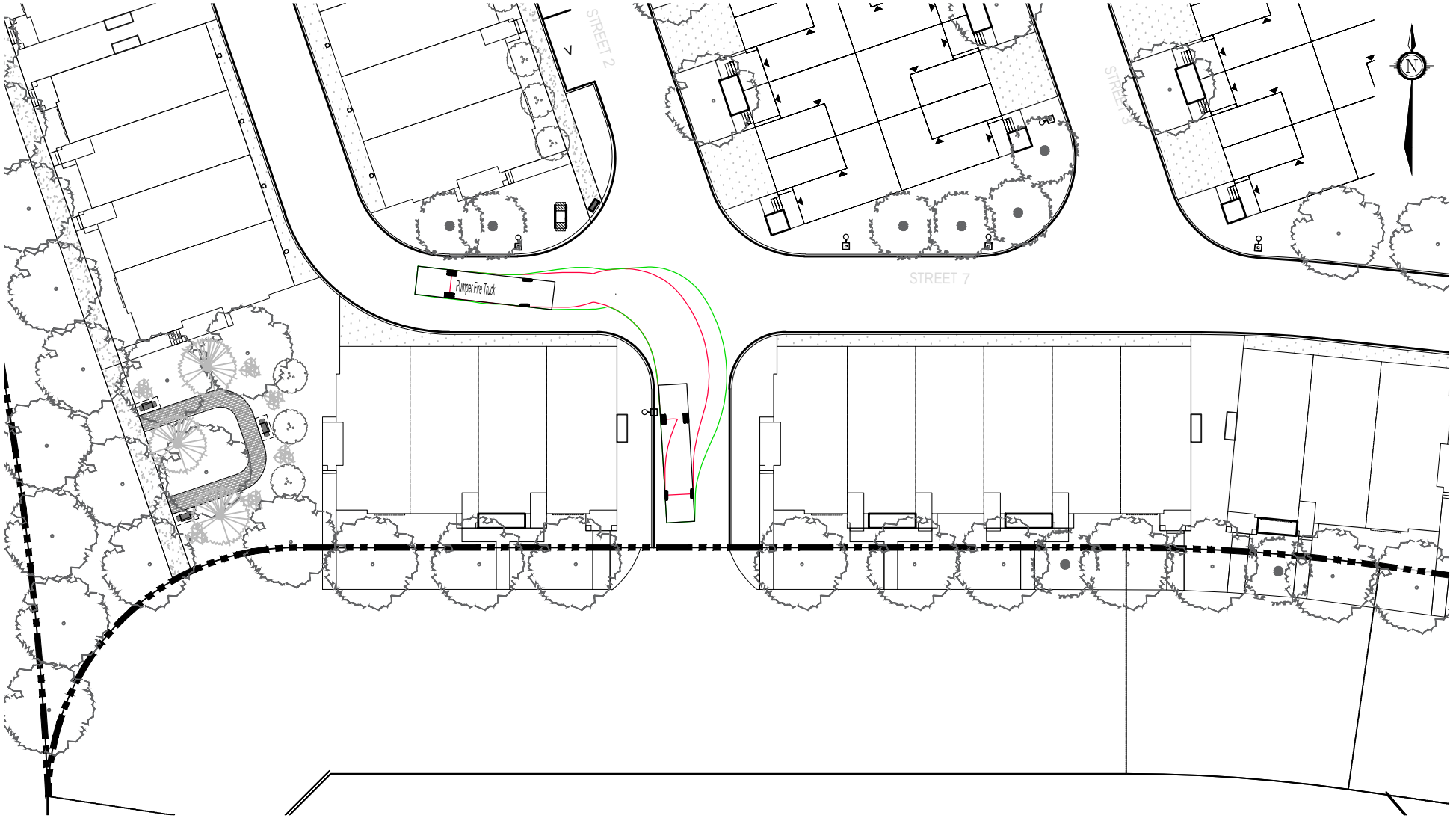

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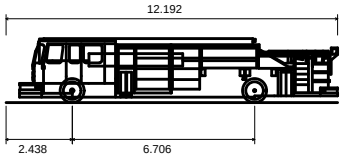

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WATERIDGE VILLAGE
BLOCK 22 & 23

TURNING MOVEMENT (FIRE TRUCK)

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DATE MAR 2026 | JOB 126009 | FIGURE FIGURE 4

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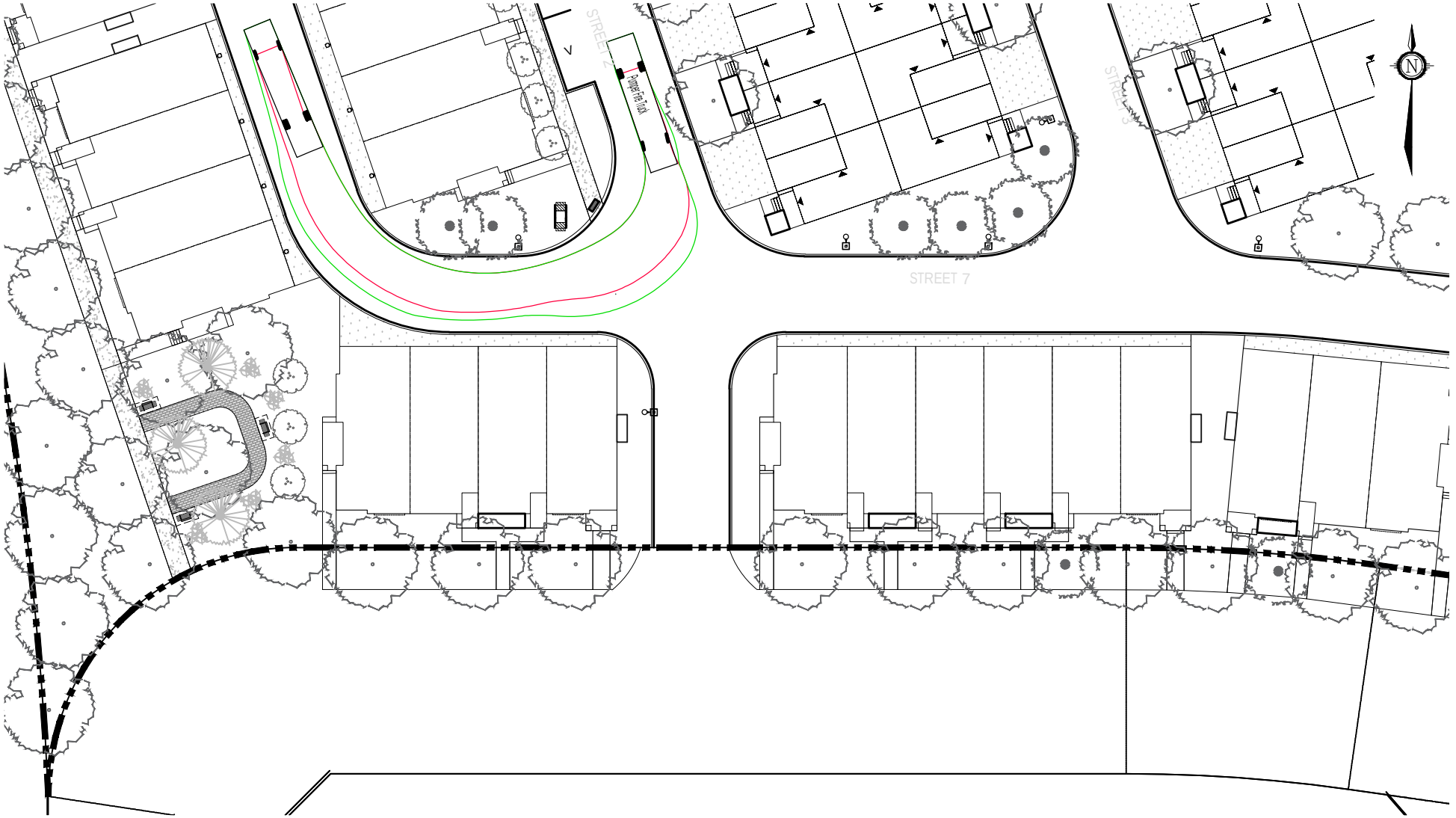

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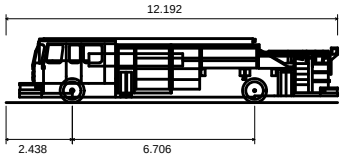

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WATERIDGE VILLAGE
BLOCK 22 & 23

TURNING MOVEMENT (FIRE TRUCK)

SCALE 1 : 500 (0, 5m, 10m, 20m)

DATE MAR 2026 | JOB 126009 | FIGURE FIGURE 5

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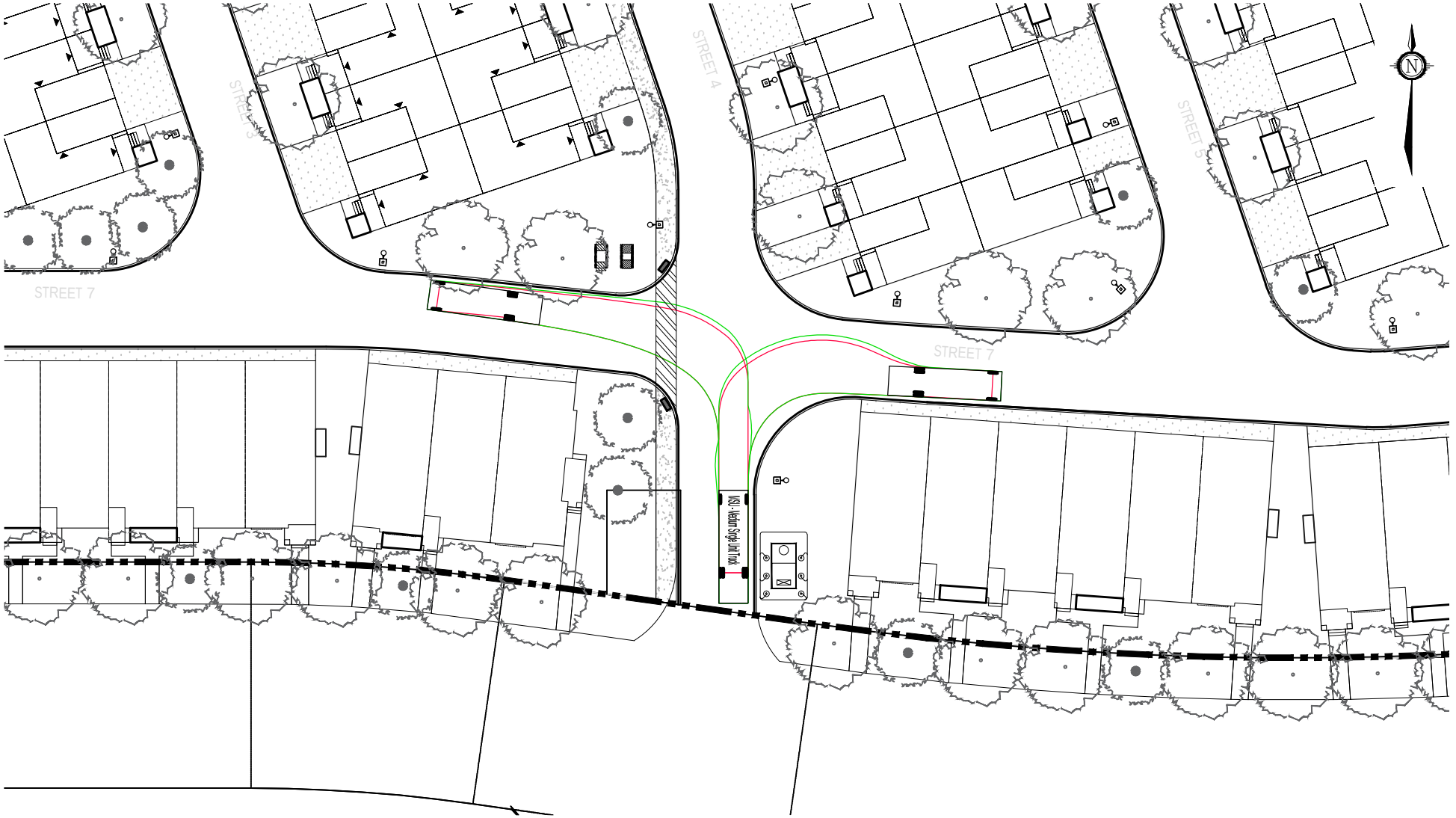

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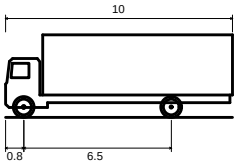

MSU - Medium Single Unit Truck

Overall Length	10.000m
Overall Width	2.600m
Overall Body Height	3.650m
Min Body Ground Clearance	0.445m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.100m

WATERIDGE VILLAGE
BLOCK 22 & 23

TURNING MOVEMENT (MSU / GARBAGE TRUCK)

SCALE 1 : 500 (0, 5m, 10m, 20m)

DATE MAR 2026 | JOB 126009 | FIGURE FIGURE 6

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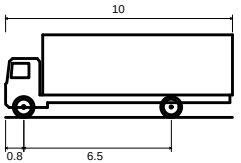

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WATERIDGE VILLAGE
BLOCK 22 & 23

TURNING MOVEMENT (MSU / GARBAGE TRUCK)

SCALE 1 : 500 (0, 5m, 10m, 20m)

DATE MAR 2026 | JOB 126009 | FIGURE FIGURE 7

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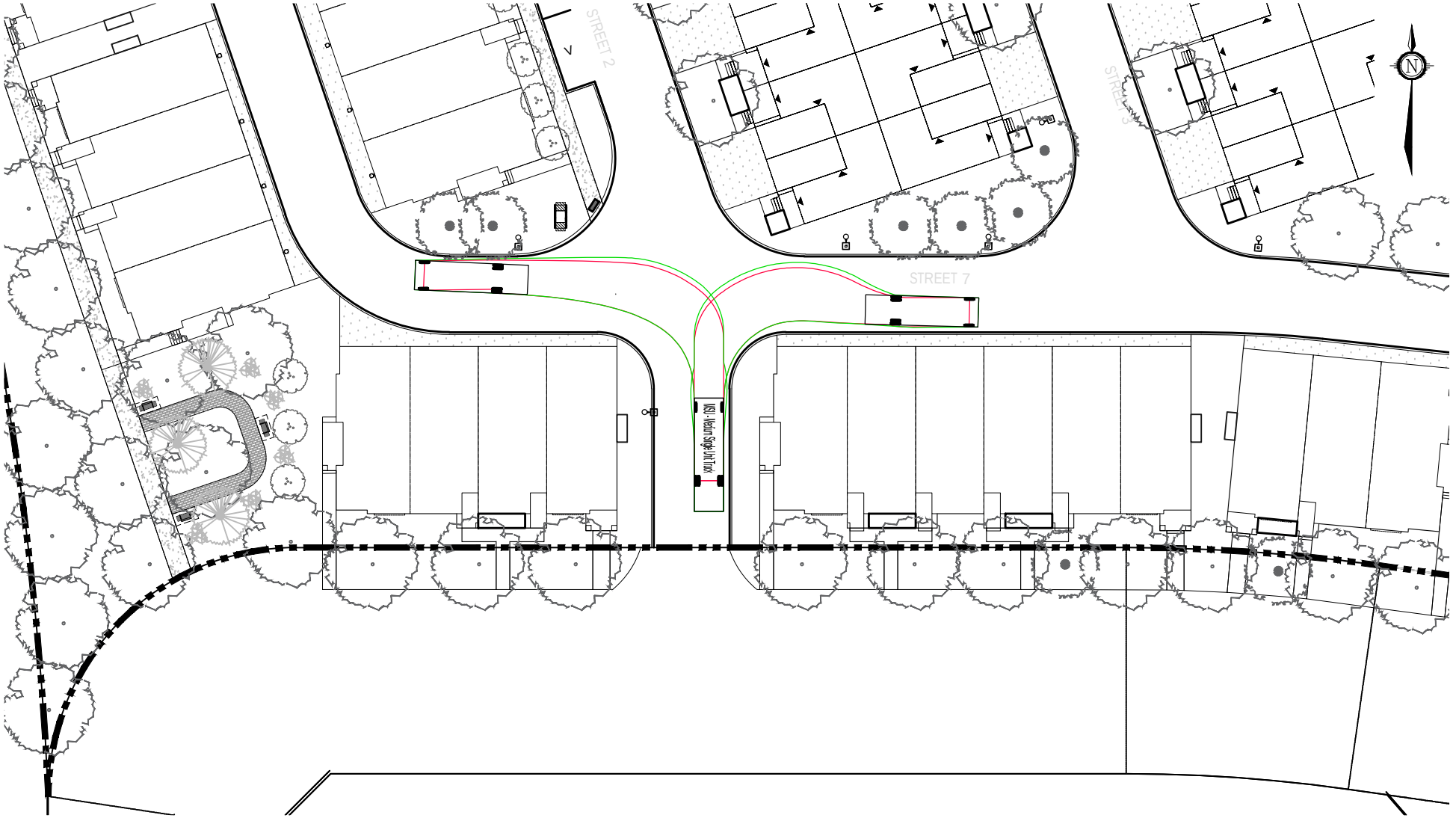

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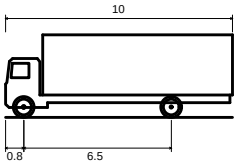

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WATERIDGE VILLAGE
BLOCK 22 & 23

TURNING MOVEMENT (MSU / GARBAGE TRUCK)

SCALE 1 : 500 (0, 5m, 10m, 20m)

DATE MAR 2026 | JOB 126009 | FIGURE FIGURE 8

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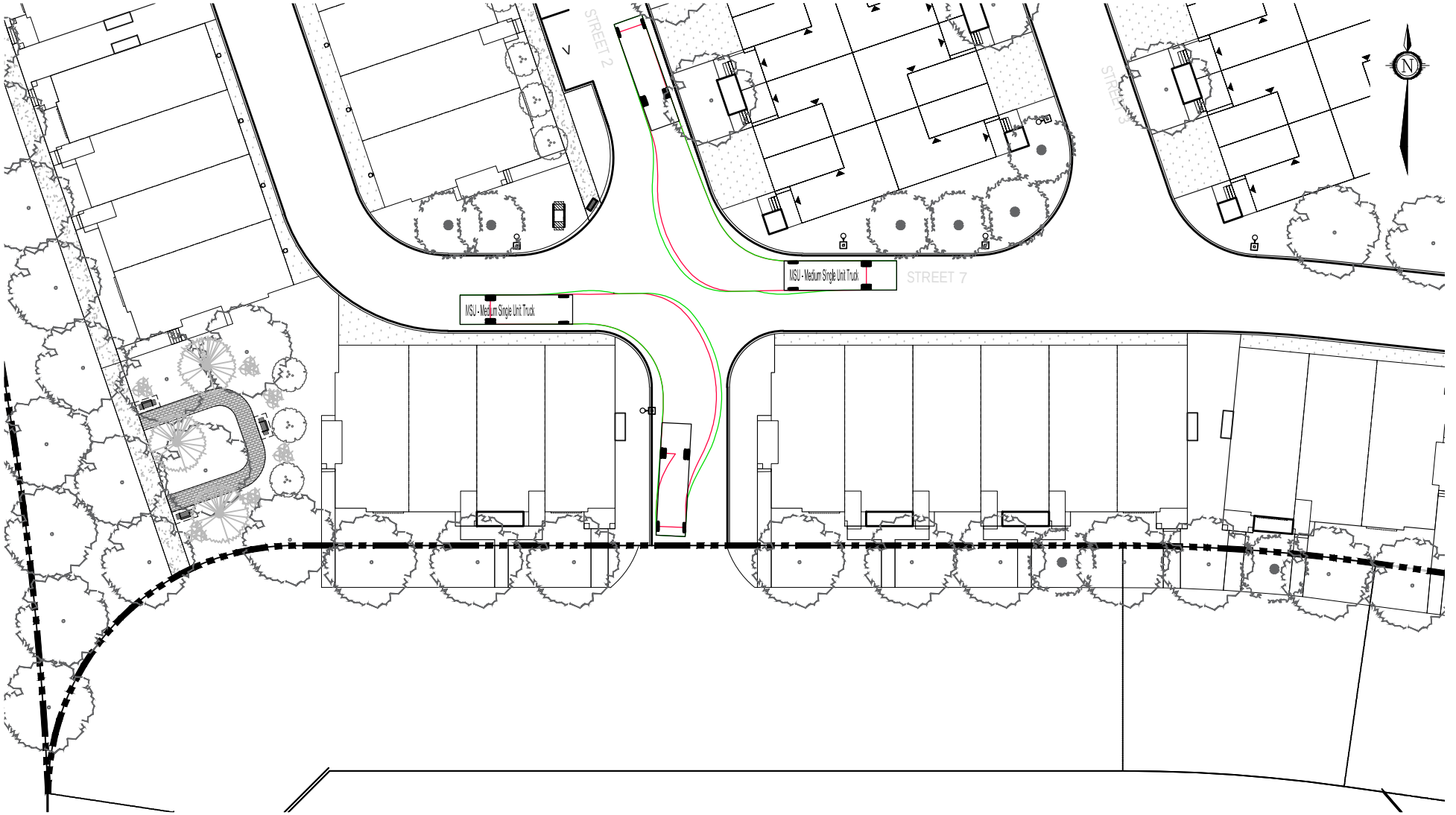

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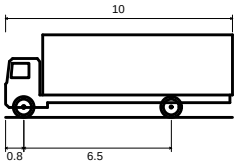

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WATERIDGE VILLAGE
BLOCK 22 & 23

TURNING MOVEMENT (MSU / GARBAGE TRUCK)

SCALE 1 : 500 (0, 5m, 10m, 20m)

DATE MAR 2026 | JOB 126009 | FIGURE FIGURE 9

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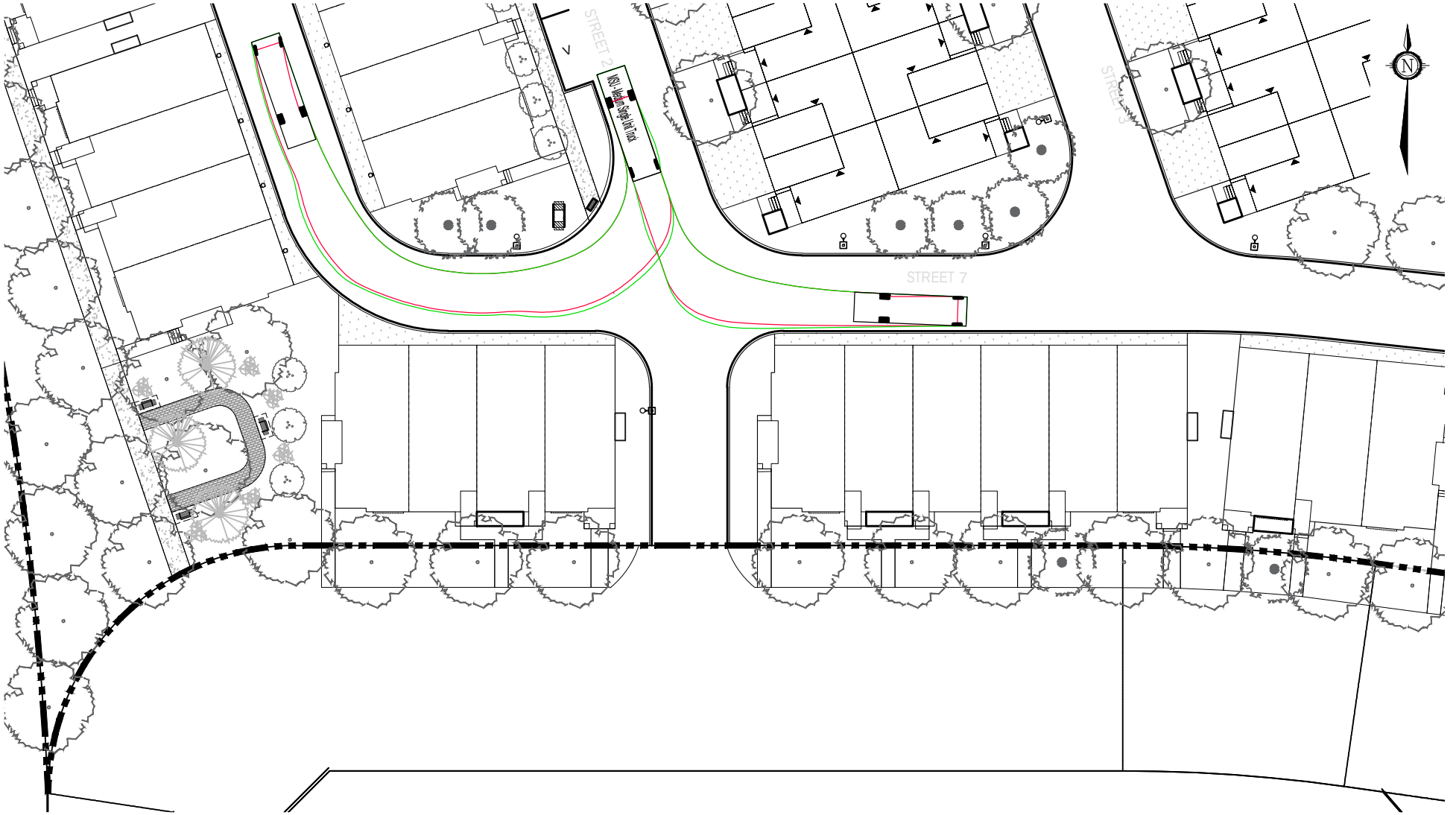

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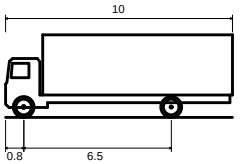

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WATERIDGE VILLAGE
BLOCK 22 & 23

TURNING MOVEMENT (MSU / GARBAGE TRUCK)

SCALE 1 : 500 (0, 5m, 10m, 20m)

DATE MAR 2026 | JOB 126009 | FIGURE FIGURE 10

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Attachment 4

Excerpts of Wateridge Village Phases 6-8 TIA and GRDD

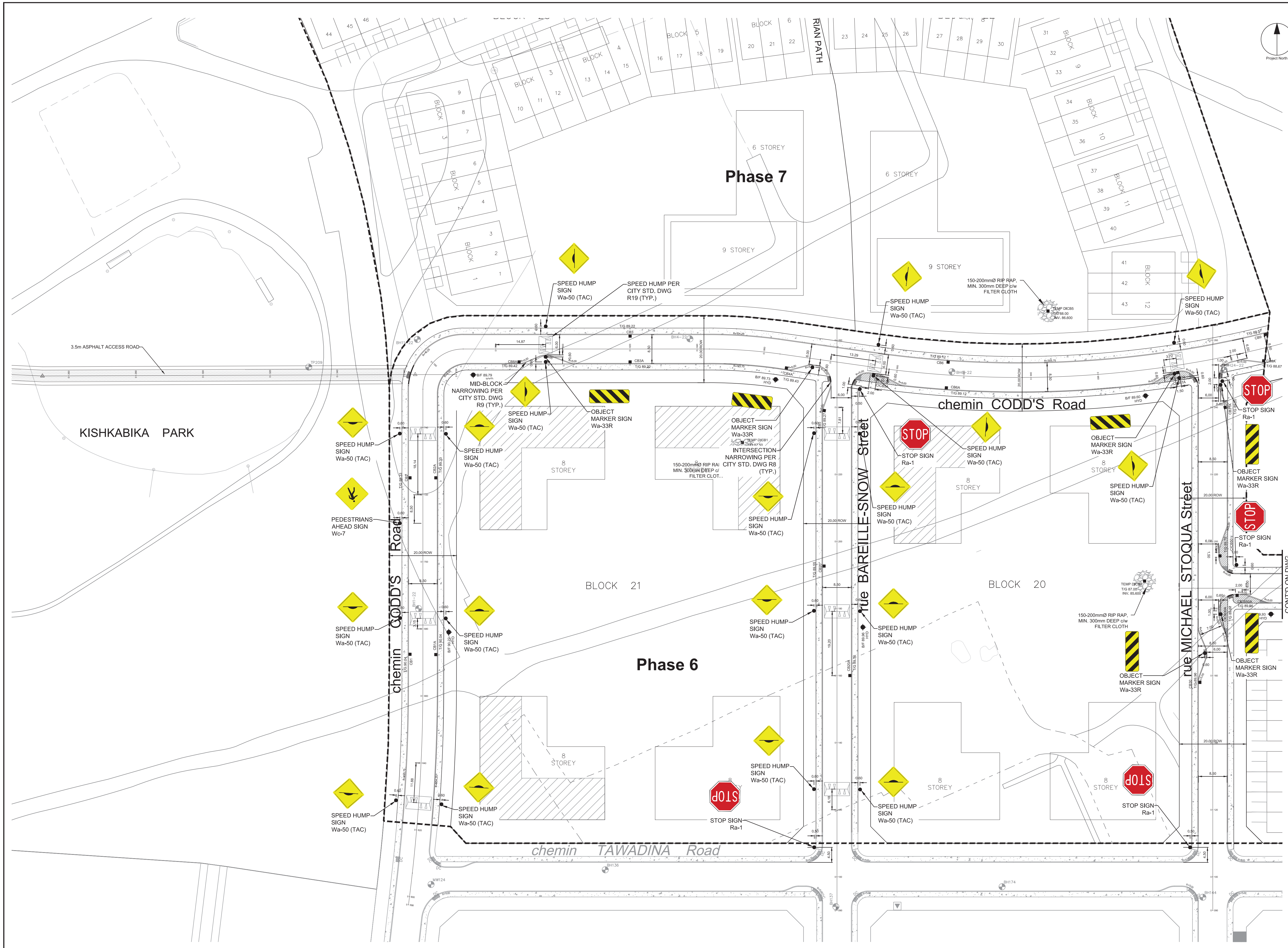
ARCADIS
IBI GROUP

Wateridge Village Phase 6, 7 & 8
Transportation Impact Assessment

Exhibit 7:
Site-Generated
Traffic (Phase 6, 7 & 8)

PROJECT No. 139653

SCALE: N.T.S.



CLIENT

ISSUES

No.	DESCRIPTION	DATE
1	SUBMISSION #1 FOR CITY REVIEW	2023-10-05
2	SUBMISSION #2 FOR CITY REVIEW	2024-07-18
3	SUBMISSION #3 FOR CITY REVIEW	2024-11-15

KEY PLAN

020

CONFIRM **CONSULTANTS** BOX

- DEPRESSED CURB
- TWSI (PER SC7.3)
- CATCH BASIN
- REAR YARD CATCH BASIN IN ROAD
- TRANSFORMER
- FIRE HYDRANT
- MOUNTABLE CURB
- BARRIER CURB
- PHASING BOUNDARY

SEAL

CONFIRM PRIME CONSULTANT

ARCADIS

333 Preston Street - Suite 500
Ottawa ON K1S 5N4 Canada
tel 613 225 1311
www.arcadis.com

PROJECT

WATERIDGE VILLAGE
PHASE 6 & 7

H 1:500 0 5 15 25m
V 1:50 0 0.5 1.5 2.5m

PROJECT NO:
139653

DRAWN BY:	CHECKED BY:
I.L.	**D.H.**
PROJECT MGR:	APPROVED BY:
S.L.	**D.H.**

SHEET TITLE

GEOMETRIC ROADWAY
DESIGN DRAWING I

SHEET NUMBER
020

ISSUE

SCALE CHECK 1 in 10mm

File Location: J:\139653_600399-49__W\7.0_Production\7.03_Design\23_Traffic\Sheets\020 GRDD.dwg Last Saved: November 13, 2024, by Isabel.loewen Plotted: Wednesday, November 13, 2024 5:00:39 PM by Isabel Loewen

Attachment 5

MMLOS Analysis

Multi-Modal Level of Service - Segments Form

Project: Wateridge Village - Blocks 22 & 23
Consultant: Novatech
Date: Feb 2026
Scenario: Existing Conditions

	Segment Name	**Codd's Road**			
	OP Transect / Policy Area	**Downtown Core, Inner Urban,Hub and/or Special District**			
	Segment Component	**Majority (>50%)**		**Critical**	
	Side of Street	**N**	**S**	**N**	**S**
Pedestrian	**PLOS Inputs**				
	Posted Speed (km/h)	30 km/h		30 km/h	
	Two-Way ADT	1,530		1,530	
	Pedestrian Facility	Sidewalk	Sidewalk	Sidewalk	Sidewalk
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, does the location have a low volume of peak daily users AND are pedestrian volumes likely less than 20% of total users?	Yes	Yes	Yes	Yes
	Facility Width (m)	1.80m	1.80m	1.80m	1.80m
	Offset from Motor Vehicle Travel Lanes (m)	< 0.5m	< 0.5m	< 0.5m	< 0.5m
	Presence of Adjacent Parking?	-	-	-	-
	General Purpose Curb Lane ADT	≤ 3000	≤ 3000	≤ 3000	≤ 3000
	Max. Distance between Controlled Crossings (m)	≤ 200m	≤ 200m	≤ 200m	≤ 200m
	Score	**3.50**	**3.50**	**3.50**	**3.50**
	PLOS	**B**	**B**	**B**	**B**
	Target PLOS	**A**			
Bicycle	**BLOS Inputs**				
	Cycling Route Classification	**Elsewhere**			
	Cycling Facility	Shared Operating Space	Shared Operating Space	Shared Operating Space	Shared Operating Space
	Is the minimum level of separation provided according to OTM Book 18 Pre-Selection Nomograph - Rural Context (Figure 5.6)? (for paved shoulders)	-	-	-	-
	Facility Operation	-	-	-	-
	Pedestrian/Cyclist Volume	-	-	-	-
	Facility Width	-	-	-	-
	Boulevard/Buffer Width (excluding curb)	-	-	-	-
	Unsignalized Roadway Crossing Type (where cyclists are required to yield)	None	None	None	None
	Number of Travel Lanes at Crossing	-	-	-	-
	Crossing includes Median Refuge (≥ 2.7m)	-	-	-	-
	Cross-street Posted Speed (km/h)	-	-	-	-
	Cycling Path Blockages (e.g. bus stops and/or loading zones)	Rare	Rare	Rare	Rare
	Score	**4.15**	**4.15**	**4.15**	**4.15**
	BLOS	**B**	**B**	**B**	**B**
	Target BLOS	**B**			
Transit	**TLOS Inputs**				
	Transit Facility	**Select Transit Designation**			
	Facility Type				
	Expected Transit Running Time				
	Transit Travel Speed (if available)				
	TLOS	**-**	**-**		
	Target TLOS	**-**			
Public Realm	**PRLOS Inputs**				
	Context	Other Streets	Other Streets		
	Inner Boulevard Width	≤ 0.6m	≤ 0.6m		
	Middle Boulevard Width	≤ 0.5m	≤ 0.5m		
	Outer Boulevard (Frontage) Width	≥ 3.0m	≥ 3.0m		
	Transit Route on Segment?	No	No		
	Bus Stop Elements	-	-		
	Number of Midblock Traffic Lanes (both travel directions)	≤ 2			
	Score	**24.00**	**24.00**		
	PRLOS	**B**	**B**		
		B			