Memo

SUBJECT
4624 Spratt Road
Transportation Brief

DATE
March 31, 2026

DEPARTMENT
Transportation Engineering

COPIES TO
Ryan Magladry (Arcadis)

TO
Marc St. Pierre, Director of Planning and Engineering
Claridge Homes Inc.

OUR REF
\135856 4624 Spratt Road – EP2020-097 - 6.23_Traffic\03_Tech-Reports

PROJECT NUMBER
135856

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Arcadis was retained by Claridge Homes to prepare a Transportation Brief in support of a proposed residential townhome development located at 4624 Spratt Road in the Riverside South Community of Ottawa.

The following topics are discussed in this memorandum:

1. Overview of the Proposed Development
2. Transportation Context
3. Trip Generation
4. Intersection Capacity Analysis
5. Auxiliary Lane Analysis
6. Circulation and Site Access
7. Parking Review

Proposed Development

The proposed development is located south of Earl Armstrong Road, north of Borbridge Avenue and west of Spratt Road. The municipal address of the subject property is 4624 Spratt Road. Two (2) full-movement access driveways are proposed via Spratt Road. The site plan for the subject development is provided in **Appendix A**.

Table 1 below summarizes the proposed land uses included in this development.

Table 1 – Proposed Land Use

Land Use	Size
Terrace Flats (3 Storeys)	120 units

A Transportation Impact Assessment (TIA) Screening Form was completed for the proposed development and is provided in **Appendix B**.

The initial TIA screening exercise concluded that the development does not meet the Trip Generation Trigger that typically results in the need to undertake a multi-step Transportation Impact Assessment (TIA). The Safety Trigger was met with regards to the introduction of a proposed site access driveway within limits of the southbound left-turn auxiliary lane associated with the Spratt & Cambie intersection, while neither of the Location Triggers were satisfied. As such, the review will focus on site-specific impacts and potential effects on the roadway network immediately

adjacent to the side, particularly along the site's frontage. Broader impacts to the surrounding area or adjacent developments are not anticipated, given the low projected traffic volumes.

Transportation Network Context

Existing Road Network

Within the vicinity of the proposed development, the following notable streets exist:

- **Spratt Road** is a two-lane, undivided major urban collector road under the jurisdiction of the City of Ottawa with a 26-metre ROW and extends north-south from Earl Armstrong Road to Mitch Owens Road. This facility has a posted speed limit of 60 km/h within the vicinity of the subject site. Concrete sidewalks exist on both sides of the road, as well as on-road painted bike lanes on the northern half of the subject site.
- **Cambie Road** is a two-lane, undivided local road under the jurisdiction of the City of Ottawa with a 20-metre ROW which extends east-west from Spratt Road to Ralph Hennessy Avenue and has a posted speed limit of 50 km/h. Concrete sidewalks and on-street parking and alternating on-street parking are provided along this local street.

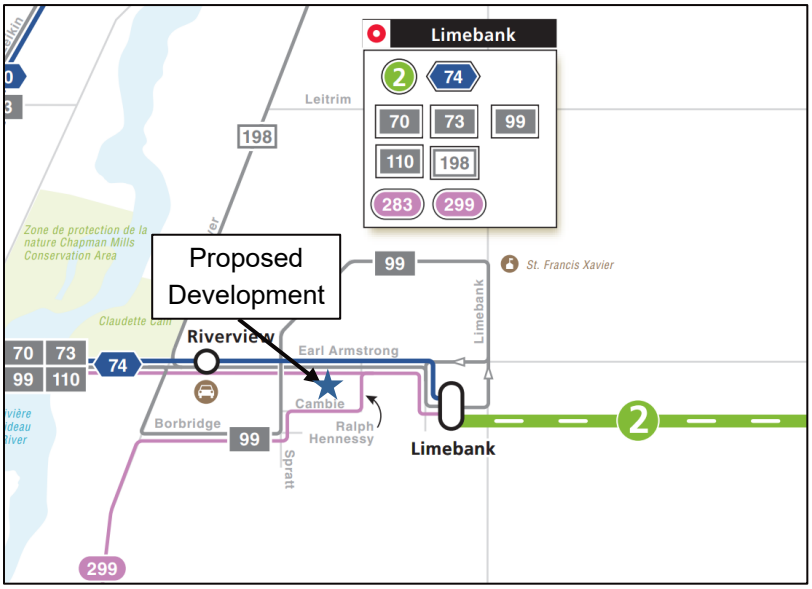
It is also noteworthy that the proposed development is located a 200m to 250m walking distance from Riverside South High School and within a 400m to 500m walking distance to Michel-Dupuis Public Elementary School.

Existing Transit Network

On April 27, 2025, the New Ways to Bus initiative was implemented by OC Transpo which resulted in a number of changes to transit service in the vicinity of the proposed development.

Figure 1 below illustrates the transit routes that will provide service to the proposed development following the implementation of the New Ways to Bus initiative.

Figure 1 - New Ways to Bus Network Map



(Source: OC Transpo, accessed 2025-12-10)

The following transit routes are served by bus stops within 400-metre walking distance of the site:

- **Route #73** is a Local transit route that operates Monday to Friday. Service operates from Tunney's Pasture/Fallowfield to Limebank Station with 30-minute headways.
- **Route #99** is a Local transit route which operates 7 days a week and has approximate 30-minute headways, with trips from Barrhaven Centre to Limebank Station.
- **Route #299** is a Connexion route which operates exclusively during weekday peak periods, Monday to Friday. Service is limited to specific times and provides service from Manotick Arena to Limebank station.

The nearest bus stops serving the above noted routes are located in the vicinity of the Spratt & Cambie intersection. Relevant transit route maps are provided in **Appendix C**.

Collision Review

The City of Ottawa TIA Guidelines require a safety review if at least six collisions for any one movement or of a discernible pattern, over a five-year period, have occurred. Reviewing the available collision data, it indicates that there were no recorded collisions from 2019 to 2024 at the Spratt & Cambie Road intersection. Detailed collision data have been provided in **Appendix D**.

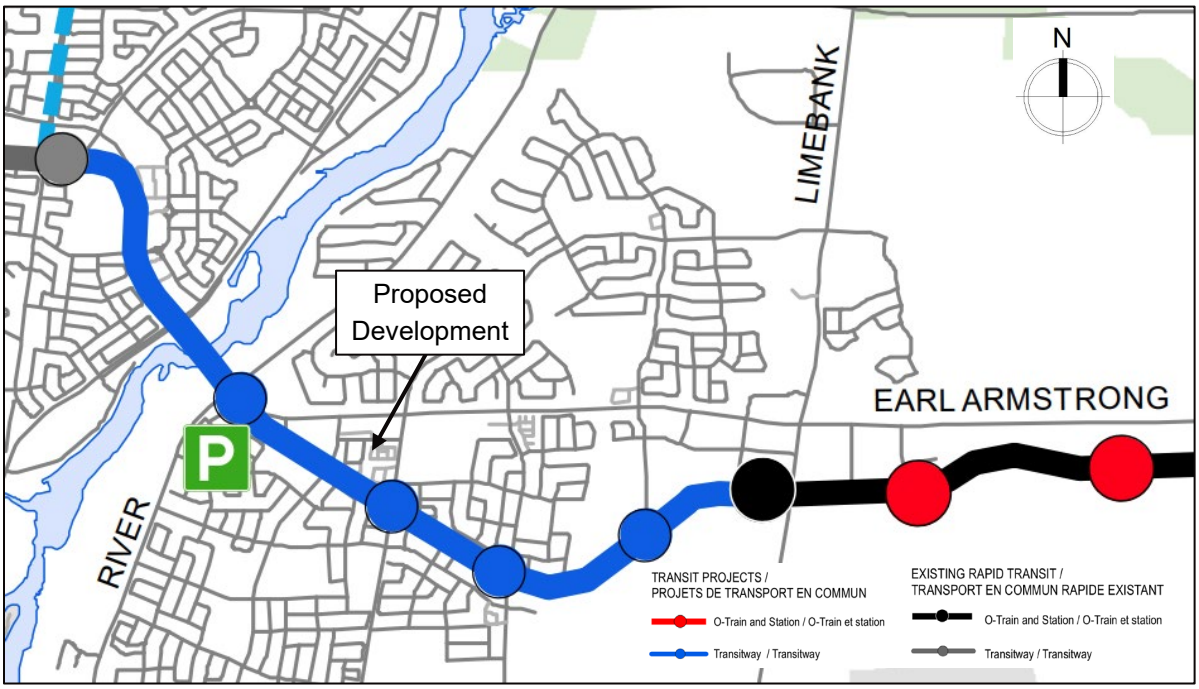
Planned Conditions

The City of Ottawa 2025 Transportation Master Plan (TMP) outlines future road network modifications. The following projects were noted that may have an impact on area traffic within the vicinity of the site:

- **Earl Armstrong Road** – Planned widening from two to four lanes between Limebank Road and Bowesville Road.
- **Future Bus Rapid Transit (BRT) Corridor** – An approximate 40-metre ROW is protected for a future BRT corridor abutting the site to the south and that will ultimately extend from Barrhaven Town Centre to Limebank Station.

Figure 2 below illustrates the location of the proposed development relative to this future BRT facility. As such, in the long term the proposed development will be located immediately adjacent to a transitway station. This facility has also been identified as part of the Priority Transit Network in the Ottawa Transportation Master Plan (TMP).

Figure 2 - Priority Transit Network



(Source: Ottawa Transportation Master Plan Update Transit Network Development, accessed 2025-08-15)

In addition to the construction of the South Transitway, the Ottawa TMP Update's Road Network Development Report identifies the median bus rapid transit has already been built in the Chapman Mills corridor from Nepean Woods Station to Longfields Drive. The Road Network Development Report also indicates that the South Transitway will connect O-Train Line 2 with Barrhaven Town Centre and the future O-Train Line 1 extension via the existing bus lanes on Strandherd Drive and Chapman Mills Drive.

Trip Generation

The peak period person-trip generation of the site has been estimated using appropriate rates from the 2020 TRANS Trip Generation Summary Report. The resulting peak period person trip generation is summarized in **Table 2** below.

Table 2 - Peak Period Person Trips

Land Use	Size	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Multi-Unit (High-Rise) Residential [1]	120 units	30	66	96	63	45	108

Notes: [1] Defined as 3 storeys or higher in the 2020 TRANS Trip Generation Summary Report.

The existing mode share distributions for high-rise development in South Gloucester/Leitrim is summarized in **Table 3** below.

Table 3 - Existing Mode Share Distributions

Travel Mode	Multi-Unit High-Rise [1]	
	AM Peak Period	PM Peak Period
Auto Driver	50%	53%
Auto Passenger	15%	17%
Transit	25%	21%
Bicycle	1%	1%
Walk	9%	9%
Total	**100%**	**100%**

Notes: [1] Defined as 3 storeys or higher in the 2020 TRANS Trip Generation Summary Report.

It should be noted that ultimately the transit mode share in the area is expected to increase significantly once rapid transit is implemented via the South Transitway adjacent to Spratt Road; however these existing mode share values will provide a conservative estimate for the purposes of this study.

The peak period person-trips from **Table 2** have been subdivided by mode based on the existing mode share distributions from **Table 3** and converted to peak hour person-trips using the conversion factors from the 2020 TRANS Trip Generation Summary Report. The resulting peak hour person-trips by mode are summarized in **Table 4** below.

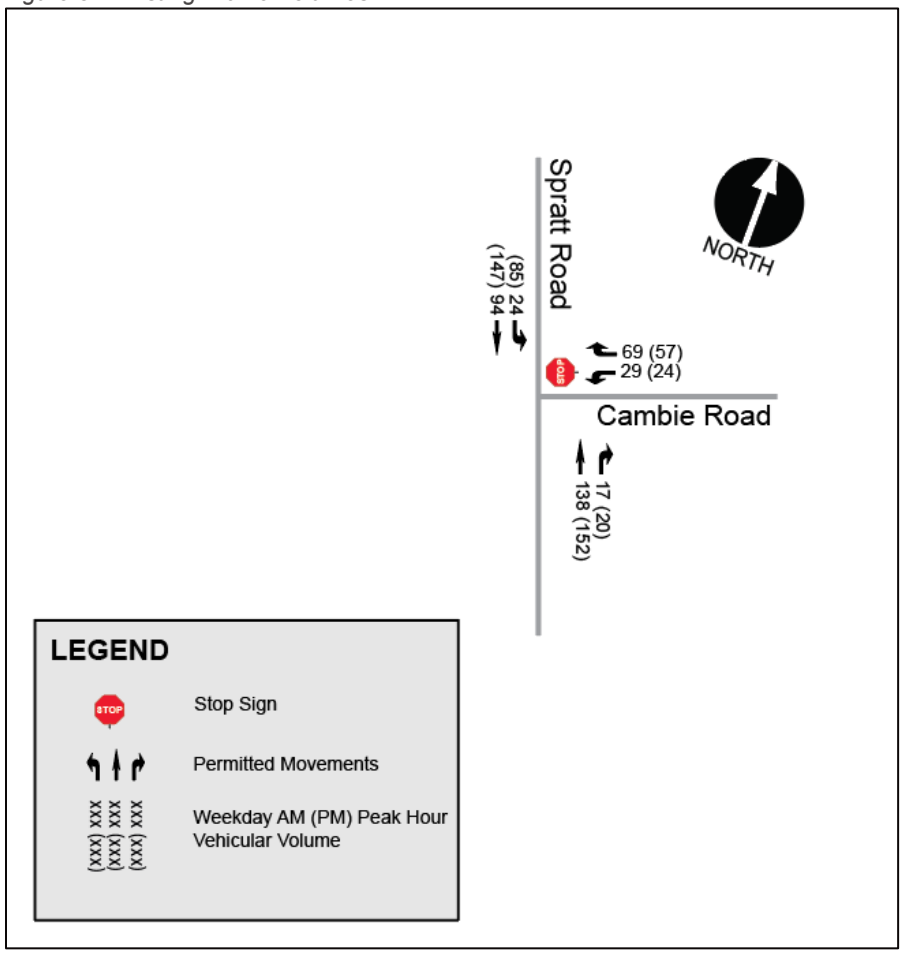
Table 4 - Peak Hour Trips by Mode

Travel Mode	AM Peak Period			PM Peak Period		
	In	Out	Total	In	Out	Total
Auto Driver	7	16	23	15	10	25
Auto Passenger	2	5	7	5	3	8
Transit	4	9	13	6	4	10
Bicycle	0	0	0	0	0	0
Walk	2	3	5	3	2	5
Total	**15**	**33**	**48**	**29**	**19**	**48**

Traffic Volume Projections

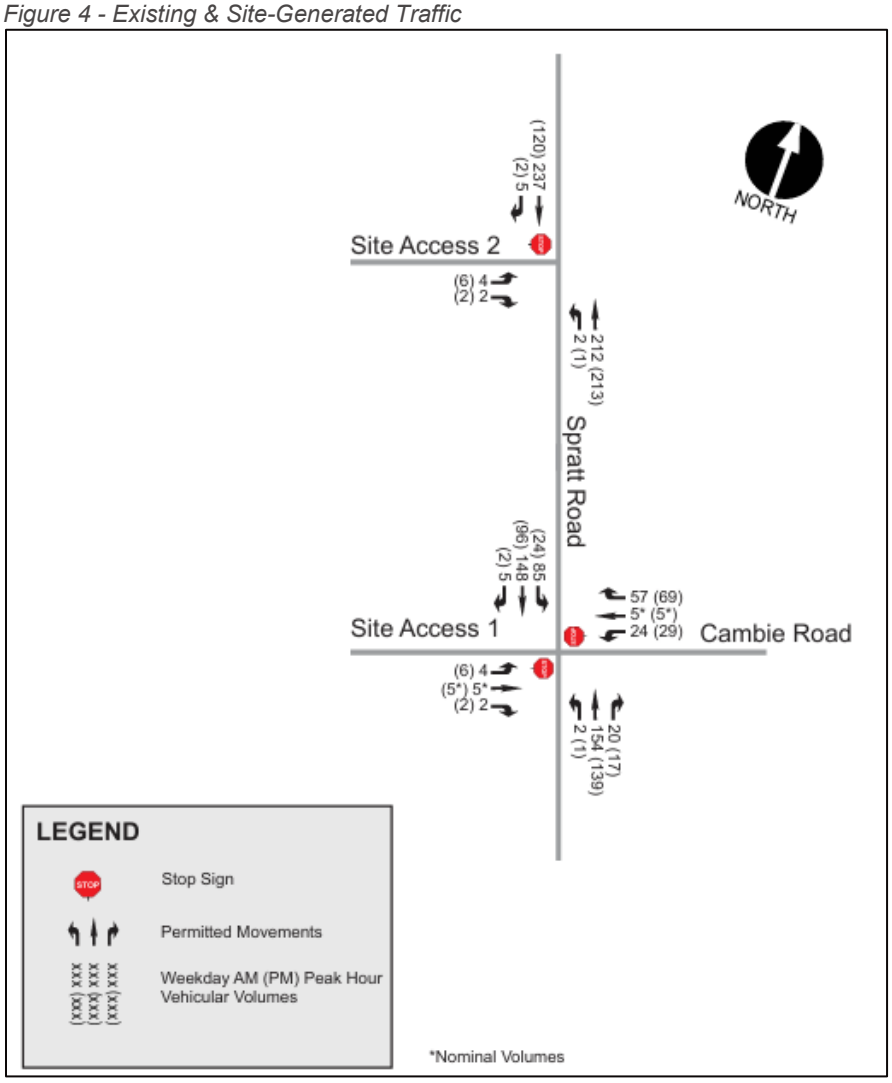
The traffic volumes at the existing intersection of Spratt Road & Cambie Road are shown in **Figure 3** below. These volumes were developed based on the turning movement counts collected by the City of Ottawa on Tuesday, July 9, 2024 and are provided in **Appendix E**.

Figure 3 - Existing Traffic Volumes



Site-generated traffic volumes were assigned to the adjacent transportation network based on existing travel patterns derived from traffic count data and superimposed onto existing traffic volumes balanced through the northern access driveway on Spratt Road. The resulting 'Existing & Site-Generated Traffic Volumes are shown in **Figure 4** below.

Figure 4 - Existing & Site-Generated Traffic



Intersection Capacity Analysis

Methodology

The Highway Capacity Manual 2010 (HCM), prepared by the Transportation Research Board, includes the following Levels of Service criteria for un-signalized intersections, related to average movement delays at the intersection, as indicated in **Table 5** below.

Table 5 - LOS Criteria for Unsignalized Intersections

LOS	DELAY (seconds)
A	<10
B	>10 and <15
C	>15 and <25
D	>25 and <35
E	>35 and <50
F	>50

The unsignalized intersection capacity analysis technique included in the HCM and used in the current study provides an indication of the Level of Service for each movement of the intersection under consideration. By this technique, the performance of the unsignalized intersection can be compared under varying traffic scenarios, using the Level of Service concept in a qualitative sense. One unsignalized intersection can be compared with another unsignalized intersection using this concept. Level of Service 'E' represents the capacity of the movement under consideration and generally, in large urban areas, Level of Service 'D' is considered to represent an acceptable operating condition (Level of Service 'E' is considered an acceptable operating condition for planning purposes for intersections located within Ottawa's Urban Core the downtown and its vicinity). Level of Service 'F' indicates that the movement is operating beyond its design capacity.

The Level of Service calculation is based on locally specific parameters as described in the TIA Guidelines and incorporates existing signal timing plans obtained from the City of Ottawa. The existing conditions analysis utilized a Peak Hour Factor (PHF) of 0.90, while future conditions consider optimized signal timing plans and use of a Peak Hour Factor (PHF) of 1.0 to recognize peak spreading beyond a 15-minute period in congested conditions.

Following the established intersection capacity analysis criteria described above, the existing and future conditions were analyzed during the weekday peak hour traffic volumes derived in this study.

The following section presents the results of the intersection capacity analysis. All tables summarize study area intersection LOS results during the weekday morning and afternoon peak hour periods. The Synchro output files have been provided in **Appendix F**.

An intersection capacity analysis was conducted to assess traffic operations under Existing Traffic. The results are summarized in **Table 6** below.

Table 6 – Intersection Capacity Analysis: Existing Traffic

Period	Lane Group	Storage Length	Intersection Delay	Intersection LOS	Delay	LOS	v/c Ratio	50th Percentile Queue	95th Percentile Queue
Spratt Road & Cambie Road									
AM	NBTR	-	10.2s	B	-	-	-	-	-
	NBTR	-			-	-	-	-	-
	WBRL	-			10.2s	B	0.14	-	3.5m
	SBL	-			7.6s	A	0.02	-	0.7m
	SBT	-			-	-	-	-	-
PM	NBTR	-	10.9s	B	-	-	-	-	-
	NBTR	-			-	-	-	-	-
	WBRL	-			10.9s	B	0.13	-	2.8m
	SBL	-			7.8s	A	0.07	-	1.4m
	SBT	-			-	-	-	-	-

An intersection capacity analysis was conducted to assess traffic operations under Existing and Site-Generated Traffic conditions, and the results are summarized in **Table 7** below.

Table 7 - Intersection Capacity Analysis: Existing & Site-Generated Traffic

Period	Lane Group	Storage Length	Intersection Delay	Intersection LOS	Delay	LOS	v/c Ratio	50th Percentile Queue	95th Percentile Queue
Spratt Road & Site Access 1/Cambie Road									
AM	NBTRL	-	12.1s	B	7.5s	A	0	-	-
	NBTRL	-			-	A	-	-	-
	NBTRL	-			-	-	-	-	-
	EBTRL	-			12.1s	B	0.01	-	-
	WBTRL	-			10.9s	B	0.12	-	2.8m
	SBL	-			7.7s	A	0.06	-	1.4m
	SBTR	-			-	-	-	-	-
	SBTR	-			-	-	-	-	-
PM	NBTRL	-	10.7s	B	7.4s	A	0	-	-
	NBTRL	-			-	A	-	-	-
	NBTRL	-			-	-	-	-	-
	EBTRL	-			10.7s	B	0.01	-	-
	WBTRL	-			10.1s	B	0.12	-	2.8m
	SBL	-			7.6s	A	0.02	-	0.7m
	SBTR	-			-	-	-	-	-
	SBTR	-			-	-	-	-	-
Spratt Road & Site Access 2									
AM	NBTL	-	10.8s	B	7.7s	A	0	-	-
	NBTL	-			-	A	-	-	-
	EBRL	-			10.8s	B	0.01	-	-
	SBTR	-			-	-	-	-	-
	SBTR	-			-	-	-	-	-
PM	NBTL	-	10.1s	B	7.4s	A	0	-	-
	NBTL	-			-	A	-	-	-
	EBRL	-			10.1s	B	0.01	-	-
	SBTR	-			-	-	-	-	-
	SBTR	-			-	-	-	-	-

The results of the intersection capacity analysis indicate that with and without site-generated traffic, the study area intersections operate at acceptable Levels of Service (i.e. LOS 'E' or better).

Additionally, the projected queueing on the southbound approach of the Spratt Road & Cambie intersection is negligible. At this time, no site access blockages are to be expected.

Traffic volume data collected during the weekday AM and PM peak hours per the turning movement counts indicate that vehicular demand in the peak direction is notably low. Specifically, observed peak hour and peak direction volumes at the intersection of Spratt Road & Cambie Road range from around 250 in the weekday morning peak hour and 220 in the weekday afternoon peak hour. The typical capacity of a vehicular travel lane is generally 800-1,000 vehicles per hour. This comparison highlights that current demand is well below the practical capacity of a single lane and is therefore generally acceptable.

Auxiliary Lane Analysis

Auxiliary turning lane requirements for both intersections within the study area are described as follows:

Unsignalized Auxiliary Left-Turn Lane Requirements

Auxiliary left-turn lane analyses for all unsignalized study area intersections were completed under the 'Existing & Site-Generated Traffic condition.

The MTO Geometric Design Standards for Ontario Highways left-turn warrant was applied to mainstreet approaches at the Spratt & Cambie unsignalized intersection using the highest left-turn volume from either the weekday morning or afternoon peak hour. The results have been summarized in **Table 8** below.

Table 8 - Auxiliary Left-Turn Lane Analysis at Unsignalized Intersections

INTERSECTION	APPROACH	VOLUME ADVANCING (V_A)	VOLUME OPPOSING (V_O)	% LEFT TURN IN V_A	EXISTING PARALLEL LENGTH (M)	STORAGE DEFICIENCY (M)
Spratt & Cambie	SB	239 (123)	177 (157)	40% (20%)	25	Existing Storage Adequate

**Note - AM (PM)*

The results of the warrant analysis presented in **Table 8** above do not indicate the need for a dedicated southbound left-turn auxiliary lane. As such, the location of the proposed northern site access driveway in the tail of the taper for the southbound left-turn auxiliary lane serving the Spratt & Cambie intersection is not of concern. Detailed auxiliary analyses can be found in **Appendix G**.

Unsignalized Auxiliary Right-Turn Lane Requirements

There is currently no formal City of Ottawa or MTO warrant procedure governing the application of auxiliary right-turn lanes at unsignalized intersections. Referring to TAC Geometric Design Guide for Canadian Roads, an auxiliary right-turn lane be considered "when the volume of decelerating or accelerating vehicles compared with the through traffic volume causes undue hazard" and the volume of right-turning traffic exceeds 60 vehicles or 10% of the approach volume.

The two study area intersections do not satisfy the criteria outlined above and therefore no right-turn auxiliary lanes are recommended for implementation based on the traffic volumes developed for this study.

Circulation and Site Access

All site-generated traffic will access the proposed development via two, all-movement access driveways on Spratt Road. Both access driveways and drive aisles will provide the required clear width of 6.7 metres, as prescribed in the Zoning By-law (2008-250). The internal roadways have a curb radius of 12m and the curb radii at the site access driveways have been reduced to 5m along with areas of the site that are not required for the fire route. A swept-path analysis was undertaken which confirms the ability of the two design vehicles including a fire truck and a front-loading waste collection vehicle to access the site, circulate within the internal drive aisle and egress back onto Spratt Road. Swept path analyses for each design vehicle is provided in **Appendix H**.

Both Site Access #1 and Site Access #2 are in conformance with the City of Ottawa Private Approach By-law (2003-447), with confirmation of the following items:

- Width: The Zoning By-law states that in the case of a two-way driveway for a stacked dwelling that leads to more than 20 parking spaces, the driveway must provide between 6.0m and 6.7m of clear width.
    - Site Access #1 and Site Access #2 will provide 6.7 metres of clear width.
- Distance from Intersecting Road: Where a property abuts or is within 46 metres of an arterial road or major collector highway and proposes between 100 & 199 parking spaces, the proposed private approach must be at least 30 metres from the nearest intersecting street line.
    - Site Access #1 will be located directly opposite Cambie Road and will form the west leg of the Spratt & Cambie intersection. Site Access #2 will be located approximately 140 metres and 80 metres from the Poplin Street and Cambie Road street lines, respectively, and is therefore in conformance with the by-law.
- Quantity and Spacing of Private Approaches: For sites with frontage between 46 and 150 metres, one (2) two-way and two (2) one-way private approaches or two (2) two-way approaches are permitted. For each additional 90 meters of site frontage, one (1) two-way or two (2) one-way private approaches are permitted. Any two private approaches must be separated by at least 9.0m and can be reduced to 2.0m in the case of two one-way driveways. On lots that abut more than one roadway, these provisions apply to each frontage separately.
    - The subject site's frontage on Spratt Road is approximately 125 metres and therefore the proposed two (2) two-way private approaches are compliant with the by-law.
- Distance from Property Line: Private approaches must be at least 3.0m from the abutting property line, however this requirement can be reduced to 0.3m provided that the access is a safe distance from the access serving the adjacent property, sight lines are adequate and that it does not create a traffic hazard.
    - Site Access #1 will be located approximately 3 metres from the southern property line, both along Spratt Road and Site Access #1 will be located approximately 35 metres from the northern property line.

The Transportation Association of Canada (TAC) recommends a minimum throat length of 15 meters for a site access driveway serving an apartment use with between 100 and 200 dwelling units accessing a collector road. Site Access #1 and Site Access #2 will consist of an approximate 15 metre throat length, respectively. As such, the throat lengths proposed at either site access driveway are deemed to be acceptable.

Parking Review

Vehicle Parking Requirements

Table 9 below summarizes the number of parking spaces required by the Zoning By-law (2008-250) for Area 'C' and the number of parking spaces proposed.

Table 9 - Parking Supply

Land Use	Type of Space	Required per Zoning By-law (2008-250)	Potentially Required per New Zoning By-law Final Draft (2026-50)	Proposed
120 Multi-Unit (High-Rise)	Resident	144 (1.2 spaces/unit)	No Minimum	**158 (1.31 spaces/unit)**
	Visitor	24 (0.2 spaces/unit)	12 (0.1 spaces/unit after first 24 units)	**24 (0.2 spaces/unit)**
Total		**168**	**10**	**182**

It should be noted that one of the 24 visitor parking spaces will be an accessible parking space. As this is a private development, the City of Ottawa Accessibility Design Standards do not apply and instead the Traffic and Parking By-law (2017-301) governs. The By-law states that for a parking lot with between 1 and 25 public parking spaces, a single Type 'A' parking space is required. As only the 24 visitor parking spaces are available to the public, the single-accessible parking space is compliant with the By-law requirements.

The New Zoning By-law Final Draft (2026-50) was released in September 2025 and is now Council-approved as of January 28, 2026; although, it is understood that this new version of the Zoning By-law will be subjected to an appeal period prior to its official adoption. This Final Draft Zoning By-law (2026-50) features a number of revisions to the parking requirements outlined in the Zoning By-law (2008-250). The modifications include the elimination of minimum requirements for resident parking spaces and a reduction in the minimum visitor parking requirement to 0.1 spaces per unit. Furthermore, as the proposed development is located in Area C of Schedule A3 of the draft Zoning By-law, the visitor parking requirements do not apply to the first 24 dwelling units. Under the draft Zoning By-law, the only requirement for the site would be to provide 10 visitor parking spaces. As such, the proposed parking supply meets the parking requirements of the Final Draft Zoning By-law (2026-50).

Bicycle Parking Requirements

The Zoning By-law indicates that a minimum of 0.5 bicycle parking spaces per unit are required for stacked dwellings. This equates to a minimum requirement of 60 spaces. A total of 60 spaces will be provided, thereby meeting the requirements.

Minimum Dimension Requirements

The Zoning By-law and City of Ottawa Accessibility Design Standards specifies the following size requirements for parking facilities:

- Drive aisles must have a minimum of 6.0m in width.
- Regular parking spaces must be a minimum of 5.2m long and 2.6m wide.

The proposed parking facility has been reviewed and meets the above requirements.

Conclusion

The proposed development is expected to generate up to 25 two-way vehicle trips during each of the weekday peak hours. An intersection capacity analysis was conducted for the intersections of Spratt Road & Cambie Road, Spratt Road & Site Access #1/Cambie Road and Spratt Road & Site Access #2. The results of the analysis indicate that both intersections under Existing and 'Existing & Site-generated' Traffic conditions operate at Level of Service 'B'. As such, there are currently no intersection capacity issues at either intersection. The results of the analysis indicate that fire truck and waste collection vehicles will be able to circulate satisfactorily within the site and at the proposed site access driveways. The site accesses and drive aisles have been reviewed for conformance with applicable by-laws (e.g., Zoning and Private Approach By-laws) and technical standards/guidelines. No issues or concerns were identified with respect to the proposed site access geometry. The proposed parking supply meets the requirements of the current Zoning By-law (2008-250) and the Final Draft Zoning By-law (2026-50).

In conclusion, it is the overall opinion of Arcadis that the proposed development can be safely accommodated on the adjacent road network.

Ben Pascolo-Neveu, P.Eng.
Transportation Engineer

Appendix A: Proposed Development

KEY PLAN

1 SP-1 SITE PLAN
SCALE = 1 : 400

0m 10 20 40
SCALE 1: 400

PROJECT INFORMATION

Zoning By-law 2008-250 Consolidation GM SITE AREA 2.0 ha. 20,759.0 m² 223,448 ft²

ZONING	REQUIRED	PROVIDED
ZONE: PLANNED UNIT DEVELOPMENT	GM	GM
BUILDING HEIGHT	18.0m	9.3m
DENSITY - MAXIMUM FLOOR SPACE INDEX	2.0	0.6
FRONT YARD SETBACK: NUTTING CRESCENT	3.0m	26.4m
INTERIOR YARD SETBACK - BUILDINGS UNDER 11m IN HT.	1.2m	6.8m
INTERIOR YARD SETBACK - BUILDINGS OVER 11m IN HT.	3.0m	n/a
REAR YARD SETBACK ABUTTING A STREET : SPRATT ROAD	7.5m	___m
BUILDING SETBACK TO A PRIVATE WAY	1.8m	3.9m
BUILDING SEPARATION (UNDER 14.5m HT.)	1.2m	___m
AMENITY AREA - TOTAL 6.0m² PER UNIT	720.0m²	3,700.0m²
AMENITY AREA - 50% COMMUNAL PER UNIT	360.0m²	400.0m²
VEHICLE PARKING: RESIDENTIAL - 1.2 PER UNIT	144	158
VEHICLE PARKING: VISITOR - 0.2 PER UNIT	24	24
BICYCLE PARKING - RESIDENTIAL - 0.5 PER UNIT	60	60
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	6.0m / 6.7m	6.2m / 6.7m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A RESIDENTIAL ZONE	3.0m	3.6m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A STREET	3.0m	12.0m
MINIMUM WIDTH OF LANDSCAPED AREA - AROUND A PARKING LOT	3.0m	3.0m

DRAWING NOTES

1. PROPERTY LINE
2. BUILDING SETBACKS
3. REQUIRED AMENITY AREA
4. PARKING SPACE: STANDARD SIZE 2.6 x 5.2 METRES
5. PROPOSED HYDRO TRANSFORMER / SWITCHGEAR
6. ASPHALT DRIVING SURFACE
7. IN GROUND WASTE BINS
8. ORGANIC WASTE / OVER SIZED GARBAGE ENCLOSER 2.1m HIGH OPAQUE SCREEN AROUND PERIMETER
9. BICYCLE PARKING SPACES (6) WITH RACK
10. PROPOSED HYDRANT
11. EXISTING FIRE HYDRANT
12. TEMPORARY SNOW STORAGE
13. EXISTING BELL BOXES
14. 1.8m WIDE RAISED CONCRETE CROSS WALK WITH TWSI & TRANSITIONS
15. DEPRESSED STREET CURB & SIDEWALK, CONTINUOUS AND DEPRESSED @ DRIVEWAY
16. DEPRESSED CURB AND TWSI
17. 3.2m x 4.2m ELECTRICAL SHED
18. 1.8m / 1.5m WIDE CONCRETE WALK
19. ACCESSIBLE PARKING SPACE WITH ACCESS AISLE, DEPRESSED CURB AND TWSI
20. -
21. RETAINING WALL, SEE CIVIL
22. PROPOSED CONCRETE BUS PAD
23. 1.5m x 1.5m EASEMENT FOR BUS PAD
24. 1.5m WIDE ASPHALT THROUGH SITE CONNECTION PATH
- -
- -
- -

GROSS BUILDING - AREAS

(CITY OF OTTAWA'S DEFINITION)

PROPOSED BUILDING 'A'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'B'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'C'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'D'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'E'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'F'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'G'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'H'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'J'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'K'	1,256.0 m²	13,520 ft²
TOTAL PROPOSED AREA	12,560.0 m²	135,200 ft²

UNIT STATISTICS

2 BEDROOM UNIT 120

CAR PARKING

REQUIRED by ZONING BY-LAW

RESIDENCE	- 1.2 PER UNIT	144
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		168

PROVIDED

RESIDENCE	- 1.31 PER UNIT	158
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		182

BICYCLE PARKING

REQUIRED	- 0.5 PER UNIT	60
PROVIDED		60

WASTE COLLECTION

GUIDELINES

GARBAGE	- 0.231 YARDS³ / UNIT	28 YARDS³
RECYCLING (GMP)	- 0.018 YARDS³ / UNIT	2 YARDS³
RECYCLING (FIBRE)	- 0.062 YARDS³ / UNIT	7.4 YARDS³
ORGANICS	- 240L CONTAINER / 50 UNITS	3 x 240L

	REQUIRED	PROVIDED
GARBAGE	5 EARTHBINS	5 EARTHBINS
RECYCLING (GMP)	1 EARTHBINS	1 EARTHBINS
RECYCLING (FIBRE)	2 EARTHBINS	2 EARTHBINS
ORGANICS	3 x 240L BINS	3 x 240L BINS
LARGE ITEM GARBAGE	N/A	8 m²

*EARTHBINS= (6.5 YARDS³)

SNOW STORAGE

TEMPORARILY STORED AND TRUCKED OFF SITE

REQUIRED AMENITY SPACE

6.0 m² PER UNIT=	1,152.0 m²
50% COMMUNAL AMENITY AREA =	576.0 m²

PROVIDED AMENITY SPACE

PRIVATE BALCONY / PATIOS =	2,611.2 m²
COMMUNAL EXTERIOR AREA=	2,000.0 m²
TOTAL =	4,611.2 sq. m.

SITE COVERAGE

BUILDING FOOTPRINT =	17.6%	6,800.0 sq. m.
DRIVING SURFACE =	65.4%	25,189.0 sq. m.
LANDSCAPE AREA =	17.0%	4,799.0 sq. m.
TOTAL =	100.0%	36,789.0 sq. m.

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.

THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.

DO NOT SCALE DRAWINGS.

NOTATION SYMBOLS:

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- ◇ 00 INDICATES ASSEMBLIE TYPE; REFER TO TYPICAL ASSEMBLIES SCHEDUAL.
- ⬡ 00 INDICATES WINDOW TYPE; REFER TO WINDOW ELEVATIONS AND DETAILS ON A900 SERIES.
- (000) INDICATES DOOR TYPE; REFER TO DOOR SCHEDULE AND DETAILS ON A900 SERIES.
- 00 / A000 DETAIL NUMBER / TITLE / SCALE / DETAIL REFERENCE PAGE

No.	DESCRIPTION	DATE
7	ISSUED FOR OWNER / CONSULTANT REVIEW	Nov. 26, 2025
6	REVISED LAYOUT ISSUED FOR REVIEW	Oct. 16, 2025
5	ISSUED FOR SITE PLAN 3rd REVIEW RESPONSE	MAR 29 2023
4	ISSUED FOR SITE PLAN 2nd REVIEW RESPONSE	JAN 05 2023
3	ISSUED FOR SITE PLAN 1st REVIEW RESPONSE	JUL 07 2022
2	ISSUED FOR CONSULTANT REVIEW	OCT 15 2021
1	ISSUED FOR PRELIMINARY REVIEW	FEB 26 2021

REVISIONS:

ARCHITECT SEAL: SEAL DATE: STAMP DATE

NORTH ARROW:

CLIENT: CLARIDGE HOMES

ARCHITECT: rla/architecture roderick lahey architect inc.
56 beech street, ottawa, ontario K1S 3J6
t. 613.724.9932 f. 613.724.1209 rlaarchitecture.ca

PROJECT TITLE: 4624 SPRATT ROAD
OTTAWA ONTARIO

SHEET TITLE: SITE PLAN

DRAWN: R.V. CHECKED: RV

SCALE: 1:400

SHEET No. SP-1

PROJECT No. 2033

D07-12-22-0021

LEGAL DESCRIPTION

PLAN OF SURVEY OF

PART OF BLOCK 177
REGISTERED PLAN 4M-1470
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

TRANSPORTATION ENDINEER

Arcadis Canada Inc.
500 - 333 Preston Street
Ottawa, Ontario, K1S 5N4
Tel: 613 225-1311
Mobile:
Email: ben.pascoloneveu@arcadis.com

CIVIL ENGINEER

Arcadis Canada Inc.
500 - 333 Preston Street
Ottawa, Ontario, K1S 5N4
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Mobile:
Email: ryan.magladry@arcadis.com

PROJECT DEVELOPER

Claridge Homes
505 Preston Avenue
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Tel.: (613) 233-6030
E-Mail: shawn.malhotra@claridgehomes.com
E-Mail: marc.stpierre@claridgehomes.com
E-Mail: victoria.st.pierre@claridgehomes.com

SURVEYOR

Annis O'Sullivan Vollebekk Ltd.
Ontario Land Surveyors
14 Concourse Gate, Suite 500,
Nepean, Ontario K2E 7S6
Tel: (613) 727-0850
E-Mail: TravisH@aovltd.com

GEOTECHNICAL ENGINEER

Paterson Group
154 Colonnade Road South
Ottawa, Ontario K2E 7J5
Tel: 613.226-7381
Email: sdennis@patersongroup.ca

LANDSCAPE ARCHITECT

James B. Lennox & Associates Inc.
Landscape Architects
3332 Carling Ave.
Ottawa, Ontario K2H 5A8
Tel: 613-722-5168
Email: ml@jbla.ca

URBAN PLANNER

Novatech Eng. Consultants Limited
200 - 240 Michael Cowpland Drive
Ottawa, Ontario, K2M 1P6
Tel: 613 254-9643
Email: r.tran@novatech-eng.com

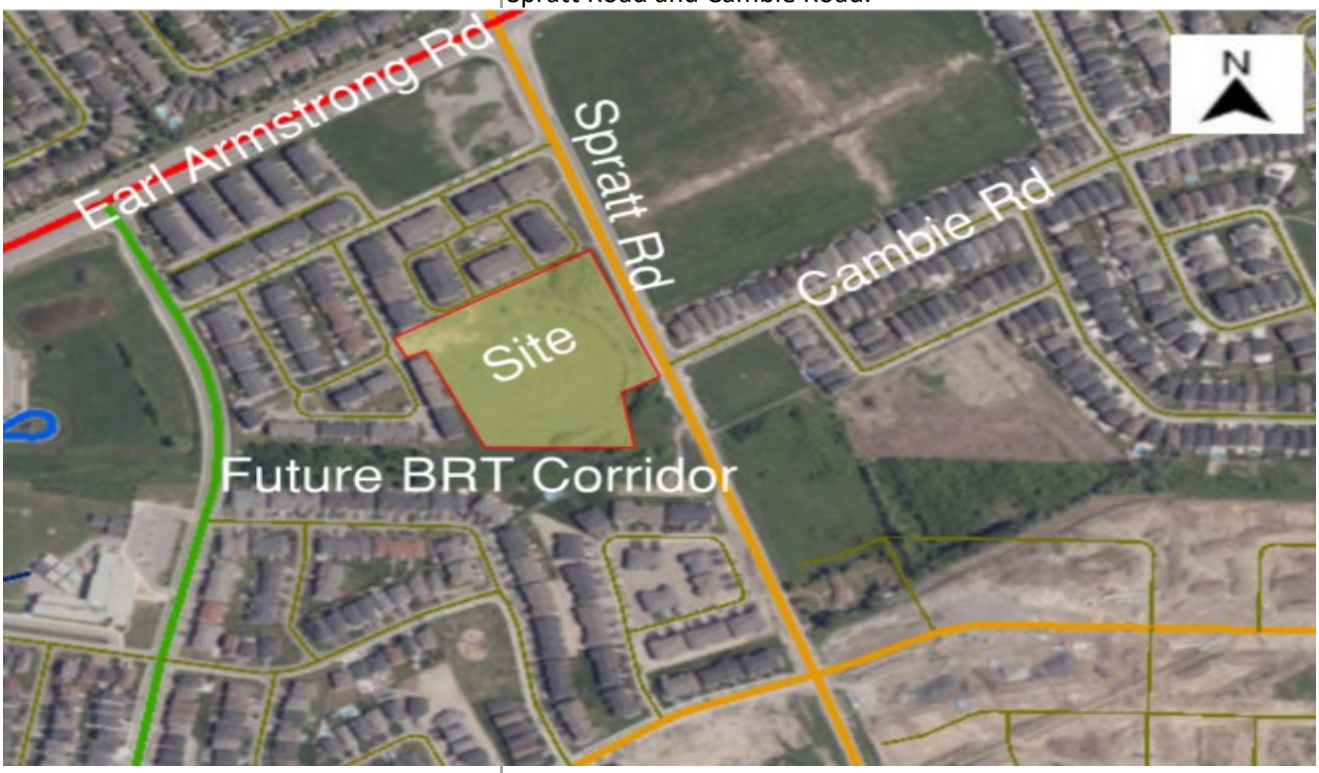
Appendix B: TIA Screening Form

City of Ottawa 2017 TIA Guidelines Screening Form

*Revised per City of Ottawa update to the TIA Guidelines, effective June 14, 2023

1. Description of Proposed Development

Municipal Address	4624 Spratt Road, Ottawa ON
Description of Location	The site is situated south of Earl Armstrong Road with direct frontage on Spratt Road. It is adjacent to the stop-controlled intersection of Spratt Road and Cambie Road.



Land Use Classification	Residential
Development Size (units)	120 terrace flats (3 storeys)
Development Size (m^2)	N/A
Number of Accesses and Locations	Spratt Road - Two (2) new all-movements site access driveways
Phase of Development	Single Phase
Buildout Year	~2030 (anticipated full build-out of all phases)

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

KEY PLAN

1 SP-1 SITE PLAN
SCALE = 1 : 400

0m 10 20 40
SCALE 1: 400

PROJECT INFORMATION

Zoning By-law 2008-250 Consolidation GM SITE AREA 2.0 ha. 20,759.0 m² 223,448 ft²

ZONING	REQUIRED	PROVIDED
ZONE: PLANNED UNIT DEVELOPMENT	GM	GM
BUILDING HEIGHT	18.0m	9.3m
DENSITY - MAXIMUM FLOOR SPACE INDEX	2.0	0.6
FRONT YARD SETBACK: NUTTING CRESCENT	3.0m	26.4m
INTERIOR YARD SETBACK - BUILDINGS UNDER 11m IN HT.	1.2m	6.8m
INTERIOR YARD SETBACK - BUILDINGS OVER 11m IN HT.	3.0m	n/a
REAR YARD SETBACK ABUTTING A STREET : SPRATT ROAD	7.5m	___m
BUILDING SETBACK TO A PRIVATE WAY	1.8m	3.9m
BUILDING SEPARATION (UNDER 14.5m HT.)	1.2m	___m
AMENITY AREA - TOTAL 6.0m² PER UNIT	720.0m²	3,700.0m²
AMENITY AREA - 50% COMMUNAL PER UNIT	360.0m²	400.0m²
VEHICLE PARKING: RESIDENTIAL - 1.2 PER UNIT	144	158
VEHICLE PARKING: VISITOR - 0.2 PER UNIT	24	24
BICYCLE PARKING - RESIDENTIAL - 0.5 PER UNIT	60	60
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	6.0m / 6.7m	6.2m / 6.7m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A RESIDENTIAL ZONE	3.0m	3.6m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A STREET	3.0m	12.0m
MINIMUM WIDTH OF LANDSCAPED AREA - AROUND A PARKING LOT	3.0m	3.0m

DRAWING NOTES

1. PROPERTY LINE
2. BUILDING SETBACKS
3. REQUIRED AMENITY AREA
4. PARKING SPACE: STANDARD SIZE 2.6 x 5.2 METRES
5. PROPOSED HYDRO TRANSFORMER / SWITCHGEAR
6. ASPHALT DRIVING SURFACE
7. IN GROUND WASTE BINS
8. ORGANIC WASTE / OVER SIZED GARBAGE ENCLOSER 2.1m HIGH OPAQUE SCREEN AROUND PERIMETER
9. BICYCLE PARKING SPACES (6) WITH RACK
10. PROPOSED HYDRANT
11. EXISTING FIRE HYDRANT
12. TEMPORARY SNOW STORAGE
13. EXISTING BELL BOXES
14. 1.8m WIDE RAISED CONCRETE CROSS WALK WITH TWSI & TRANSITIONS
15. DEPRESSED STREET CURB & SIDEWALK, CONTINUOUS AND DEPRESSED @ DRIVEWAY
16. DEPRESSED CURB AND TWSI
17. 3.2m x 4.2m ELECTRICAL SHED
18. 1.8m / 1.5m WIDE CONCRETE WALK
19. ACCESSIBLE PARKING SPACE WITH ACCESS AISLE, DEPRESSED CURB AND TWSI
20. -
21. RETAINING WALL, SEE CIVIL
22. PROPOSED CONCRETE BUS PAD
23. 1.5m x 1.5m EASEMENT FOR BUS PAD
24. 1.5m WIDE ASPHALT THROUGH SITE CONNECTION PATH
- -
- -
- -

GROSS BUILDING - AREAS

(CITY OF OTTAWA'S DEFINITION)

PROPOSED BUILDING 'A'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'B'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'C'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'D'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'E'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'F'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'G'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'H'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'J'	1,256.0 m²	13,520 ft²
PROPOSED BUILDING 'K'	1,256.0 m²	13,520 ft²
TOTAL PROPOSED AREA	12,560.0 m²	135,200 ft²

UNIT STATISTICS

2 BEDROOM UNIT 120

CAR PARKING

REQUIRED by ZONING BY-LAW

RESIDENCE	- 1.2 PER UNIT	144
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		168

PROVIDED

RESIDENCE	- 1.31 PER UNIT	158
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		182

BICYCLE PARKING

REQUIRED	- 0.5 PER UNIT	60
PROVIDED		60

WASTE COLLECTION

GUIDELINES

GARBAGE	- 0.231 YARDS³ / UNIT	28 YARDS³
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LARGE ITEM GARBAGE	N/A	8 m²

*EARTHBINS= (6.5 YARDS³)

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TEMPORARILY STORED AND TRUCKED OFF SITE

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6.0 m² PER UNIT=	1,152.0 m²
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PRIVATE BALCONY / PATIOS =	2,611.2 m²
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REVISIONS:

ARCHITECT SEAL: SEAL DATE: STAMP DATE

NORTH ARROW:

CLIENT: CLARIDGE HOMES

ARCHITECT: rla/architecture roderick lahey architect inc.
56 beech street, ottawa, ontario K1S 3J6
t. 613.724.9932 f. 613.724.1209 rlaarchitecture.ca

PROJECT TITLE: 4624 SPRATT ROAD
OTTAWA ONTARIO

SHEET TITLE: SITE PLAN

DRAWN: R.V. CHECKED: RV

SCALE: 1:400

SHEET No. SP-1

PROJECT No. 2033

D07-12-22-0021

LEGAL DESCRIPTION

PLAN OF SURVEY OF

PART OF BLOCK 177
REGISTERED PLAN 4M-1470
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Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

TRANSPORTATION ENDINEER

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E-Mail: victoria.st.pierre@claridgehomes.com

SURVEYOR

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GEOTECHNICAL ENGINEER

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Email: sdennis@patersongroup.ca

LANDSCAPE ARCHITECT

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Landscape Architects
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Email: ml@jbla.ca

URBAN PLANNER

Novatech Eng. Consultants Limited
200 - 240 Michael Cowpland Drive
Ottawa, Ontario, K2M 1P6
Tel: 613 254-9643
Email: r.tran@novatech-eng.com

2. Trip Gen Trigger

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

Land Use Type*	Minimum Development Size (60 person trips)	
Single-Detached[1]	60 units	
Multi-Use Family (Low-Rise)[1]	90 units	
Multi-Use Family (High-Rise)[1]	150 Units	
Office[2]	1,400 m^2	
Industrial[2]	7,000 m^2	
Fast-food restaurant or coffee shop[2]	110 m^2	
Destination Retail[2]	1,800 m^2	
Gas Station or convenience market[2]	90 m^2	

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

[1] *Table 2, Table 3 & Table 4 TRANS Trip Generation Summary Report*

[2] *ITE Trip Generation Manual 11.1 Ed.*

Based on the above, the Trip Generation Trigger is not satisfied.

3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit or Cross-Town Bikeways?		✓
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)?[1]		✓

[1] *Hubs are identified in Schedules B1 to B8 of the City of Ottawa Official Plan. PMTSAs are identified in ScheduleC1 of the Official Plan. DPAs are identified in Schedule C7A and C7B of the Official. See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA.*

Based on the above, the Location Trigger is not satisfied.

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street 80km/hr or greater?		✓
Are there any horizontal/vertical curvatures on a boundary street that limit sight lines at a proposed driveway?		✓
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/suburban conditions?)		✓
Is the proposed driveway within auxiliary lanes of an intersection?	✓	
Does the proposed driveway make use of an existing median break that serves an existing site?		✓
Is there a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		✓
Does the development include a drive-thru facility?		✓

Based on the above, the Safety Trigger is satisfied.

5. Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?		✓
Does the development satisfy the Location Trigger?		✓
Does the development satisfy the Safety Trigger?	✓	

Based on the results of the TIA Screening Form, the Safety Triggers are satisfied. A multi-step TIA is not triggered; however, a Transportation Memorandum will be conducted to review site-specific transportation aspects of the site.

Appendix C: Transit Maps

73

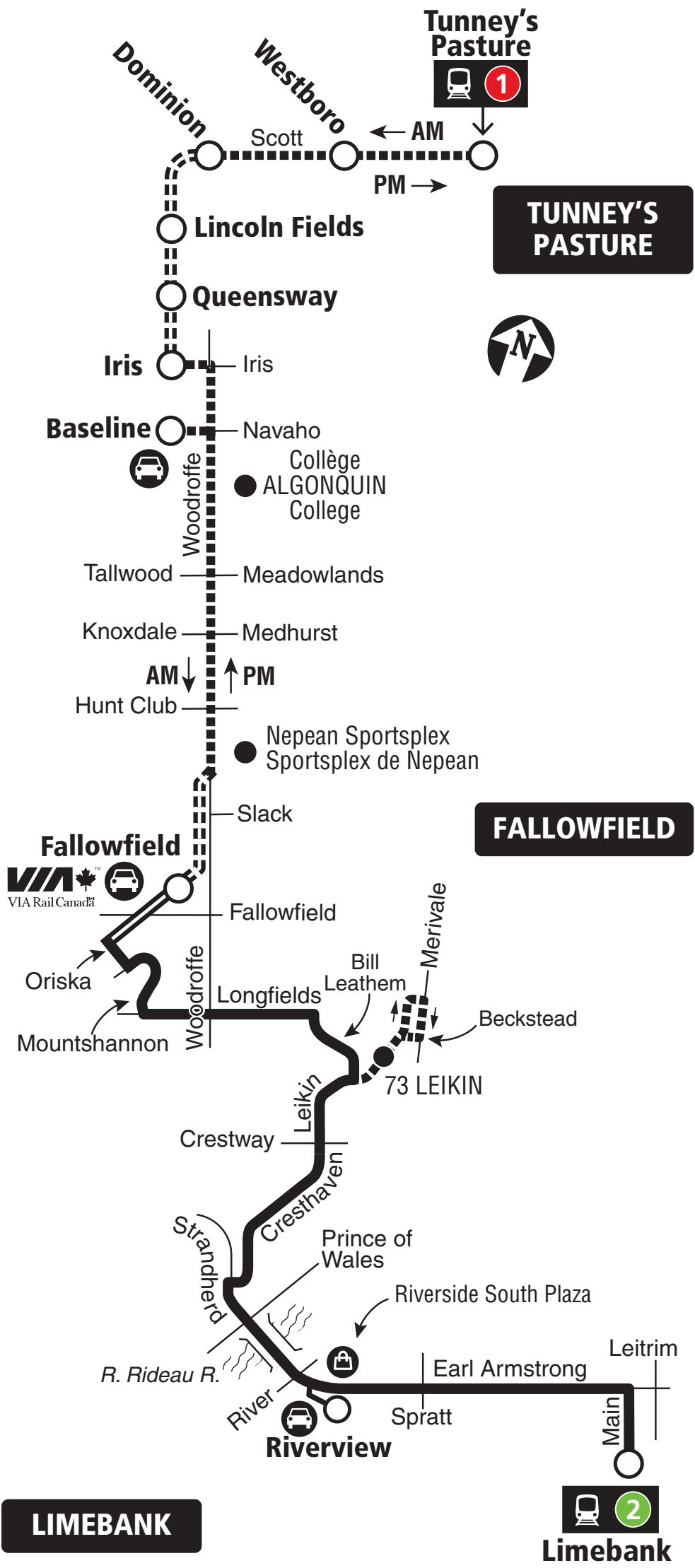
TUNNEY'S PASTURE
FALLOWFIELD
LIMEBANK

Local

Monday to Friday / Lundi au vendredi

All day service

Service toute la journée



04.2025

- Transitway & Station
- Peak Periods / Périodes de pointe
- Park & Ride / Parc relais
- Shopping Centre / Centre commercial

2025.04

This route starts on April 27, 2025 when the New Ways to Bus network comes into effect.

Ce circuit sera mis en service le 27 avril 2025, lorsque le réseau L'autobus réinventé entrera en vigueur.

Customer Service / Service à la clientèle **613-560-5000**

Security / Sécurité **613-741-2478**

OC Transpo **octranspo.com**

99

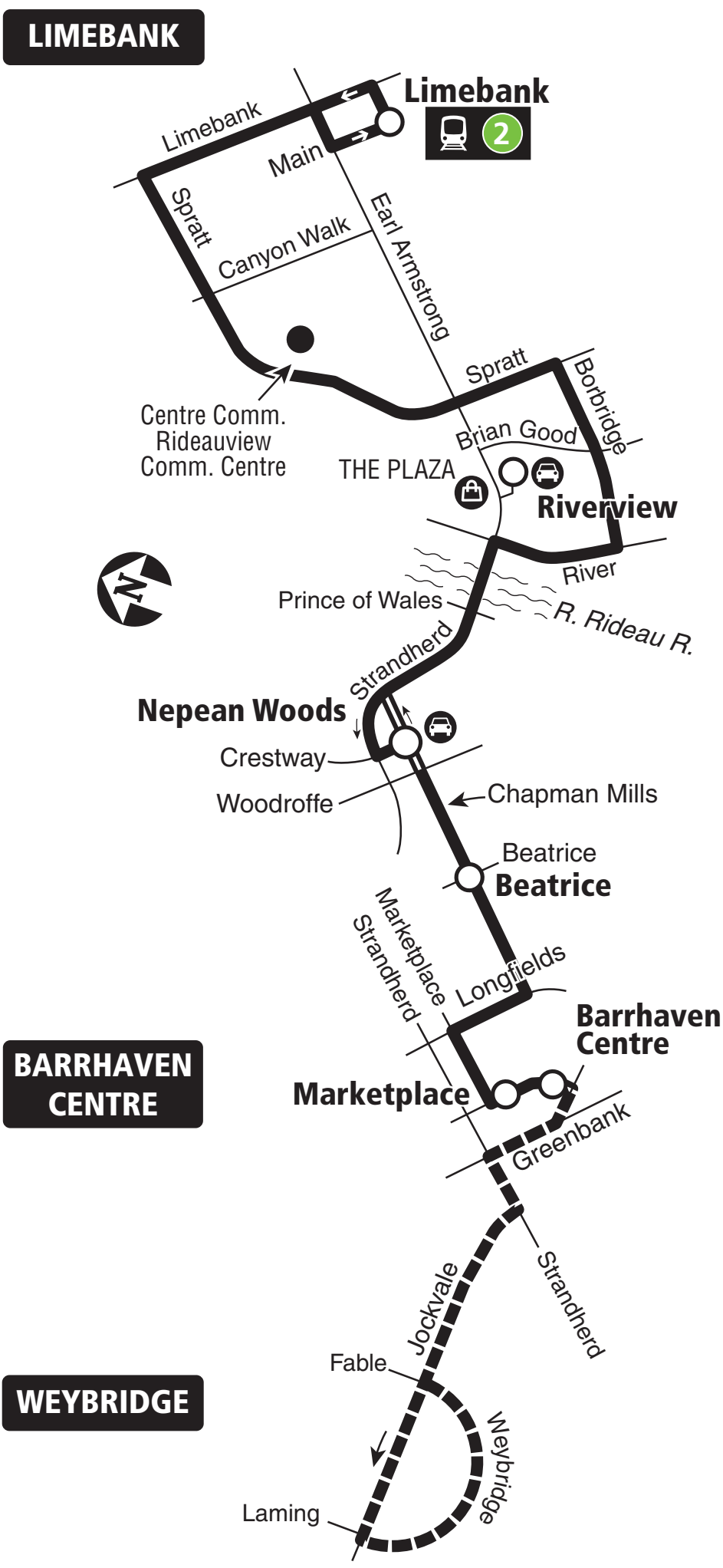
LIMEBANK

BARRHAVEN CENTRE
WEYBRIDGE

Local

7 days a week / 7 jours par semaine

All day service
Service toute la journée



04.2025

- Transitway & Station
- Some trips / Quelque trajet
- Shopping Centre / Centre commercial
- Park & Ride / Parc relais

2025.04

This route starts on April 27, 2025 when the New Ways to Bus network comes into effect.

Ce circuit sera mis en service le 27 avril 2025, lorsque le réseau L'autobus réinventé entrera en vigueur.

Customer Service / Service à la clientèle **613-560-5000**

Security / Sécurité **613-741-2478**

OC Transpo **octranspo.com**

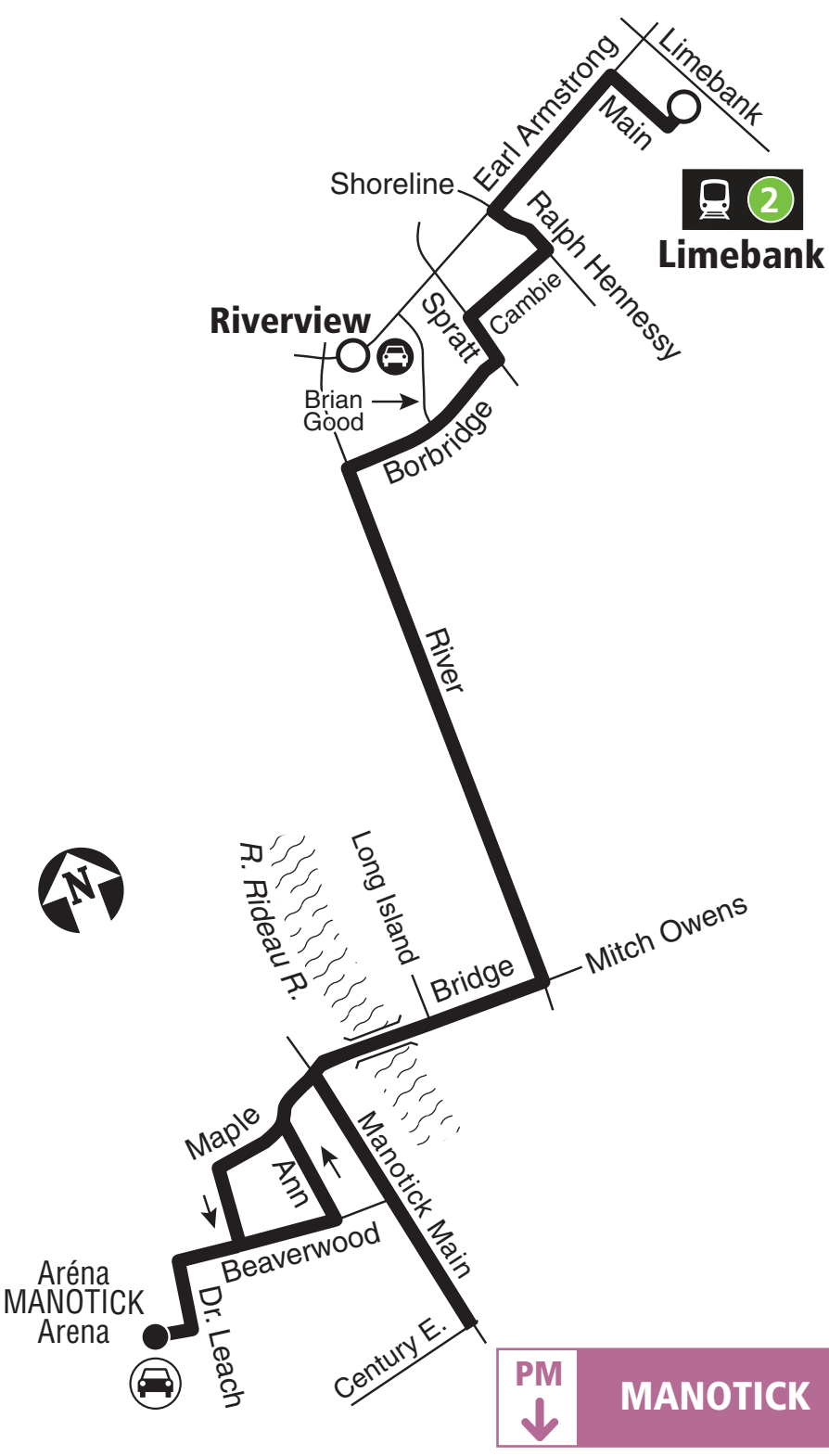
299 Connexion

MANOTICK
LIMEBANK

Monday to Friday / Lundi au vendredi

Peak periods only
Périodes de pointe seulement

AM ↑ **LIMEBANK**



PM ↓ **MANOTICK**

04.2025

Transitway & Station

Park & Ride / Parc relais

Shopping Centre / Centre commercial

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Security / Sécurité **613-741-2478**

OC Transpo **octranspo.com**

Appendix D: Collision Data

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: EARL ARMSTRONG RD @ SPRATT RD

Traffic Control: Traffic signal **Total Collisions:** 32

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Mar-02, Sat,20:47	Snow	Turning movement	Non-fatal injury	Loose snow	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Mar-12, Tue,14:19	Clear	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-May-04, Sat,17:45	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-02, Tue,16:19	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Aug-29, Thu,18:36	Clear	Rear end	Non-fatal injury	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Sep-15, Sun,16:40	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-02, Wed,17:20	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Oct-17, Thu,10:05	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-12, Tue,17:40	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-22, Sun,18:20	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jan-11, Sat,16:54	Rain	Turning movement	Non-fatal injury	Wet	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: EARL ARMSTRONG RD @ SPRATT RD

Traffic Control: Traffic signal **Total Collisions:** 32

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Jan-11, Sat,18:57	Freezing Rain	Turning movement	P.D. only	Wet	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2020-Jan-16, Thu,17:00	Snow	Turning movement	P.D. only	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2020-Mar-02, Mon,14:38	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Mar-13, Fri,12:04	Clear	Rear end	P.D. only	Dry	North	Turning right	Pick-up truck	Other motor vehicle	0
					North	Turning right	Pick-up truck	Other motor vehicle	
2020-Mar-13, Fri,16:45	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Delivery van	Other motor vehicle	
2020-Apr-06, Mon,21:07	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2020-May-25, Mon,09:56	Clear	Angle	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Turning left	Pick-up truck	Other motor vehicle	
2021-Mar-30, Tue,15:51	Clear	Turning movement	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-May-01, Sat,16:14	Clear	Angle	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Nov-23, Tue,18:00	Clear	Turning movement	Non-fatal injury	Dry	East	Turning left	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other	
2021-Dec-05, Sun,22:04	Snow	Sideswipe	P.D. only	Loose snow	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Truck - dump	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: EARL ARMSTRONG RD @ SPRATT RD

Traffic Control: Traffic signal **Total Collisions:** 32

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2022-Jan-01, Sat,20:55	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Jan-30, Sun,19:47	Clear	Angle	P.D. only	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Jun-22, Wed,07:15	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2022-Aug-14, Sun,14:20	Clear	Turning movement	P.D. only	Dry	East	Turning left	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2023-Apr-14, Fri,15:35	Clear	Turning movement	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Cyclist	0
					West	Going ahead	Bicycle	Other motor vehicle	
2023-Aug-01, Tue,19:25	Clear	SMV other	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Pedestrian	1
2024-Feb-28, Wed,02:35	Clear	Rear end	P.D. only	Dry	West	Going ahead	Passenger van	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Jul-31, Wed,16:30	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2024-Sep-12, Thu,11:30	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Oct-22, Tue,08:15	Fog, mist, smoke, dust	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: RIDEAU RD @ SPRATT RD

Traffic Control: Stop sign **Total Collisions:** 4

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: RIDEAU RD @ SPRATT RD

Traffic Control: Stop sign **Total Collisions:** 4

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Dec-17, Thu,17:10	Clear	Angle	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-May-11, Tue,15:37	Clear	Angle	P.D. only	Wet	South	Going ahead	Delivery van	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Jun-03, Thu,18:27	Clear	SMV other	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Skidding/sliding	0
2022-Dec-20, Tue,17:05	Clear	Angle	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: SPRATT RD btwn CAMBIE RD & RIDEAU RD

Traffic Control: No control **Total Collisions:** 3

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Jun-17, Wed,05:58	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Motorcycle	Other motor vehicle	0
					South	Overtaking	Automobile, station wagon	Other motor vehicle	
2022-Dec-06, Tue,21:00	Rain	SMV other	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Skidding/sliding	0
2024-Dec-01, Sun,14:52	Snow	Turning movement	Non-fatal injury	Loose snow	North	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

Appendix E: Traffic Volume Counts

Transportation Services - Traffic Services

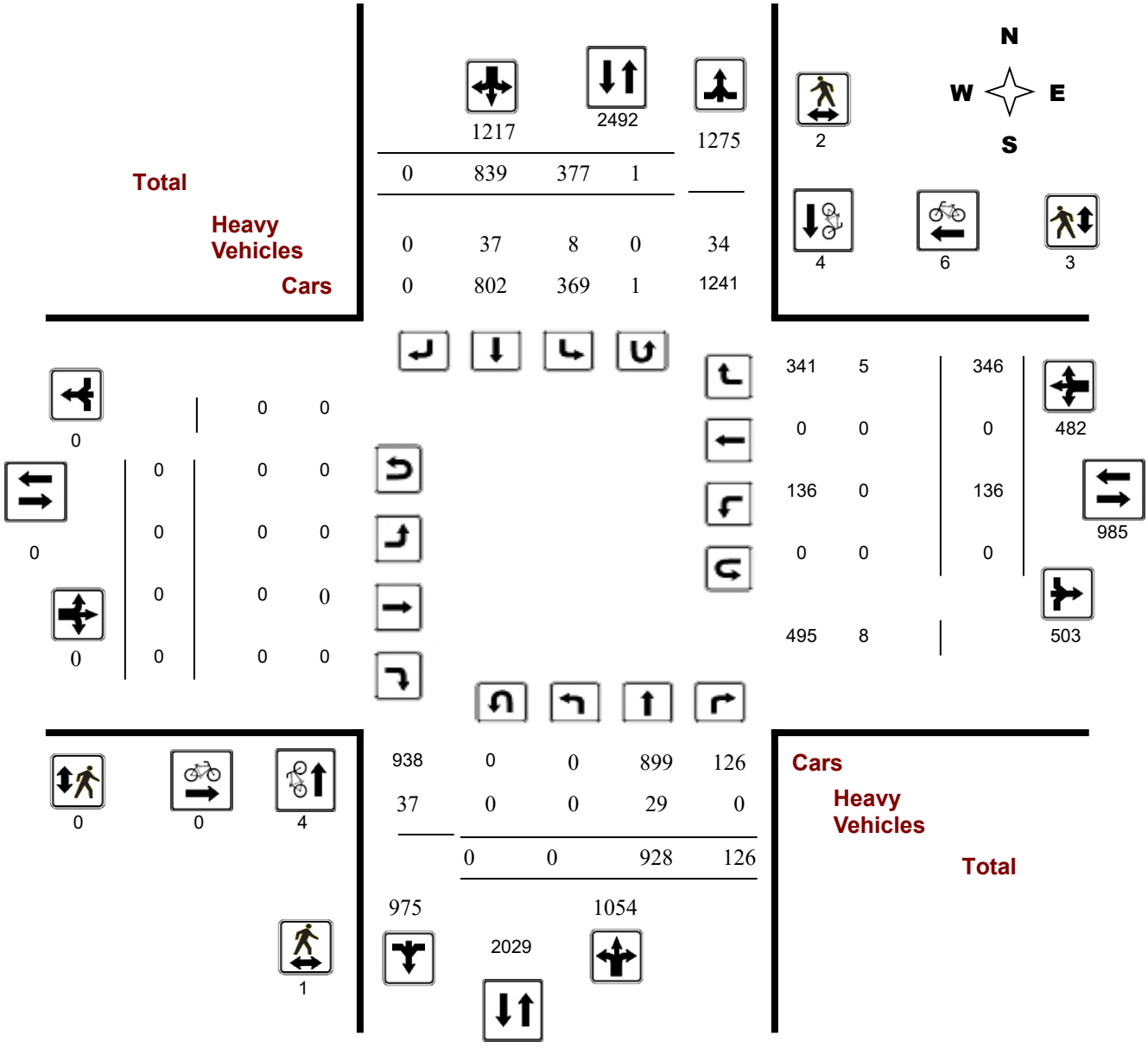
Turning Movement Count - Study Results

CAMBIE RD @ SPRATT RD

Survey Date: Tuesday, July 09, 2024
Start Time: 07:00

WO No: 42117
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

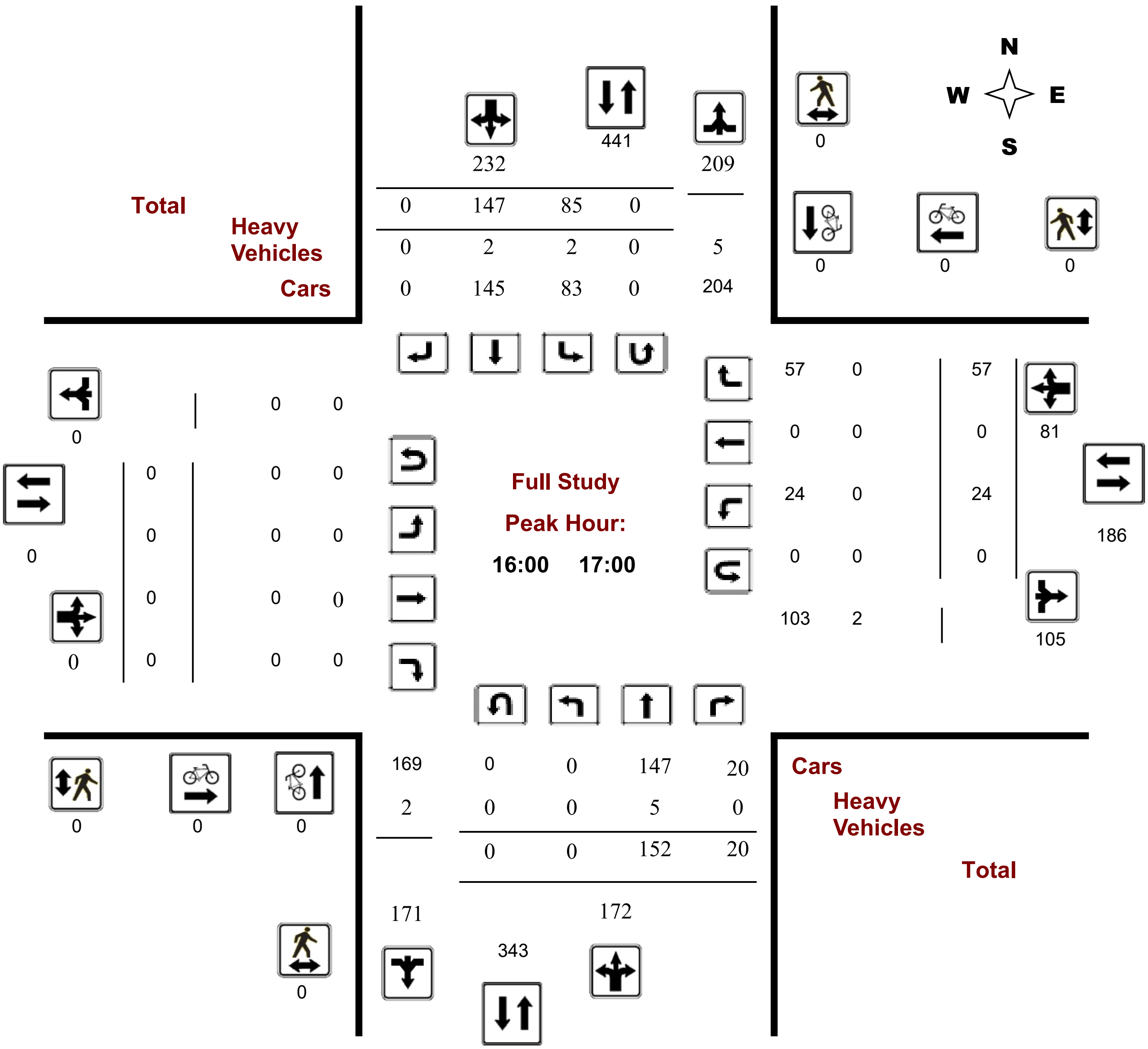
Turning Movement Count - Study Results

CAMBIE RD @ SPRATT RD

Survey Date: Tuesday, July 09, 2024 **WO No:** 42117

Start Time: 07:00 **Device:** Miovision

Full Study Peak Hour Diagram



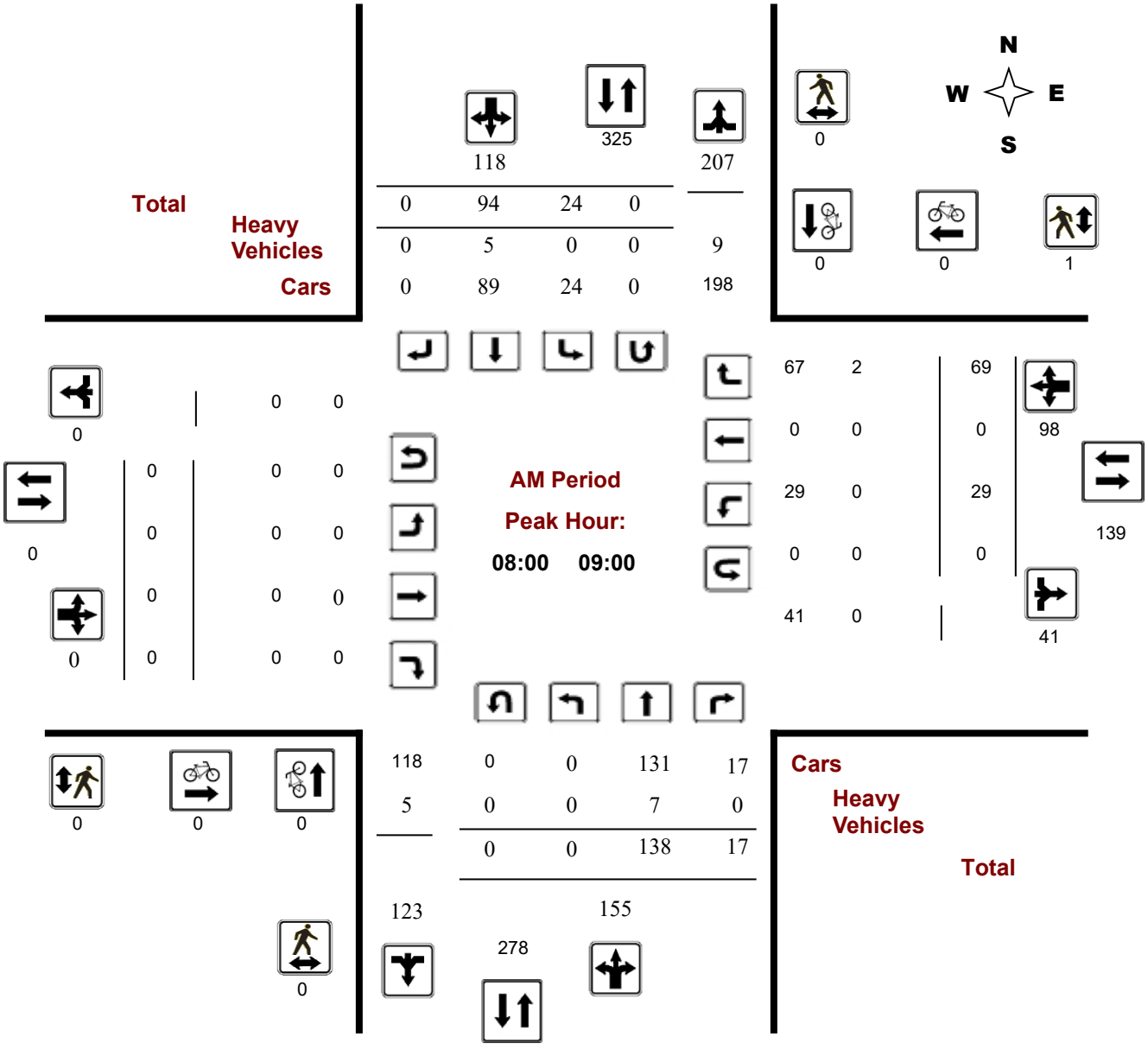
Transportation Services - Traffic Services

Turning Movement Count - Study Results

CAMBIE RD @ SPRATT RD

Survey Date: Tuesday, July 09, 2024
Start Time: 07:00
WO No: 42117
Device: Miovision

AM Period Peak Hour Diagram



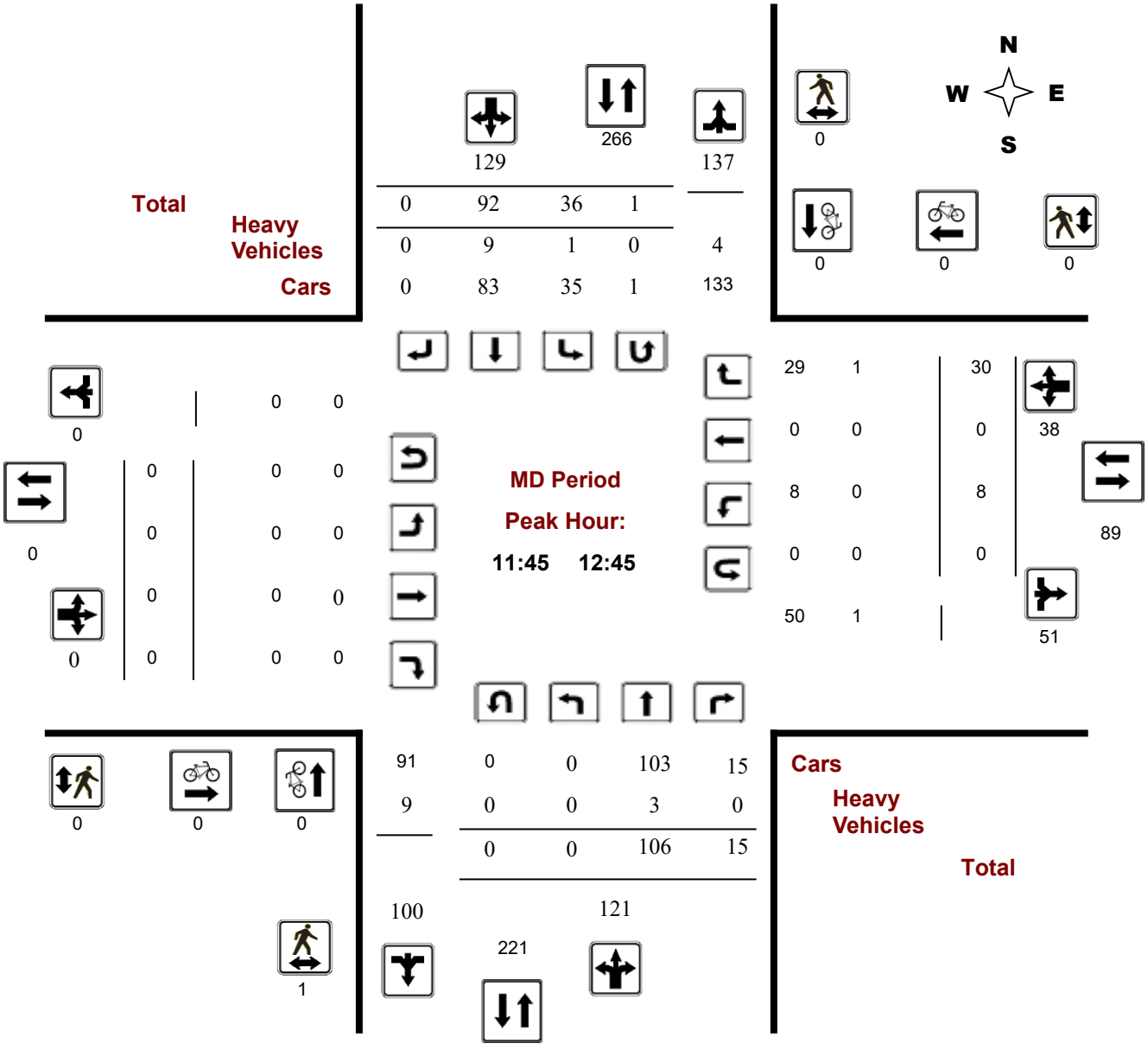
Transportation Services - Traffic Services

Turning Movement Count - Study Results

CAMBIE RD @ SPRATT RD

Survey Date: Tuesday, July 09, 2024
Start Time: 07:00
WO No: 42117
Device: Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

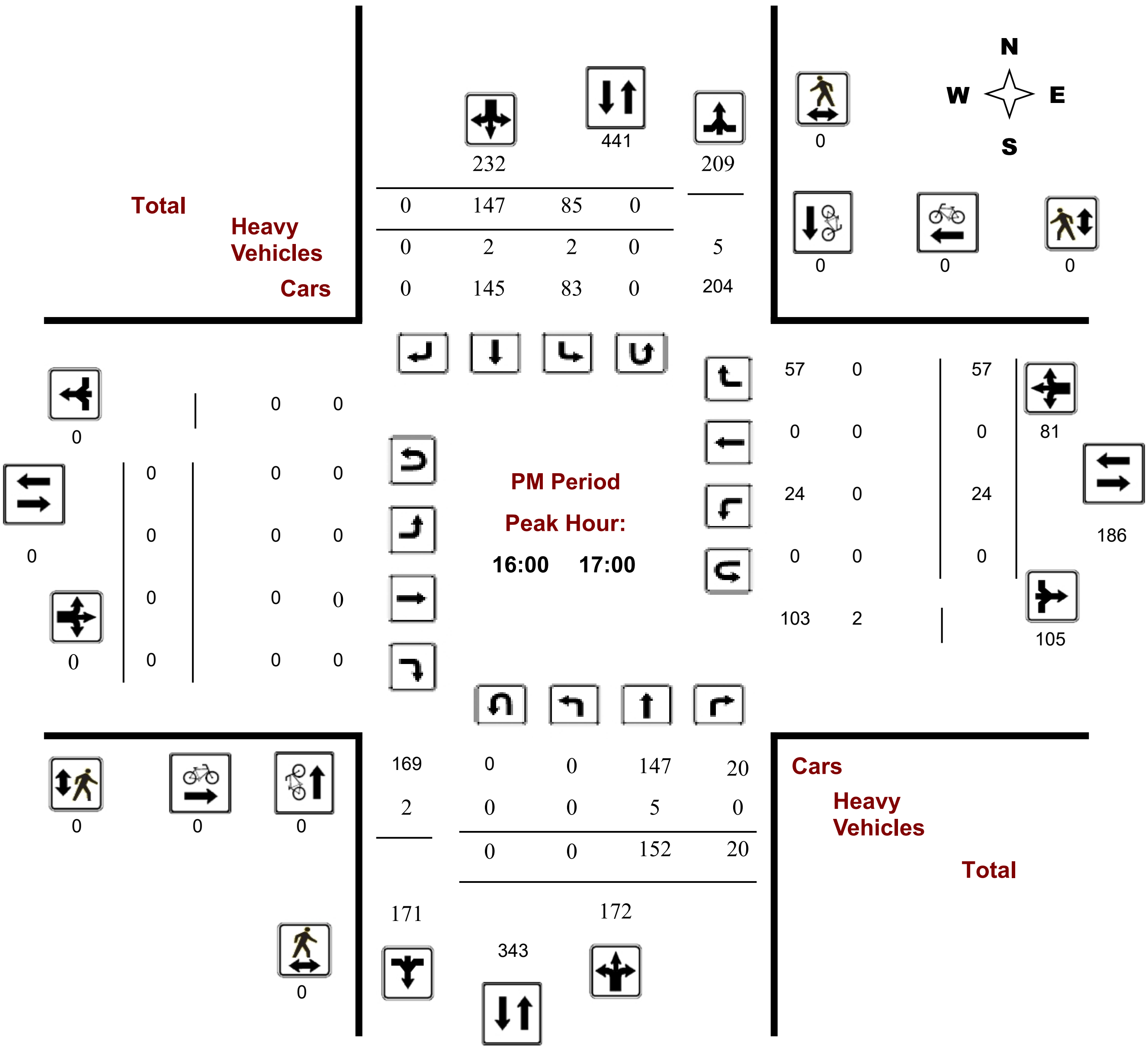
Turning Movement Count - Study Results

CAMBIE RD @ SPRATT RD

Survey Date: Tuesday, July 09, 2024 **WO No:** 42117

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CAMBIE RD @ SPRATT RD

Survey Date: Tuesday, July 09, 2024 **WO No:** 42117

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, July 09, 2024

Total Observed U-Turns

Northbound: 0 Southbound: 1

Eastbound: 0 Westbound: 0

AADT Factor

.90

	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	0	103	10	**113**	6	82	0	**88**	**201**	0	0	0	**0**	11	0	36	**47**	**47**	**248**
08:00 09:00	0	138	17	**155**	24	94	0	**118**	**273**	0	0	0	**0**	29	0	69	**98**	**98**	**371**
09:00 10:00	0	98	13	**111**	44	78	0	**122**	**233**	0	0	0	**0**	12	0	39	**51**	**51**	**284**
11:30 12:30	0	101	13	**114**	36	97	0	**133**	**247**	0	0	0	**0**	10	0	30	**40**	**40**	**287**
12:30 13:30	0	98	10	**108**	43	68	0	**111**	**219**	0	0	0	**0**	12	0	30	**42**	**42**	**261**
15:00 16:00	0	121	15	**136**	53	129	0	**182**	**318**	0	0	0	**0**	16	0	36	**52**	**52**	**370**
16:00 17:00	0	152	20	**172**	85	147	0	**232**	**404**	0	0	0	**0**	24	0	57	**81**	**81**	**485**
17:00 18:00	0	117	28	**145**	86	144	0	**230**	**375**	0	0	0	**0**	22	0	49	**71**	**71**	**446**
Sub Total	0	928	126	**1054**	377	839	0	**1216**	**2270**	0	0	0	**0**	136	0	346	**482**	**482**	**2752**
U Turns				**0**				**1**	**1**				**0**				**0**	**0**	**1**
Total	0	928	126	**1054**	377	839	0	**1217**	**2271**	0	0	0	**0**	136	0	346	**482**	**482**	**2753**
EQ 12Hr	0	1290	175	**1465**	524	1166	0	**1692**	**3157**	0	0	0	**0**	189	0	481	**670**	**670**	**3827**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	0	1161	158	**1318**	472	1375	0	**1523**	**2841**	0	0	0	**0**	170	0	433	**603**	**603**	**3444**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**.90**					
AVG 24Hr	0	1521	207	**1727**	618	1801	0	**1995**	**3722**	0	0	0	**0**	223	0	567	**790**	**790**	**4512**
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.														**1.31**					

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

CAMBIE RD @ SPRATT RD

Survey Date: Tuesday, July 09, 2024 **WO No:** 42117

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	0	17	2	19	1	22	0	23	42	0	0	0	0	2	0	7	9	9	51
07:15	07:30	0	33	0	33	3	18	0	21	54	0	0	0	0	2	0	7	9	9	63
07:30	07:45	0	28	3	31	1	20	0	21	52	0	0	0	0	3	0	12	15	15	67
07:45	08:00	0	25	5	30	1	22	0	23	53	0	0	0	0	4	0	10	14	14	67
08:00	08:15	0	30	3	33	7	24	0	31	64	0	0	0	0	9	0	18	27	27	91
08:15	08:30	0	42	4	46	6	26	0	32	78	0	0	0	0	7	0	13	20	20	98
08:30	08:45	0	31	5	36	6	30	0	36	72	0	0	0	0	5	0	28	33	33	105
08:45	09:00	0	35	5	40	5	14	0	19	59	0	0	0	0	8	0	10	18	18	77
09:00	09:15	0	30	4	34	11	23	0	34	68	0	0	0	0	3	0	12	15	15	83
09:15	09:30	0	29	2	31	7	16	0	23	54	0	0	0	0	2	0	12	14	14	68
09:30	09:45	0	16	2	18	15	22	0	37	55	0	0	0	0	3	0	3	6	6	61
09:45	10:00	0	23	5	28	11	17	0	28	56	0	0	0	0	4	0	12	16	16	72
11:30	11:45	0	20	0	20	7	27	0	34	54	0	0	0	0	4	0	5	9	9	63
11:45	12:00	0	27	4	31	11	30	0	41	72	0	0	0	0	3	0	11	14	14	86
12:00	12:15	0	36	2	38	9	24	0	34	72	0	0	0	0	1	0	7	8	8	80
12:15	12:30	0	18	7	25	9	16	0	25	50	0	0	0	0	2	0	7	9	9	59
12:30	12:45	0	25	2	27	7	22	0	29	56	0	0	0	0	2	0	5	7	7	63
12:45	13:00	0	22	3	25	14	20	0	34	59	0	0	0	0	4	0	4	8	8	67
13:00	13:15	0	19	2	21	15	14	0	29	50	0	0	0	0	3	0	10	13	13	63
13:15	13:30	0	32	3	35	7	12	0	19	54	0	0	0	0	3	0	11	14	14	68
15:00	15:15	0	22	1	23	13	27	0	40	63	0	0	0	0	3	0	3	6	6	69
15:15	15:30	0	29	3	32	14	38	0	52	84	0	0	0	0	4	0	10	14	14	98
15:30	15:45	0	36	7	43	14	25	0	39	82	0	0	0	0	7	0	13	20	20	102
15:45	16:00	0	34	4	38	12	39	0	51	89	0	0	0	0	2	0	10	12	12	101
16:00	16:15	0	34	5	39	15	43	0	58	97	0	0	0	0	6	0	16	22	22	119
16:15	16:30	0	37	6	43	18	30	0	48	91	0	0	0	0	5	0	17	22	22	113
16:30	16:45	0	42	6	48	25	32	0	57	105	0	0	0	0	7	0	15	22	22	127
16:45	17:00	0	39	3	42	27	42	0	69	111	0	0	0	0	6	0	9	15	15	126
17:00	17:15	0	24	6	30	28	37	0	65	95	0	0	0	0	6	0	10	16	16	111
17:15	17:30	0	30	8	38	20	37	0	57	95	0	0	0	0	5	0	13	18	18	113
17:30	17:45	0	31	5	36	21	31	0	52	88	0	0	0	0	4	0	16	20	20	108
17:45	18:00	0	32	9	41	17	39	0	56	97	0	0	0	0	7	0	10	17	17	114
Total:		0	928	126	1054	377	839	0	1217	2271	0	0	0	0	136	0	346	482	482	2,753

Note: U-Turns are included in Totals, cyclist volume is not included in totals. For cycliste volumes reffer to Cyclist Volume report.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

CAMBIE RD @ SPRATT RD

Survey Date: Tuesday, July 09, 2024 **WO No:** 42117

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	1	1	1
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	3	3	0	0	0	3
13:00	13:15	3	0	3	0	0	0	3
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	1	1	0	0	0	1
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	1	0	1	0	0	0	1
17:45	18:00	0	0	0	0	5	5	5
Total		4	4	**8**	0	6	6	14

Transportation Services - Traffic Services

Turning Movement Count - Study Results

CAMBIE RD @ SPRATT RD

Survey Date: Tuesday, July 09, 2024 **WO No:** 42117

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	0	**0**	0	0	**0**	**0**
07:15 07:30	0	0	**0**	0	0	**0**	**0**
07:30 07:45	0	1	**1**	0	0	**0**	**1**
07:45 08:00	0	0	**0**	0	0	**0**	**0**
08:00 08:15	0	0	**0**	0	0	**0**	**0**
08:15 08:30	0	0	**0**	0	0	**0**	**0**
08:30 08:45	0	0	**0**	0	1	**1**	**1**
08:45 09:00	0	0	**0**	0	0	**0**	**0**
09:00 09:15	0	0	**0**	0	0	**0**	**0**
09:15 09:30	0	0	**0**	0	0	**0**	**0**
09:30 09:45	0	0	**0**	0	0	**0**	**0**
09:45 10:00	0	0	**0**	0	0	**0**	**0**
11:30 11:45	0	0	**0**	0	0	**0**	**0**
11:45 12:00	0	0	**0**	0	0	**0**	**0**
12:00 12:15	1	0	**1**	0	0	**0**	**1**
12:15 12:30	0	0	**0**	0	0	**0**	**0**
12:30 12:45	0	0	**0**	0	0	**0**	**0**
12:45 13:00	0	0	**0**	0	0	**0**	**0**
13:00 13:15	0	0	**0**	0	0	**0**	**0**
13:15 13:30	0	0	**0**	0	0	**0**	**0**
15:00 15:15	0	0	**0**	0	0	**0**	**0**
15:15 15:30	0	0	**0**	0	0	**0**	**0**
15:30 15:45	0	0	**0**	0	0	**0**	**0**
15:45 16:00	0	0	**0**	0	0	**0**	**0**
16:00 16:15	0	0	**0**	0	0	**0**	**0**
16:15 16:30	0	0	**0**	0	0	**0**	**0**
16:30 16:45	0	0	**0**	0	0	**0**	**0**
16:45 17:00	0	0	**0**	0	0	**0**	**0**
17:00 17:15	0	0	**0**	0	2	**2**	**2**
17:15 17:30	0	1	**1**	0	0	**0**	**1**
17:30 17:45	0	0	**0**	0	0	**0**	**0**
17:45 18:00	0	0	**0**	0	0	**0**	**0**
Total	1	2	**3**	0	3	**3**	**6**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

CAMBIE RD @ SPRATT RD

Survey Date: Tuesday, July 09, 2024 **WO No:** 42117

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

Time Period		Northbound				Southbound					Eastbound				Westbound					
		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	0	2	0	**2**	0	2	0	**2**	**4**	0	0	0	**0**	0	0	0	**0**	**0**	**4**
07:15	07:30	0	2	0	**2**	0	1	0	**1**	**3**	0	0	0	**0**	0	0	1	**1**	**1**	**4**
07:30	07:45	0	0	0	**0**	0	2	0	**2**	**2**	0	0	0	**0**	0	0	1	**1**	**1**	**3**
07:45	08:00	0	0	0	**0**	0	2	0	**2**	**2**	0	0	0	**0**	0	0	0	**0**	**0**	**2**
08:00	08:15	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
08:15	08:30	0	2	0	**2**	0	2	0	**2**	**4**	0	0	0	**0**	0	0	1	**1**	**1**	**5**
08:30	08:45	0	2	0	**2**	0	1	0	**1**	**3**	0	0	0	**0**	0	0	1	**1**	**1**	**4**
08:45	09:00	0	3	0	**3**	0	2	0	**2**	**5**	0	0	0	**0**	0	0	0	**0**	**0**	**5**
09:00	09:15	0	1	0	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
09:15	09:30	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
09:30	09:45	0	1	0	**1**	0	2	0	**2**	**3**	0	0	0	**0**	0	0	0	**0**	**0**	**3**
09:45	10:00	0	2	0	**2**	0	1	0	**1**	**3**	0	0	0	**0**	0	0	0	**0**	**0**	**3**
11:30	11:45	0	1	0	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
11:45	12:00	0	1	0	**1**	0	1	0	**1**	**2**	0	0	0	**0**	0	0	0	**0**	**0**	**2**
12:00	12:15	0	1	0	**1**	0	2	0	**2**	**3**	0	0	0	**0**	0	0	0	**0**	**0**	**3**
12:15	12:30	0	0	0	**0**	0	3	0	**3**	**3**	0	0	0	**0**	0	0	1	**1**	**1**	**4**
12:30	12:45	0	1	0	**1**	1	3	0	**4**	**5**	0	0	0	**0**	0	0	0	**0**	**0**	**5**
12:45	13:00	0	1	0	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
13:00	13:15	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
13:15	13:30	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
15:00	15:15	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
15:15	15:30	0	1	0	**1**	1	1	0	**2**	**3**	0	0	0	**0**	0	0	0	**0**	**0**	**3**
15:30	15:45	0	1	0	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
15:45	16:00	0	1	0	**1**	1	1	0	**2**	**3**	0	0	0	**0**	0	0	0	**0**	**0**	**3**
16:00	16:15	0	2	0	**2**	1	0	0	**1**	**3**	0	0	0	**0**	0	0	0	**0**	**0**	**3**
16:15	16:30	0	2	0	**2**	0	2	0	**2**	**4**	0	0	0	**0**	0	0	0	**0**	**0**	**4**
16:30	16:45	0	1	0	**1**	1	0	0	**1**	**2**	0	0	0	**0**	0	0	0	**0**	**0**	**2**
16:45	17:00	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
17:00	17:15	0	1	0	**1**	1	1	0	**2**	**3**	0	0	0	**0**	0	0	0	**0**	**0**	**3**
17:15	17:30	0	0	0	**0**	0	3	0	**3**	**3**	0	0	0	**0**	0	0	0	**0**	**0**	**3**
17:30	17:45	0	0	0	**0**	1	2	0	**3**	**3**	0	0	0	**0**	0	0	0	**0**	**0**	**3**
17:45	18:00	0	0	0	**0**	1	0	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
Total:	None	0	29	0	**29**	8	37	0	**45**	**74**	0	0	0	**0**	0	0	5	**5**	**5**	**79**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

CAMBIE RD @ SPRATT RD

Survey Date: Tuesday, July 09, 2024 **WO No:** 42117

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

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

Appendix F: Intersection Capacity Analysis

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	29	69	138	17	24	94
Future Volume (vph)	29	69	138	17	24	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	80.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.905		0.985			
Flt Protected	0.986				0.950	
Satd. Flow (prot)	1660	0	1792	0	1805	1810
Flt Permitted	0.986				0.950	
Satd. Flow (perm)	1660	0	1792	0	1805	1810
Link Speed (k/h)	50		50			50
Link Distance (m)	156.4		129.6			125.7
Travel Time (s)	11.3		9.3			9.1
Confl. Peds. (#/hr)		1		1	1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	5%	0%	0%	5%
Adj. Flow (vph)	32	77	153	19	27	104
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	0	172	0	27	104
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	69	138	17	24	94
Future Vol, veh/h	29	69	138	17	24	94
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	5	0	0	5
Mvmt Flow	32	77	153	19	27	104

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	322	165	0	0	173	0
Stage 1	164	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	676	877	-	-	1416	-
Stage 1	870	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	662	876	-	-	1415	-
Mov Cap-2 Maneuver	662	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	800	1415	-
HCM Lane V/C Ratio	-	-	0.136	0.019	-
HCM Control Delay (s)	-	-	10.2	7.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	57	152	20	85	147
Future Volume (vph)	24	57	152	20	85	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	80.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.905		0.984			
Flt Protected	0.985				0.950	
Satd. Flow (prot)	1694	0	1821	0	1770	1881
Flt Permitted	0.985				0.950	
Satd. Flow (perm)	1694	0	1821	0	1770	1881
Link Speed (k/h)	50		50			50
Link Distance (m)	156.4		129.6			125.7
Travel Time (s)	11.3		9.3			9.1
Confl. Peds. (#/hr)		1		2	2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	3%	0%	2%	1%
Adj. Flow (vph)	27	63	169	22	94	163
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	0	191	0	94	163
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.4%		ICU Level of Service A	
Analysis Period (min) 15			

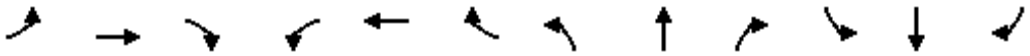
Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	57	152	20	85	147
Future Vol, veh/h	24	57	152	20	85	147
Conflicting Peds, #/hr	0	1	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	3	0	2	1
Mvmt Flow	27	63	169	22	94	163

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	533	183	0	0	193	0
Stage 1	182	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	511	865	-	-	1380	-
Stage 1	854	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	475	863	-	-	1378	-
Mov Cap-2 Maneuver	475	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	695	1378	-
HCM Lane V/C Ratio	-	-	0.129	0.069	-
HCM Control Delay (s)	-	-	10.9	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	2	24	0	57	2	154	20	85	148	5
Future Volume (vph)	4	0	2	24	0	57	2	154	20	85	148	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	80.0		0.0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.905			0.985			0.995	
Flt Protected		0.968			0.985			0.999		0.950		
Satd. Flow (prot)	0	1756	0	0	1659	0	0	1791	0	1805	1803	0
Flt Permitted		0.968			0.985			0.999		0.950		
Satd. Flow (perm)	0	1756	0	0	1659	0	0	1791	0	1805	1803	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		88.1			92.5			100.1			80.0	
Travel Time (s)		6.3			6.7			7.2			5.8	
Confl. Peds. (#/hr)	1					1			1	1		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%	0%	5%	0%	0%	5%	0%
Adj. Flow (vph)	4	0	2	24	0	57	2	154	20	85	148	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	81	0	0	176	0	85	153	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.9%		ICU Level of Service A	
Analysis Period (min) 15			

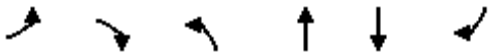
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	4	0	2	24	0	57	2	154	20	85	148	5
Future Vol, veh/h	4	0	2	24	0	57	2	154	20	85	148	5
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	3	0	5	0	0	5	0
Mvmt Flow	4	0	2	24	0	57	2	154	20	85	148	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	519	500	151	491	492	166	153	0	0	175	0	0
Stage 1	321	321	-	169	169	-	-	-	-	-	-	-
Stage 2	198	179	-	322	323	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.23	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.327	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	471	476	901	491	481	876	1440	-	-	1414	-	-
Stage 1	695	655	-	838	763	-	-	-	-	-	-	-
Stage 2	808	755	-	694	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	419	446	901	466	451	875	1440	-	-	1413	-	-
Mov Cap-2 Maneuver	419	446	-	466	451	-	-	-	-	-	-	-
Stage 1	694	616	-	835	761	-	-	-	-	-	-	-
Stage 2	753	753	-	651	615	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	10.9	0.1	2.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1440	-	-	510	694	1413	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.117	0.06	-	-
HCM Control Delay (s)	7.5	0	-	12.1	10.9	7.7	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	2	2	212	237	5
Future Volume (vph)	4	2	2	212	237	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.955				0.997	
Flt Protected	0.968					
Satd. Flow (prot)	1756	0	0	1900	1823	0
Flt Permitted	0.968					
Satd. Flow (perm)	1756	0	0	1900	1823	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	75.4			80.0	39.5	
Travel Time (s)	5.4			5.8	2.8	
Confl. Peds. (#/hr)	1	1				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%
Adj. Flow (vph)	4	2	2	212	237	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	214	242	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.1%		ICU Level of Service A	
Analysis Period (min) 15			

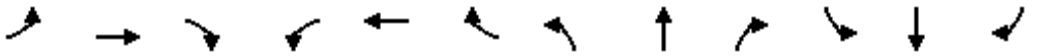
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	2	212	237	5
Future Vol, veh/h	4	2	2	212	237	5
Conflicting Peds, #/hr	1	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	4	0
Mvmt Flow	4	2	2	212	237	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	457	241	242	0	-	0
Stage 1	240	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	565	803	1336	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	564	802	1336	-	-	-
Mov Cap-2 Maneuver	564	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	626	-	-
HCM Lane V/C Ratio	0.001	-	0.01	-	-
HCM Control Delay (s)	7.7	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	2	29	0	69	1	139	17	24	96	2
Future Volume (vph)	6	0	2	29	0	69	1	139	17	24	96	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	80.0		0.0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.966			0.905			0.985			0.997	
Flt Protected		0.964			0.985					0.950		
Satd. Flow (prot)	0	1769	0	0	1694	0	0	1823	0	1770	1876	0
Flt Permitted		0.964			0.985					0.950		
Satd. Flow (perm)	0	1769	0	0	1694	0	0	1823	0	1770	1876	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		88.1			92.5			100.1			80.0	
Travel Time (s)		6.3			6.7			7.2			5.8	
Confl. Peds. (#/hr)	1					1			2	2		
Confl. Bikes (#/hr)												1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	2%	1%	0%
Adj. Flow (vph)	6	0	2	29	0	69	1	139	17	24	96	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	98	0	0	157	0	24	98	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.9%		ICU Level of Service A	
Analysis Period (min) 15			

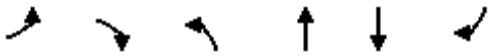
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	6	0	2	29	0	69	1	139	17	24	96	2
Future Vol, veh/h	6	0	2	29	0	69	1	139	17	24	96	2
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	2	1	0
Mvmt Flow	6	0	2	29	0	69	1	139	17	24	96	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	330	305	97	298	298	151	98	0	0	158	0	0
Stage 1	145	145	-	152	152	-	-	-	-	-	-	-
Stage 2	185	160	-	146	146	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	627	612	965	658	617	901	1508	-	-	1422	-	-
Stage 1	863	781	-	855	775	-	-	-	-	-	-	-
Stage 2	821	769	-	861	780	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	571	600	965	647	605	899	1508	-	-	1420	-	-
Mov Cap-2 Maneuver	571	600	-	647	605	-	-	-	-	-	-	-
Stage 1	862	768	-	852	773	-	-	-	-	-	-	-
Stage 2	757	767	-	845	767	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	10.1	0	1.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1508	-	-	636	806	1420	-	-
HCM Lane V/C Ratio	0.001	-	-	0.013	0.122	0.017	-	-
HCM Control Delay (s)	7.4	0	-	10.7	10.1	7.6	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	1	213	120	2
Future Volume (vph)	6	2	1	213	120	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.966				0.998	
Flt Protected	0.964					
Satd. Flow (prot)	1769	0	0	1863	1860	0
Flt Permitted	0.964					
Satd. Flow (perm)	1769	0	0	1863	1860	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	75.4			80.0	39.5	
Travel Time (s)	5.4			5.8	2.8	
Confl. Peds. (#/hr)	1	1				
Confl. Bikes (#/hr)						1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	6	2	1	213	120	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	214	122	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

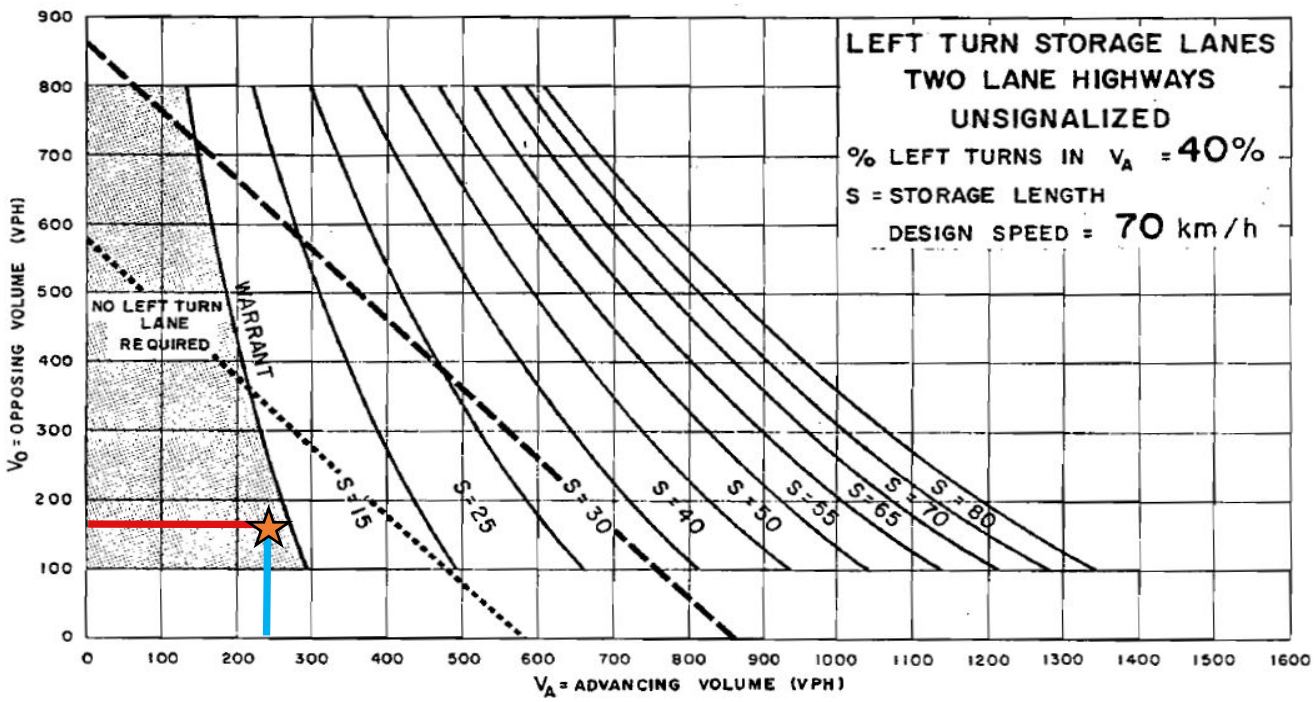
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	1	213	120	2
Future Vol, veh/h	6	2	1	213	120	2
Conflicting Peds, #/hr	1	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	6	2	1	213	120	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	337	122	122	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	663	935	1478	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	662	934	1478	-	-	-
Mov Cap-2 Maneuver	662	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	825	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1478	-	714	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Control Delay (s)	7.4	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Appendix G: Auxiliary Lane Analyses



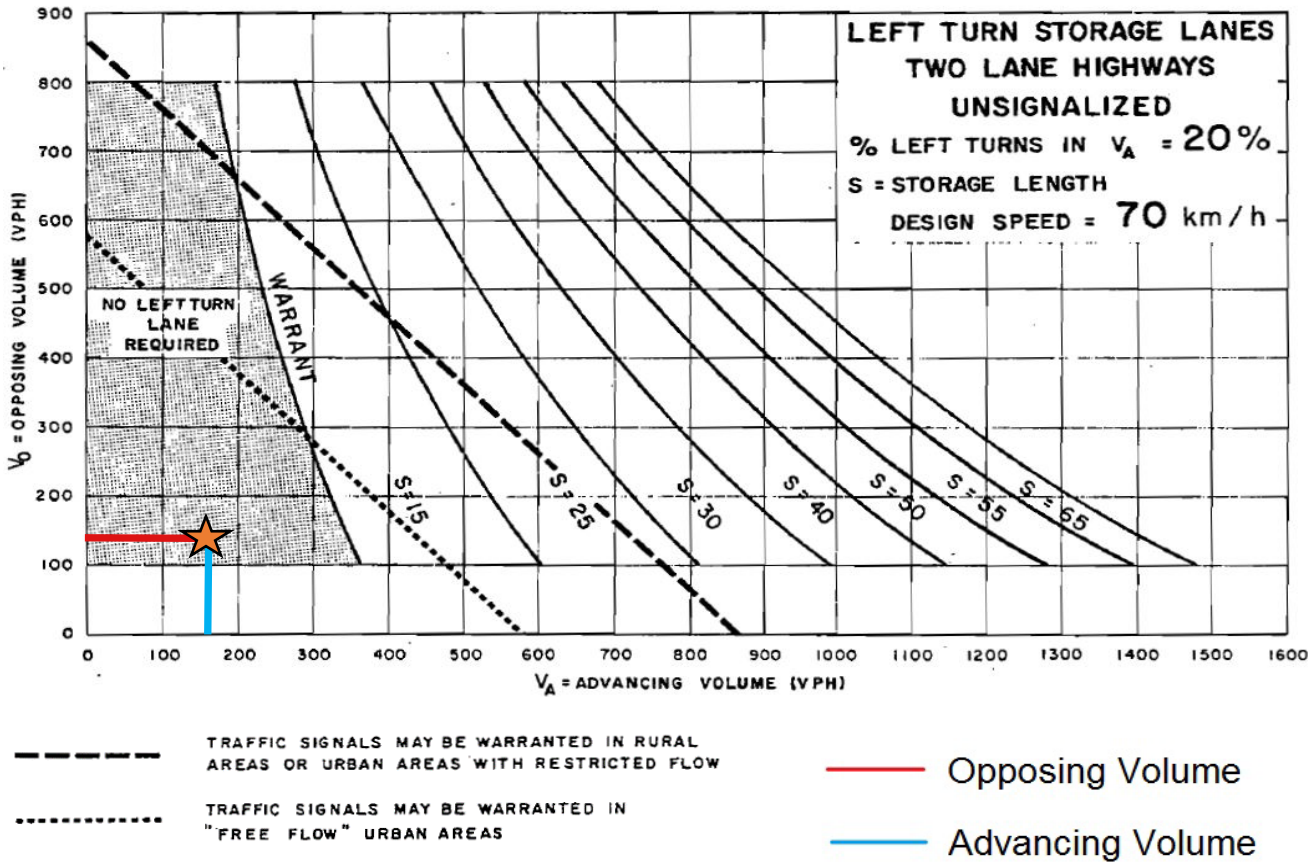
TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

Opposing Volume

Advancing Volume

Southbound Left-Turn Auxiliary Lane - Spratt & Cambie AM



TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

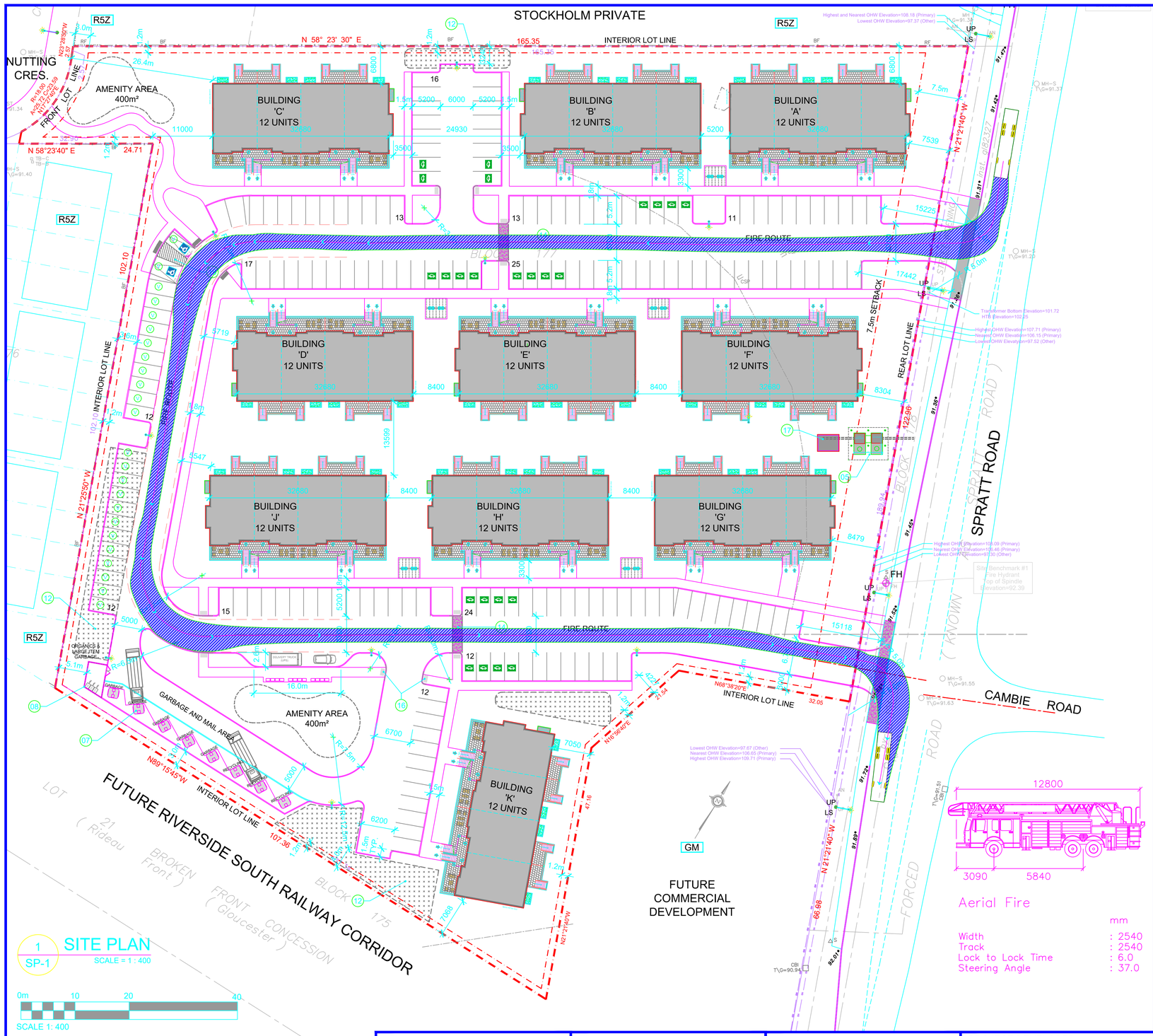
TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

Opposing Volume

Advancing Volume

Southbound Left-Turn Auxiliary Lane - Spratt & Cambie PM

Appendix H: Swept Path Analyses



PROJECT INFORMATION

Zoning By-law 2008-250 Consolidation — GM — SITE AREA 2.0 ha. — 20,759.0 m² / 223,448 ft²

ZONING	REQUIRED	PROVIDED
ZONE: PLANNED UNIT DEVELOPMENT	GM	GM
BUILDING HEIGHT	18.0m	9.3m
DENSITY - MAXIMUM FLOOR SPACE INDEX	2.0	0.6
FRONT YARD SETBACK: NUTTING CRESCENT	3.0m	26.4m
INTERIOR YARD SETBACK - BUILDINGS UNDER 11m IN HT.	1.2m	6.8m
INTERIOR YARD SETBACK - BUILDINGS OVER 11m IN HT.	3.0m	n/a
REAR YARD SETBACK ABUTTING A STREET : SPRATT ROAD	7.5m	___m
BUILDING SETBACK TO A PRIVATE WAY	1.8m	3.9m
BUILDING SEPARATION (UNDER 14.5m HT.)	1.2m	___m
AMENITY AREA - TOTAL 6.0m² PER UNIT	720.0m²	3,700.0m²
AMENITY AREA - 50% COMMUNAL PER UNIT	360.0m²	400.0m²
VEHICLE PARKING: RESIDENTIAL - 1.2 PER UNIT	144	158
VEHICLE PARKING: VISITOR - 0.2 PER UNIT	24	24
BICYCLE PARKING - RESIDENTIAL - 0.5 PER UNIT	60	60
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	6.0m / 6.7m	6.2m / 6.7m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A RESIDENTIAL ZONE	3.0m	3.6m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A STREET	3.0m	12.0m
MINIMUM WIDTH OF LANDSCAPED AREA - AROUND A PARKING LOT	3.0m	3.0m

DRAWING NOTES

1. PROPERTY LINE
2. BUILDING SETBACKS
3. REQUIRED AMENITY AREA
4. PARKING SPACE: STANDARD SIZE 2.6 x 5.2 METRES
5. PROPOSED HYDRO TRANSFORMER / SWITCHGEAR
6. ASPHALT DRIVING SURFACE
7. IN GROUND WASTE BINS
8. ORGANIC WASTE / OVER SIZED GARBAGE ENCLOSER 2.1m HIGH OPAQUE SCREEN AROUND PERIMETER
9. BICYCLE PARKING SPACES (6) WITH RACK
10. PROPOSED HYDRANT
11. EXISTING FIRE HYDRANT
12. TEMPORARY SNOW STORAGE
13. EXISTING BELL BOXES
14. 1.8m WIDE RAISED CONCRETE CROSS WALK WITH TWSI & TRANSITIONS
15. DEPRESSED STREET CURB & SIDEWALK, CONTINUOUS AND DEPRESSED @ DRIVEWAY
16. DEPRESSED CURB AND TWSI
17. 3.2m x 4.2m ELECTRICAL SHED
18. 1.8m / 1.5m WIDE CONCRETE WALK
19. ACCESSIBLE PARKING SPACE WITH ACCESS AISLE, DEPRESSED CURB AND TWSI
20.
21. RETAINING WALL, SEE CIVIL
22. PROPOSED CONCRETE BUS PAD
23. 1.2m x 1.2m EASEMENT FOR BUS PAD

1.8m WIDE ASPHALT THROUGH SITE CONNECTION PATH

SITE PLAN SYMBOLS

- CONCRETE UNIT PAVERS SURFACE
- SOFT LANDSCAPING
- CONCRETE WALK / PATH
- ASPHALT WALK / PATH
- BIKE RACK / BIKE PARKING SPOT
- TWO WAY VEHICLE CIRCULATION
- MAIN ENTRANCE
- PROPERTY LINE
- ZONING SETBACKS
- STANDARD PARKING SPACE
- VISITOR PARKING SPACE
- ACCESSIBLE PARKING SPACE

GROSS BUILDING - AREAS

(CITY OF OTTAWA'S DEFINITION)

PROPOSED BUILDING 'A'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'B'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'C'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'D'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'E'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'F'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'G'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'H'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'J'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'K'	1,256.0 m² / 13,520 ft²
TOTAL PROPOSED AREA	12,560.0 m² / 135,200 ft²

UNIT STATISTICS

2 BEDROOM UNIT	120

CAR PARKING

REQUIRED by ZONING BY-LAW

RESIDENCE	- 1.2 PER UNIT	144
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		168

PROVIDED

RESIDENCE	- 1.31 PER UNIT	158
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		182

BICYCLE PARKING

REQUIRED	- 0.5 PER UNIT	60
PROVIDED		60

WASTE COLLECTION

GUIDELINES

GARBAGE	- 0.231 YARDS³ / UNIT	28 YARDS³
RECYCLING (GMP)	- 0.018 YARDS³ / UNIT	2 YARDS³
RECYCLING (FIBRE)	- 0.062 YARDS³ / UNIT	7.4 YARDS³
ORGANICS	- 240L CONTAINER / 50 UNITS	3 x 240L

	REQUIRED	PROVIDED
GARBAGE	5 EARTHBINS	5 EARTHBINS
RECYCLING (GMP)	1 EARTHBINS	1 EARTHBINS
RECYCLING (FIBRE)	2 EARTHBINS	2 EARTHBINS
ORGANICS	3 x 240L BINS	3 x 240L BINS
LARGE ITEM GARBAGE	N/A	8 m³
		*EARTHBINS= (6.5 YARDS³)

SNOW STORAGE

TEMPORARILY STORED AND TRUCKED OFF SITE

REQUIRED AMENITY SPACE

6.0 m² PER UNIT=	1,152.0 m²
50% COMMUNAL AMENITY AREA =	576.0 m²

PROVIDED AMENITY SPACE

PRIVATE BALCONY / PATIOS =	2,611.2 m²
COMMUNAL EXTERIOR AREA=	2,000.0 m²
TOTAL =	4,611.2 sq. m.

SITE COVERAGE

BUILDING FOOTPRINT =	18.5%	6,800.0 sq. m.
DRIVING SURFACE =	25.9%	1,751.40 sq. m.
LANDSCAPE AREA =	40.5%	2,739.12 sq. m.
TOTAL =	100.0%	36,789.0 sq. m.

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.

THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.

DO NOT SCALE DRAWINGS.

NOTATION SYMBOLS:

- 00 — INDICATES DRAWING NOTES, LISTED ON EACH SHEET.
- 00 — INDICATES ASSEMBLIE TYPE; REFER TO TYPICAL ASSEMBLIES SCHEDUAL.
- 00 — INDICATES WINDOW TYPE; REFER TO WINDOW ELEVATIONS AND DETAILS ON A900 SERIES.
- 000 — INDICATES DOOR TYPE; REFER TO DOOR SCHEDULE AND DETAILS ON A900 SERIES.
- 00 / A000 — DETAIL NUMBER / TITLE / SCALE / DETAIL REFERENCE PAGE

No.	DESCRIPTION	DATE
7	ISSUED FOR OWNER / CONSULTANT REVIEW	Nov. 26, 2025
6	REVISED LAYOUT ISSUED FOR REVIEW	Oct. 16, 2025
5	ISSUED FOR SITE PLAN 3rd REVIEW RESPONSE	MAR 29 2023
4	ISSUED FOR SITE PLAN 2nd REVIEW RESPONSE	JAN 05 2023
3	ISSUED FOR SITE PLAN 1st REVIEW RESPONSE	JUL 07 2022
2	ISSUED FOR CONSULTANT REVIEW	OCT 15 2021
1	ISSUED FOR PRELIMINARY REVIEW	FEB 26 2021

REVISIONS:

ARCHITECT SEAL:

SEAL DATE: STAMP DATE

NORTH ARROW:

CLIENT:

..\..\02 Working Drawings\01 CAD\02 Xref\CbridgeHomes_Logo_Horizontal_RGB_72dpi.jpg

ARCHITECT:

..\..\..\..\000_RLA Standards\Libraries (Logos)\RLA LOGO FINAL address medium.jpg

PROJECT TITLE:

4624 SPRATT ROAD

OTTAWA ONTARIO

SHEET TITLE:

SITE PLAN

DRAWN: R.V.

CHECKED: RV

SCALE: 1:400

SHEET No. SP-1

PROJECT No. 2033

D07-12-22-0021

LEGAL DESCRIPTION
PLAN OF SURVEY OF
PART OF BLOCK 177
REGISTERED PLAN 4M-1470
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

SURVEYOR
Annis O'Sullivan Vollebekk Ltd.
Ontario Land Surveyors
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Nepean, Ontario K2E 7S6
Tel: (613) 727-0850
E-Mail: TravisH@aovltd.com

TRANSPORTATION ENDINEER
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Ottawa, Ontario, K1S 5N4
Tel: 613 225-1311
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Email: ben.pascoloneveu@arcadis.com

GEOTECHNICAL ENGINEER
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CIVIL ENGINEER

LANDSCAPE ARCHITECT
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Landscape Architects
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URBAN PLANNER
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Ottawa, Ontario, K2M 1P6
Tel: 613 254-9643
Email: r.tran@novatech-eng.com

PAPER SIZE: A1 | PLOT DATE: Wednesday, December 03, 2025 | PLOT SCALE: 1:1 | PEN STYLE: ----

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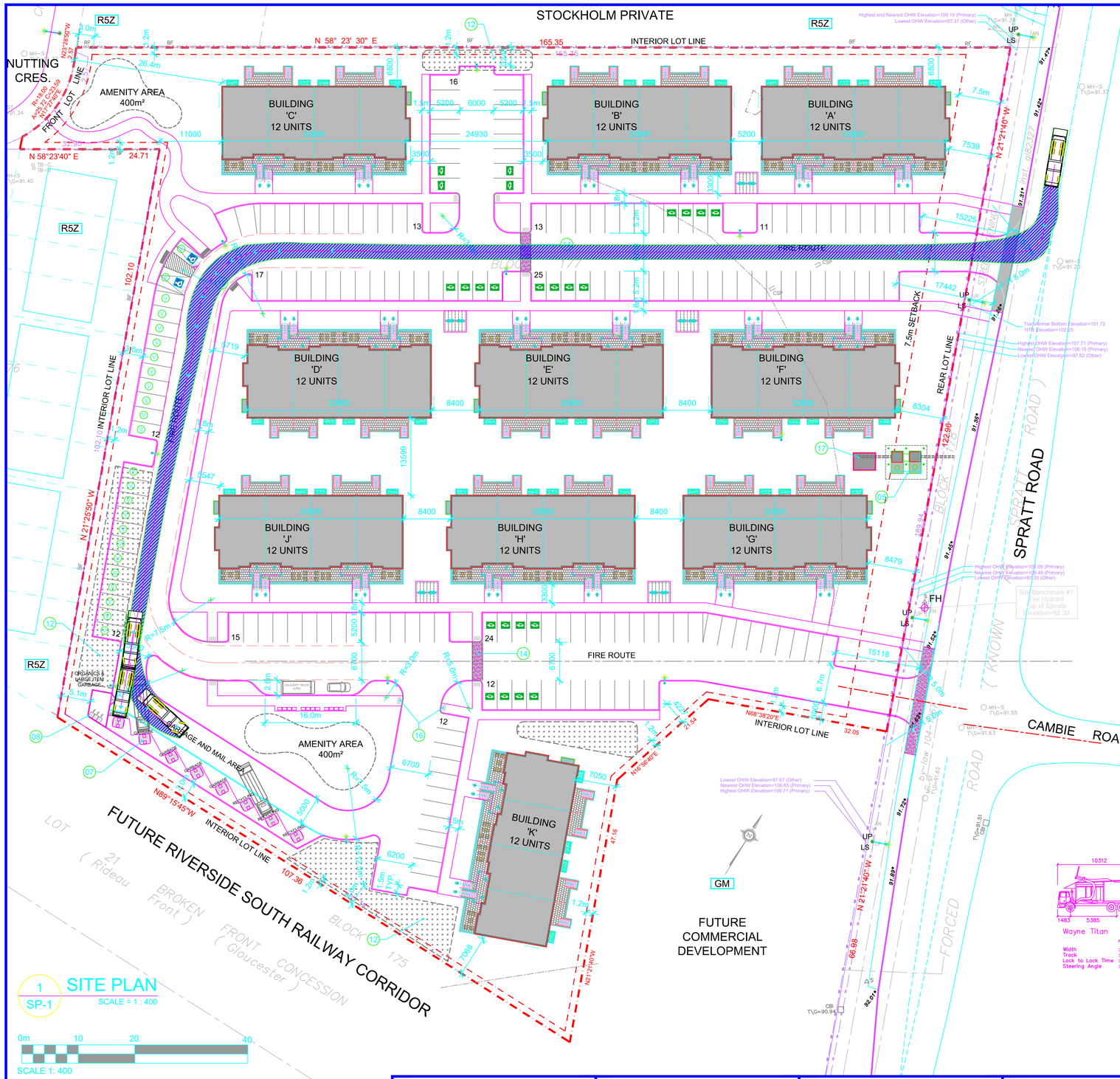
#18727



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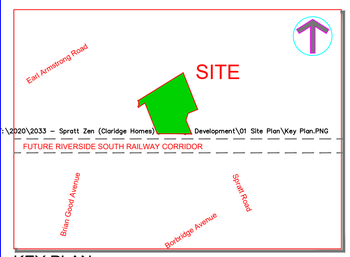

KEY PLAN

PROJECT INFORMATION

Zoning By-law 2008-250 Consolidation GM SITE AREA 2.0 ha. 20,759.0 m² 223,448 ft²

ZONING	REQUIRED	PROVIDED
ZONE: PLANNED UNIT DEVELOPMENT	GM	GM
BUILDING HEIGHT	18.0m	9.3m
DENSITY - MAXIMUM FLOOR SPACE INDEX	2.0	0.6
FRONT YARD SETBACK: NUTTING CRESCENT	3.0m	26.4m
INTERIOR YARD SETBACK - BUILDINGS UNDER 11m IN HT.	1.2m	6.8m
INTERIOR YARD SETBACK - BUILDINGS OVER 11m IN HT.	3.0m	n/a
REAR YARD SETBACK ABUTTING A STREET : SPRATT ROAD	7.5m	___m
BUILDING SETBACK TO A PRIVATE WAY	1.8m	3.9m
BUILDING SEPARATION (UNDER 14.5m HT.)	1.2m	___m
AMENITY AREA - TOTAL 6.0m² PER UNIT	720.0m²	3,700.0m²
AMENITY AREA - 50% COMMUNAL PER UNIT	360.0m²	400.0m²
VEHICLE PARKING: RESIDENTIAL - 1.2 PER UNIT	144	158
VEHICLE PARKING: VISITOR - 0.2 PER UNIT	24	24
BICYCLE PARKING - RESIDENTIAL - 0.5 PER UNIT	60	60
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	6.0m / 6.7m	6.2m / 6.7m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A RESIDENTIAL ZONE	3.0m	3.6m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A STREET	3.0m	12.0m
MINIMUM WIDTH OF LANDSCAPED AREA - AROUND A PARKING LOT	3.0m	3.0m

DRAWING NOTES

1. PROPERTY LINE
2. BUILDING SETBACKS
3. REQUIRED AMENITY AREA
4. PARKING SPACE: STANDARD SIZE 2.6 x 5.2 METRES
5. PROPOSED HYDRO TRANSFORMER / SWITCHGEAR
6. ASPHALT DRIVING SURFACE
7. IN GROUND WASTE BINS
8. ORGANIC WASTE / OVER SIZED GARBAGE ENCLOSER 2.1m HIGH OPAQUE SCREEN AROUND PERIMETER
9. BICYCLE PARKING SPACES (6) WITH RACK
10. PROPOSED HYDRANT
11. EXISTING FIRE HYDRANT
12. TEMPORARY SNOW STORAGE
13. EXISTING BELL BOXES
14. 1.8m WIDE RAISED CONCRETE CROSS WALK WITH TWSI & TRANSITIONS
15. DEPRESSED STREET CURB & SIDEWALK, CONTINUOUS AND DEPRESSED @ DRIVEWAY
16. DEPRESSED CURB AND TWSI
17. 3.2m x 4.2m ELECTRICAL SHED
18. 1.8m / 1.5m WIDE CONCRETE WALK
19. ACCESSIBLE PARKING SPACE WITH ACCESS AISLE, DEPRESSED CURB AND TWSI
20.
21. RETAINING WALL, SEE CIVIL
22. PROPOSED CONCRETE BUS PAD
23. 1.2m x 1.2m EASEMENT FOR BUS PAD

1.8m WIDE ASPHALT THROUGH SITE CONNECTION PATH

SITE PLAN SYMBOLS

- CONCRETE UNIT PAVERS SURFACE
- SOFT LANDSCAPING
- CONCRETE WALK / PATH
- ASPHALT WALK / PATH
- BIKE RACK / BIKE PARKING SPOT
- TWO WAY VEHICLE CIRCULATION
- MAIN ENTRANCE
- PROPERTY LINE
- ZONING SETBACKS
- STANDARD PARKING SPACE
- VISITOR PARKING SPACE
- ACCESSIBLE PARKING SPACE

GROSS BUILDING - AREAS

(CITY OF OTTAWA'S DEFINITION)

PROPOSED BUILDING 'A'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'B'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'C'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'D'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'E'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'F'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'G'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'H'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'J'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'K'	1,256.0 m² / 13,520 ft²
TOTAL PROPOSED AREA	12,560.0 m² / 135,200 ft²

UNIT STATISTICS

2 BEDROOM UNIT 120

CAR PARKING

REQUIRED by ZONING BY-LAW

RESIDENCE	- 1.2 PER UNIT	144
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		168

PROVIDED

RESIDENCE	- 1.31 PER UNIT	158
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		182

BICYCLE PARKING

REQUIRED	- 0.5 PER UNIT	60
PROVIDED		60

WASTE COLLECTION

GUIDELINES

GARBAGE	- 0.231 YARDS³ / UNIT	28 YARDS³
RECYCLING (GMP)	- 0.018 YARDS³ / UNIT	2 YARDS³
RECYCLING (FIBRE)	- 0.062 YARDS³ / UNIT	7.4 YARDS³
ORGANICS	- 240L CONTAINER / 50 UNITS	3 x 240L

	REQUIRED	PROVIDED
GARBAGE	5 EARTHBINS	5 EARTHBINS
RECYCLING (GMP)	1 EARTHBINS	1 EARTHBINS
RECYCLING (FIBRE)	2 EARTHBINS	2 EARTHBINS
ORGANICS	3 x 240L BINS	3 x 240L BINS
LARGE ITEM GARBAGE	N/A	8 m³

*EARTHBINS= (6.5 YARDS³)

SNOW STORAGE

TEMPORARILY STORED AND TRUCKED OFF SITE

REQUIRED AMENITY SPACE

6.0 m² PER UNIT=	1,152.0 m²
50% COMMUNAL AMENITY AREA =	576.0 m²

PROVIDED AMENITY SPACE

PRIVATE BALCONY / PATIOS =	2,611.2 m²
COMMUNAL EXTERIOR AREA=	2,000.0 m²
TOTAL =	4,611.2 sq. m.

SITE COVERAGE

BUILDING FOOTPRINT =	18.5%	6,800.0 sq. m.
DRIVING SURFACE =	25.9%	1,751.40 sq. m.
LANDSCAPE AREA =	40.5%	2,739.12 sq. m.
TOTAL =	100.0%	36,789.0 sq. m.

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.

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DO NOT SCALE DRAWINGS.

NOTATION SYMBOLS:

- 00 — INDICATES DRAWING NOTES, LISTED ON EACH SHEET.
- 00 — INDICATES ASSEMBLIE TYPE; REFER TO TYPICAL ASSEMBLIES SCHEDUAL.
- 00 — INDICATES WINDOW TYPE; REFER TO WINDOW ELEVATIONS AND DETAILS ON A900 SERIES.
- 000 — INDICATES DOOR TYPE; REFER TO DOOR SCHEDULE AND DETAILS ON A900 SERIES.
- 00 / A000 — DETAIL NUMBER, TITLE, SCALE, DETAIL REFERENCE PAGE

No.	DESCRIPTION	DATE
7	ISSUED FOR OWNER / CONSULTANT REVIEW	Nov. 26, 2025
6	REVISED LAYOUT ISSUED FOR REVIEW	Oct. 16, 2025
5	ISSUED FOR SITE PLAN 3rd REVIEW RESPONSE	MAR 29 2023
4	ISSUED FOR SITE PLAN 2nd REVIEW RESPONSE	JAN 05 2023
3	ISSUED FOR SITE PLAN 1st REVIEW RESPONSE	JUL 07 2022
2	ISSUED FOR CONSULTANT REVIEW	OCT 15 2021
1	ISSUED FOR PRELIMINARY REVIEW	FEB 26 2021

REVISIONS:

ARCHITECT SEAL:

SEAL DATE: STAMP DATE

NORTH ARROW:

CLIENT:

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ARCHITECT:

..\..\..\..\000_RLA Standards\Libraries (Logos)\RLA LOGO FINAL address medium.jpg

PROJECT TITLE:

4624 SPRATT ROAD

OTTAWA ONTARIO

SHEET TITLE:

SITE PLAN

DRAWN: R.V.

CHECKED: RV

SCALE: 1:400

SHEET No. SP-1

PROJECT No. 2033

D07-12-22-0021

LEGAL DESCRIPTION
PLAN OF SURVEY OF
PART OF BLOCK 177
REGISTERED PLAN 4M-1470
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

SURVEYOR
Annis O'Sullivan Vollebekk Ltd.
Ontario Land Surveyors
14 Concourse Gate, Suite 500,
Nepean, Ontario K2E 7S6
Tel: (613) 727-0850
E-Mail: TravisH@aovltd.com

TRANSPORTATION ENDINEER
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500 - 333 Preston Street
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GEOTECHNICAL ENGINEER
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Email: sdennis@patersongroup.ca

CIVIL ENGINEER
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Mobile:
Email: ryan.magladry@arcadis.com

LANDSCAPE ARCHITECT
James B. Lennox & Associates Inc.
Landscape Architects
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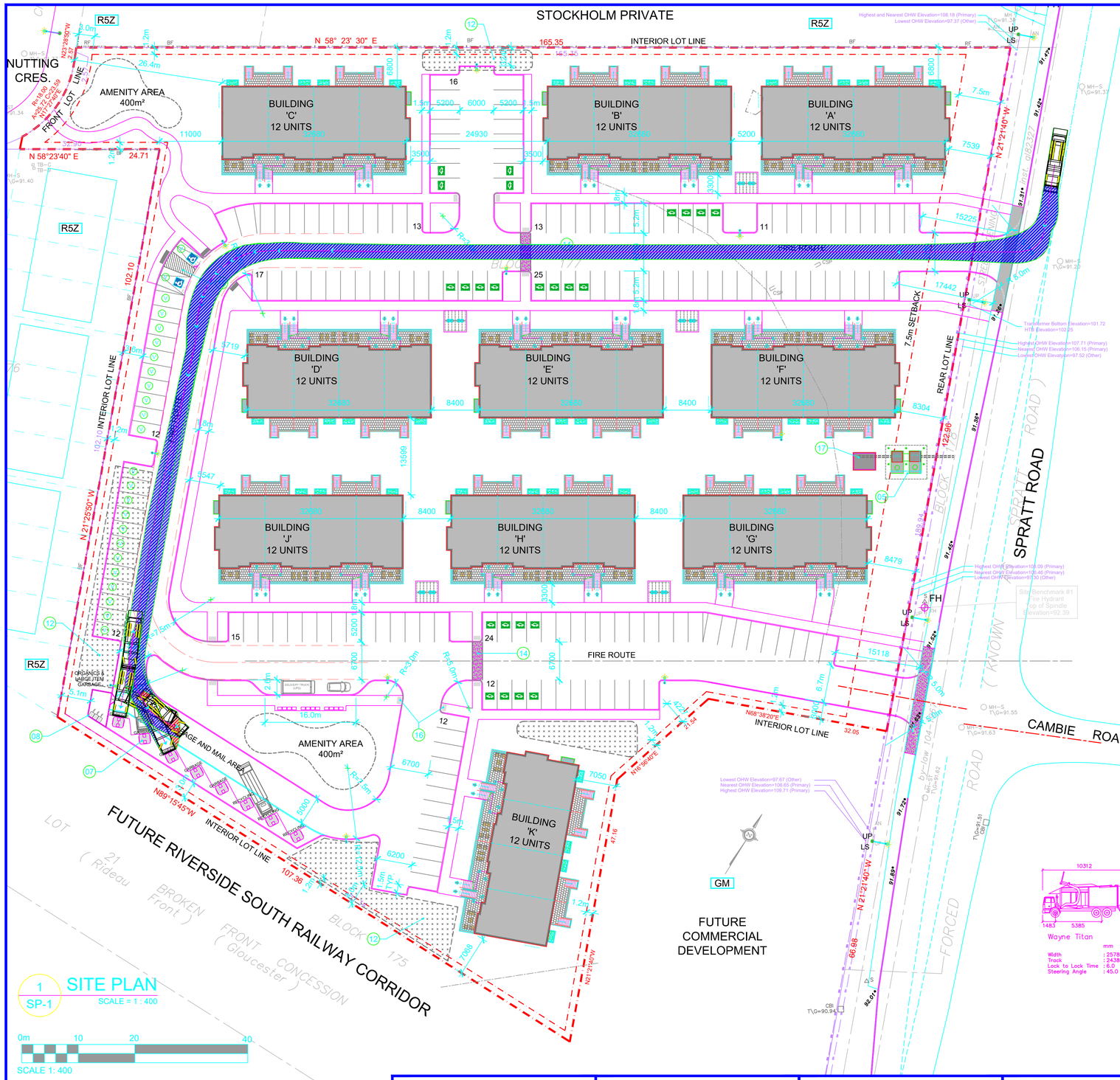
Tel: 613-722-5168
Email: ml@jbla.ca

PROJECT DEVELOPER
Claridge Homes
505 Preston Avenue
Ottawa ON, K1S 4N7
Tel.: (613) 233-6030
E-Mail: shawn.malhotra@claridgehomes.com
E-Mail: marc.stpierre@claridgehomes.com
E-Mail: victoria.st.pierre@claridgehomes.com

URBAN PLANNER
Novatech Eng. Consultants Limited
200 - 240 Michael Cowpland Drive
Ottawa, Ontario, K2M 1P6
Tel: 613 254-9643
Email: r.tran@novatech-eng.com



PROJECT INFORMATION

Zoning By-law 2008-250 Consolidation — GM — SITE AREA 2.0 ha. — 20,759.0 m² / 223,448 ft²

ZONING	REQUIRED	PROVIDED
ZONE: PLANNED UNIT DEVELOPMENT	GM	GM
BUILDING HEIGHT	18.0m	9.3m
DENSITY - MAXIMUM FLOOR SPACE INDEX	2.0	0.6
FRONT YARD SETBACK: NUTTING CRESCENT	3.0m	26.4m
INTERIOR YARD SETBACK - BUILDINGS UNDER 11m IN HT.	1.2m	6.8m
INTERIOR YARD SETBACK - BUILDINGS OVER 11m IN HT.	3.0m	n/a
REAR YARD SETBACK ABUTTING A STREET : SPRATT ROAD	7.5m	___m
BUILDING SETBACK TO A PRIVATE WAY	1.8m	3.9m
BUILDING SEPARATION (UNDER 14.5m HT.)	1.2m	___m
AMENITY AREA - TOTAL 6.0m² PER UNIT	720.0m²	3,700.0m²
AMENITY AREA - 50% COMMUNAL PER UNIT	360.0m²	400.0m²
VEHICLE PARKING: RESIDENTIAL - 1.2 PER UNIT	144	158
VEHICLE PARKING: VISITOR - 0.2 PER UNIT	24	24
BICYCLE PARKING - RESIDENTIAL - 0.5 PER UNIT	60	60
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	6.0m / 6.7m	6.2m / 6.7m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A RESIDENTIAL ZONE	3.0m	3.6m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A STREET	3.0m	12.0m
MINIMUM WIDTH OF LANDSCAPED AREA - AROUND A PARKING LOT	3.0m	3.0m

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- ⬡ 00 INDICATES WINDOW TYPE; REFER TO WINDOW ELEVATIONS AND DETAILS ON A900 SERIES.
- (000) INDICATES DOOR TYPE; REFER TO DOOR SCHEDULE AND DETAILS ON A900 SERIES.
- DETAIL NUMBER / 00 TITLE / A000 DETAIL REFERENCE PAGE / SCALE

DRAWING NOTES

1. PROPERTY LINE
2. BUILDING SETBACKS
3. REQUIRED AMENITY AREA
4. PARKING SPACE: STANDARD SIZE 2.6 x 5.2 METRES
5. PROPOSED HYDRO TRANSFORMER / SWITCHGEAR
6. ASPHALT DRIVING SURFACE
7. IN GROUND WASTE BINS
8. ORGANIC WASTE / OVER SIZED GARBAGE ENCLOSER 2.1m HIGH OPAQUE SCREEN AROUND PERIMETER
9. BICYCLE PARKING SPACES (6) WITH RACK
10. PROPOSED HYDRANT
11. EXISTING FIRE HYDRANT
12. TEMPORARY SNOW STORAGE
13. EXISTING BELL BOXES
14. 1.8m WIDE RAISED CONCRETE CROSS WALK WITH TWSI & TRANSITIONS
15. DEPRESSED STREET CURB & SIDEWALK, CONTINUOUS AND DEPRESSED @ DRIVEWAY
16. DEPRESSED CURB AND TWSI
17. 3.2m x 4.2m ELECTRICAL SHED
18. 1.8m / 1.5m WIDE CONCRETE WALK
19. ACCESSIBLE PARKING SPACE WITH ACCESS AISLE, DEPRESSED CURB AND TWSI
20.
21. RETAINING WALL, SEE CIVIL
22. PROPOSED CONCRETE BUS PAD
23. 1.2m x 1.2m EASEMENT FOR BUS PAD

1.8m WIDE ASPHALT THROUGH SITE CONNECTION PATH

SITE PLAN SYMBOLS

- CONCRETE UNIT PAVERS SURFACE
- SOFT LANDSCAPING
- CONCRETE WALK / PATH
- ASPHALT WALK / PATH
- BIKE RACK / BIKE PARKING SPOT
- TWO WAY VEHICLE CIRCULATION
- MAIN ENTRANCE
- PROPERTY LINE
- ZONING SETBACKS
- STANDARD PARKING SPACE
- VISITOR PARKING SPACE
- ACCESSIBLE PARKING SPACE

GROSS BUILDING - AREAS

(CITY OF OTTAWA'S DEFINITION)

PROPOSED BUILDING 'A'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'B'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'C'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'D'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'E'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'F'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'G'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'H'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'J'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'K'	1,256.0 m² / 13,520 ft²
TOTAL PROPOSED AREA	12,560.0 m² / 135,200 ft²

UNIT STATISTICS

2 BEDROOM UNIT 120

CAR PARKING

REQUIRED by ZONING BY-LAW

RESIDENCE	- 1.2 PER UNIT	144
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		168

PROVIDED

RESIDENCE	- 1.31 PER UNIT	158
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		182

BICYCLE PARKING

REQUIRED	- 0.5 PER UNIT	60
PROVIDED		60

WASTE COLLECTION

GUIDELINES

GARBAGE	- 0.231 YARDS³ / UNIT	28 YARDS³
RECYCLING (GMP)	- 0.018 YARDS³ / UNIT	2 YARDS³
RECYCLING (FIBRE)	- 0.062 YARDS³ / UNIT	7.4 YARDS³
ORGANICS	- 240L CONTAINER / 50 UNITS	3 x 240L

	REQUIRED	PROVIDED
GARBAGE	5 EARTHBINS	5 EARTHBINS
RECYCLING (GMP)	1 EARTHBINS	1 EARTHBINS
RECYCLING (FIBRE)	2 EARTHBINS	2 EARTHBINS
ORGANICS	3 x 240L BINS	3 x 240L BINS
LARGE ITEM GARBAGE	N/A	8 m³
		*EARTHBINS= (6.5 YARDS³)

SNOW STORAGE

TEMPORARILY STORED AND TRUCKED OFF SITE

REQUIRED AMENITY SPACE

6.0 m² PER UNIT=	1,152.0 m²
50% COMMUNAL AMENITY AREA =	576.0 m²

PROVIDED AMENITY SPACE

PRIVATE BALCONY / PATIOS =	2,611.2 m²
COMMUNAL EXTERIOR AREA=	2,000.0 m²
TOTAL =	4,611.2 sq. m.

SITE COVERAGE

BUILDING FOOTPRINT =	18.5%	6,800.0 sq. m.
DRIVING SURFACE =	25.9%	1,751.40 sq. m.
LANDSCAPE AREA =	40.5%	2,739.12 sq. m.
TOTAL =	100.0%	36,789.0 sq. m.

No.	DESCRIPTION	DATE
7	ISSUED FOR OWNER / CONSULTANT REVIEW	Nov. 26, 2025
6	REVISED LAYOUT ISSUED FOR REVIEW	Oct. 16, 2025
5	ISSUED FOR SITE PLAN 3rd REVIEW RESPONSE	MAR 29 2023
4	ISSUED FOR SITE PLAN 2nd REVIEW RESPONSE	JAN 05 2023
3	ISSUED FOR SITE PLAN 1st REVIEW RESPONSE	JUL 07 2022
2	ISSUED FOR CONSULTANT REVIEW	OCT 15 2021
1	ISSUED FOR PRELIMINARY REVIEW	FEB 26 2021

REVISIONS:

ARCHITECT SEAL:

SEAL DATE: STAMP DATE

NORTH ARROW:

CLIENT:

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ARCHITECT:

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PROJECT TITLE:

4624 SPRATT ROAD

OTTAWA ONTARIO

SHEET TITLE:

SITE PLAN

DRAWN: R.V. — CHECKED: RV

SCALE: 1:400 — SHEET No. SP-1

PROJECT No. 2033

D07-12-22-0021

LEGAL DESCRIPTION

PLAN OF SURVEY OF

PART OF BLOCK 177
REGISTERED PLAN 4M-1470
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

TRANSPORTATION ENDINEER

Arcadis Canada Inc.
500 - 333 Preston Street
Ottawa, Ontario, K1S 5N4
Tel: 613 225-1311
Mobile:
Email: ben.pascoloneveu@arcadis.com

CIVIL ENGINEER

PROJECT DEVELOPER

Claridge Homes
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SURVEYOR

Annis O'Sullivan Vollebekk Ltd.
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Nepean, Ontario K2E 7S6
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E-Mail: TravisH@aovltd.com

GEOTECHNICAL ENGINEER

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Email: sdennis@patersongroup.ca

LANDSCAPE ARCHITECT

James B. Lennox & Associates Inc.
Landscape Architects
3332 Carling Ave.
Ottawa, Ontario K2H 5A8
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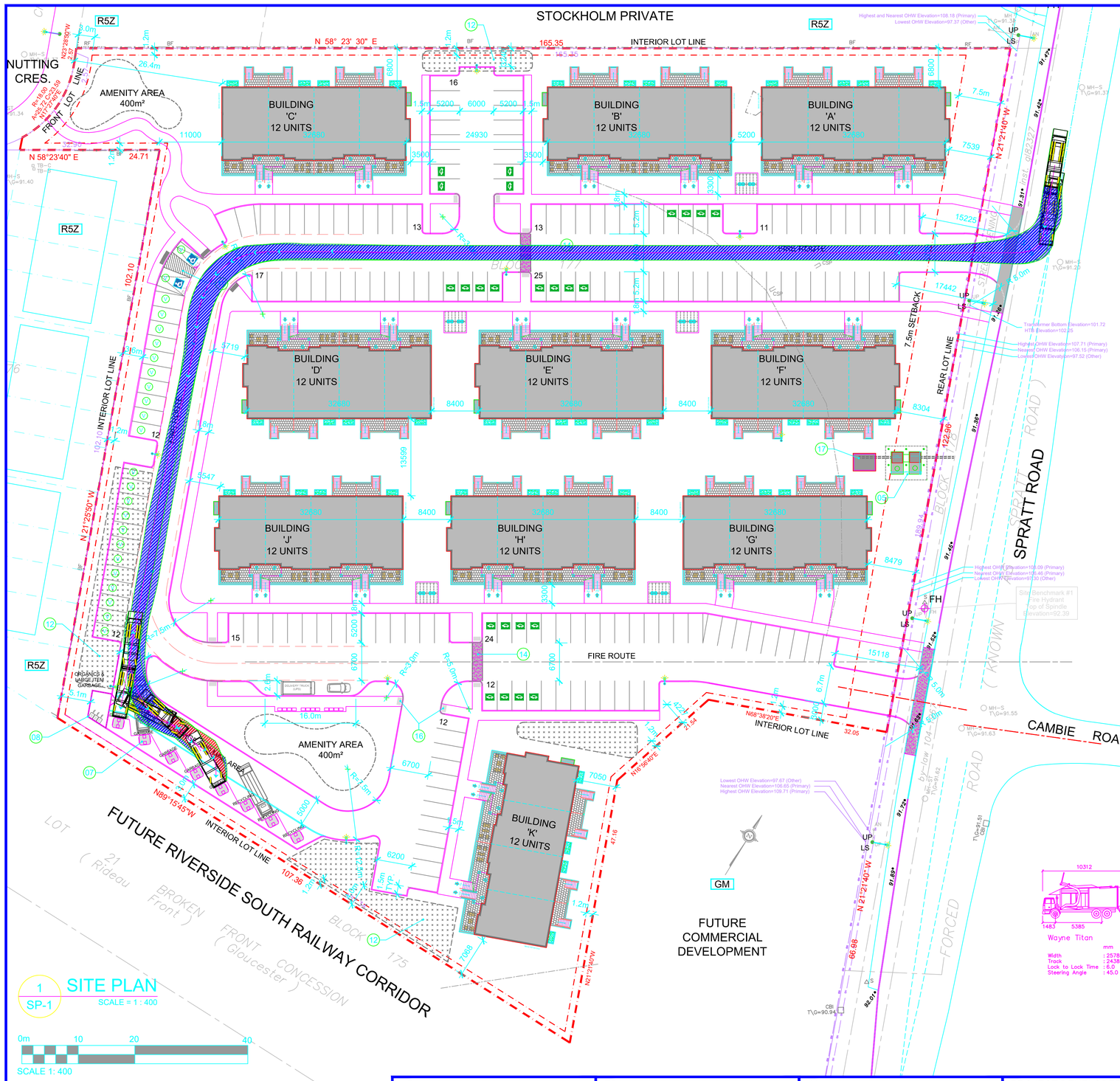
Email: ml@jbla.ca

URBAN PLANNER

Novatech Eng. Consultants Limited
200 - 240 Michael Cowpland Drive
Ottawa, Ontario, K2M 1P6
Tel: 613 254-9643
Email: r.tran@novatech-eng.com



1 SITE PLAN
SP-1 SCALE = 1 : 400

0m 10 20 40
SCALE 1: 400

KEY PLAN

PROJECT INFORMATION

Zoning By-law 2008-250 Consolidation GM SITE AREA 2.0 ha. 20,759.0 m² 223,448 ft²

ZONING	REQUIRED	PROVIDED
ZONE: PLANNED UNIT DEVELOPMENT	GM	GM
BUILDING HEIGHT	18.0m	9.3m
DENSITY - MAXIMUM FLOOR SPACE INDEX	2.0	0.6
FRONT YARD SETBACK: NUTTING CRESCENT	3.0m	26.4m
INTERIOR YARD SETBACK - BUILDINGS UNDER 11m IN HT.	1.2m	6.8m
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BUILDING SETBACK TO A PRIVATE WAY	1.8m	3.9m
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DRAWING NOTES

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3. REQUIRED AMENITY AREA
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23. 1.2m x 1.2m EASEMENT FOR BUS PAD

1.8m WIDE ASPHALT THROUGH SITE CONNECTION PATH

SITE PLAN SYMBOLS

- CONCRETE UNIT PAVERS SURFACE
- SOFT LANDSCAPING
- CONCRETE WALK / PATH
- ASPHALT WALK / PATH
- BIKE RACK / BIKE PARKING SPOT
- TWO WAY VEHICLE CIRCULATION
- MAIN ENTRANCE
- PROPERTY LINE
- ZONING SETBACKS
- STANDARD PARKING SPACE
- VISITOR PARKING SPACE
- ACCESSIBLE PARKING SPACE

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(CITY OF OTTAWA'S DEFINITION)

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UNIT STATISTICS

2 BEDROOM UNIT 120

CAR PARKING

REQUIRED by ZONING BY-LAW

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VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		168

PROVIDED

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TOTAL		182

BICYCLE PARKING

REQUIRED	- 0.5 PER UNIT	60
PROVIDED		60

WASTE COLLECTION

GUIDELINES

GARBAGE	- 0.231 YARDS³ / UNIT	28 YARDS³
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RECYCLING (FIBRE)	- 0.062 YARDS³ / UNIT	7.4 YARDS³
ORGANICS	- 240L CONTAINER / 50 UNITS	3 x 240L

	REQUIRED	PROVIDED
GARBAGE	5 EARTHBINS	5 EARTHBINS
RECYCLING (GMP)	1 EARTHBINS	1 EARTHBINS
RECYCLING (FIBRE)	2 EARTHBINS	2 EARTHBINS
ORGANICS	3 x 240L BINS	3 x 240L BINS
LARGE ITEM GARBAGE	N/A	8 m³
		*EARTHBINS= (6.5 YARDS³)

SNOW STORAGE

TEMPORARILY STORED AND TRUCKED OFF SITE

REQUIRED AMENITY SPACE		
	6.0 m² PER UNIT=	1,152.0 m²
	50% COMMUNAL AMENITY AREA =	576.0 m²
PROVIDED AMENITY SPACE		
	PRIVATE BALCONY / PATIOS =	2,611.2 m²
	COMMUNAL EXTERIOR AREA=	2,000.0 m²
	TOTAL =	4,611.2 sq. m.
SITE COVERAGE		
	BUILDING FOOTPRINT = 18.5%	6,800.0 sq. m.
	DRIVING SURFACE = 25.9%	1,751.40 sq. m.
	LANDSCAPE AREA = 40.5%	2,739.12 sq. m.
	TOTAL = 100.0%	36,789.0 sq. m.

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

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2	ISSUED FOR CONSULTANT REVIEW	OCT 15 2021
1	ISSUED FOR PRELIMINARY REVIEW	FEB 26 2021

REVISIONS:

ARCHITECT SEAL:

SEAL DATE: STAMP DATE

NORTH ARROW:

CLIENT:

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ARCHITECT:

..\..\..\..\000_RLA Standards\Libraries (Logos)\RLA LOGO FINAL address medium.jpg

PROJECT TITLE:

4624 SPRATT ROAD

OTTAWA ONTARIO

SHEET TITLE:

SITE PLAN

DRAWN: R.V.

CHECKED: RV

SCALE: 1:400

SHEET No. SP-1

PROJECT No. 2033

D07-12-22-0021

LEGAL DESCRIPTION

PLAN OF SURVEY OF

PART OF BLOCK 177
REGISTERED PLAN 4M-1470
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

TRANSPORTATION ENDINEER

Arcadis Canada Inc.
500 - 333 Preston Street
Ottawa, Ontario, K1S 5N4
Tel: 613 225-1311
Mobile:
Email: ben.pascoloneveu@arcadis.com

CIVIL ENGINEER

PROJECT DEVELOPER

Claridge Homes
505 Preston Avenue
Ottawa ON, K1S 4N7
Tel.: (613) 233-6030
E-Mail: shawn.malhotra@claridgehomes.com
E-Mail: marc.stpierre@claridgehomes.com
E-Mail: victoria.st.pierre@claridgehomes.com

SURVEYOR

Annis O'Sullivan Vollebekk Ltd.
Ontario Land Surveyors
14 Concourse Gate, Suite 500,
Nepean, Ontario K2E 7S6
Tel: (613) 727-0850
E-Mail: TravisH@aovltd.com

GEOTECHNICAL ENGINEER

Paterson Group
154 Colonnade Road South
Ottawa, Ontario K2E 7J5
Tel: 613.226-7381
Email: sdennis@patersongroup.ca

LANDSCAPE ARCHITECT

James B. Lennox & Associates Inc.
Landscape Architects
3332 Carling Ave.
Ottawa, Ontario K2H 5A8
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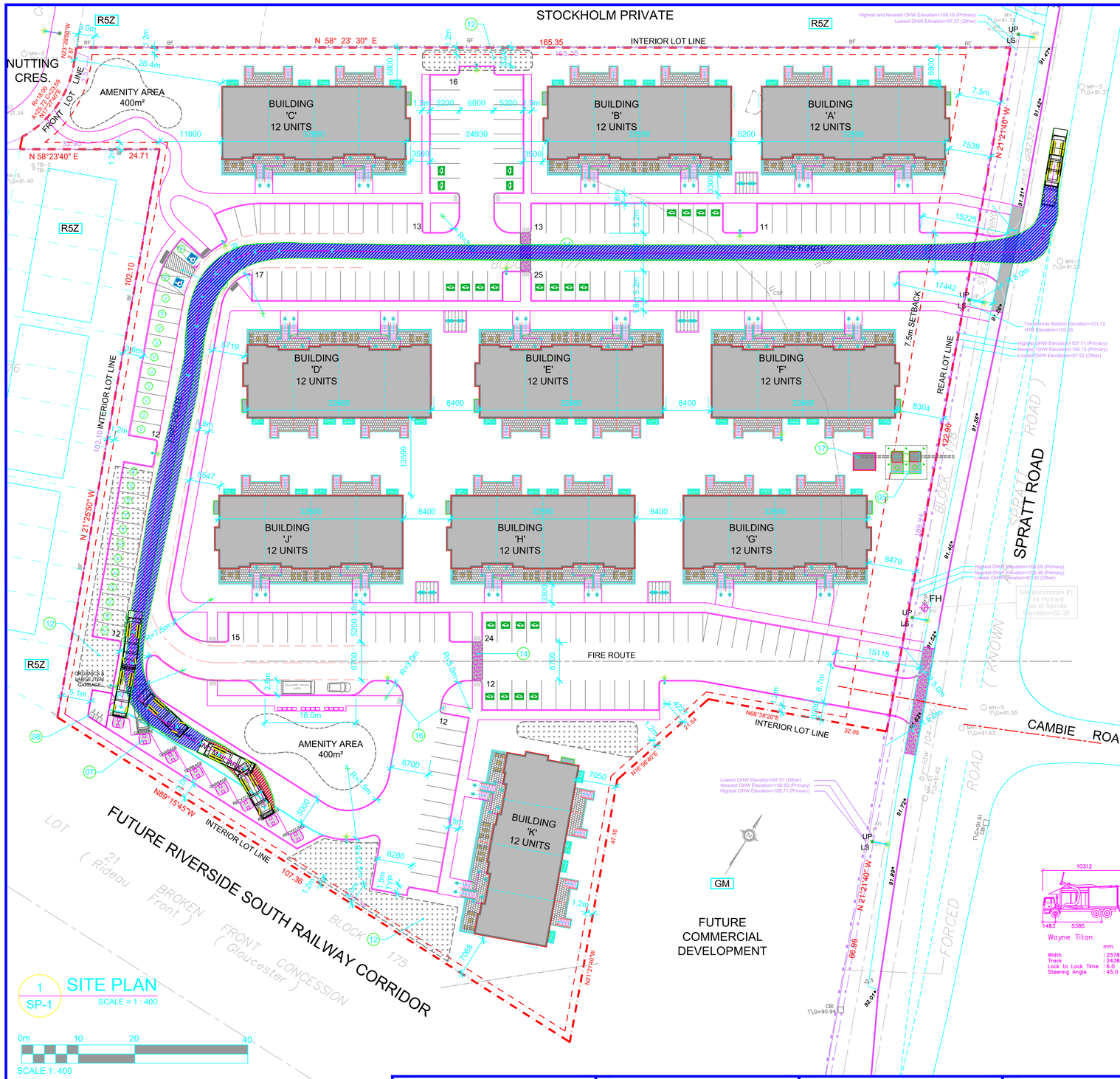
Email: ml@jbla.ca

URBAN PLANNER

Novatech Eng. Consultants Limited
200 - 240 Michael Cowpland Drive
Ottawa, Ontario, K2M 1P6
Tel: 613 254-9643
Email: r.tran@novatech-eng.com



1 SITE PLAN
SP-1
SCALE = 1 : 400

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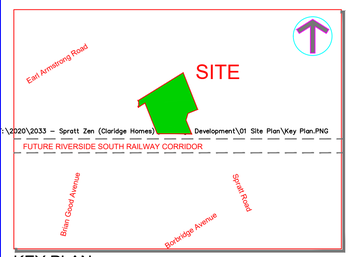
SCALE 1: 400



KEY PLAN

PROJECT INFORMATION

Zoning By-law 2008-250 Consolidation GM SITE AREA 2.0 ha. 20,759.0 m² 223,448 ft²

ZONING	REQUIRED	PROVIDED
ZONE: PLANNED UNIT DEVELOPMENT	GM	GM
BUILDING HEIGHT	18.0m	9.3m
DENSITY - MAXIMUM FLOOR SPACE INDEX	2.0	0.6
FRONT YARD SETBACK: NUTTING CRESCENT	3.0m	26.4m
INTERIOR YARD SETBACK - BUILDINGS UNDER 11m IN HT.	1.2m	6.8m
INTERIOR YARD SETBACK - BUILDINGS OVER 11m IN HT.	3.0m	n/a
REAR YARD SETBACK ABUTTING A STREET : SPRATT ROAD	7.5m	___m
BUILDING SETBACK TO A PRIVATE WAY	1.8m	3.9m
BUILDING SEPARATION (UNDER 14.5m HT.)	1.2m	___m
AMENITY AREA - TOTAL 6.0m² PER UNIT	720.0m²	3,700.0m²
AMENITY AREA - 50% COMMUNAL PER UNIT	360.0m²	400.0m²
VEHICLE PARKING: RESIDENTIAL - 1.2 PER UNIT	144	158
VEHICLE PARKING: VISITOR - 0.2 PER UNIT	24	24
BICYCLE PARKING - RESIDENTIAL - 0.5 PER UNIT	60	60
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	6.0m / 6.7m	6.2m / 6.7m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A RESIDENTIAL ZONE	3.0m	3.6m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A STREET	3.0m	12.0m
MINIMUM WIDTH OF LANDSCAPED AREA - AROUND A PARKING LOT	3.0m	3.0m

DRAWING NOTES

1. PROPERTY LINE
2. BUILDING SETBACKS
3. REQUIRED AMENITY AREA
4. PARKING SPACE: STANDARD SIZE 2.6 x 5.2 METRES
5. PROPOSED HYDRO TRANSFORMER / SWITCHGEAR
6. ASPHALT DRIVING SURFACE
7. IN GROUND WASTE BINS
8. ORGANIC WASTE / OVER SIZED GARBAGE ENCLOSER 2.1m HIGH OPAQUE SCREEN AROUND PERIMETER
9. BICYCLE PARKING SPACES (6) WITH RACK
10. PROPOSED HYDRANT
11. EXISTING FIRE HYDRANT
12. TEMPORARY SNOW STORAGE
13. EXISTING BELL BOXES
14. 1.8m WIDE RAISED CONCRETE CROSS WALK WITH TWSI & TRANSITIONS
15. DEPRESSED STREET CURB & SIDEWALK, CONTINUOUS AND DEPRESSED @ DRIVEWAY
16. DEPRESSED CURB AND TWSI
17. 3.2m x 4.2m ELECTRICAL SHED
18. 1.8m / 1.5m WIDE CONCRETE WALK
19. ACCESSIBLE PARKING SPACE WITH ACCESS AISLE, DEPRESSED CURB AND TWSI
20.
21. RETAINING WALL, SEE CIVIL
22. PROPOSED CONCRETE BUS PAD
23. 1.2m x 1.2m EASEMENT FOR BUS PAD

1.8m WIDE ASPHALT THROUGH SITE CONNECTION PATH

SITE PLAN SYMBOLS

- CONCRETE UNIT PAVERS SURFACE
- SOFT LANDSCAPING
- CONCRETE WALK / PATH
- ASPHALT WALK / PATH
- BIKE RACK / BIKE PARKING SPOT
- TWO WAY VEHICLE CIRCULATION
- MAIN ENTRANCE
- PROPERTY LINE
- ZONING SETBACKS
- STANDARD PARKING SPACE
- VISITOR PARKING SPACE
- ACCESSIBLE PARKING SPACE

GROSS BUILDING - AREAS

(CITY OF OTTAWA'S DEFINITION)

PROPOSED BUILDING 'A'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'B'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'C'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'D'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'E'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'F'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'G'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'H'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'J'	1,256.0 m² / 13,520 ft²
PROPOSED BUILDING 'K'	1,256.0 m² / 13,520 ft²
TOTAL PROPOSED AREA	12,560.0 m² / 135,200 ft²

UNIT STATISTICS

2 BEDROOM UNIT 120

CAR PARKING

REQUIRED by ZONING BY-LAW

RESIDENCE	- 1.2 PER UNIT	144
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		168

PROVIDED

RESIDENCE	- 1.31 PER UNIT	158
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		182

BICYCLE PARKING

REQUIRED	- 0.5 PER UNIT	60
PROVIDED		60

WASTE COLLECTION

GUIDELINES

GARBAGE	- 0.231 YARDS³ / UNIT	28 YARDS³
RECYCLING (GMP)	- 0.018 YARDS³ / UNIT	2 YARDS³
RECYCLING (FIBRE)	- 0.062 YARDS³ / UNIT	7.4 YARDS³
ORGANICS	- 240L CONTAINER / 50 UNITS	3 x 240L

	REQUIRED	PROVIDED
GARBAGE	5 EARTHBINS	5 EARTHBINS
RECYCLING (GMP)	1 EARTHBINS	1 EARTHBINS
RECYCLING (FIBRE)	2 EARTHBINS	2 EARTHBINS
ORGANICS	3 x 240L BINS	3 x 240L BINS
LARGE ITEM GARBAGE	N/A	8 m³
		*EARTHBINS= (6.5 YARDS³)

SNOW STORAGE

TEMPORARILY STORED AND TRUCKED OFF SITE

REQUIRED AMENITY SPACE

6.0 m² PER UNIT=	1,152.0 m²
50% COMMUNAL AMENITY AREA =	576.0 m²

PROVIDED AMENITY SPACE

PRIVATE BALCONY / PATIOS =	2,611.2 m²
COMMUNAL EXTERIOR AREA=	2,000.0 m²
TOTAL =	4,611.2 sq. m.

SITE COVERAGE

BUILDING FOOTPRINT =	18.5%	6,800.0 sq. m.
DRIVING SURFACE =	25.9%	1,751.40 sq. m.
LANDSCAPE AREA =	40.5%	2,739.12 sq. m.
TOTAL =	100.0%	36,789.0 sq. m.

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REVISIONS:

ARCHITECT SEAL:

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..\..\02 Working Drawings\01 CAD\02 Xref\ClaridgeHomes_Logo_Horizontal_RGB_72dpi.jpg

ARCHITECT:

..\..\..\..\000_RLA Standards\Libraries (Logos)\RLA LOGO FINAL address medium.jpg

PROJECT TITLE:

4624 SPRATT ROAD

OTTAWA ONTARIO

SHEET TITLE:

SITE PLAN

DRAWN: R.V.

CHECKED: RV

SCALE: 1:400

SHEET No. SP-1

PROJECT No. 2033

D07-12-22-0021

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PLAN OF SURVEY OF
PART OF BLOCK 177
REGISTERED PLAN 4M-1470
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Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

SURVEYOR
Annis O'Sullivan Vollebekk Ltd.
Ontario Land Surveyors
14 Concourse Gate, Suite 500,
Nepean, Ontario K2E 7S6
Tel: (613) 727-0850
E-Mail: TravisH@aovltd.com

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Mobile:
Email: ben.pascoloneveu@arcadis.com

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Ottawa, Ontario K2E 7J5
Tel: 613.226-7381
Email: sdennis@patersongroup.ca

CIVIL ENGINEER

LANDSCAPE ARCHITECT
James B. Lennox & Associates Inc.
Landscape Architects
3332 Carling Ave.
Ottawa, Ontario K2H 5A8
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Email: ml@jbla.ca

PROJECT DEVELOPER
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E-Mail: marc.stpierre@claridgehomes.com
E-Mail: victoria.st.pierre@claridgehomes.com

URBAN PLANNER
Novatech Eng. Consultants Limited
200 - 240 Michael Cowpland Drive
Ottawa, Ontario, K2M 1P6
Tel: 613 254-9643
Email: r.tran@novatech-eng.com

PAPER SIZE: A1 | PLOT DATE: Wednesday, December 03, 2025 | PLOT SCALE: 1:1 | PEN STYLE: ----

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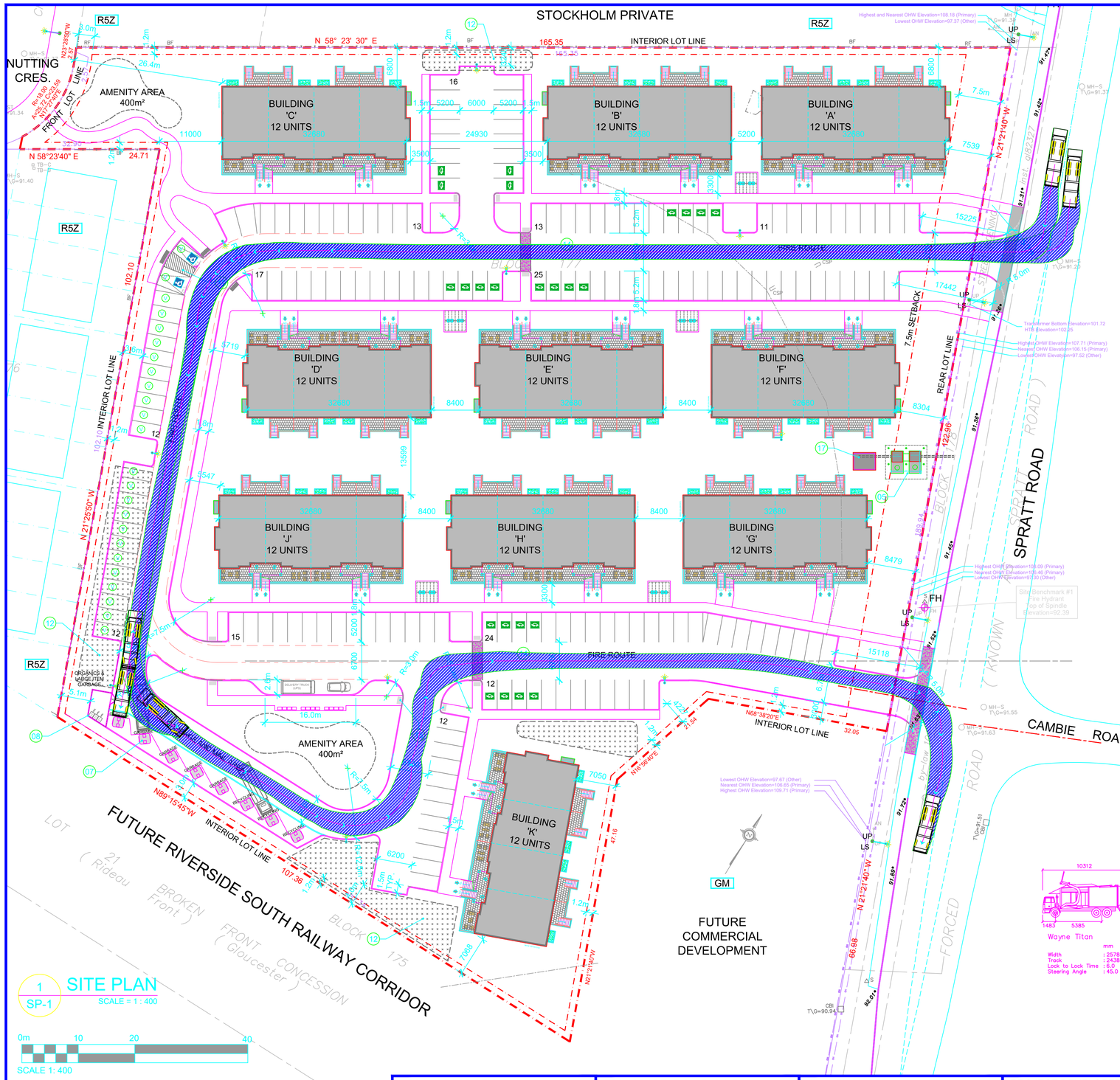

PROJECT INFORMATION

Zoning By-law 2008-250 Consolidation GM SITE AREA 2.0 ha. 20,759.0 m² 223,448 ft²

ZONING	REQUIRED	PROVIDED
ZONE: PLANNED UNIT DEVELOPMENT	GM	GM
BUILDING HEIGHT	18.0m	9.3m
DENSITY - MAXIMUM FLOOR SPACE INDEX	2.0	0.6
FRONT YARD SETBACK: NUTTING CRESCENT	3.0m	26.4m
INTERIOR YARD SETBACK - BUILDINGS UNDER 11m IN HT.	1.2m	6.8m
INTERIOR YARD SETBACK - BUILDINGS OVER 11m IN HT.	3.0m	n/a
REAR YARD SETBACK ABUTTING A STREET : SPRATT ROAD	7.5m	___m
BUILDING SETBACK TO A PRIVATE WAY	1.8m	3.9m
BUILDING SEPARATION (UNDER 14.5m HT.)	1.2m	___m
AMENITY AREA - TOTAL 6.0m² PER UNIT	720.0m²	3,700.0m²
AMENITY AREA - 50% COMMUNAL PER UNIT	360.0m²	400.0m²
VEHICLE PARKING: RESIDENTIAL - 1.2 PER UNIT	144	158
VEHICLE PARKING: VISITOR - 0.2 PER UNIT	24	24
BICYCLE PARKING - RESIDENTIAL - 0.5 PER UNIT	60	60
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	6.0m / 6.7m	6.2m / 6.7m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A RESIDENTIAL ZONE	3.0m	3.6m
MINIMUM WIDTH OF LANDSCAPED AREA - ABUTTING A STREET	3.0m	12.0m
MINIMUM WIDTH OF LANDSCAPED AREA - AROUND A PARKING LOT	3.0m	3.0m

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DRAWING NOTES

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2. BUILDING SETBACKS
3. REQUIRED AMENITY AREA
4. PARKING SPACE: STANDARD SIZE 2.6 x 5.2 METRES
5. PROPOSED HYDRO TRANSFORMER / SWITCHGEAR
6. ASPHALT DRIVING SURFACE
7. IN GROUND WASTE BINS
8. ORGANIC WASTE / OVER SIZED GARBAGE ENCLOSER 2.1m HIGH OPAQUE SCREEN AROUND PERIMETER
9. BICYCLE PARKING SPACES (6) WITH RACK
10. PROPOSED HYDRANT
11. EXISTING FIRE HYDRANT
12. TEMPORARY SNOW STORAGE
13. EXISTING BELL BOXES
14. 1.8m WIDE RAISED CONCRETE CROSS WALK WITH TWSI & TRANSITIONS
15. DEPRESSED STREET CURB & SIDEWALK, CONTINUOUS AND DEPRESSED @ DRIVEWAY
16. DEPRESSED CURB AND TWSI
17. 3.2m x 4.2m ELECTRICAL SHED
18. 1.8m / 1.5m WIDE CONCRETE WALK
19. ACCESSIBLE PARKING SPACE WITH ACCESS AISLE, DEPRESSED CURB AND TWSI
20. -
21. RETAINING WALL, SEE CIVIL
22. PROPOSED CONCRETE BUS PAD
23. 1.2m x 1.2m EASEMENT FOR BUS PAD

1.8m WIDE ASPHALT THROUGH SITE CONNECTION PATH

- -
- -
- -
- -
- -

SITE PLAN SYMBOLS

- CONCRETE UNIT PAVERS SURFACE
- SOFT LANDSCAPING
- CONCRETE WALK / PATH
- ASPHALT WALK / PATH
- BIKE RACK / BIKE PARKING SPOT
- TWO WAY VEHICLE CIRCULATION
- MAIN ENTRANCE
- PROPERTY LINE
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- ACCESSIBLE PARKING SPACE

GROSS BUILDING - AREAS

(CITY OF OTTAWA'S DEFINITION)

PROPOSED BUILDING 'A'	1,256.0 m² / 13,520 ft²
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TOTAL PROPOSED AREA	12,560.0 m² / 135,200 ft²

UNIT STATISTICS

2 BEDROOM UNIT 120

CAR PARKING

REQUIRED by ZONING BY-LAW

RESIDENCE	- 1.2 PER UNIT	144
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		168

PROVIDED

RESIDENCE	- 1.31 PER UNIT	158
VISITOR	- 0.2 PER DWELLING UNIT	24
TOTAL		182

BICYCLE PARKING

REQUIRED	- 0.5 PER UNIT	60
PROVIDED		60

WASTE COLLECTION

GUIDELINES

GARBAGE	- 0.231 YARDS³ / UNIT	28 YARDS³
RECYCLING (GMP)	- 0.018 YARDS³ / UNIT	2 YARDS³
RECYCLING (FIBRE)	- 0.062 YARDS³ / UNIT	7.4 YARDS³
ORGANICS	- 240L CONTAINER / 50 UNITS	3 x 240L

	REQUIRED	PROVIDED
GARBAGE	5 EARTHBINS	5 EARTHBINS
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LARGE ITEM GARBAGE	N/A	8 m³
		*EARTHBINS= (6.5 YARDS³)

SNOW STORAGE

TEMPORARILY STORED AND TRUCKED OFF SITE

REQUIRED AMENITY SPACE

6.0 m² PER UNIT=	1,152.0 m²
50% COMMUNAL AMENITY AREA =	576.0 m²

PROVIDED AMENITY SPACE

PRIVATE BALCONY / PATIOS =	2,611.2 m²
COMMUNAL EXTERIOR AREA=	2,000.0 m²
TOTAL =	4,611.2 sq. m.

SITE COVERAGE

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1	ISSUED FOR PRELIMINARY REVIEW	FEB 26 2021

REVISIONS:

ARCHITECT SEAL:

SEAL DATE: STAMP DATE

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ARCHITECT:

..\..\..\..\000_RLA Standards\Libraries (Logos)\RLA LOGO FINAL address medium.jpg

PROJECT TITLE:

4624 SPRATT ROAD

OTTAWA ONTARIO

SHEET TITLE:

SITE PLAN

DRAWN: R.V.

CHECKED: RV

SCALE: 1:400

SHEET No. SP-1

PROJECT No. 2033

D07-12-22-0021

LEGAL DESCRIPTION
PLAN OF SURVEY OF
PART OF BLOCK 177
REGISTERED PLAN 4M-1470
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

SURVEYOR
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Ontario Land Surveyors
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