

MEMORANDUM

DATE: AUGUST 28, 2026

TO: JEAN-CHARLES RENAUD, BECCA CONROD – CITY OF OTTAWA

FROM: JOSHUA AUDIA – NOVATECH

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

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

INTRODUCTION

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

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

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

PROPOSED DEVELOPMENT

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

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

The previous Draft Plan of Subdivision application assumed that the subject blocks would include 76 townhomes and two six- to nine-storey apartment buildings with an unspecified number of units. For the purposes of this memo, it has been estimated that the previous concept could include 280 apartment units within the subject site. A summary of the differences in unit counts is included in **Table 1**.

Table 1: Comparison of Development Applications

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

The proposed development is assumed to have a lower total unit count than what was considered in the original 2024 TIA. A comparison of the trip generation estimates for the previous concept and what is now being considered is shown below.

The peak hour person trip generation has been estimated using the *TRANS Trip Generation Manual*, which presents peak period trip generation rates and mode shares for different types of housing for the AM and PM peak periods. The data is divided into trip generation rates and mode shares for Single-Family Detached Housing, Low-Rise Multifamily Housing (one or two storeys, including townhomes), and High-Rise Multifamily Housing (three or more storeys).

The *TRANS Trip Generation Manual* identifies the subject site as being located within the Beacon Hill district. The observed mode shares for low-rise and high-rise dwellings in Beacon Hill is shown in **Table 2**, along with the mode share targets previously considered in previous TIAs prepared in support of Phases 1B, 2A/2B, and 6-8 of Wateridge Village.

Table 2: Observed and Proposed Mode Shares

Mode	Low-Rise Multifamily		High-Rise Multifamily		Wateridge Previous TIAs
	AM	PM	AM	PM	
Auto Driver	45%	48%	48%	52%	35%
Auto Passenger	9%	16%	9%	16%	13%
Transit	35%	24%	30%	28%	35%
Cyclist	1%	1%	3%	0%	3%
Pedestrian	10%	11%	10%	4%	14%

The process of converting the trip generation estimates from peak period to peak hour is shown in the following tables. The estimated number of person trips generated by the proposed development during the AM and PM peak periods are shown in **Table 3**. A breakdown of these trips by mode share is shown in **Table 4**. The *TRANS Trip Generation Manual* includes adjustment factors to convert the estimated number of trips generated for each mode from peak period to peak hour. A breakdown of the peak hour trips by mode is shown in **Table 5**.

Table 3: Peak Period Trip Generation

Land Use	TRANS Rate	Units	AM Peak Period (ppp ⁽¹⁾)			PM Peak Period (ppp)		
			IN	OUT	TOT	IN	OUT	TOT
2024 TIA								
Low-Rise Multifamily	AM: 1.35 PM: 1.58	76	31	72	103	67	53	120
High-Rise Multifamily	AM: 0.80 PM: 0.90	280	69	155	224	146	106	252
Total			100	227	327	213	159	372
2026 Memo								
Low-Rise Multifamily	AM: 1.35 PM: 1.58	185	75	175	250	164	128	292
Total			75	175	250	164	128	292

1. ppp: Person Trips per Peak Period

Table 4: Peak Period Trips by Mode Share

Travel Mode	Mode Share	AM Peak Period			PM Peak Period		
		IN	OUT	TOT	IN	OUT	TOT
2024 TIA Person Trips		100	227	327	213	159	372
Auto Driver	35%	35	79	114	75	56	131
Auto Passenger	13%	13	30	43	28	20	48
Transit	35%	35	79	114	74	56	130
Cyclist	3%	3	7	10	6	5	11
Pedestrian	14%	14	32	46	30	22	52
2026 Memo Person Trips		75	175	250	164	128	292
Auto Driver	35%	26	62	88	57	45	102
Auto Passenger	13%	10	22	32	21	17	38
Transit	35%	26	62	88	58	44	102
Cyclist	3%	2	5	7	5	4	9
Pedestrian	14%	11	24	35	23	18	41

Table 5: Peak Hour Trips by Mode Share

Travel Mode	Adj. Factor		AM Peak Hour			PM Peak Hour		
	AM	PM	IN	OUT	TOT	IN	OUT	TOT
Auto Driver	0.48	0.44	17	38	55	32	24	56
Auto Passenger	0.48	0.44	6	14	20	12	9	21
Transit	0.55	0.47	19	44	63	35	26	61
Cyclist	0.58	0.48	2	4	6	3	3	6
Pedestrian	0.58	0.52	9	19	28	16	12	28
2024 TIA Person Trips			53	119	172	98	74	172
Auto Driver	0.48	0.44	13	29	42	25	20	45
Auto Passenger	0.48	0.44	5	11	16	9	7	16
Transit	0.55	0.47	14	34	48	27	21	48
Cyclist	0.58	0.48	1	3	4	2	2	4
Pedestrian	0.58	0.52	6	14	20	12	9	21
2026 Memo Person Trips			39	91	130	75	59	134
Auto Driver	0.48	0.44	-4	-9	-13	-7	-4	-11
Auto Passenger	0.48	0.44	-1	-3	-4	-3	-2	-5
Transit	0.55	0.47	-5	-10	-15	-8	-5	-13
Cyclist	0.58	0.48	-1	-1	-2	-1	-1	-2
Pedestrian	0.58	0.52	-3	-5	-8	-4	-3	-7
Difference in Person Trips			-14	-28	-42	-23	-15	-38

As shown in the previous tables, the development considered in this memo is projected to generate 38 to 42 fewer person trips during the peak hours (including 11 to 13 fewer vehicle trips). The analysis included in the 2024 TIA remains conservative.

DEVELOPMENT DESIGN

Design for Sustainable Modes

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

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

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

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

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

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

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

Circulation and Access

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

PARKING

Parking requirements have been evaluated against both the in-force *Zoning By-Law (ZBL) 2008-250* and the updated *ZBL 2026-50*, which is currently under appeal. Whichever requirements are stricter are to be applied to development applications until the updated *ZBL* is declared in effect.

Requirements per ZBL 2008-250

The subject site is located within Area B on Schedule 1 and Area X on Schedule 1A of the City's *2008 ZBL*. The required parking supply and proposed parking supply for the proposed residential development are summarized in **Table 6**.

Table 6: Required and Proposed Parking (ZBL 2008-250)

Land Use	Rate	Units	Required	Provided
<i>Minimum Vehicle Parking (Section 101/102 of 2008 ZBL)</i>				
Dwelling, Townhouse	0.75 spaces per dwelling, after the first 12 dwellings (residents)	185 units	130	185
	0.1 spaces per dwelling without driveways, after the first 12 dwellings (visitor) ⁽¹⁾	45 units	3	5
Total			133	190
<i>Minimum Bicycle Parking (Section 111 of 2008 ZBL)</i>				
Dwelling, Townhouse	No requirement, as each dwelling includes its own garage	185 units	0	N/A

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

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

Requirements per ZBL 2026-50

The subject site is located in Area B on Schedule A1 and Area C on Schedule A3 of the *2026 ZBL*. No minimum vehicle parking requirements are identified for residents. The minimum visitor parking rates are identified in Section 603 of the *2026 ZBL*. The required parking supply and proposed parking supply for visitors are summarized in **Table 7**.

Table 7: Required and Proposed Parking (ZBL 2026-50)

Land Use	Rate	Units	Required	Provided
<i>Minimum Visitor Parking (Section 603 of 2026 ZBL)</i>				
Dwelling, Townhouse	0.1 spaces per dwelling without driveways, after the first 24 dwellings ⁽¹⁾	45 units	2	5
<i>Minimum Bicycle Parking (Section 613 of 2026 ZBL)</i>				
Dwelling, Townhouse	No requirement, as each dwelling includes its own garage	185 units	0	N/A

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

Based on the previous table, the proposed number of visitor parking spaces meets the requirements.

BOUNDARY STREETS

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

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

Table 8: Segment MMLOS Summary

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

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

ACCESS DESIGN

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

Sections 14(1)(b) and 17(1)(a) of the City's *Access By-Law* identifies that two-way accesses to parking shall have a maximum width of 9m (measured at the street line) and 19m (measured at the roadway edge). The proposed accesses have a width of approximately 6.7m at the Codd's Road ROW and approximately 19.0m at the roadway edge, meeting the requirements.

Section 3.1.4.1 of the *Access Design Requirements* identifies that a minimum of 45m of frontage is required to permit two two-way private approaches to that street. The subject site has more than 45m of frontage to Codd's Road, and therefore this requirement is met.

Section 3.1.4.4 of the *Access Design Requirements* identifies that a minimum of 9m shall be provided between the nearest edges of two private approaches to the same property, as measured at the ROW and roadway edge. The two accesses to Codd's Road are approximately 62m apart (measuring at the roadway edge), meeting this requirement.

Section 3.1.4.7 of the *Access Design Requirements* identifies that a minimum of 3m shall be provided between the nearest edge of a private approach and the nearest property line, as measured at the ROW and roadway edge. The two accesses meet this requirement, as they are at least 65m from the nearest property line.

Section 3.1.5.2 of the *Access Design Requirements* identifies that the grade of any private approach serving more than 50 parking spaces shall not exceed 8.0% for the first 9m inside the ROW. This requirement is met, as the maximum grade within the first 9m at both accesses is approximately 2.0%.

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

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

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

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

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

TRANSPORTATION DEMAND MANAGEMENT

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

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

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

CONCLUSIONS

- The proposed development is assumed to have a lower total unit count than what was considered in the original 2024 TIA, and is projected to generate 38 to 42 fewer person trips during the peak hours (including 11 to 13 fewer vehicle trips). The analysis included in the 2024 TIA remains conservative.
- Within the subject site, pedestrian walkways are proposed on the south side of Street 1, on the west side of Street 2, on the west side of Street 4, and adjacent to the western property line.
- All required Transportation Demand Management (TDM)-supportive design and infrastructure measures in the TDM checklist will be met.
- The proposed number of vehicle parking spaces meets all requirements. There is no minimum bicycle parking requirement, as each dwelling includes its own garage.
- The target pedestrian level of service (PLOS) A can be met for the planned Codd's Road extension by providing 2.0m sidewalks with a minimum boulevard width of 0.5m. It should be noted that the cross-section of Codd's Road met the requirements of the *MMLOS Guidelines* at the time of the 2024 TIA, and is now approved.
- The proposed accesses to Codd's Road have been evaluated and generally meet the relevant provisions of the City's *Access By-Law* and *Access Design Requirements*, and the Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads*. It is anticipated that the minimum left turn intersection sight distance will not be provided at the west access, due to the 90-degree curvature of Codd's Road at the western limit of the subject site. The 90-degree curve will likely require reduced vehicle speeds, and therefore, no concerns are anticipated with the reduced sightlines for outbound left turns.
- The proponent will consider the following TDM measures:
 - Display local area maps with walking/cycling access routes and key destinations (provided to residents at move-in);
 - Display relevant transit schedules and route maps (provided to residents at move-in).
- Based on the foregoing, the proposed development is recommended from a transportation perspective.

NOVATECH

Prepared by:



Joshua Audia, P.Eng.
Project Engineer | Transportation

Reviewed by:



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

Attachment 1

Proposed Site Plan



SITE STATISTICS AND DEVELOPMENT DATA

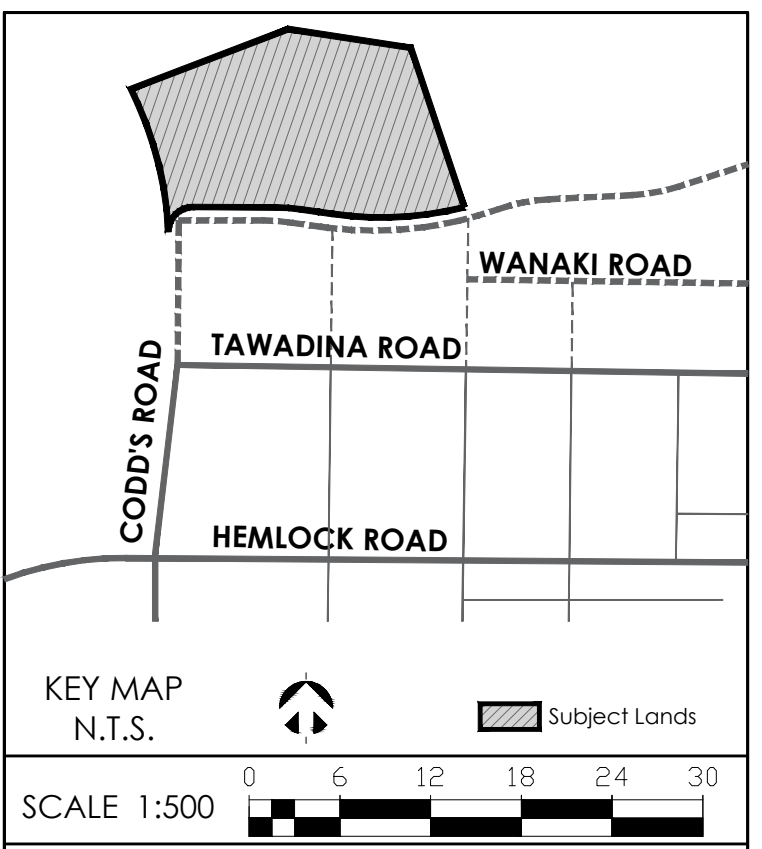
SITE AREA	36,972 m² (3.70 ha)
PAVED AREA	10,573m² (1.06 ha)
LANDSCAPED AREA	11,487m² (1.15 ha)
TOTAL APPROXIMATE GROSS FLOOR AREA	
TOTAL UNITS	185
NET DENSITY (UPH)	66 UPH
ZONE CATEGORY	NSB(2313)

DWELLING BLOCK	DWELLING TYPE	GROSS FLOOR AREA m²	UNITS
BLOCK 1	STREET TOWNHOUSES	TBD	7
BLOCK 2	STREET TOWNHOUSES	TBD	6
BLOCK 3	STREET TOWNHOUSES	TBD	6
BLOCK 4	STREET TOWNHOUSES	TBD	7
BLOCK 5	STREET TOWNHOUSES	TBD	7
BLOCK 6	STREET TOWNHOUSES	TBD	7
BLOCK 7	STREET TOWNHOUSES	TBD	6
BLOCK 8	REAR LANE TOWNHOUSES	TBD	5
BLOCK 9	REAR LANE TOWNHOUSES	TBD	4
BLOCK 10	REAR LANE TOWNHOUSES	TBD	4
BLOCK 11	REAR LANE TOWNHOUSES	1,328.71 m²	6
BLOCK 12	REAR LANE TOWNHOUSES	TBD	3
BLOCK 13	REAR LANE TOWNHOUSES	1,328.71 m²	6
BLOCK 14	REAR LANE TOWNHOUSES	1,328.71 m²	6
BLOCK 15	REAR LANE TOWNHOUSES	TBD	3
BLOCK 16	REAR LANE TOWNHOUSES	TBD	4
BLOCK 17	REAR LANE TOWNHOUSES	TBD	4
BLOCK 18	BACK TO BACK TOWNHOUSES	TBD	8
BLOCK 19	BACK TO BACK TOWNHOUSES	TBD	12
BLOCK 20	BACK TO BACK TOWNHOUSES	TBD	12
BLOCK 21	BACK TO BACK TOWNHOUSES	TBD	12
BLOCK 22	BACK TO BACK TOWNHOUSES	TBD	12
BLOCK 23	BACK TO BACK TOWNHOUSES	TBD	14
BLOCK 24	BACK TO BACK TOWNHOUSES	TBD	12
BLOCK 25	BACK TO BACK TOWNHOUSES	TBD	12
TOTAL		TBD	185

SECTION	ZONE PROVISION - PLANNED UNIT DEVELOPMENT	REQUIRED	PROPOSED
801A(b)(Table)	MAX. BUILDING HEIGHT	30m	9.97m (RLT) 11.23m (B2B) 10.49m (TH)
801B(Table)	MIN. LOT WIDTH (m)	7.5m	27.6m
(i)	MIN. FRONT YARD SETBACK (m)	4.5m	3m
(ii)	MIN. INTERIOR SIDE YARD SETBACK (m)	1.8m	5.11m
164A*	MIN. REAR YARD SETBACK (m)	6m	6m
802(b)(Table)	MIN. AGGREGATED SOFT LANDSCAPING (FRONT YARD)	40% of yard	40%
603(6)	MIN. VISITOR PARKING - VERTICALLY ATTACHED DWELLING	0	5
703(3)	MIN. SEPARATION DISTANCE BETWEEN BUILDINGS WITHIN A PLANNED UNIT DEVELOPMENT (m)	1.2m	3.1m
703(3)(a)	MIN. SETBACK FOR ANY WALL OF A RESIDENTIAL USE BUILDING TO A PRIVATE WAY (m)	1.8m	1.05m
703(4)(a)	MIN. SETBACK FOR ANY GARAGE OR CARPORT ENTRANCE FROM A PRIVATE WAY (m)	5.2m	1.05m
703(4)(b)	MIN. WIDTH OF A PRIVATE WAY (m)	6.0m	6.7m

* Rear yard setback under appeal in Zoning By-law 2026-250, refer to Zoning By-law 2008-250, RS(2313).

SECTION	ADDITIONAL PROVISIONS	REQUIRED	PROPOSED
204	PERMITTED PROJECTIONS INTO REQUIRED YARDS		
(9)(d)(i)	COVERED OR UNCOVERED BALCONY, PORCH, DECK, INTERIOR SIDE YARD OR REAR YARD (m)	No limit	N/A
	FRONT YARD OR EXTERIOR SIDE YARD (m)	1m	1.48m
(12)(a)(i)(ii)	FIRE ESCAPES, OPEN STAIRWAYS, STEPS, RAMPS, INTERIOR SIDE YARD OR REAR YARD (m)	No limit	N/A
	FRONT YARD OR EXTERIOR SIDE YARD (m)	>0.6m to lot line	>0.6m
605(3)(a)	MIN. PARALLEL PARKING SPACE SIZE (m)	2.6m x 6.7m	2.6m x 6.7m
702(7)	MAX. NUMBER OF VERTICALLY ATTACHED PRINCIPAL DWELLING UNITS IN A ROW	8	7



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

28/08/26	Second Submission	SM
27/03/26	First Submission	SM
23/02/26	Minor Revisions	SM
23/01/26	Draft site plan	SM
DATE	REVISION	BY

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

PROJECT TEAM	LANDSCAPE ARCHITECTURE:	TRANSPORTATION:
SITE PLAN DESIGN:	NAK design strategies	NOVATECH
PLANNING:	CIVIL ENGINEER:	GRADIENTWIND
ARCHITECTURE:	MECHANICAL/ELECTRICAL:	patersongroup
	GEOTECHNICAL & STRUCTURAL:	

50 Hines Road, Suite 100, Ottawa, ON Canada K2K 2M5

Wateridge

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

TITLE: SITE PLAN	
DATE: August 28, 2026	DRAWN BY: SM CHECKED BY: CR(RPP)
FILE NO.:	DRAWING NO.:
JOB NO.:	WATERIDGE

Attachment 2

Transportation Demand Management

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

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

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

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

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

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

TDM Measures Checklist:
Residential Developments (multi-family, condominium or subdivision)

Legend	
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance
★	The measure is one of the most dependably effective tools to encourage the use of sustainable modes

TDM measures: Residential developments		Check if proposed & add descriptions
1. TDM PROGRAM MANAGEMENT		
1.1 Program coordinator		
BASIC ★	1.1.1 Designate an internal coordinator, or contract with an external coordinator	☐
1.2 Travel surveys		
BETTER	1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	☐
2. WALKING AND CYCLING		
2.1 Information on walking/cycling routes & destinations		
BASIC	2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances (<i>multi-family, condominium</i>)	☒
2.2 Bicycle skills training		
BETTER	2.2.1 Offer on-site cycling courses for residents, or subsidize off-site courses	☐

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
3. TRANSIT		
3.1 Transit information		
BASIC	3.1.1 Display relevant transit schedules and route maps at entrances (<i>multi-family, condominium</i>)	☒
BETTER	3.1.2 Provide real-time arrival information display at entrances (<i>multi-family, condominium</i>)	☐
3.2 Transit fare incentives		
BASIC ★	3.2.1 Offer PRESTO cards preloaded with one monthly transit pass on residence purchase/move-in, to encourage residents to use transit	☐
BETTER	3.2.2 Offer at least one year of free monthly transit passes on residence purchase/move-in	☐
3.3 Enhanced public transit service		
BETTER ★	3.3.1 Contract with OC Transpo to provide early transit services until regular services are warranted by occupancy levels (<i>subdivision</i>)	☐
3.4 Private transit service		
BETTER	3.4.1 Provide shuttle service for seniors homes or lifestyle communities (e.g. scheduled mall or supermarket runs)	☐
4. CARSHARING & BIKESHARING		
4.1 Bikeshare stations & memberships		
BETTER	4.1.1 Contract with provider to install on-site bikeshare station (<i>multi-family</i>)	☐
BETTER	4.1.2 Provide residents with bikeshare memberships, either free or subsidized (<i>multi-family</i>)	☐
4.2 Carshare vehicles & memberships		
BETTER	4.2.1 Contract with provider to install on-site carshare vehicles and promote their use by residents	☐
BETTER	4.2.2 Provide residents with carshare memberships, either free or subsidized	☐
5. PARKING		
5.1 Priced parking		
BASIC ★	5.1.1 Unbundle parking cost from purchase price (<i>condominium</i>)	☐
BASIC ★	5.1.2 Unbundle parking cost from monthly rent (<i>multi-family</i>)	☐

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
6. TDM MARKETING & COMMUNICATIONS		
6.1 Multimodal travel information		
BASIC	★ 6.1.1 Provide a multimodal travel option information package to new residents	☐
6.2 Personalized trip planning		
BETTER	★ 6.2.1 Offer personalized trip planning to new residents	☐

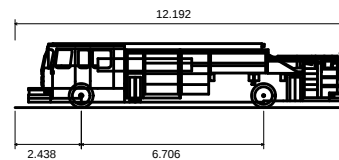
Attachment 3

Turning Movement Figures



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Pumper Fire Truck

Overall Length	12.192m
Overall Width	2.438m
Overall Body Height	6.706m
Min Body Ground Clearance	0.200m
Track Width	2.489m
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

WATERIDGE VILLAGE BLOCK 22 & 23

TURNING MOVEMENT (FIRE TRUCK)

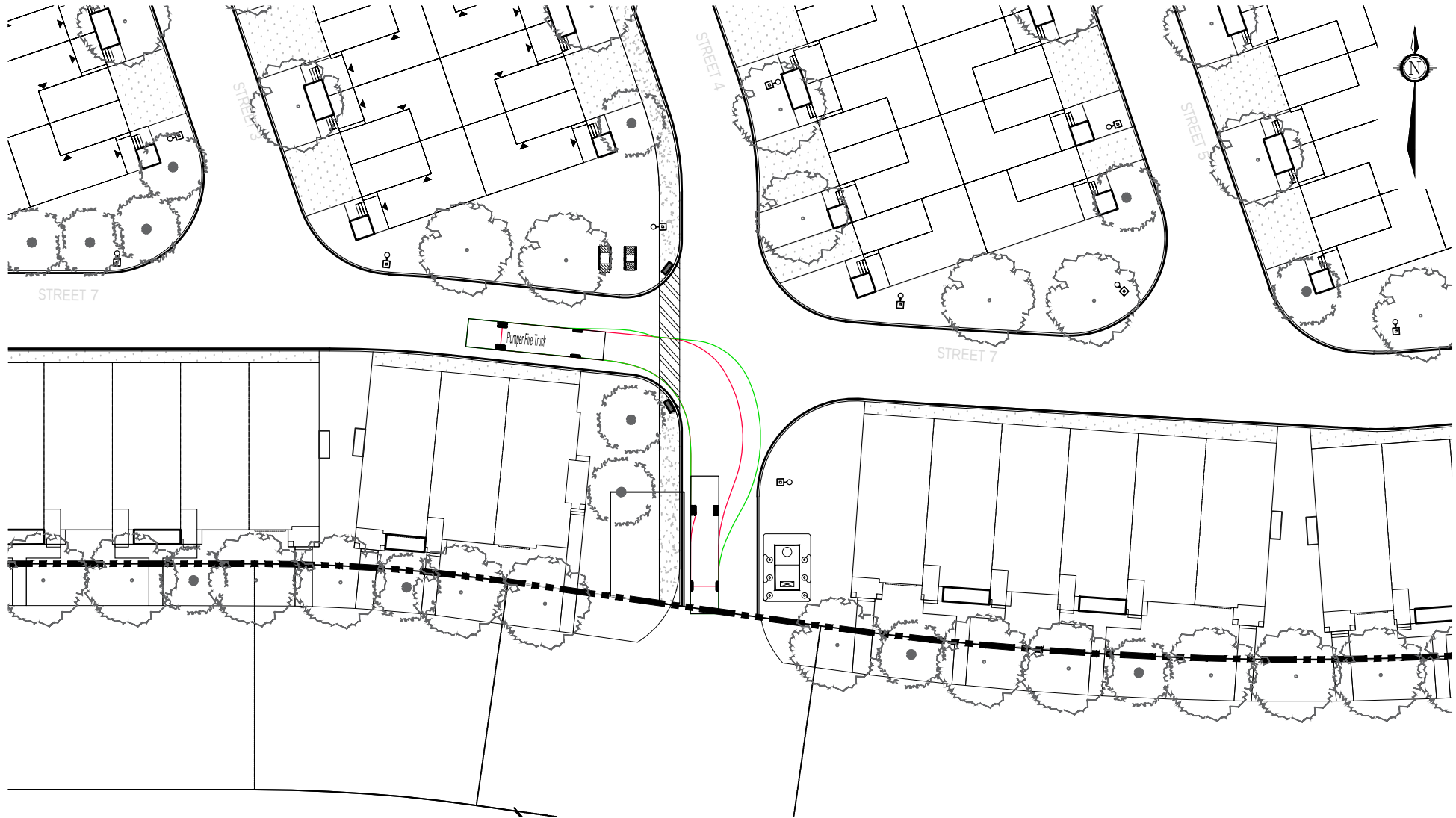
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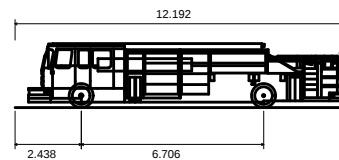
FIGURE FIGURE 1

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WATERIDGE VILLAGE BLOCK 22 & 23

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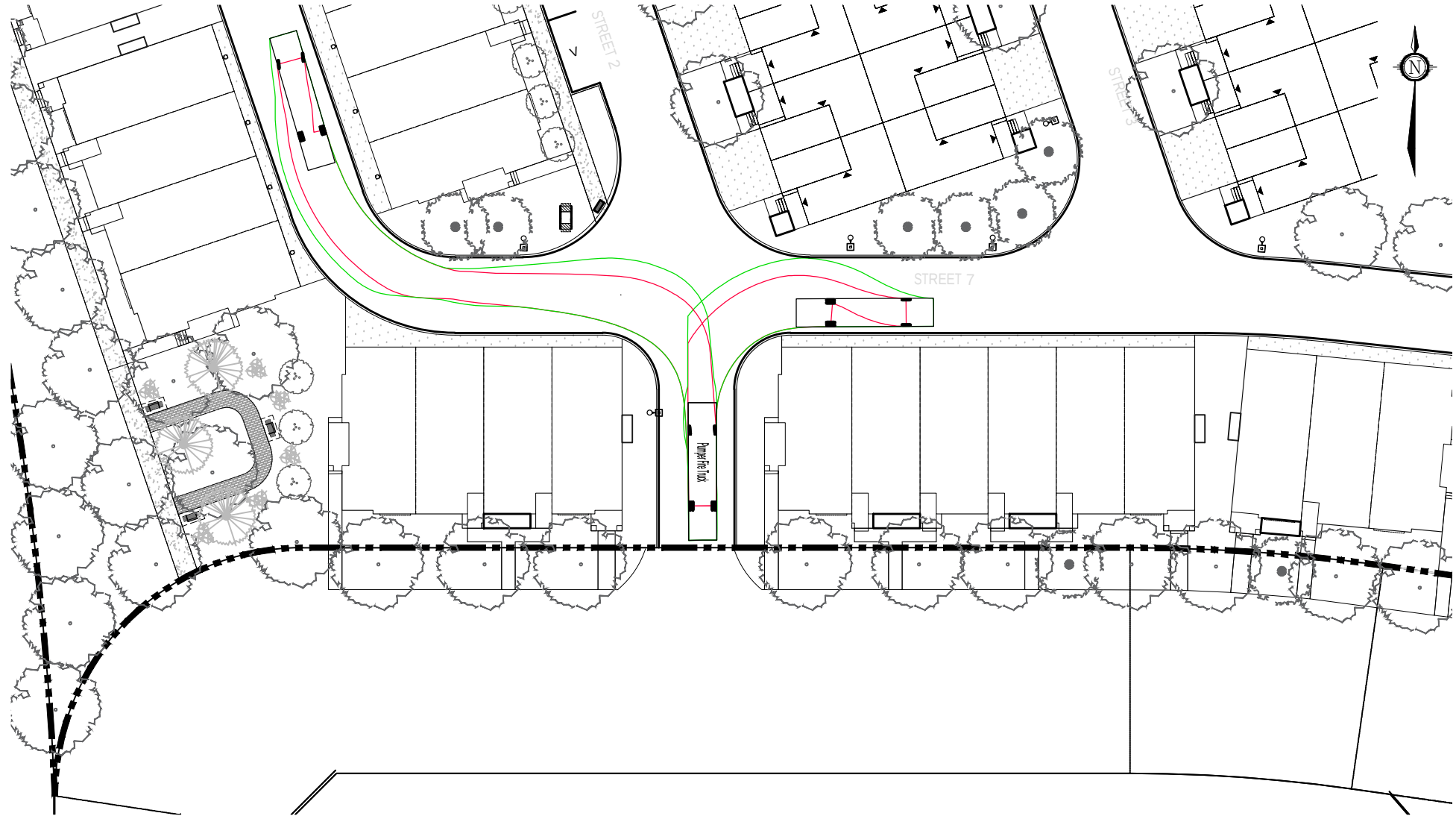
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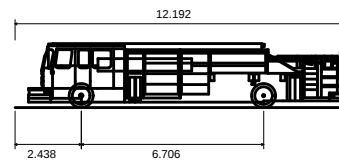
FIGURE FIGURE 2



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WATERIDGE VILLAGE BLOCK 22 & 23

TURNING MOVEMENT (FIRE TRUCK)

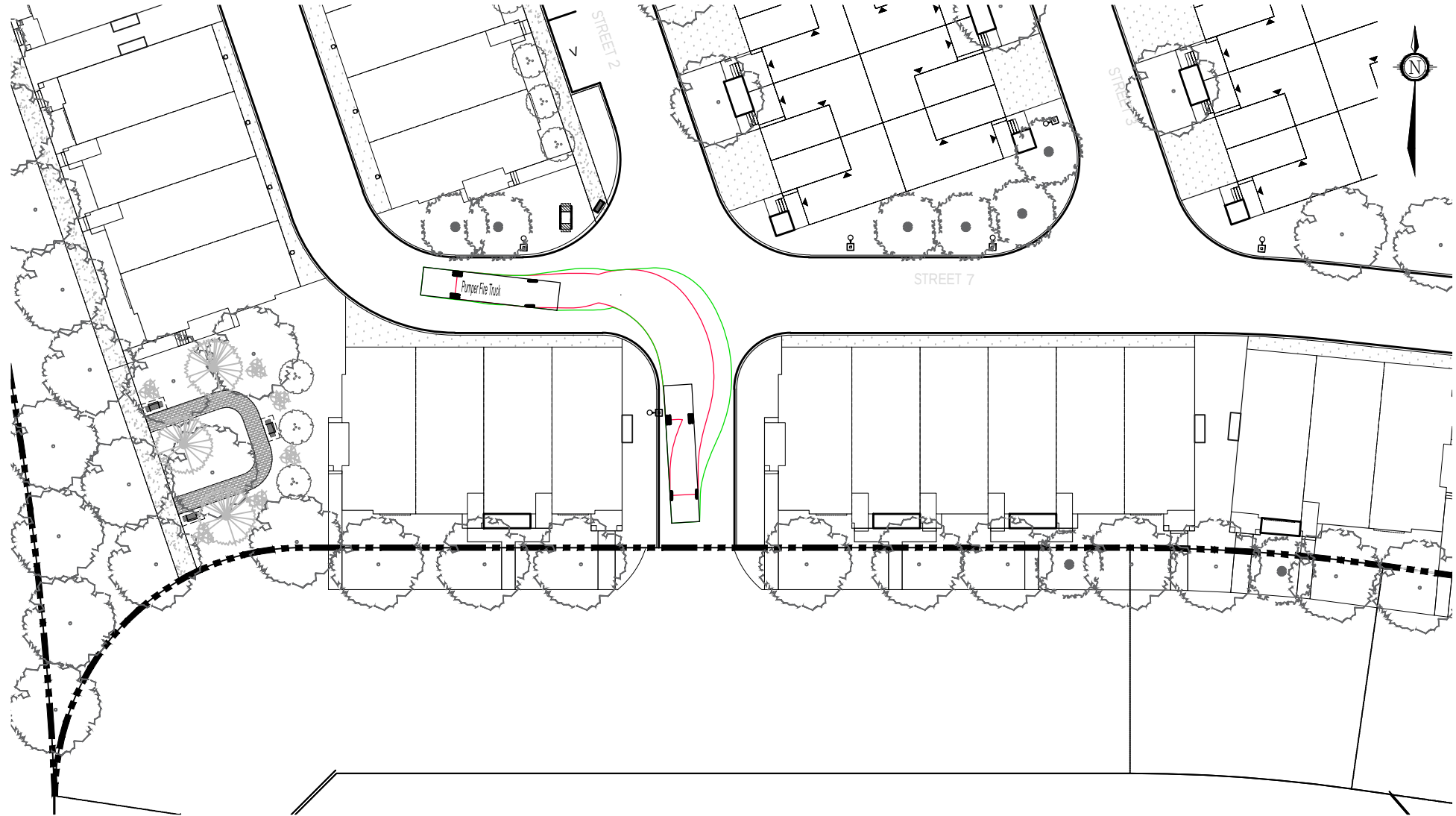
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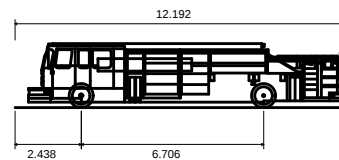
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FIGURE FIGURE 3



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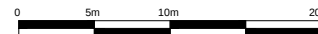
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WATERIDGE VILLAGE BLOCK 22 & 23

TURNING MOVEMENT (FIRE TRUCK)

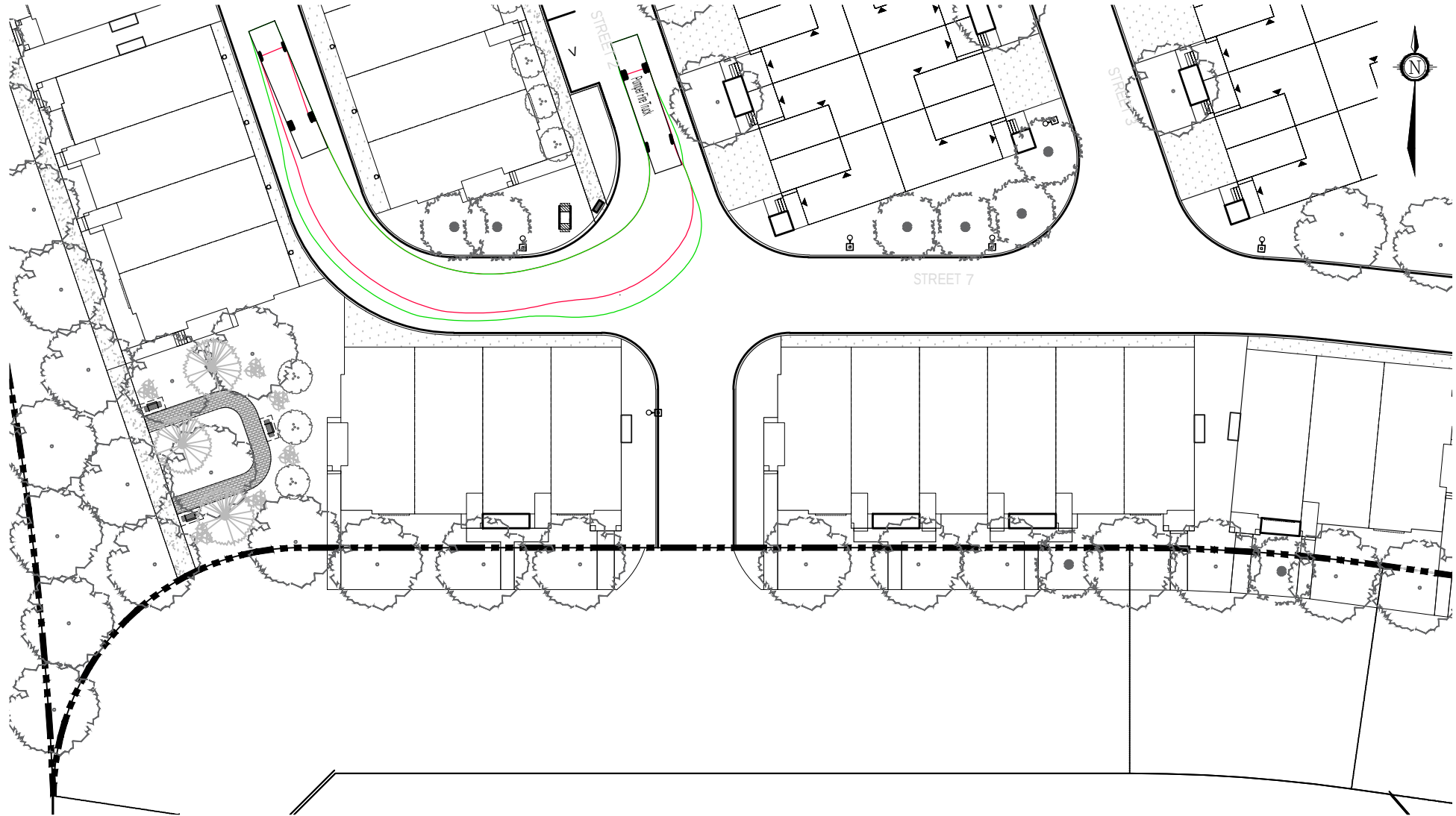
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DATE MAR 2026

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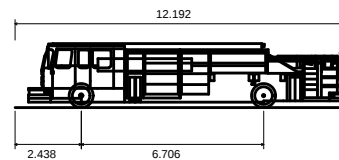
FIGURE FIGURE 4



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WATERIDGE VILLAGE BLOCK 22 & 23

TURNING MOVEMENT (FIRE TRUCK)

SCALE 1 : 500



DATE MAR 2026

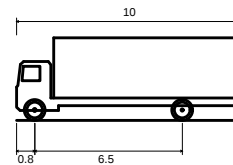
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FIGURE FIGURE 5



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MSU - Medium Single Unit Truck

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

WATERIDGE VILLAGE BLOCK 22 & 23

TURNING MOVEMENT (MSU / GARBAGE TRUCK)

SCALE 1 : 500



DATE MAR 2026

JOB 126009

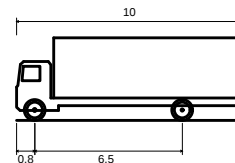
FIGURE FIGURE 6

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WATERIDGE VILLAGE BLOCK 22 & 23

TURNING MOVEMENT (MSU / GARBAGE TRUCK)

SCALE 1 : 500

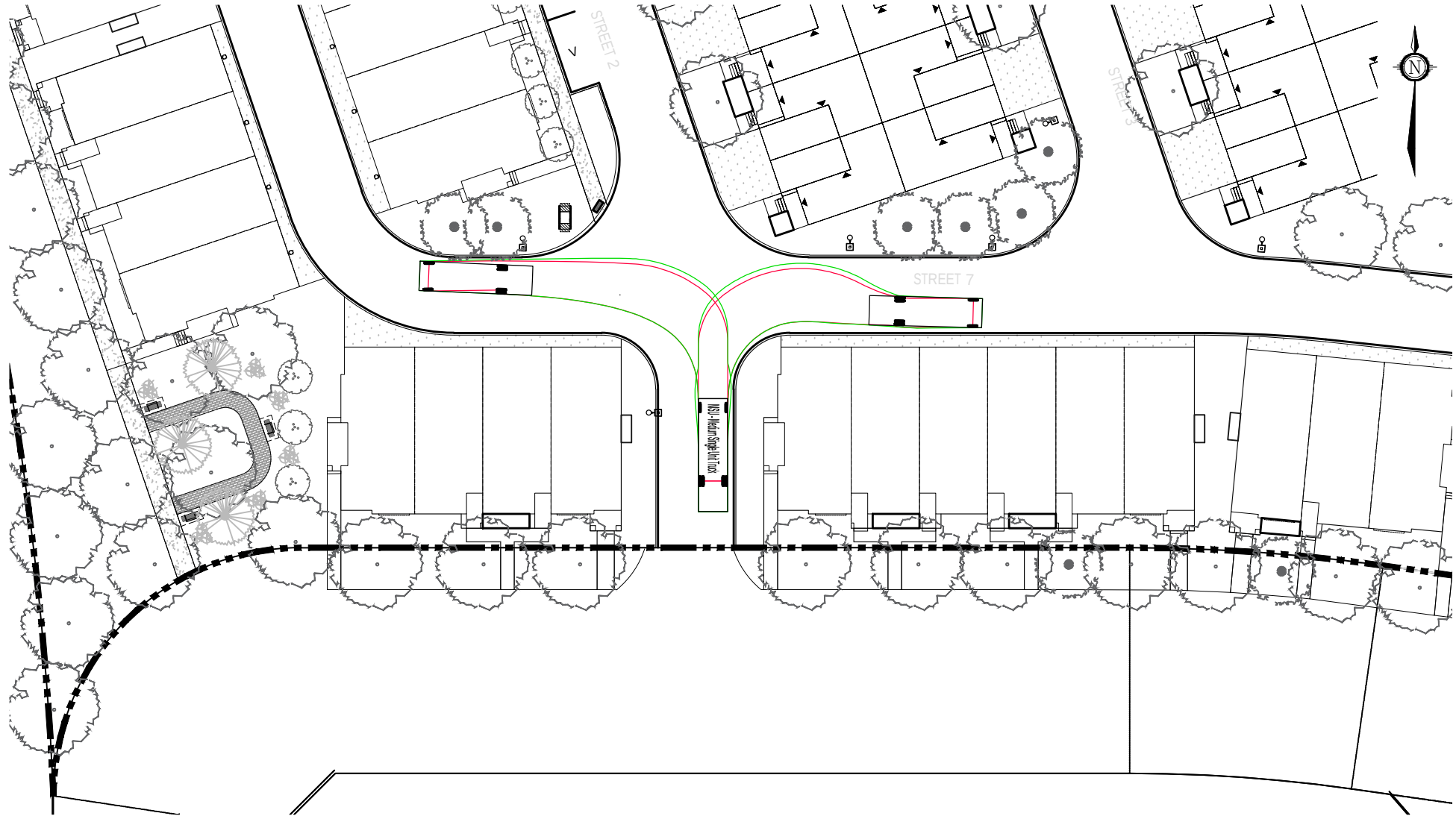


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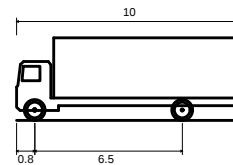
FIGURE FIGURE 7

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WATERIDGE VILLAGE BLOCK 22 & 23

TURNING MOVEMENT (MSU / GARBAGE TRUCK)

SCALE 1 : 500

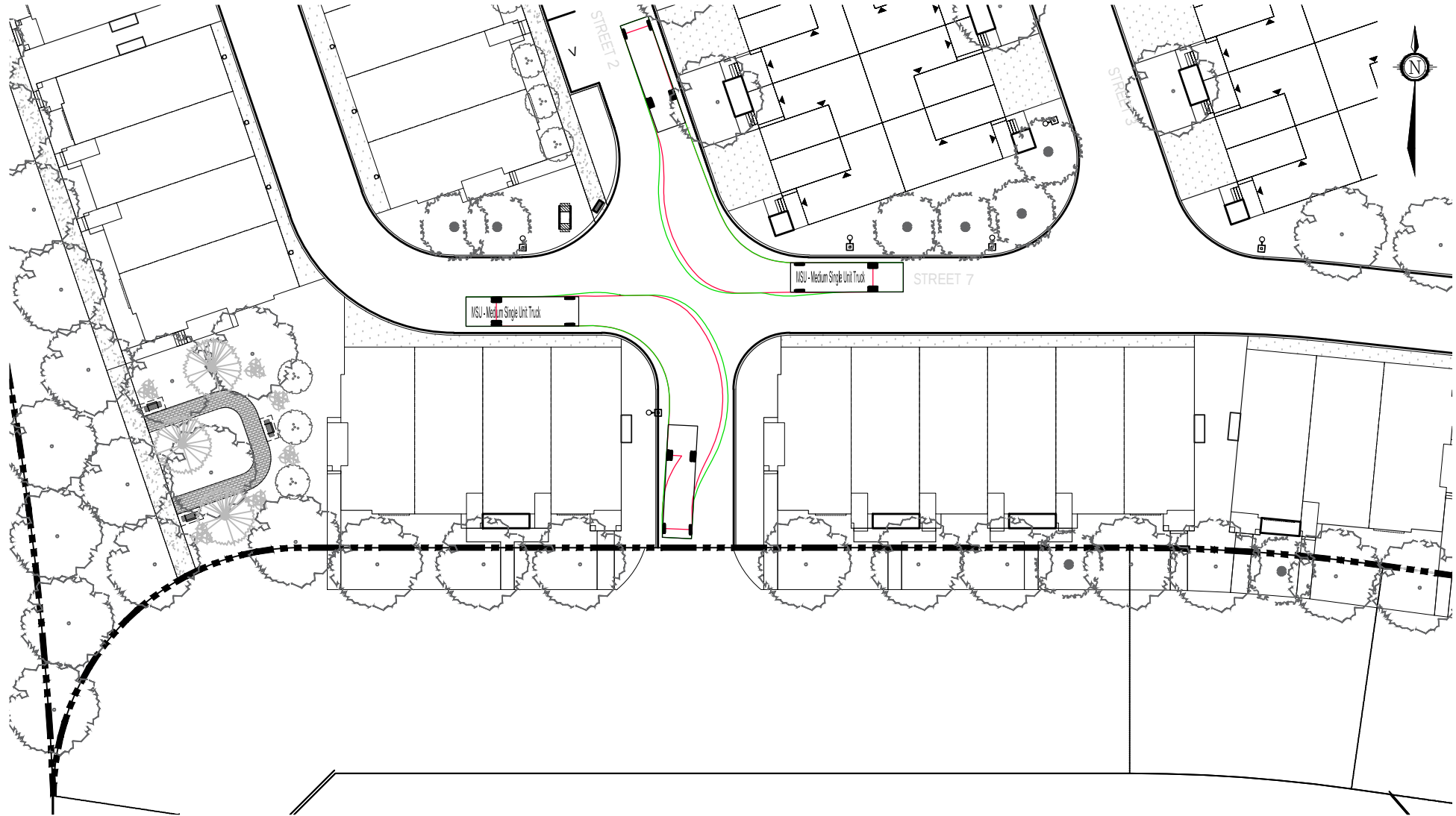


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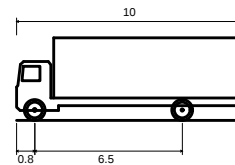
FIGURE FIGURE 8

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WATERIDGE VILLAGE BLOCK 22 & 23

TURNING MOVEMENT (MSU / GARBAGE TRUCK)

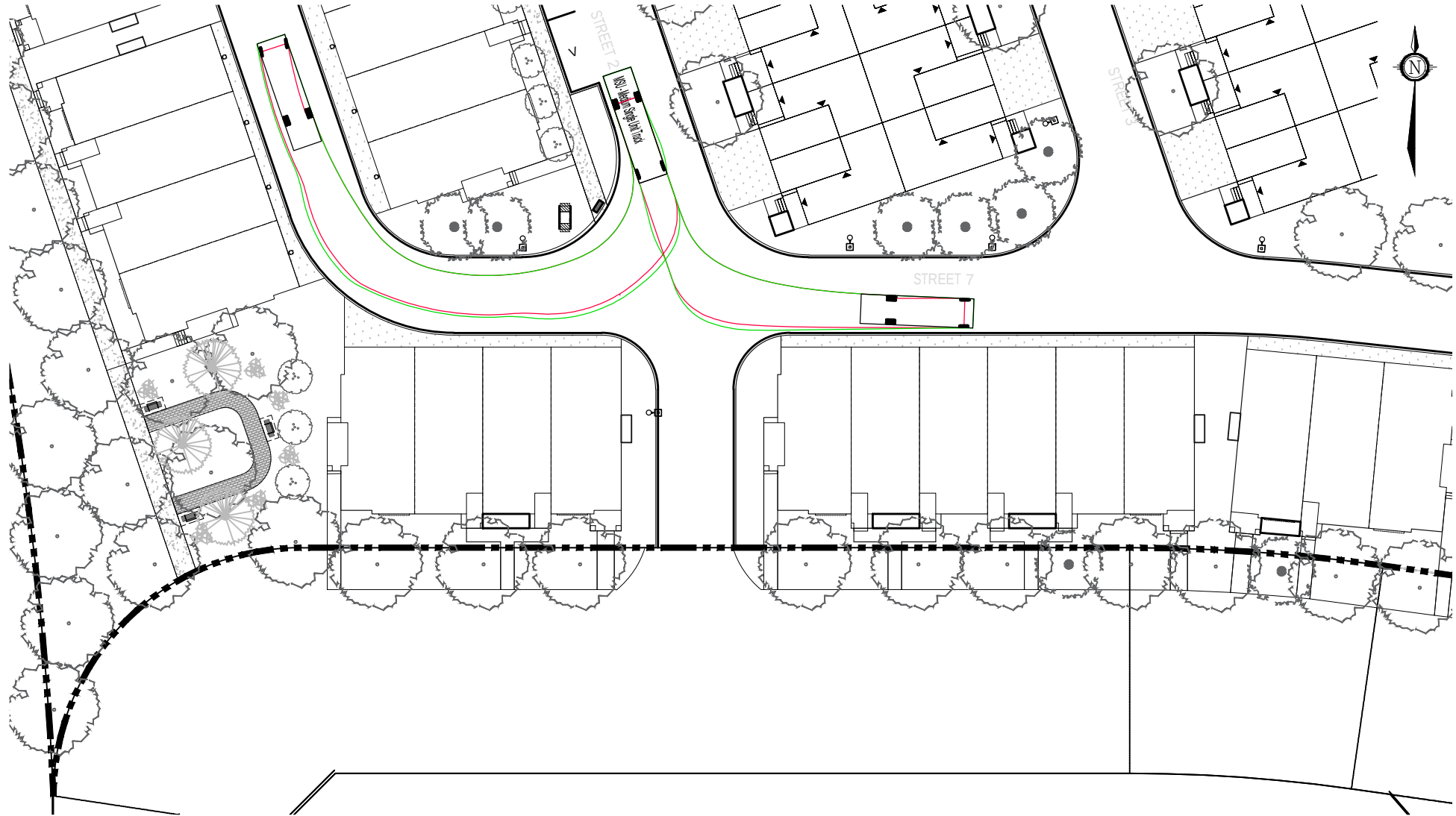
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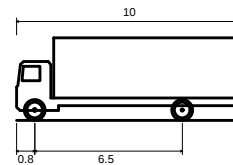
FIGURE FIGURE 9

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WATERIDGE VILLAGE BLOCK 22 & 23

TURNING MOVEMENT (MSU / GARBAGE TRUCK)

SCALE 1 : 500



DATE MAR 2026

JOB 126009

FIGURE 10

Attachment 4

Excerpts of Wateridge Village Phases 6-8 TIA and GRDD

be significantly improved through the build-out timeframe of Phases 6, 7 & 8, as transportation facilities within Wateridge Village are constructed to their ultimate form.

Consistent with the Wateridge Phase 2A/2B TIA, the residential mode share targets were determined based on the targets defined in that study. The ratio of cycling and walking trips, which was not specifically defined in either the Phase 2A/2B or Phase 1B TIAs, was derived based on the existing mode share distributions for each respective land use in the 2020 TRANS Trip Generation Summary Report.

These mode share assumptions will be further supported by Transportation Demand Management (TDM) measures, as discussed in the Analysis component of this study and lessen the overall site-generated traffic impacts on the adjacent road network.

The existing mode share distributions and proposed residential mode share targets are presented below in **Table 7**.

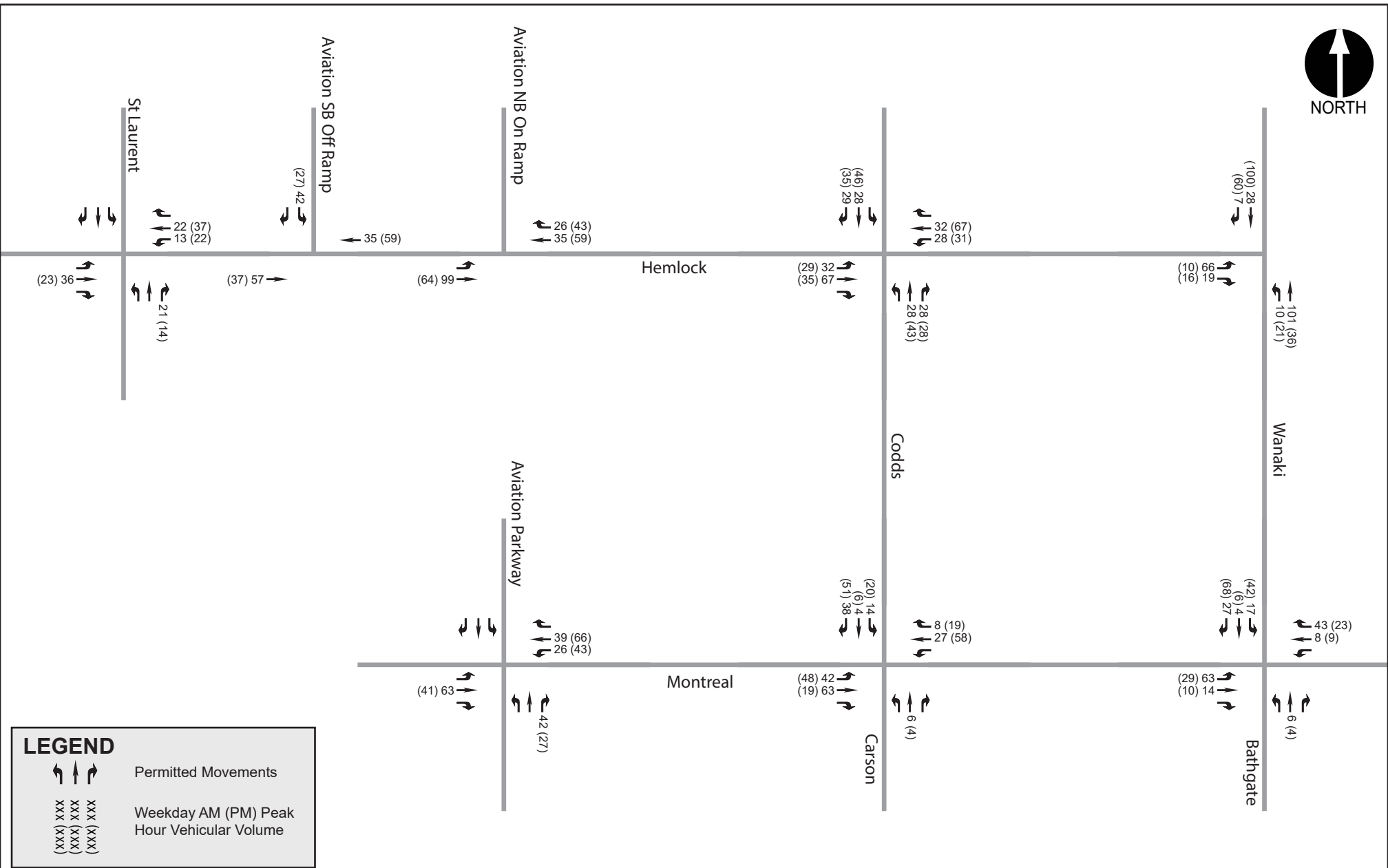
Relevant extracts from the 2020 TRANS Trip Generation Summary Report with respect to mode share targets are provided in **Appendix F** and the Wateridge Phase 1B and 2A/2B TIAs.

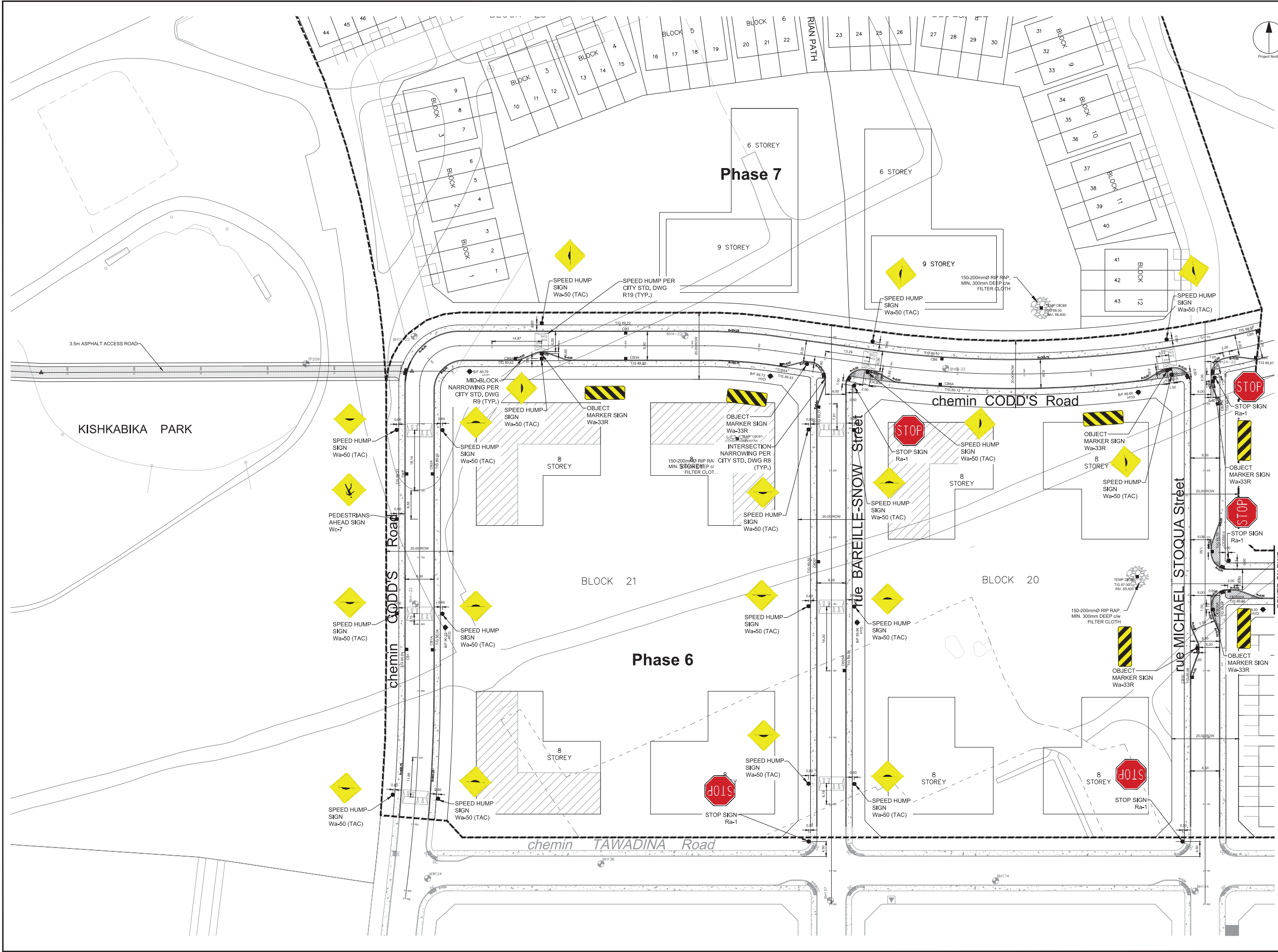
Table 7 – Existing Residential Mode Share Distributions & Mode Share Targets

MODE	HIGH-RISE MULTI-FAMILY HOUSING (ITE CODE 221/222) ¹		BLENDED RATE (WEIGHTED AVERAGE)	WATERIDGE PHASE 2A/2B TIA	PROPOSED RESIDENTIAL MODE SHARE TARGETS
	AM	PM	AM & PM	AM & PM	AM & PM
Auto Driver	48%	52%	50%	35%	35%
Auto Passenger	9%	16%	13%	13%	13%
Transit	30%	28%	29%	35%	35%
Cycling	3%	0%	1%	17%	3%
Walking	10%	4%	7%		14%
Total Person Trips	100%	100%	100%	100%	100%

Notes –

- ¹ Defined as multi-family residential buildings with 3 or more storeys in the 2020 TRANS Trip Generation Summary Report.





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ISSUES

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

KEY PLAN

CONFIRM CONSULTANTS BOX

DEPRESSED CURB

TWSI (PER SC7.3)

CATCH BASIN

REAR YARD CATCH BASIN IN ROAD

TRANSFORMER

FIRE HYDRANT

MOUNTABLE CURB

BARRIER CURB

PHASING BOUNDARY

SEAL

CONFIRM PRIME CONSULTANT

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

PROJECT

WATERIDGE VILLAGE
PHASE 6 & 7

PROJECT NO:
139653

DRAWN BY:
I.L.

PROJECT MGR:
S.L.

CHECKED BY:
D.H.

APPROVED BY:
D.H.

SHEET TITLE

GEOMETRIC ROADWAY
DESIGN DRAWING I

SHEET NUMBER

020

ISSUE

SCALE CHECK

1 m

File Location: J:\139653_600398-40_WT70_Production\703_Design\23_Traffic\Sheets\020 GRDD.dwg

Last Saved: November 13, 2024, by isabel.louwen

Plotted: Wednesday, November 13, 2024 5:00:38 PM by isabel.louwen

Attachment 5

MMLOS Analysis

Multi-Modal Level of Service - Segments Form

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

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