Memo

SUBJECT
723 Putney Crescent
Transportation Memo

DATE
September 18, 2026

DEPARTMENT
Transportation Engineering

COPIES TO
Ryan Magladry (Arcadis)

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

OUR REF
126715 CRT Ph 1 - Block 324 - Internal Documents\6.0_Technical\6.23_Traffic

PROJECT NUMBER
126715

NAME
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Arcadis was retained by Claridge Homes to prepare a Transportation Memorandum in support of a Site Plan Control (SPC) application for a proposed residential townhome development located at 723 Putney Crescent in the Stittsville community of Ottawa.

The following topics are discussed in this memorandum:

1. Overview of the Proposed Development
2. Transportation Context
3. Trip Generation
4. Circulation and Site Access
5. Parking Review

Proposed Development

The proposed development is bound to the east by Robert Grant Avenue, to the west by Putney Crescent, to the north by a hydro corridor and to the south by a future multi-use pathway (MUP) link. The municipal address of the subject property is 723 Putney Crescent. Two (2) all-movement site access driveways are proposed via Putney Crescent. 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
Stacked townhome units (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 which typically results in the need to undertake a multi-step Transportation Impact Assessment (TIA). The Safety Triggers and the Location Triggers were also not satisfied. Regardless, a Transportation Memo has been prepared to review site circulation and access and down-stream site-generated traffic impacts.

Transportation Network Context

Existing Road Network

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

- **Putney Crescent** is a two-lane undivided local road under the jurisdiction of the City of Ottawa with a 20-metre ROW, extending from Embankment Street to Bobolink Ridge. A concrete sidewalk exists on one side of this road.
- **Bobolink Ridge** is a two-lane undivided local road under the jurisdiction of the City of Ottawa with 20 metre ROW. A concrete sidewalk is present on one side of this road. This facility has a posted speed limit of 40 km/h within the vicinity of the subject site.
- **Robert Grant Avenue** is presently a two-lane urban arterial road under the jurisdiction of the City of Ottawa with a 45.5 metre ROW from Hazeldean Road to Abbott Street East. This road has a posted speed limit of 60 km/h. The Fernbank Community Design Plan (CDP) indicates that this arterial will be eventually reconstructed to accommodate centre-median bus lanes, while also maintaining a single mixed traffic lane in each direction.
- **Abbott Street East** is a two-lane major collector road under the jurisdiction of the City of Ottawa with a 26-metre ROW from Stittsville Main Street to Iber Road. This facility has a posted speed limit of 40 km/h within the vicinity of the subject site. A Trans Canada Trail runs parallel to the Abbott Street and a concrete sidewalk exists on one side of this road.

The Robert Grant Avenue extension from Abbott Street East to Hazeldean Road is a new roadway segment in Stittsville that was built as part of the larger Robert Grant Avenue corridor and officially opened in late October 2025. The roadway network classification surrounding the subject site is illustrated in **Figure 1** below.

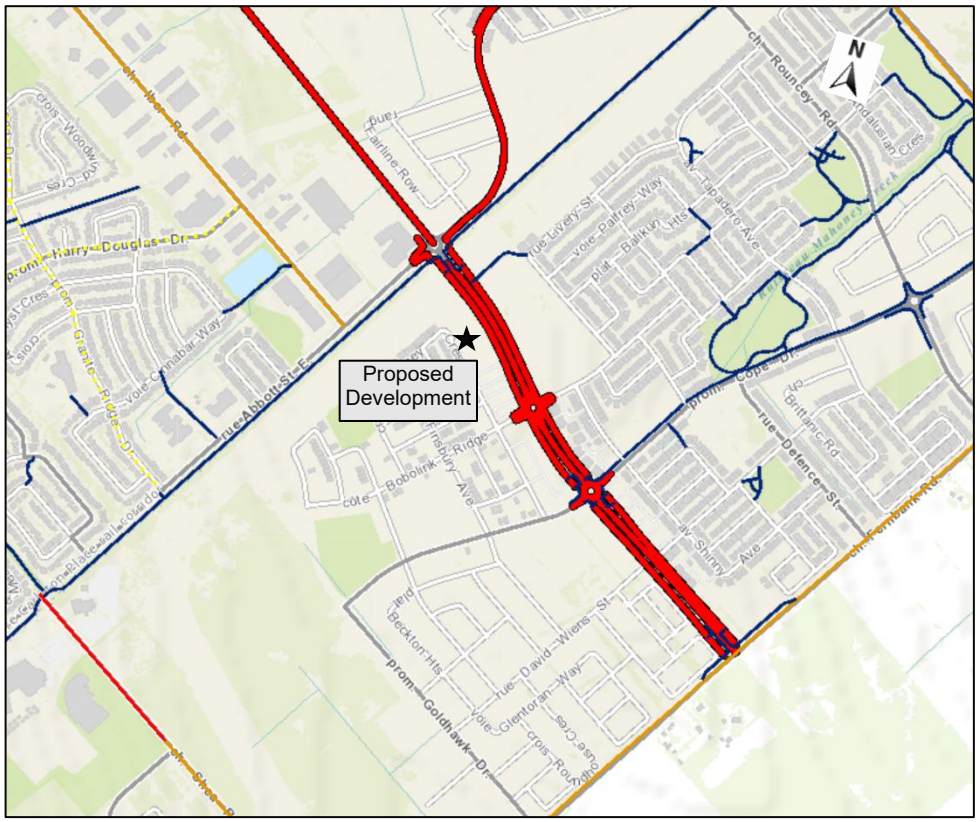
Figure 1 - Location Map



Source: GeoOttawa, Accessed- 2026-07-27

It is also noteworthy that the area around the proposed development is generally walkable at the neighbourhood level and has local cycling connections, though most trips to schools, shopping, and recreation are still easier by bike or car than on foot alone. Residential sidewalks are present on many nearby streets, supporting local walking trips. There are sidewalk links and pathways connecting parts of the neighbourhood to nearby parks and local roads. Stittsville has multi-use pathways and local street connections that can support casual cycling. The newer road network in the area, including the Robert Grant Avenue corridor, may improve local bike and pedestrian connectivity as it develops. The existing cycling facilities surrounding the subject site is shown in **Figure 2** below.

Figure 2 - Existing Cycling Facilities



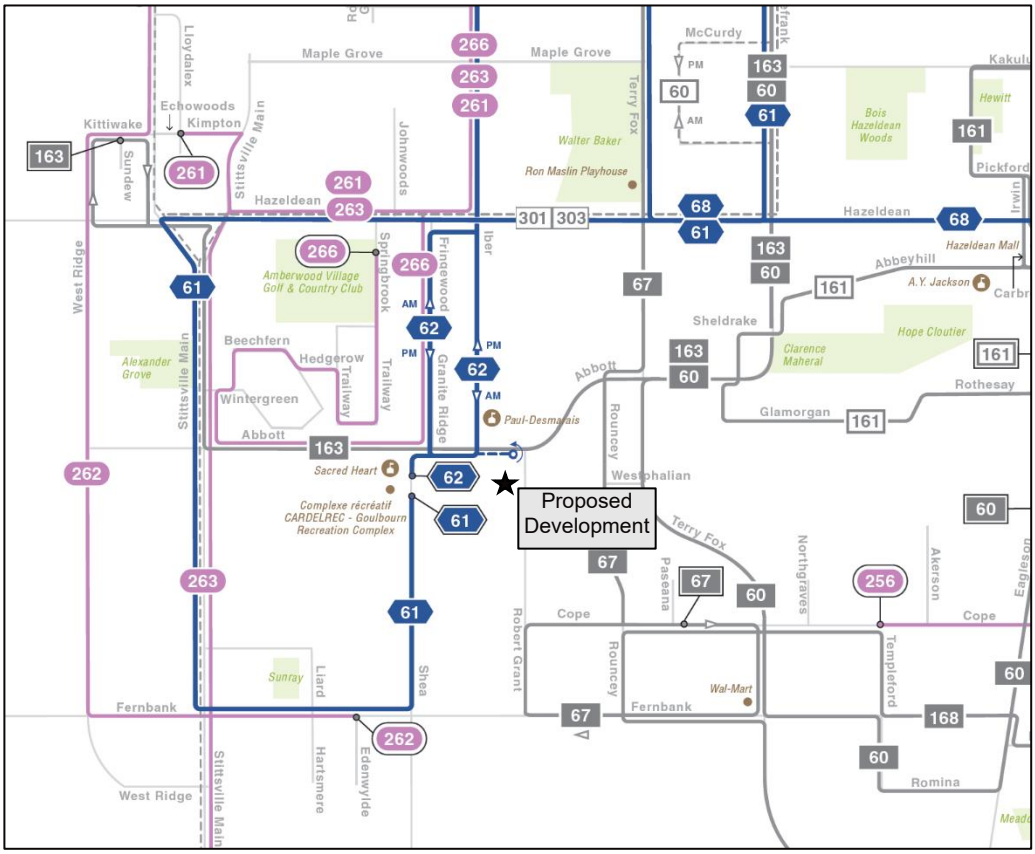
Source: GeoOttawa, Accessed- 2026-07-27

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

Figure 3 - New Ways to Bus Network Map



Source: OC Transpo, accessed 2026-07-23

The following transit routes are served by bus stops near to the site:

- **Route #61** is a Frequent transit route which operates 7 days a week with limited overnight service and has approximate 30-minute headways, with trips from Tunney's Pasture Station to Stittsville.
- **Route #62** is a Frequent transit route which operates 7 days a week and has approximate 30-minute headways, with trips from Tunney's Pasture Station to Stittsville.
- **Route #67** is a Local transit route which operates 7 days a week and has approximate 30-minute headways, with trips from Tunney's Pasture station to Cope Drive.
- **Route #163** is a Local transit route which operates 7 days a week and has approximate 30-minute headways, with trips from Terry Fox Station to Kittiwake.

The nearest bus stops serving the above noted routes are located in the vicinity of the Abbott Street East & Iber Road, as well as the Robert Grant Avenue & Cope Drive intersections, as shown in **Figure 4**. Relevant transit route maps are provided in **Appendix C**.

Figure 4 - Bus Stop Locations



Source: OC Transpo, accessed 2026-07-27

Planned Conditions

Future Road Network Projects

The 2025 Transportation Master Plan (TMP) Part 2 outlines future road network modifications in the 'Needs-Based Road Network' and 'Road Network Priority'. The Needs-Based Road Network comprises the projects needed by 2046 to support the efficient operation of the road network in alignment with the City's objectives. The Priority Road Network is a subset of the Needs-Based Road Network and includes the highest-priority projects. Based on current information regarding project costs and available funding sources, these Priority Network projects are expected to be delivered by 2046. The following projects were noted that may have an impact on traffic patterns within the vicinity of the site:

Needs-Based Road Network

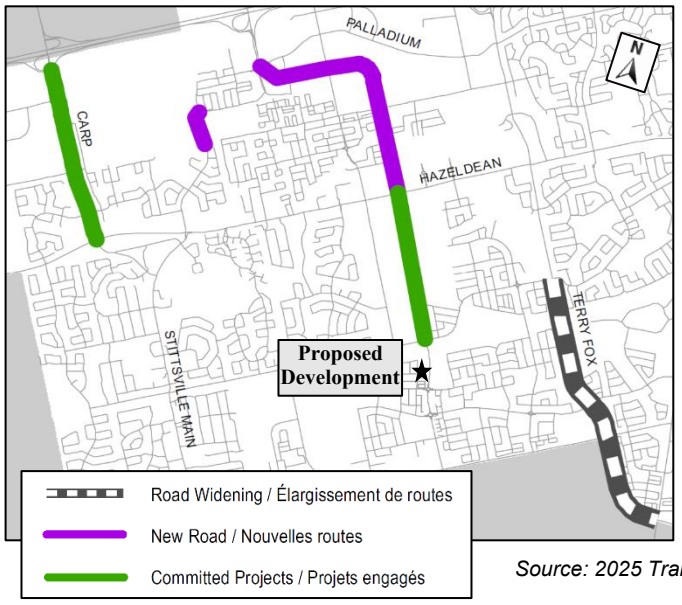
- **Robert Grant Avenue Extension (Palladium Drive to Hazeldean Road)**: New two-lane road between Palladium Drive and Hazeldean Road that will provide access and capacity for development in Stittsville.

Priority Road Network

- **Robert Grant Avenue Extension (Palladium Drive to Hazeldean Road):** New two-lane road between Palladium Drive and Hazeldean Road that will provide access and capacity for development in Stittsville.
- **Shea Road Urbanization (Abbott Street to the northern edge of the Stittsville South W4 future community):** Implement new sidewalks and cycle tracks on both sides to enhance safety and improve connectivity to future developments as part of the Fernbank Community. Provides connectivity and access for development in Stittsville including the W4 expansion lands.

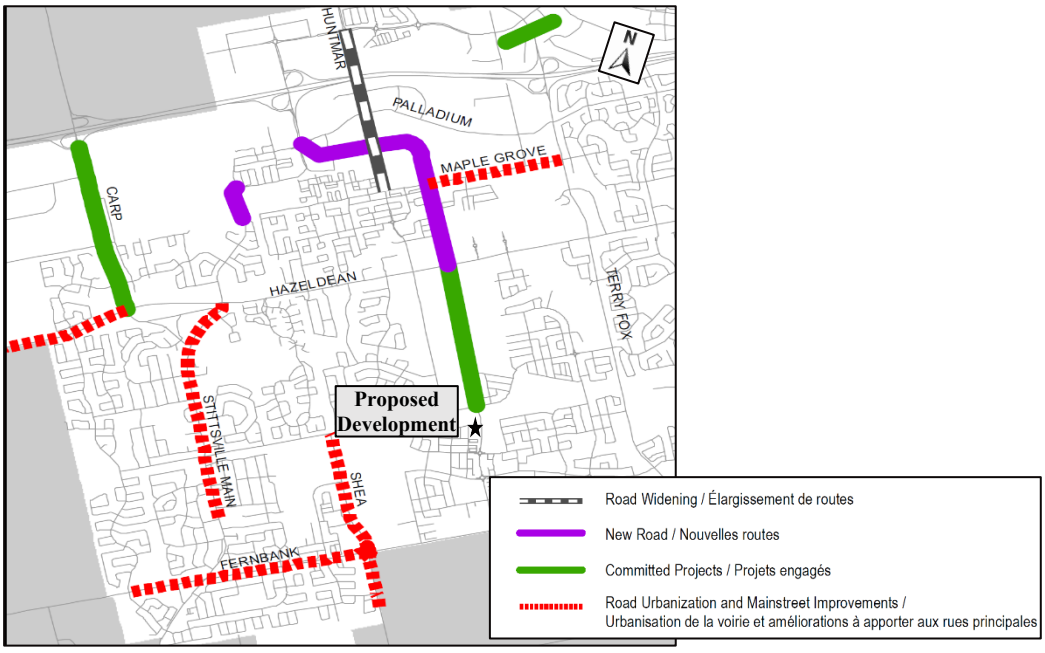
Figure 5 and **Figure 6** illustrate the location of the proposed development relative to Future Needs-Based and Priority Road Network Projects as identified in the 2025 Transportation Master Plan (TMP).

Figure 5 - Future Needs -Based Road Network Projects



Source: 2025 Transportation Master Plan (TMP) Part 1 – Map B1

Figure 6 - Future Priority Road Network Projects



Source: 2025 Transportation Master Plan (TMP) Part 2 – Map B2

Future Transit Facilities and Services

The 2025 Transportation Master Plan (TMP) outlines a Needs-Based Transit Network designed to meet the City's mobility requirements to 2046, in alignment with the population and employment growth projections. Due to affordability constraints, the projects within the Needs-Based Transit Network were prioritized to create a Priority Network that concentrates on the City's most essential transit infrastructure investments. The following projects were noted in the Transit Network that may have a future impact on study area traffic:

Needs-Based Transit Network

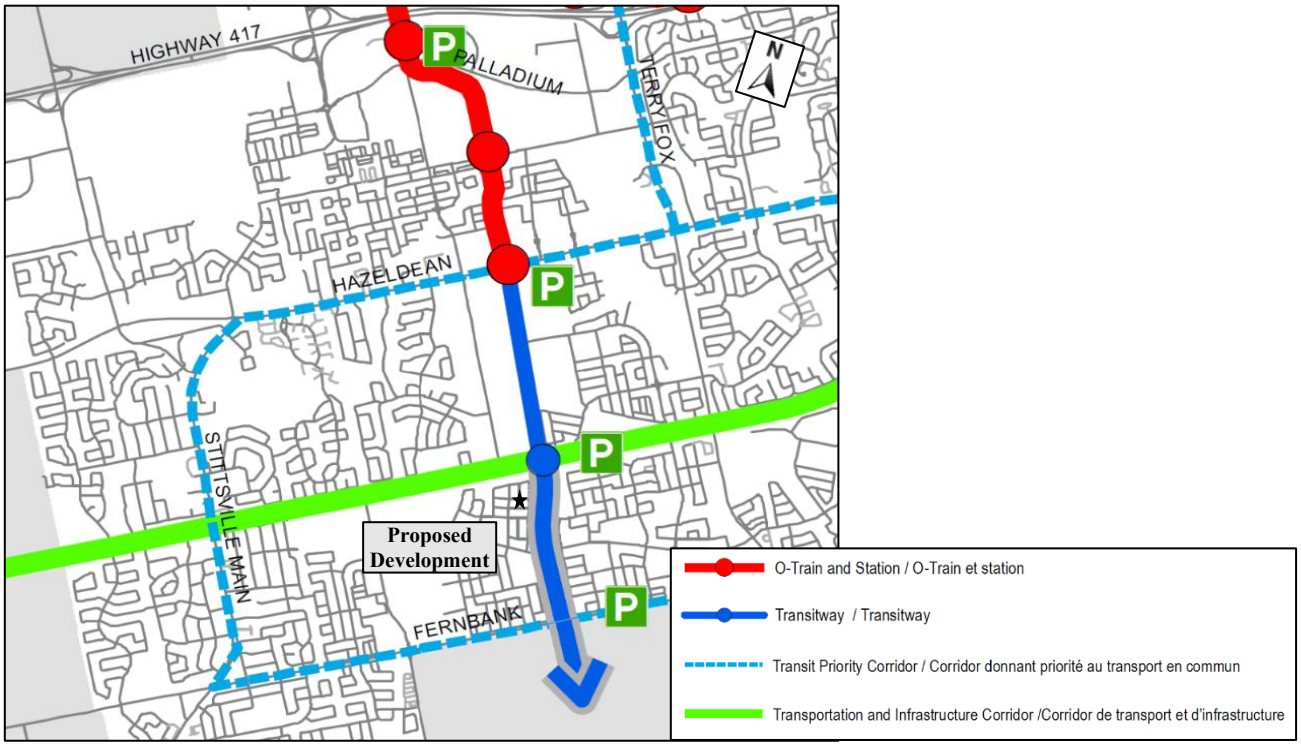
- **Robert Grant Transitway** (Hazeldean Station to Abbott Street East) - Median bus rapid transit that will connect the growing Kanata South community to the future O-Train Line 3 extension.

Priority Transit Network

- **O-Train Line 3 Extension** (Moodie Station to Hazeldean Station)- Dedicated, grade-separated LRT extends O-Train service to Kanata and Stittsville, increasing long-term ridership capacity and supporting growth in Kanata-Stittsville.

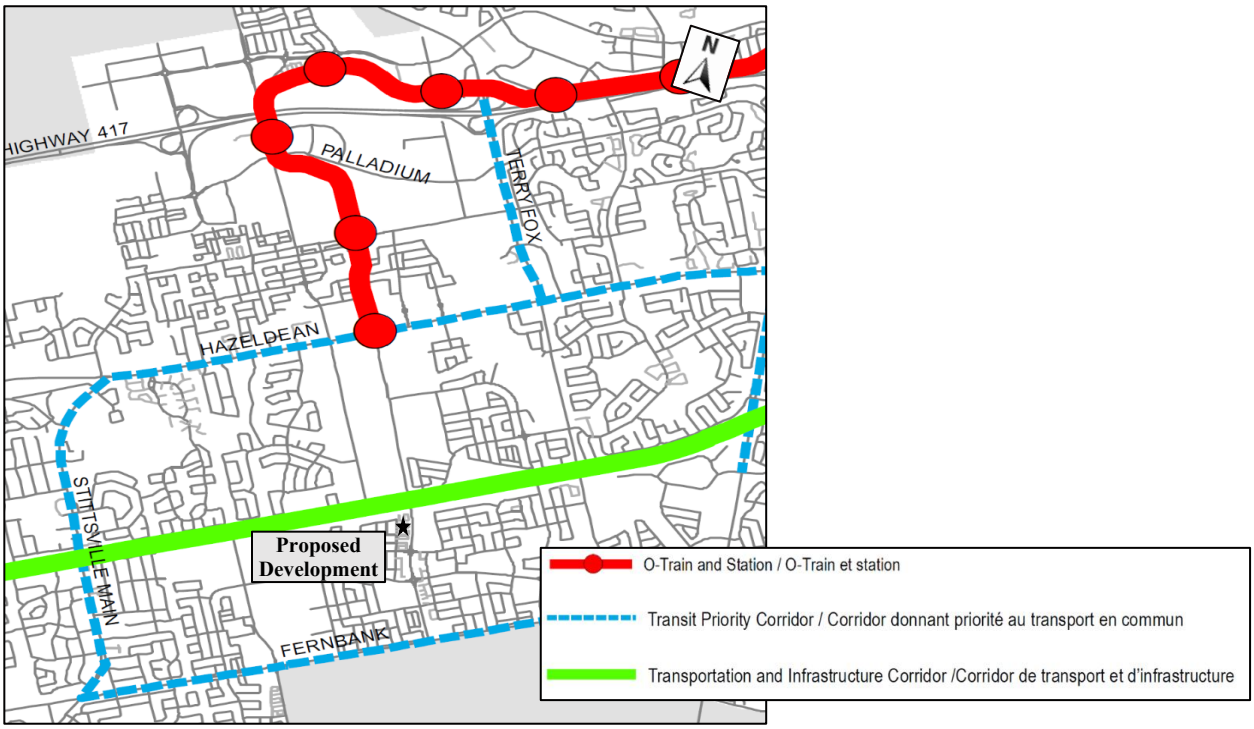
Figure 7 and **Figure 8** illustrate the location of the proposed development relative to Future Needs -Based and Priority Road Network Projects as identified in the 2025 Transportation Master Plan (TMP).

Figure 7 - Future Needs-Based Transit Facilities



Source: 2025 Transportation Master Plan (TMP) Part 2 – Map A1

Figure 8 - Future Priority Transit Facilities



Source: 2025 Transportation Master Plan (TMP) Part 2 – Map A2

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 Kanata-Stittsville 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	43%	55%
Auto Passenger	26%	19%
Transit	27%[2]	21%
Bicycle	0%	0%
Walk	4%	5%
Total	**100%**	**100%**

Notes:
[1] Defined as 3 storeys or higher in the 2020 TRANS Trip Generation Summary Report.
[2] Reduced by 1% to achieve 100% mode share.

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	6	14	20	15	11	26
Auto Passenger	4	8	12	5	4	9
Transit	4	10	14	6	4	10
Bicycle	0	0	0	0	0	0
Walk	1	2	3	2	1	3
Total	**15**	**34**	**49**	**28**	**20**	**48**

Traffic Distribution & Assignment

As mentioned in the preceding section, projected site-generated traffic was estimated in accordance with the City's TIA Guidelines using appropriate trip generation rates from the latest TRANS Trip Generation Manual Summary Report (2020). Trip Distribution & Assignment based on logical routing of traffic from the road hierarchy with the majority of traffic heading north were derived from the TRANS 2011 Origin-Destination (O-D) Final Report.

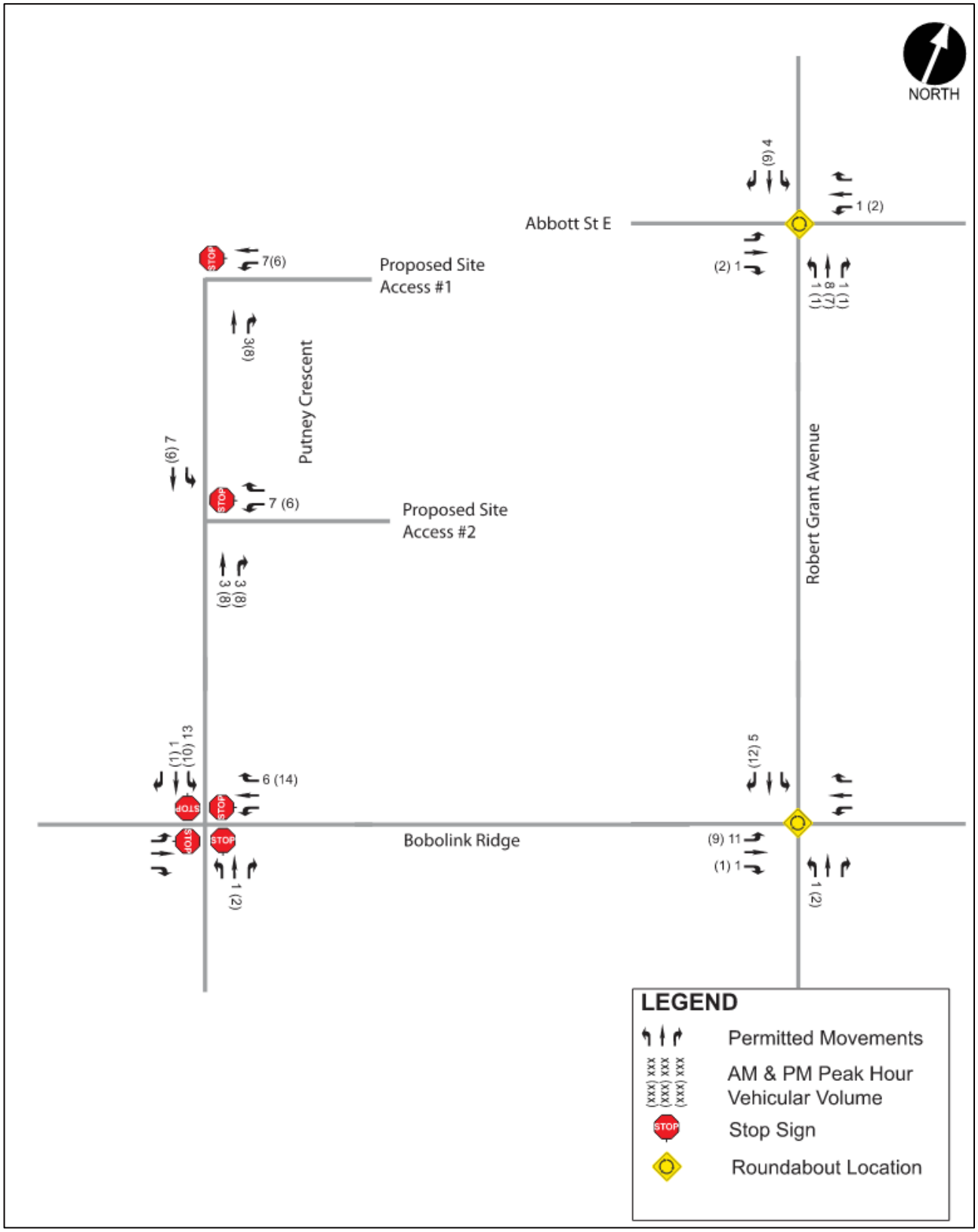
The overall distribution has been assigned to the network as follows:

- 60% to/from north on Robert Grant Ave (north of Abbot St E)
- 10% to/from east on Abbott St E
- 10% to/from west on Abbott St E
- 10% to/from south on Robert Grant Ave (south of Bobolink Ridge)
- 10% to/from south on Embankment Street

Figure 9 below illustrates the site-generated traffic assigned to the adjacent transportation network, based on the distribution outlined above.

Relevant extracts from TRANS Trip Generation Manual Summary Report (2020) are provided in **Appendix D**.

Figure 9 - Site-Generated Traffic



Circulation and Site Access

Active Transportation Circulation

The proposed development will provide numerous internal pedestrian connections to facilitate movement of vulnerable users within the subject development and integrate well with existing and proposed active transportation facilities on the adjacent transportation network.

- Sidewalks are proposed on at least one side of each internal street, with connections to the main active transportation entrances serving each building;
- A 1.8-metre concrete sidewalk is proposed along the entire Putney Crescent frontage;
- A multi-use pathway (MUP) is proposed in Block 342 and immediately south of the subject property to provide connectivity for pedestrians and cyclists from Putney Crescent to concrete sidewalks and in-boulevard cycle tracks on Robert Grant Avenue.
- A midblock pedestrian connection is proposed in Block 323 immediately north of the site which will provide a future connection to the Trans Canada Trail.

Swept Path Analyses

A swept-path analysis was undertaken which confirms the ability of the two design vehicles, including a standard fire truck and a front-loading waste collection vehicle to access the site, circulate within the internal drive aisle and egress back onto Putney Crescent. Swept path analyses for each design vehicle is provided in **Appendix E.**

Furthermore, the primary internal drive aisle and designed fire route accommodates 9-metre inner radii, 12-metre centreline radii and 15-metre outer radii at each right-angled bend, as required by the City's Fire Services Department.

Access Review

Both Site Access #1 and Site Access #2 are in conformance with the City of Ottawa Access Bylaw (2026-139), 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 45 metres from the nearest intersecting street line.
    - Site Access #1 and Site Access #2 will be located approximately 290 metres and 185 metres of north from intersection of Putney Crescent and Bobolink Ridge, respectively, and are 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 Putney Crescent is approximately 155 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 7 metres from the northern property line and Site Access #2 will be located approximately 33 metres from the southern property line along the Putney Crescent Road. As such, the minimum offset dimensions to the nearest abutting property lines are exceeded.

Throat Length

No minimum throat length is specified by Transportation Association of Canada (TAC) for sites accessed for a local street, and the dual-access configuration provides redundancy in the rare event of a blockage on-site.

Corner Clearances

Given the proximity of the proposed access driveway to the existing roundabout intersection of Robert Grant Ave & Bobolink Ridge, a review of this vehicular connection was conducted with respect to the Transportation Association of Canada (TAC) corner clearances. As specified in Figure 8.8.2 of TAC, the corner clearances are expected to be approximately 185 metres from southbound stop control at Putney Crescent & Bobolink Ridge and well in excess of the 25-metre minimum requirement.

Parking Review

Vehicle Parking Requirements

Table 5 below summarizes the number of parking spaces required by the Zoning By-law (2008-250) for Area 'C' and Zoning Bylaw (2026-50) for Area 'B' in comparison with the number of parking spaces proposed. The schedules of Areas for minimum parking space requirements are provided in **Appendix F**.

It should be noted that the City acknowledged that Zoning Bylaw (2008-250) still applies for this development application, as it was 'deemed complete' in 2021. As such, Section 110 (Transition Clause) of Zoning Bylaw (2026-50) applies and any references to Zoning Bylaw (2026-50) are provided for informational purposes only but are not required to satisfy the zoning requirements for this application.

Table 5 - Parking Supply

Land Use	Type of Space	Required per Zoning By-law (2008-250) [1]	Potentially Required per Zoning By-law (2026-50) [2]	Proposed
120 Multi-Unit (High-Rise)	Resident	144 (1.2 spaces/unit)	No Minimum	**148 (1.23 spaces/unit)**
	Visitor	24 (0.2 spaces/unit)	10 (0.1 spaces/unit) [3]	**24 (0.2 spaces/unit)**
Total		**168**	**10**	**172**

Note:
[1] The final calculation is rounded up if a decimal place of 0.5 or more and rounded down if a decimal place is less than 0.5.
[2] Zoning Bylaw (2026-50) requirements are provided for informational purposes only.
[3] Additionally, no visitor parking spaces are required for the first 24 dwelling units on a lot within Area B on Schedule A3 and the visitor parking requirements apply only to dwelling units in excess of 24.

It should be noted that two of the 24 visitor parking spaces will be accessible parking spaces. 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 two accessible parking spaces are compliant with the By-law requirements.

This new 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, the proposed development is located in Area B of Schedule A3 of the Zoning By-law (2026-50), the visitor parking requirements do not apply to the first 24 dwelling units as summarized in **Table 5**. Under the new 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).

Based on the parking review conducted as part of this study, the vehicle parking supply proposed within the subject development meets both Zoning Bylaw (2008-250) and Zoning Bylaw (2026-50) requirements.

Bicycle Parking Requirements

The Zoning By-law (2008-250) 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. The proposed development provides bicycle parking spaces measuring 1.8 m by 0.6 m, with racks.

Drive Aisle & Parking Stalls Dimension Requirements

The Zoning By-law (2008-250), Final Draft Zoning By-law (2026-50) and City of Ottawa Accessibility Design Standards specify the following size requirements for parking facilities:

- Drive aisles must have a minimum of 6.0m in width for residential uses. The proposed drive aisle for the subject development is consistently proposed to be 6.7m in width.
- The following typical dimensions for the various parking stall types proposed on-site are met:
    - Regular parking spaces must be a minimum of 5.2m in length and 2.6m in width.
    - Type ‘A’ parking stall must be at least 5.2m in length by 3.4m in width.
    - Type ‘B’ parking stall has dimensions of 5.2m in length by 2.4m in width with an adjacent 1.5m accessible aisle.

The proposed parking facility has been reviewed and meets or exceeds the above noted requirements from the Zoning Bylaw and City of Ottawa Accessibility Design Guidelines.

Conclusion

The proposed development is expected to generate just 20 and 26 two-way vehicle trips during the weekday morning and afternoon peak hours, respectively. The results of trip generation analysis indicate that the downstream site-generated traffic impacts are negligible. Any existing operational issues experienced at the Robert Grant & Abbott St E roundabout or on the adjacent road network will therefore not be exacerbated by site-generated traffic. It is also important to re-emphasize that none of the trip generation triggers from the TIA Screening Form were met, further highlighting the low risks for traffic operational and safety issues associated with the proposed development.

The results of swept path analysis indicate that the standard 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 Access Bylaws) and technical standards/guidelines. No issues or concerns were identified with respect to the proposed site access geometry.

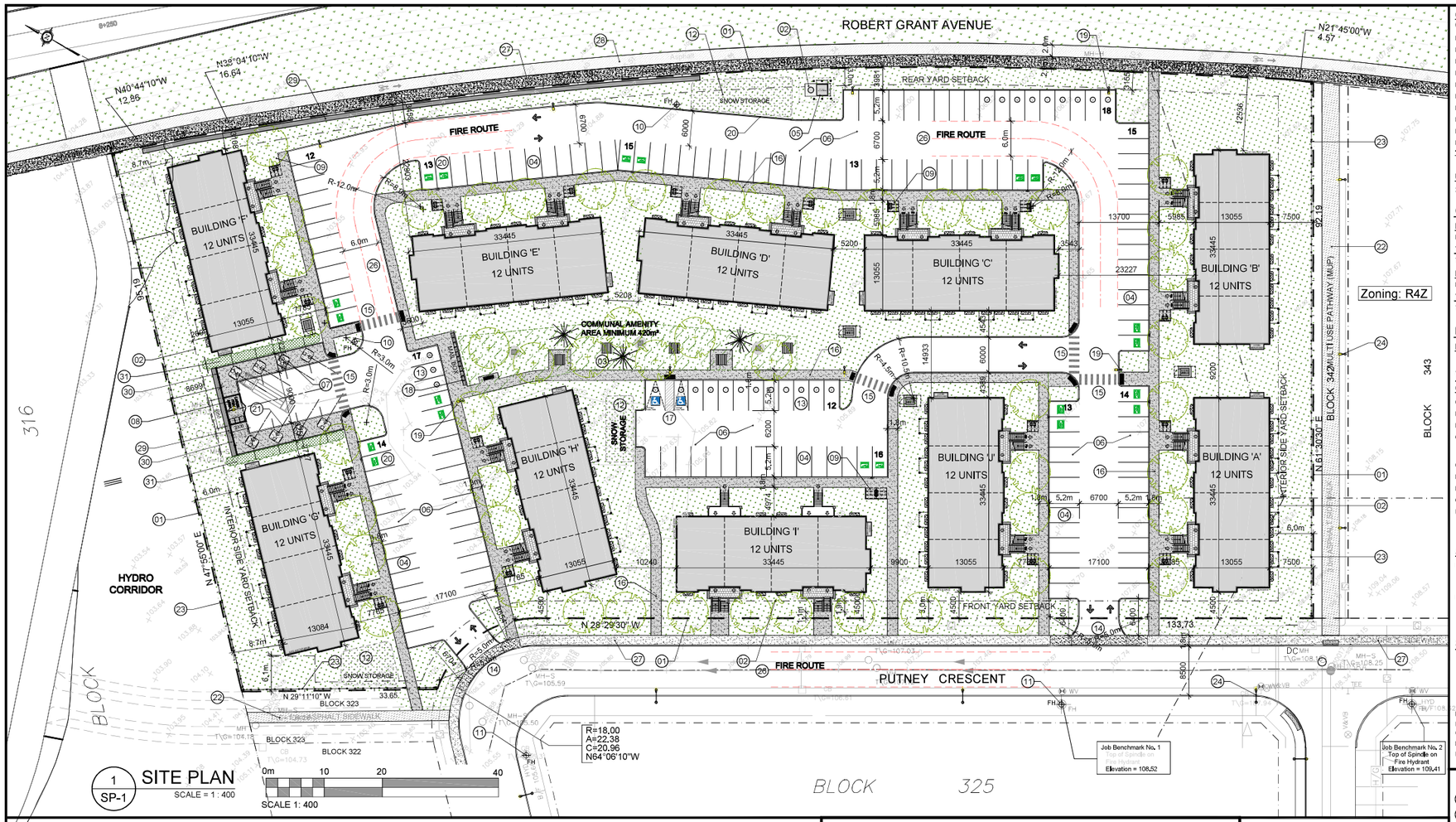
Site-generated active trips will be accommodated through numerous dedicated internal facilities, as well as external facilities within the surrounding transportation network to facilitate safe and convenient access for both pedestrians and cyclists, particularly for trips within the surrounding community.

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

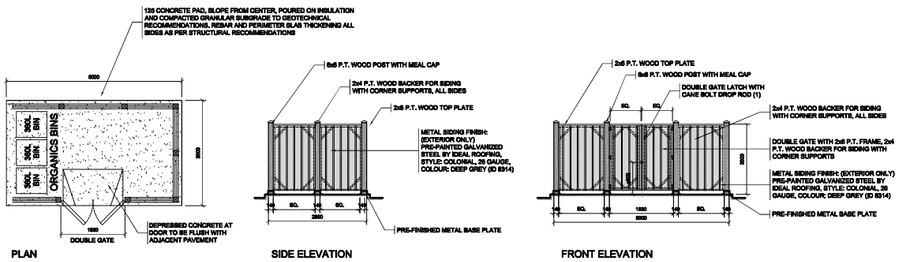


Ben Pascolo-Neveu, P.Eng.
Senior Transportation Engineer

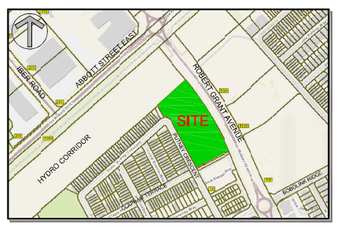
Appendix A: Proposed Development



1 SP-1 **SITE PLAN**
SCALE = 1 : 400



GARBAGE ENCLOSER DETAIL



KEY PLAN

PROJECT INFORMATION

Zoning By-law 2008-250 Consolidation R4Z — SITE AREA 1,85 ha. — 18.571,4 m² / 199,900 ft²

ZONING	REQUIRED	PROVIDED
ZONE: PLANNED UNIT DEVELOPMENT: STACKED	R4Z	R4Z
BUILDING HEIGHT	14,5m	9,3m
DENSITY - MAXIMUM FLOOR SPACE INDEX	n/a	
FRONT YARD SETBACK: PUTNEY	3,0m	4,5m
INTERIOR YARD SETBACK	1,5m & 6,0m	6,1m
INTERIOR YARD SETBACK: MUP	6,0m	7,5m
INTERIOR YARD SETBACK: HYDRO CORRIDOR	6,0m	8,7m
REAR YARD SETBACK: ROBERT GRANT	3,0m	3,1m
BUILDING SETBACK TO A PRIVATE WAY	1,8m	3,0m
BUILDING SEPARATION (UNDER 14,5m HT.)	1,2m	5,2m
AMENITY AREA - TOTAL 6,0m² PER UNIT	720,0m²	740,0m²
AMENITY AREA - 50% COMMUNAL PER UNIT	360,0m²	420,0m²
VEHICLE PARKING: RESIDENTIAL - 1,2 PER UNIT	144	148
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 STREET	3,0m	4,5m
MINIMUM WIDTH OF LANDSCAPED AREA - AROUND A PARKING LOT	3,0m	3,0m
LANDSCAPED BUFFER FOR PARKING LOT	15%	88%
LANDSCAPED BUFFER FOR PARKING LOT @ LOT LINE	15%	44%

SITE PLAN SYMBOLS

- CONCRETE WALK / PATH
- SOFT LANDSCAPING
- COMMUNAL AMENITY SPACE
- ASPHALT MUP / WALK
- SNOW STORAGE
- BIKE RACK / BIKE PARKING SPOT 0,6m x 1,8m
- TWO WAY VEHICLE CIRCULATION
- MAIN ENTRANCE
- PROPERTY LINE
- ZONING SETBACKS
- STANDARD PARKING SPACE 2,6m x 5,2m
- VISITOR PARKING SPACE 2,6m x 5,2m
- ELECTRICAL VEHICLE READY PARKING SPACE (NO CHARGER) 2,6m x 5,2m
- ACCESSIBLE PARKING SPACE TYPE 'A': 3,4m x 5,2m TYPE 'B': 2,4m x 5,2m
- SITE FURNITURE: SEE LANDSCAPE DRAWING

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 'I'	1,256,0 m² / 13,520 ft²
PROPOSED BUILDING 'J'	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	- 1,23 PER UNIT	148
VISITOR	- 0,2 PER DWELLING UNIT	24
TOTAL		172

BICYCLE PARKING

REQUIRED / PROVIDED - 0,5 PER UNIT 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)

AMENITY SPACE

REQUIRED AMENITY SPACE

6,0 m² PER UNIT=	720,0 m²
50% COMMUNAL AMENITY AREA =	360,0 m²

PROVIDED AMENITY SPACE

PRIVATE BALCONY / PATIOS =	320,0 m²
COMMUNAL EXTERIOR AREA=	420,0 m²
TOTAL =	740,0 m²

SITE COVERAGE

BUILDING FOOTPRINT =	22,6%	4,187,0 m²
DRIVING SURFACE =	29,2%	5,430,0 m²
LANDSCAPE AREA =	48,2%	8,954,4 m²
TOTAL =	100,0%	18,571,4 m²

PARKING LOT ABUTTING LOT LINE	2,060 m²
LANDSCAPED BUFFER FOR PARKING LOT @ LOT LINE	44,0% / 900 m²
PARKING LOT AREA	5,430,0 m²
LANDSCAPE BUFFER @ PARKING LOT	88,0% / 4,783 m²

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
6. ASPHALT DRIVING SURFACE
7. IN GROUND WASTE BINS
8. ORGANIC WASTE / OVER SIZED GARBAGE ENCLOSER 2,0m HIGH OPAQUE SCREEN AROUND PERIMETER
9. BICYCLE PARKING SPACES 0,6m x 1,8m (6) WITH RACK
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19. PROPOSED SITE LIGHTING, SEE ELECTRICAL SITE PLAN
20. ELECTRICAL VEHICLE SPACE: 2 PER BUILDING
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29. LOW RETAINING WALL, SEE CIVIL & LANDSCAPE
30. 2,0m HT. SOLID WOOD PRIVACY SCREEN
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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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DO NOT SCALE DRAWINGS.

No.	DESCRIPTION	DATE
5	REVISED AS PER ROUND #1 CITY COMMENTS	2026 09 25
4	ISSUED FOR SPC APPLICATION	2026 07 08
3	ISSUED FOR OWNER / CONSULTANT REVIEW	2026 04 07
2	ISSUED FOR OWNER / CONSULTANT REVIEW	2026 01 27
1	ISSUED FOR PRELIMINARY REVIEW	2026 02 06

REVISIONS:

ARCHITECT SEAL: ONTARIO ASSOCIATION OF ARCHITECTS — KEVIN M. REID LICENCE 8667
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:
723 PUTNEY CRESCENT
STITTSVILLE
OTTAWA ONTARIO

SHEET TITLE:
SITE PLAN

DRAWN: R.V.	CHECKED: RV
SCALE: 1:400	SHEET No. SP-1
PROJECT No. 2602	

D07-12-21-0022

LEGAL DESCRIPTION

SKETCH TO ILLUSTRATE EXISTING CONDITIONS ON
BLOCK 324, PLAN 4M1619
CITY OF OTTAWA
Prepared by Annis, O'Sullivan, Vollebekk Ltd.
Field Work Completed September 17, 2020

TRANSPORTATION ENGINEER

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PROJECT DEVELOPER

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E-Mail: shawn.malhotra@claridgehomes.com
E-Mail: marc.stpierre@claridgehomes.com
E-Mail: victoria.st.pierre@claridgehomes.com

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Email: ml@jbla.ca
Email: lc@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

PAPER SIZE: A1 | PLOT DATE: Wednesday, September 16, 2026 | PLOT SCALE: 1:1 | PEN STYLE: 0-RLA-MASTER-100%.ctb

F:\2026\2602 - Putney Cres Terrace Homes\01 Design Development\01 Site Plan\2602 Putney SP-1 Site Plan 2026 09 16.dwg #_____

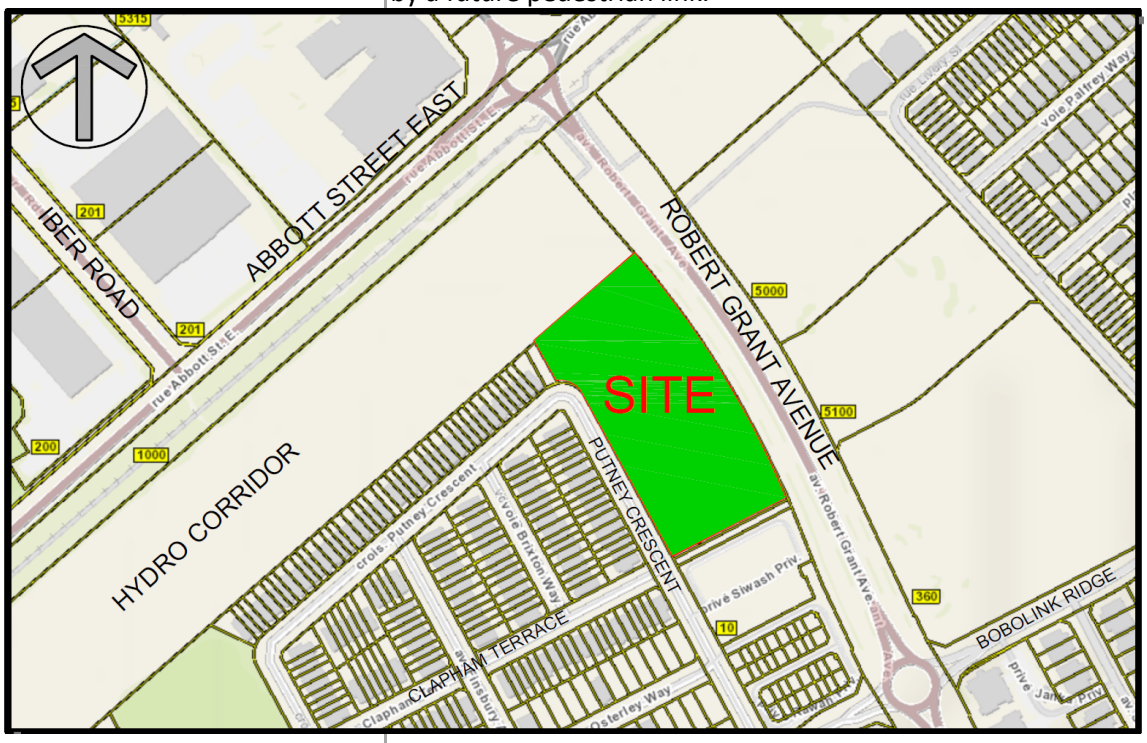
Appendix B: TIA Screening Form

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	723 Putney Crescent, Stittsville, Ottawa, ON
Description of Location	The site is bound to the east by Robert Grant Avenue, to the west by Putney Crescent, to the north by a hydro corridor and to the south by a future pedestrian link.



Land Use Classification	Residential
Development Size (units)	120 stacked townhome units (3 storeys)
Development Size (m^2)	N/A
Number of Accesses and Locations	Putney Crescent Drive - Two (2) all-movements site access driveways.
Phase of Development	Single Phase
Buildout Year	TBD

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

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

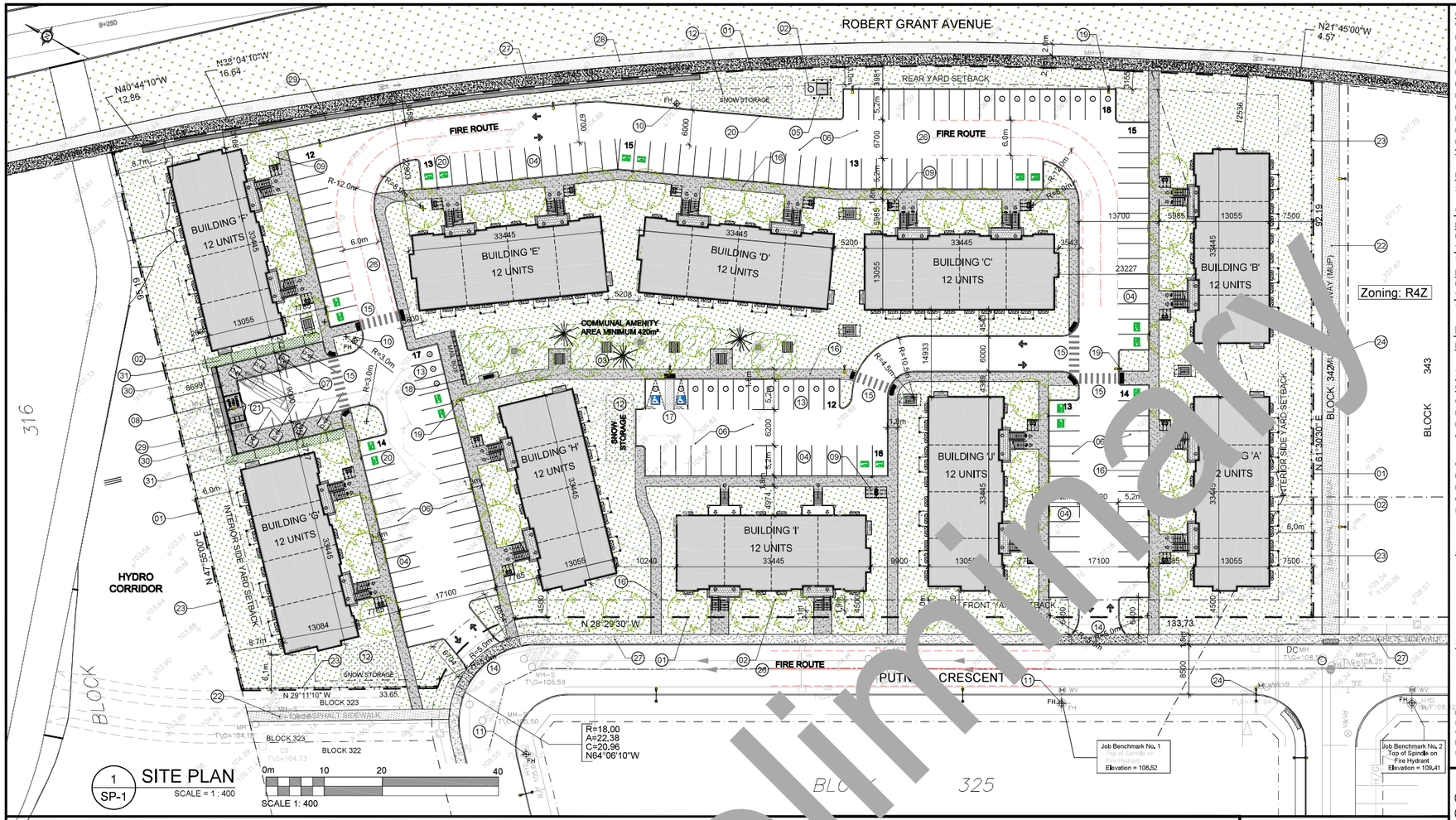
	Yes	No
Are posted speed limits on a boundary street 80km/hr or greater?		✓
Are there any horizontal/vertical curvatures on a boundary street that limit sight lines at a proposed driveway?		✓
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 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 not 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?		✓

Since none of the TIA Screening Form triggers are met, a multi-step TIA is not required.



1 SP-1 **SITE PLAN**
SCALE = 1 : 400

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 'I'	1,256,0 m² / 13,520 ft²
PROPOSED BUILDING 'J'	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	- 1,23 PER UNIT	148
VISITOR	- 0,2 PER DWELLING UNIT	24
TOTAL		172

BICYCLE PARKING

REQUIRED / PROVIDED	- 0,5 PER UNIT	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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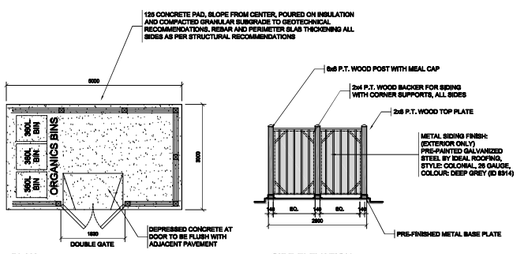
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BUILDING FOOTPRINT =	22,6%	4,187,0 m²
DRIVING SURFACE =	29,2%	5,430,0 m²
LANDSCAPE AREA =	48,2%	8,954,4 m²
TOTAL =	100,0%	18,571,4 m²

PARKING LOT ABUTTING LOT LINE	2,060 m²
LANDSCAPED BUFFER FOR PARKING LOT @ LOT LINE	44,0% / 900 m²
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LANDSCAPE BUFFER @ PARKING LOT	88,0% / 4,783 m²

DRAWING NOTES

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OTHER 2 ELEVATION SIMILAR
FASTENERS AND HARDWARE TO BE EXTERIOR GRADE
EXPOSED WOOD TO BE STAINED DARK GREY

GARBAGE ENCLOSER DETAIL

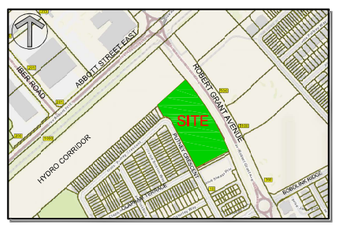
PROJECT INFORMATION

Zoning By-law 2008-250 Consolidation R4Z — SITE AREA 1,85 ha. — 18,571,4 m² / 199,900 ft²

ZONING	REQUIRED	PROVIDED
ZONE: PLANNED UNIT DEVELOPMENT: STACKED	R4Z	R4Z
BUILDING HEIGHT	14,5m	9,3m
DENSITY - MAXIMUM FLOOR SPACE INDEX	n/a	
FRONT YARD SETBACK: PUTNEY	3,0m	4,5m
INTERIOR YARD SETBACK	1,5m & 6,0m	6,1m
INTERIOR YARD SETBACK: MUP	6,0m	7,5m
INTERIOR YARD SETBACK: HYDRO CORRIDOR	6,0m	8,7m
REAR YARD SETBACK: ROBERT GRANT	3,0m	3,1m
BUILDING SETBACK TO A PRIVATE WAY	1,8m	3,0m
BUILDING SEPARATION (UNDER 14,5m HT.)	1,2m	5,2m
AMENITY AREA - TOTAL 6,0m² PER UNIT	720,0m²	740,0m²
AMENITY AREA - 50% COMMUNAL PER UNIT	360,0m²	420,0m²
VEHICLE PARKING: RESIDENTIAL - 1,2 PER UNIT	144	148
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 STREET	3,0m	4,5m
MINIMUM WIDTH OF LANDSCAPED AREA - AROUND A PARKING LOT	3,0m	3,0m
LANDSCAPED BUFFER FOR PARKING LOT	15%	88%
LANDSCAPED BUFFER FOR PARKING LOT @ LOT LINE	15%	44%

SITE PLAN SYMBOLS

- CONCRETE WALK / PATH
- SOFT LANDSCAPING
- COMMUNAL AMENITY SPACE
- ASPHALT MUP / WALK
- SNOW STORAGE
- BIKE RACK / BIKE PARKING SPOT 0,6m x 1,8m
- TWO WAY VEHICLE CIRCULATION
- MAIN ENTRANCE
- PROPERTY LINE
- ZONING SETBACKS
- STANDARD PARKING SPACE 2,6m x 5,2m
- VISITOR PARKING SPACE 2,6m x 5,2m
- ELECTRICAL VEHICLE READY PARKING SPACE (NO CHARGER) 2,6m x 5,2m
- ACCESSIBLE PARKING SPACE TYPE 'A': 3,4m x 5,2m TYPE 'B': 2,4m x 5,2m
- SITE FURNITURE: SEE LANDSCAPE DRAWING



KEY PLAN

LEGAL DESCRIPTION	TRANSPORTATION ENGINEER	CIVIL ENGINEER	PROJECT DEVELOPER
SKETCH TO ILLUSTRATE EXISTING CONDITIONS ON **BLOCK 324, PLAN 4M1619** **CITY OF OTTAWA** Prepared by Annis, O'Sullivan, Vollebekk Ltd. Field Work Completed September 17, 2020	**Arcadis Canada Inc.** 500 - 333 Preston Street Ottawa, Ontario, K1S 5N4 Tel: 613 225-1311 Mobile: Email: ben.pascoloneveu@arcadis.com	**Arcadis Canada Inc.** 500 - 333 Preston Street Ottawa, Ontario, K1S 5N4 Tel: 613 225-1311 Mobile: Email: ryan.magladry@arcadis.com	**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: _____@aovltd.com	**GEOTECHNICAL ENGINEER** **Paterson Group** 9 Auriga Drive Ottawa, Ontario K2E 7T9 Tel: 613,226-7381 Email: sdennis@patersongroup.ca	**LANDSCAPE ARCHITECT** **James B. Lennox & Associates Inc.** 3332 Carling Ave. Ottawa, Ontario K2H 5A8 Tel: 613-722-5168 Email: ml@jbla.ca Email: lc@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

PAPER SIZE: A1 | PLOT DATE: Wednesday, September 16, 2026 | PLOT SCALE: 1:1 | PEN STYLE: 0-RLA-MASTER-100%.ctb

F:\2026\2602 - Putney Cres Terrace Homes\01 Design Development\01 Site Plan\2602 Putney SP-1 Site Plan 2026 09 16.dwg #_____

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REVISIONS:

ARCHITECT SEAL: ONTARIO ASSOCIATION OF ARCHITECTS — RICHARD REID LICENCE 8667 — 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:
723 PUTNEY CRESCENT
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OTTAWA ONTARIO

SHEET TITLE:
SITE PLAN

DRAWN:	CHECKED:
R.V.	RV
SCALE: 1:400	SHEET No. SP-1
PROJECT No. 2602	

D07-12-21-0022

Preliminary

Appendix C: Transit Maps

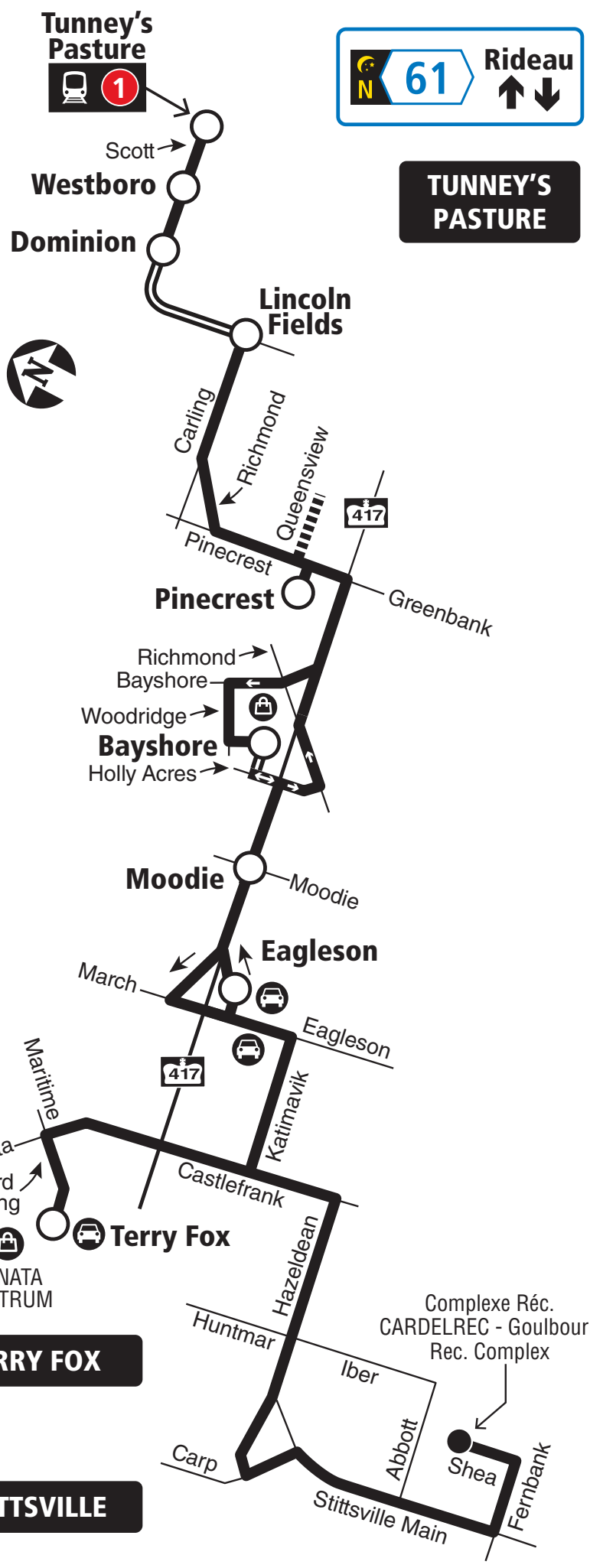
61

Fréquent

STITTSVILLE TERRY FOX
TUNNEY'S PASTURE

7 days a week / 7 jours par semaine

All day and limited overnight service
Service toute la journée et limité la nuit



05/2025

- Transitway & Station
- Selected time periods / Périodes sélectionnées
- Park & Ride / Parc relais
- Shopping Centre / Centre commercial

N 61 When O-Train Line 1 is not running overnight, Route 61 will be extended downtown to Rideau Station. / Lorsque la Ligne 1 de l'O-Train ne circule pas la nuit, le circuit 61 sera prolongée au centre-ville jusqu'à la station Rideau.

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**

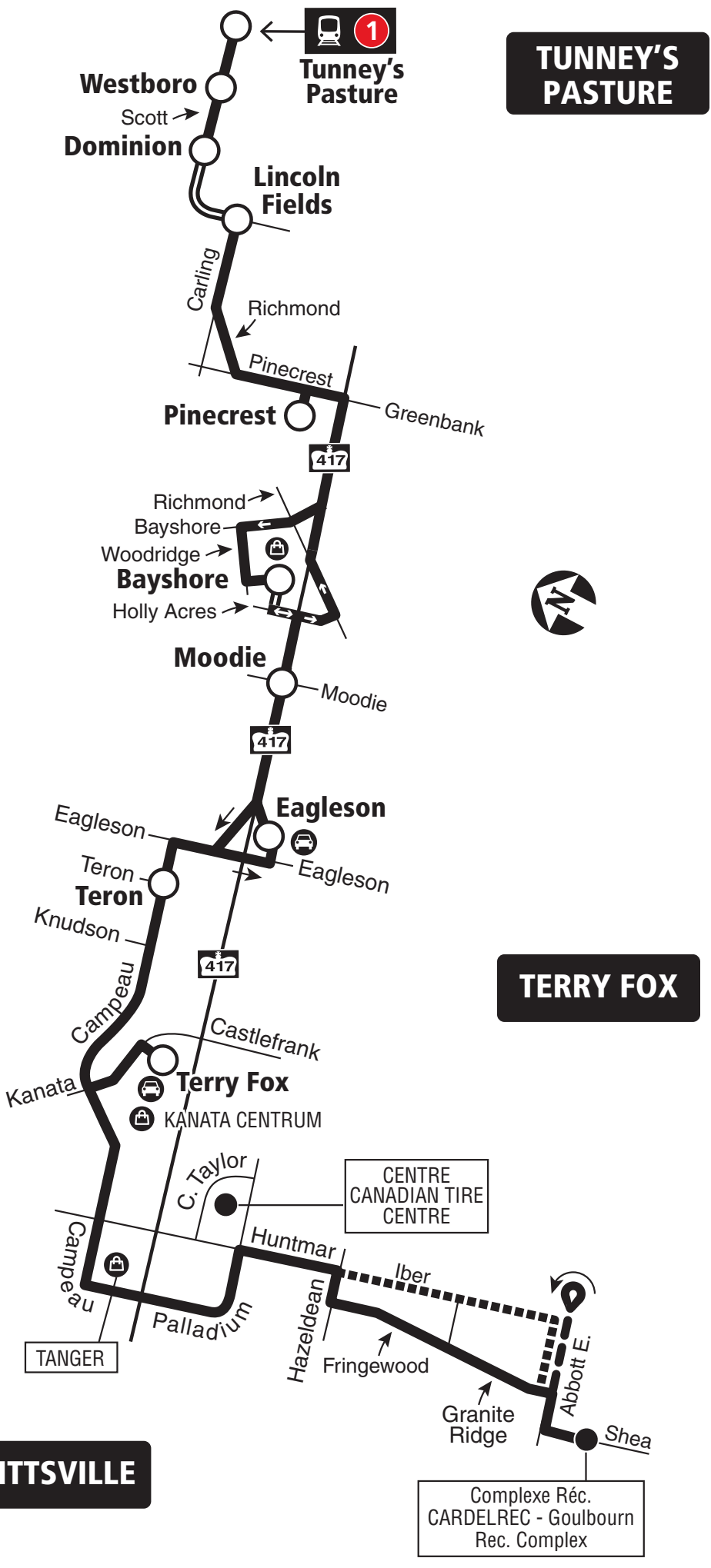
62

STITTSVILLE
TUNNEY'S PASTURE

Fréquent

7 days a week / 7 jours par semaine

All day service
Service toute la journée



04/2025

- Transitway & Station
- Weekday southbound trips before noon and weekday northbound trips between noon and 8 p.m. travel via Iber and Abbott E.
  Trajets en semaine vers le sud en avant midi et trajets en semaine vers le nord entre midi et 20 h via Iber et Abbott E.
- Saturday and Sunday / Samedi et dimanche
- Shopping Centre / Centre commercial
- Park & Ride / Parc relais

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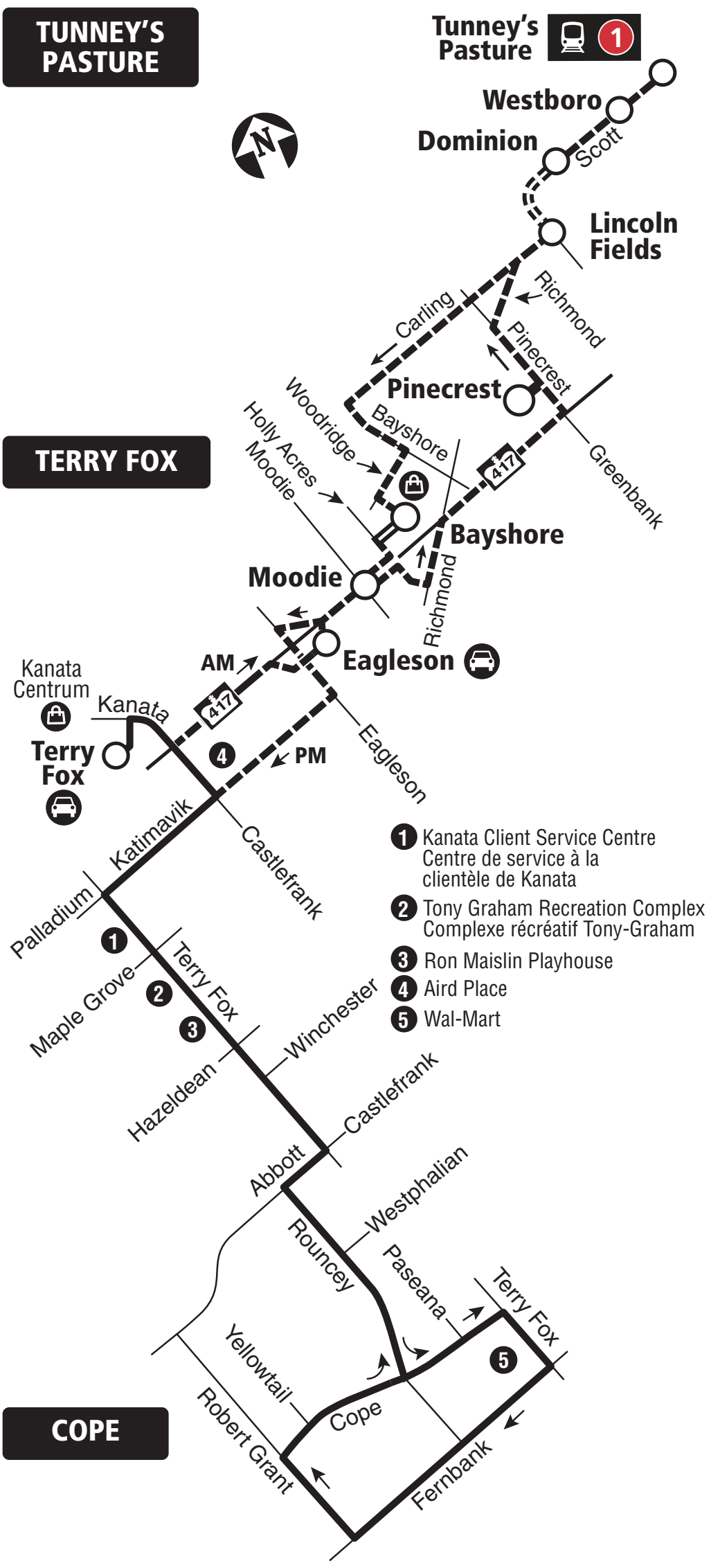
67

Local

COPE

TERRY FOX
TUNNEY'S PASTURE

7 days a week / 7 jours par semaine
All day service
Service toute la journée



2025.04

Transitway & Station

Peak Periods Only / Périodes de pointe seulement

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**

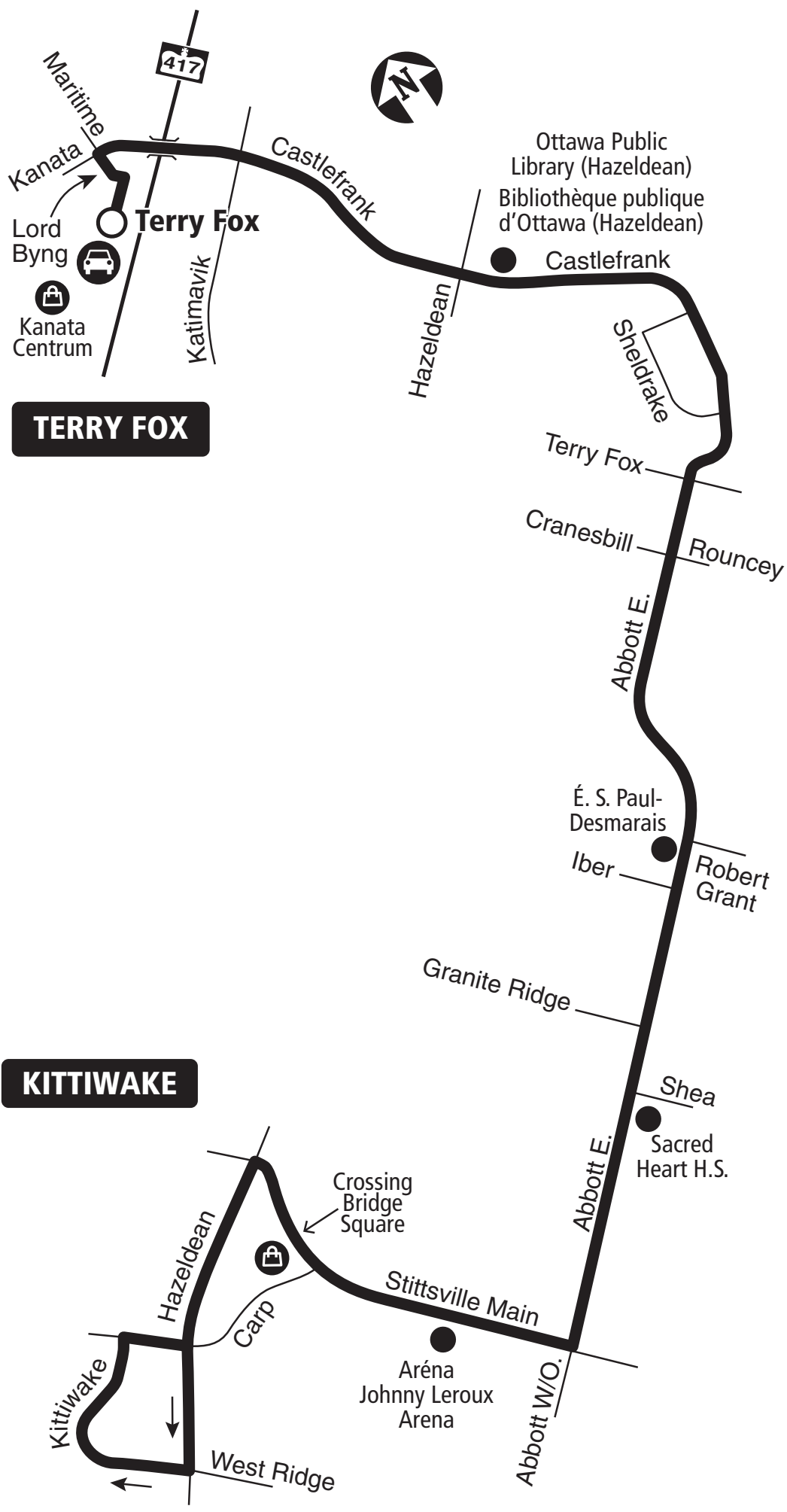
163

KITTIWAKE
TERRY FOX

Local

7 days a week / 7 jours par semaine

All day service
Service toute la journée



04.2025

- Station
- Park & Ride / Parc relais
- Shopping Centre / Centre commercial

2025.12

Schedule / Horaire 613-560-1000
Text / Texto* 560560

plus your four digit bus stop number / *plus* votre numéro d'arrêt à quatre chiffres

*Standard message rates may apply / Les tarifs réguliers de messagerie texte peuvent s'appliquer

Special Constable Unit /
Unité des constables spéciaux.....**613-741-2478**

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

Lost & Found.....**octranspo.com/lostandfound**
Objets perdus.....**octranspo.com/objetsperdus**

OC Transpo
octranspo.com

Effective Dec. 21, 2025
En vigueur 21 déc. 2025

Appendix D: Trip Generation Data

3.2 Recommended Residential Trip Generation Rates

A blended trip rate was developed from the three data sources through application of a rank-sum weighting process, considering the strengths and weaknesses of each dataset for the dwelling type in question. The recommended blended **residential person-trip rates** are presented in **Table 3**. All rates represent person-trips per dwelling unit and are to be applied to the **AM or PM peak period.**

Table 3: Recommended Residential Person-trip Rates

ITE Land Use Code	Dwelling Unit Type	Period	Person-Trip Rate
210	Single-detached	AM	2.05
		PM	2.48
220	Multi-Unit (Low-Rise)	AM	1.35
		PM	1.58
221 & 222	Multi-Unit (High-Rise)	AM	0.80
		PM	0.90

3.3 Adjustment Factors – Peak Period to Peak Hour

The various trip generation data sources require some adjustment to standardize the data for developing robust blended trip rates. The peak period conversion factor in **Table 4** may be used where applicable to develop trip generation rate estimates in the desired format.

Table 4: Adjustment Factors for Residential Trip Generation Rates

Factor	Application	Apply To	Period	Value
Peak Period Conversion Factor	**Peak period to peak hour conversion.** Because the 2020 TRANS Trip Generation Study reports trip generation rates by peak period, factors must be applied if the practitioner requires peak hour rates. In practice, the conversion to peak hour trip rates should occur **after** the application of modal shares.	Person-trip rates per peak period	AM	0.50
			PM	0.44
		Vehicle trip rates per peak period	AM	0.48
			PM	0.44
		Transit trip rates per peak period	AM	0.55
			PM	0.47
		Cycling trip rates per peak period	AM	0.58
			PM	0.48
		Walking trip rates per peak period	AM	0.58
			PM	0.52

Table 8: Residential Mode Share for High-Rise Multifamily Housing

District	Period	Mode				
		Auto Driver	Auto Pass.	Transit	Cycling	Walking
Ottawa Centre	AM	18%	2%	26%	1%	52%
	PM	17%	9%	21%	1%	52%
Ottawa Inner Area	AM	26%	6%	28%	5%	34%
	PM	25%	8%	21%	6%	39%
Île de Hull	AM	27%	3%	37%	12%	21%
	PM	26%	8%	27%	11%	28%
Ottawa East	AM	39%	7%	38%	2%	13%
	PM	40%	14%	28%	3%	15%
Beacon Hill	AM	48%	9%	30%	3%	10%
	PM	52%	16%	28%	0%	4%
Alta Vista	AM	38%	12%	42%	2%	7%
	PM	45%	16%	28%	2%	9%
Hunt Club	AM	39%	6%	44%	1%	9%
	PM	44%	11%	35%	2%	9%
Merivale	AM	41%	6%	42%	2%	8%
	PM	41%	11%	33%	2%	13%
Ottawa West	AM	28%	11%	41%	3%	16%
	PM	33%	11%	26%	7%	23%
Bayshore/Cedarview	AM	40%	12%	38%	2%	8%
	PM	40%	15%	33%	1%	11%
Hull Périphérie	AM	48%	11%	30%	1%	10%
	PM	47%	15%	23%	3%	13%
Orleans	AM	54%	7%	29%	0%	10%
	PM	61%	13%	21%	0%	6%
South Gloucester / Leitrim	AM	50%	15%	25%	1%	9%
	PM	53%	17%	21%	1%	9%
South Nepean	AM	58%	6%	30%	2%	4%
	PM	54%	15%	25%	0%	7%
Kanata - Stittsville	AM	43%	26%	28%	0%	4%
	PM	55%	19%	21%	0%	5%
Plateau	AM	53%	9%	35%	3%	1%
	PM	65%	7%	25%	2%	1%
Aylmer	AM	45%	17%	25%	0%	13%
	PM	31%	21%	23%	4%	20%
Pointe Gatineau	AM	44%	15%	24%	3%	14%
	PM	52%	15%	20%	2%	11%
Gatineau Est	AM	53%	10%	25%	0%	12%
	PM	61%	10%	25%	0%	4%
Masson-Angers	AM	63%	15%	19%	0%	3%
	PM	64%	18%	16%	0%	1%
Other Rural Districts	AM	63%	15%	19%	0%	3%
	PM	64%	18%	16%	0%	1%

5 RESIDENTIAL DIRECTIONAL SPLITS

After calculating the total person trips generated by the development and applying the appropriate modal shares, directional factors can be applied to estimate the number of inbound and outbound trips by vehicle. The vehicle trip directional splits were developed for both the AM and PM peak periods[2]. The vehicle trip directional splits, as shown in **Table 9**, have been developed for the NCR based on a review of the local trip generator surveys as well as the latest published data in the ITE *Trip Generation Manual* (10th Edition).

Table 9: Recommended Vehicle Trip Directional Splits (Peak Period)

ITE Land Use Code	Dwelling Unit Type	Period	Inbound	Outbound
210	Single-detached	AM	30%	70%
		PM	62%	38%
220	Multi-Unit (Low-Rise)	AM	30%	70%
		PM	56%	44%
221 & 222	Multi-Unit (High-Rise)	AM	31%	69%
		PM	58%	42%

6 NON-RESIDENTIAL MODE SHARE

Mode shares were developed for three types of non-residential development: schools (elementary and high school); employment generators; and commercial (retail) generators. These mode shares were developed through data provided by the Ville de Gatineau from local school surveys as well as the TRANS Origin-Destination Survey. The non-residential mode shares presented below are limited and do not capture all development types. For data on the travel characteristics associated with colleges and universities, transportation terminals, and sports and entertainment venues in the National Capital Region, practitioners should refer to the various reports for the TRANS *Special Generators Survey* (2013), which are posted on the TRANS website. For other development types, practitioners may need to carry out their own local generator data collection where necessary.

[2] A directional split for active transportation was calculated based on the local generator surveys for low-rise and mid-rise land uses. The splits are mostly in-line with the vehicle directional splits, which could be used as a rough assumption for areas with lower vehicle mode share.

Appendix E: Swept Path Analyses

ROBERT GRANT AVENUE

Asphalt

8+250

N40°44'10"W
12.86

N38°04'10"W
16.64

N21°45'00"W
4.57

REAR YARD SETBACK

FIRE ROUTE

SNOW STORAGE

BUILDING 'F'
12 UNITS

BUILDING 'E'
12 UNITS

BUILDING 'D'
12 UNITS

BUILDING 'C'
12 UNITS

BUILDING 'B'
12 UNITS

BUILDING 'G'
12 UNITS

BUILDING 'H'
12 UNITS

BUILDING 'I'
12 UNITS

BUILDING 'J'
12 UNITS

BUILDING 'A'
12 UNITS

COMMUNAL AMENITY
AREA MINIMUM 420m²

INTERIOR SIDE YARD SETBACK

N 47°55'00" E

N 61°30'30" E

2.0m ASPHALT SIDEWALK

BLOCK 343

92.19

95.19

Zoning: R4Z

316

HYDRO
CORRIDOR

N 29°29'30" W

FRONT YARD SETBACK

N 29°11'10" W
33.65

BLOCK 323

BLOCK 322

2.0m ASPHALT SIDEWALK

PUTNEY CRESCENT

R=18.00
A=22.38
C=20.96
N64°06'10"W

BLOCK 325

MH-S T\G=103.63

MH-S T\G=103.22

MH-S T\G=105.52

MH-S T\G=105.59

MH-S T\G=105.50

MH T\G=104.18

CB T\G=104.73

CB T\G=105.31

CB T\G=106.61

CB T\G=107.94

DC MH T\G=108.10

MH-S T\G=108.25

MH13BA

CB T\G=107.88

T\G=107.03

T\G=107.13

Aerial Fire
WITH TORONTO ZOOM FOR

TEE

HYD
TB/F108.

V&VB

WV

FH

CB

BOS

SCALE

H/G

12.80
3.09
5.84

Aerial Fire

	meters
Width	: 2.54
Track	: 2.54
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

AUTOTURN - AERIAL
FIRETRUCK

0m 10 20 40

SCALE 1: 400

ROBERT GRANT AVENUE

Asphalt

8+250

N40°44'10"W
12.86

N38°04'10"W
16.64

N21°45'00"W
4.57

REAR YARD SETBACK

SNOW STORAGE

FIRE ROUTE

BUILDING 'F'
12 UNITS

BUILDING 'E'
12 UNITS

BUILDING 'D'
12 UNITS

BUILDING 'C'
12 UNITS

BUILDING 'B'
12 UNITS

COMMUNAL AMENITY
AREA MINIMUM 420m²

BUILDING 'G'
12 UNITS

BUILDING 'H'
12 UNITS

BUILDING 'I'
12 UNITS

BUILDING 'J'
12 UNITS

BUILDING 'A'
12 UNITS

INTERIOR SIDE YARD SETBACK

FRONT YARD SETBACK

Zoning: R4Z

92.19

95.19

316

343

BLOCK

HYDRO
CORRIDOR

N 47°55'00" E

N 29°29'30" W

N 29°11'10" W
33.65

BLOCK 323

BLOCK 322

2.0m ASPHALT SIDEWALK

CONCRETE SIDEWALK

PUTNEY CRESCENT

R=18.00
A=22.38
C=20.96
N64°06'10"W

BLOCK 325

10.31

1.48 5.38

Wayne Titan

	meters
Width	: 2.58
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

AUTOTURN - WAYNE
TITAN GARBAGE TRUCK

0m 10 20 40

SCALE 1: 400

ROBERT GRANT AVENUE

Asphalt

8+250

N40°44'10"W
12.86

N38°04'10"W
16.64

N21°45'00"W
4.57

REAR YARD SETBACK

FIRE ROUTE

SNOW STORAGE

BUILDING 'F'
12 UNITS

BUILDING 'E'
12 UNITS

BUILDING 'D'
12 UNITS

BUILDING 'C'
12 UNITS

BUILDING 'B'
12 UNITS

BUILDING 'G'
12 UNITS

BUILDING 'H'
12 UNITS

BUILDING 'I'
12 UNITS

BUILDING 'J'
12 UNITS

BUILDING 'A'
12 UNITS

COMMUNAL AMENITY
AREA MINIMUM 420m²

INTERIOR SIDE YARD SETBACK

N 47°55'00" E

N 61°30'30" E

2.0m ASPHALT SIDEWALK

BLOCK 343

92.19

95.19

Zoning: R4Z

316

HYDRO
CORRIDOR

N 29°29'30" W

FRONT YARD SETBACK

N 29°11'10" W

33.65

BLOCK 323

BLOCK 322

PUTNEY CRESCENT

R=18.00
A=22.38
C=20.96
N64°06'10"W

BLOCK 325

Wayne Titan

	meters
Width	: 2.58
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

AUTOTURN - WAYNE
TITAN GARBAGE TRUCK

0m 10 20 40

SCALE 1: 400

ROBERT GRANT AVENUE

Asphalt

8+250

N40°44'10"W
12.86

N38°04'10"W
16.64

N21°45'00"W
4.57

REAR YARD SETBACK

FIRE ROUTE

SNOW STORAGE

BUILDING 'F'
12 UNITS

BUILDING 'E'
12 UNITS

BUILDING 'D'
12 UNITS

BUILDING 'C'
12 UNITS

BUILDING 'B'
12 UNITS

BUILDING 'G'
12 UNITS

BUILDING 'H'
12 UNITS

BUILDING 'I'
12 UNITS

BUILDING 'J'
12 UNITS

BUILDING 'A'
12 UNITS

COMMUNAL AMENITY
AREA MINIMUM 420m²

INTERIOR SIDE YARD SETBACK

N 47°55'00" E

N 61°30'30" E

2.0m ASPHALT SIDEWALK

BLOCK 343

92.19

95.19

316

HYDRO
CORRIDOR

Zoning: R4Z

FRONT YARD SETBACK

N 29°29'30" W

N 29°11'10" W

33.65

BLOCK 323

BLOCK 322

PUTNEY CRESCENT

R=18.00
A=22.38
C=20.96
N64°06'10"W

BLOCK 325

Wayne Titan

	meters
Width	: 2.58
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

AUTOTURN - WAYNE
TITAN GARBAGE TRUCK

0m 10 20 40

SCALE 1: 400

ROBERT GRANT AVENUE

Asphalt

8+250

N40°44'10"W
12.86

N38°04'10"W
16.64

N21°45'00"W
4.57

REAR YARD SETBACK

FIRE ROUTE

SNOW STORAGE

FH

BUILDING 'F'
12 UNITS

BUILDING 'E'
12 UNITS

BUILDING 'D'
12 UNITS

BUILDING 'C'
12 UNITS

BUILDING 'B'
12 UNITS

COMMUNAL AMENITY
AREA MINIMUM 420m²

BUILDING 'G'
12 UNITS

BUILDING 'H'
12 UNITS

BUILDING 'I'
12 UNITS

BUILDING 'J'
12 UNITS

BUILDING 'A'
12 UNITS

INTERIOR SIDE YARD SETBACK

FRONT YARD SETBACK

Zoning: R4Z

92.19

2.0m ASPHALT SIDEWALK

BLOCK 343

316

HYDRO
CORRIDOR

N 47°55'00" E

N 29°29'30" W

N 29°11'10" W
33.65

BLOCK 323

BLOCK 322

BLOCK 325

PUTNEY CRESCENT

R=18.00
A=22.38
C=20.96
N64°06'10"W

Wayne Titan

	meters
Width	: 2.58
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

AUTOTURN - WAYNE
TITAN GARBAGE TRUCK

0m 10 20 40
SCALE 1: 400

ROBERT GRANT AVENUE

Asphalt

8+250

N40°44'10"W 12.86

N38°04'10"W 16.64

N21°45'00"W 4.57

REAR YARD SETBACK

FIRE ROUTE

SNOW STORAGE

FH

BUILDING 'F' 12 UNITS

BUILDING 'E' 12 UNITS

BUILDING 'D' 12 UNITS

BUILDING 'C' 12 UNITS

BUILDING 'B' 12 UNITS

COMMUNAL AMENITY AREA MINIMUM 420m²

BUILDING 'G' 12 UNITS

BUILDING 'H' 12 UNITS

BUILDING 'I' 12 UNITS

BUILDING 'J' 12 UNITS

BUILDING 'A' 12 UNITS

Zoning: R4Z

92.19

3.0M MULTI-USE PATHWAY (MUP)

BLOCK 343

316

BLOCK

INTERIOR SIDE YARD SETBACK

HYDRO CORRIDOR

N 47°55'00" E

N 61°30'30" E

N 29°29'30" W

FRONT YARD SETBACK

N 29°11'10" W 33.65

BLOCK 323

BLOCK 322

1.8m ASPHALT SIDEWALK

CONCRETE SIDEWALK

PUTNEY CRESCENT

R=18.00
A=22.38
C=20.96
N64°06'10"W

BLOCK 325

10.31

1.48 5.38

Wayne Titan

	meters
Width	: 2.58
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

AUTOTURN - WAYNE TITAN GARBAGE TRUCK

0m 10 20 40

SCALE 1: 400

ROBERT GRANT AVENUE

Asphalt

N40°44'10"W 12.86

N38°04'10"W 16.64

N21°45'00"W 4.57

REAR YARD SETBACK

SNOW STORAGE

FIRE ROUTE

BUILDING 'F' 12 UNITS

BUILDING 'E' 12 UNITS

BUILDING 'D' 12 UNITS

BUILDING 'C' 12 UNITS

BUILDING 'B' 12 UNITS

COMMUNAL AMENITY AREA MINIMUM 420m²

BUILDING 'G' 12 UNITS

BUILDING 'H' 12 UNITS

BUILDING 'I' 12 UNITS

BUILDING 'J' 12 UNITS

BUILDING 'A' 12 UNITS

INTERIOR SIDE YARD SETBACK

FRONT YARD SETBACK

3.0M ASPHALT SIDEWALK

CONCRETE SIDEWALK

3.0M MULTI USE PATHWAY (MUP)

BLOCK 343

BLOCK 323

BLOCK 322

BLOCK 325

316

HYDRO CORRIDOR

PURNEY CRESCENT

Zoning: R4Z

N 47°55'00" E

N 29°29'30" W

N 29°11'10" W

N 61°30'30" E

R=18.00
A=22.38
C=20.96
N64°06'10"W

Wayne Titan

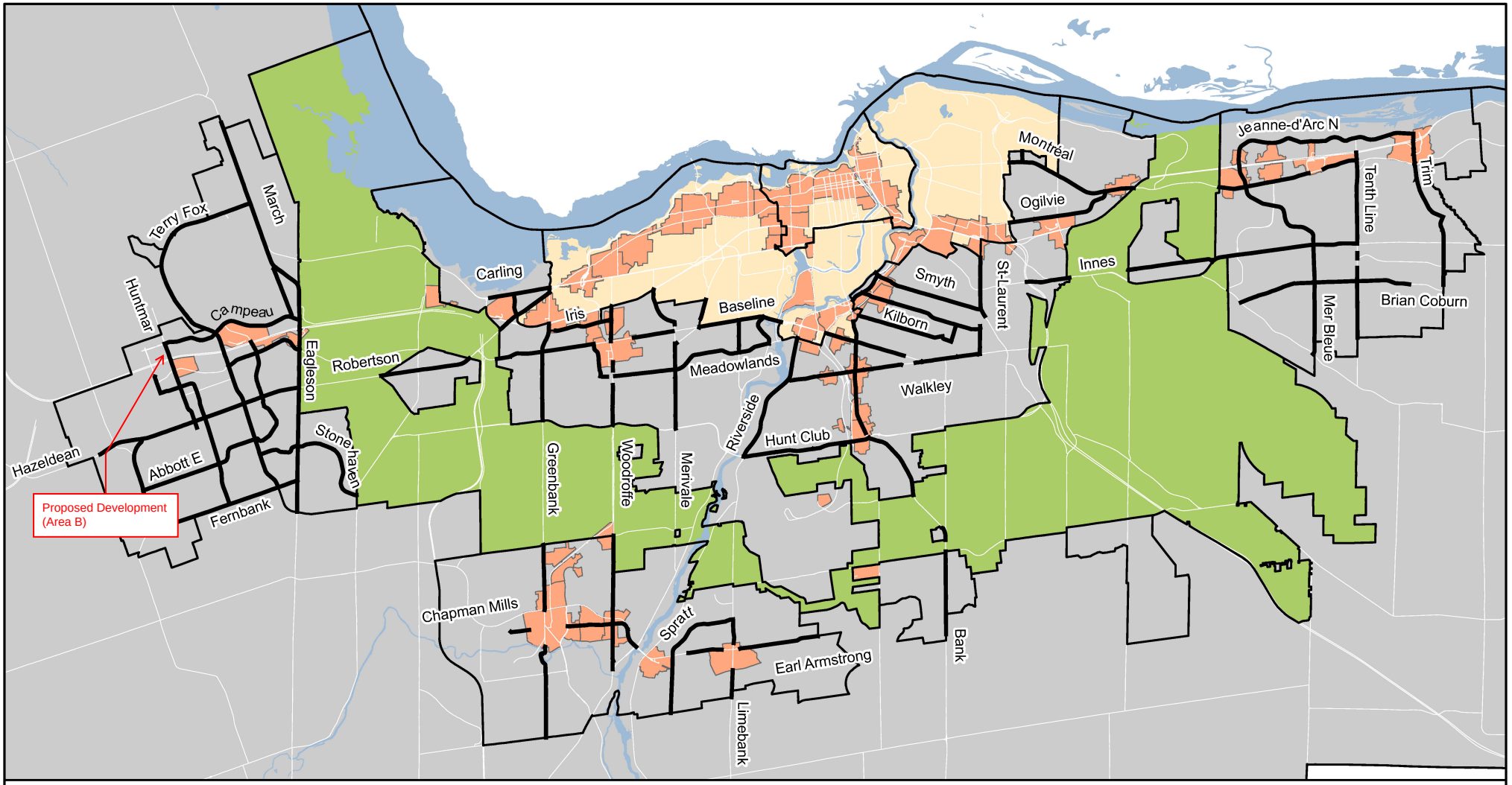
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Width	: 2.58
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

AUTOTURN - WAYNE TITAN GARBAGE TRUCK

0m 10 20 40

SCALE 1: 400

Appendix F: Zoning By-Law Parking Schedule Maps



Areas for Visitor Parking Requirements / Secteurs visé par les exigences de stationnement des visiteurs

- Area A / Secteur A
- Area B / Secteur B
- Area C / Secteur C
- Area D / Secteur D
- Transect Policy Areas / Secteurs stratégiques du transect
- Greenbelt / Ceinture de verdure

Consult Section 603 for visitor parking requirements / Consulter la section 603 pour connaître les exigences de stationnement des visiteurs.

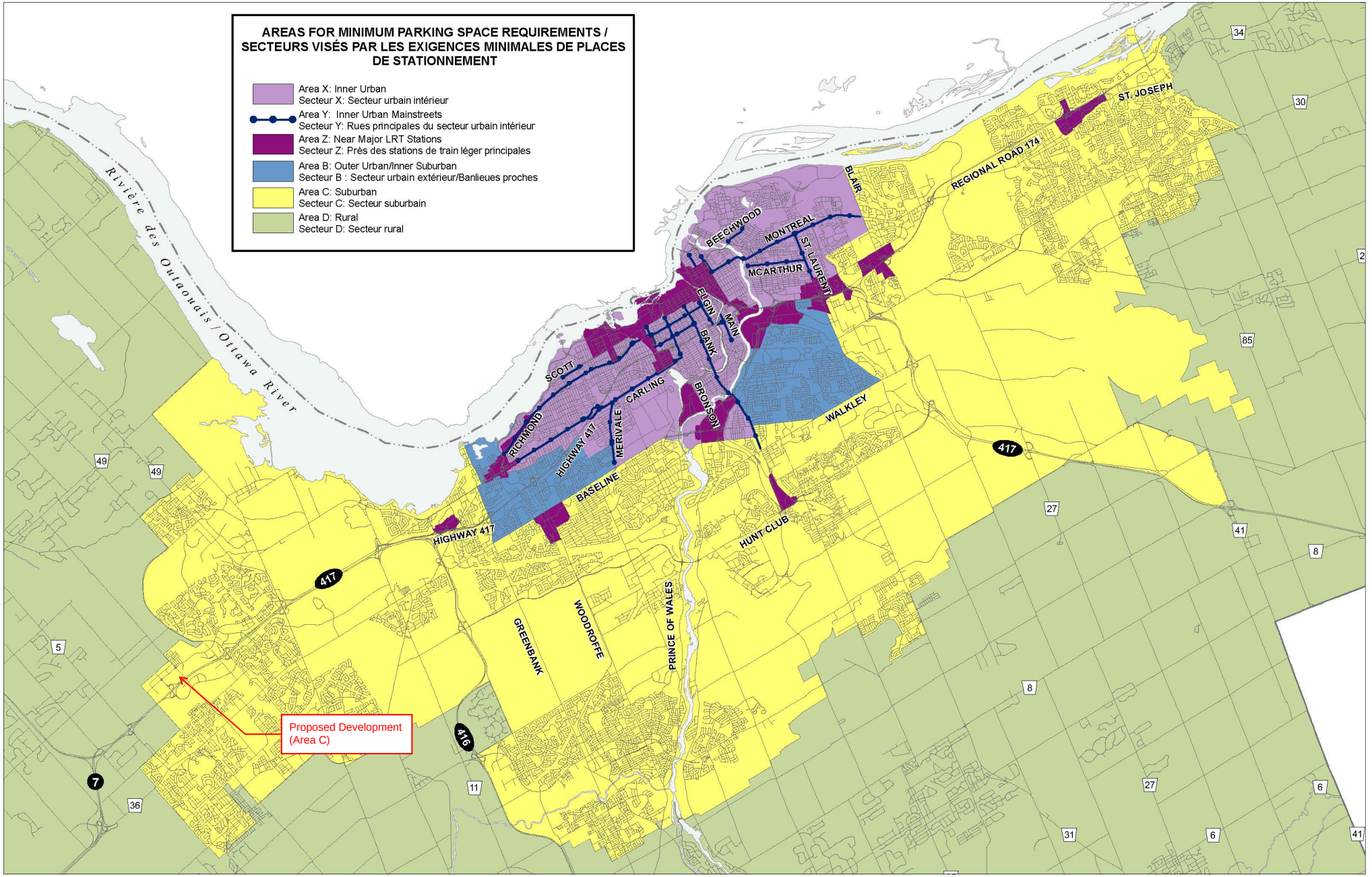
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Annexe A3 au Règlement de zonage n° 2026-50

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	23-1032	Revision / Révision - 2025 / 11 / 17

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Ottawa

D02-02-16-0002	16-0952-Y

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Produced by Infrastructure Services and Community Sustainability

Produit par le Services d'infrastructure et Viabilité des collectivités

This is Schedule 1A to Zoning By-law No. 2008-250
Annexe 1A au Règlement de zonage n° 2008-250

This is Attachment 1 to By-law Number 2016-249, passed July 13, 2016

Pièce jointe n° 1 du Règlement municipal n° 2016-249, adopté le 13 juillet 2016

Consult Sections 101 and 102 for minimum parking space and visitor parking space rates /
Consulter les sections 101 et 102 pour connaître les taux minimaux de places de stationnement, y compris les taux de places de stationnement pour visiteurs

All lands in the City of Ottawa not shown as Area B, C, X, Y or Z are within Area D / Les parties de la ville d'Ottawa non situées dans les secteurs B, C, X, Y ou Z se trouvent dans le secteur D.

Échelle
N.T.S.
Mètres

Scale
N.T.S.
Metres