NOVATECH
Engineers, Planners & Landscape Architects

M E M O R A N D U M

DATE: **JULY 20, 2026**

TO: **MIKE GIAMPA – CITY OF OTTAWA**

FROM: **TREVOR VAN WIECHEN – NOVATECH**

RE: **2000 CITY PARK DRIVE – TRANSPORTATION IMPACT ASSESSMENT UPDATE (NOVATECH PROJECT NO. 123006)**

CC: **BRAD BYVELDS – NOVATECH**

INTRODUCTION

This memorandum has been prepared in support of a Draft Plan of Subdivision application for the property at 2000 City Park Drive. An original TIA was prepared by Novatech in support of a previous Official Plan Amendment (OPA) and Zoning By-Law (ZBL) Amendment applications for lands located at 1900 and 2000 City Park Drive and submitted in May 2023. A revised TIA in support of OPA and ZBL Amendment applications was then submitted in May 2025 which removed the lands at 1900 City Park Drive from the application.

As discussed with City staff, due to the extensive work completed as part of the previous application, a reduced scope memo is acceptable for the Draft Plan of Subdivision application. The memo will summarize the proposed Draft Plan and unit statistics (compared to the previous proposal) and complete the outstanding Development Design (including a review of the new street network), Parking, and Boundary Streets modules that were excluded from the ZBL TIA.

PROPOSED DEVELOPMENT

The proposed development includes five towers with 12 to 30 storeys, with a total of 1,203 residential dwellings. A new public park is proposed within the western portion of the island of the new crescent road. The development will be constructed in phases, buildout of Phase 1 includes a tower on the northeast corner of the subject site.

A copy of the proposed Draft Plan is included in **Attachment 1**.

A comparison of the previous development statistics and the current development statistics is summarized in the following table.

Table 1: Comparison of Development Applications

Development	Residential
May 2025 Application	1,192 dwellings
July 2026 Application	1,203 dwellings
Difference **Percent Change**	**+11 dwelling** **< 1%**

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Based on the foregoing, there is a negligible difference in proposed dwellings. The general findings of the intersection capacity analysis presented in the 2025 TIA are not anticipated to be impacted.

DEVELOPMENT DESIGN

Design for Sustainable Modes

A continuous sidewalk is proposed on the inside of the proposed public loop road, as well as the outside of the north-south portions. An intermittent sidewalk will be provided on the south side of the east-west portion to provide connectivity at various pedestrian desire lines near building entrances. One mid-block pedestrian crossover is proposed near the new park on the east-west portion of the public road. This crossing will be raised with curb bulb outs to provide additional comfort for pedestrians crossing the road. An all-way stop is proposed at the 90-degree bend of the proposed public road to provide access to the future buildings located in Lots A and B as well as improved pedestrian circulation. The on-site pedestrian network will provide connectivity from all development parcels to City Park Drive and the new public park.

A new east-west Multi-Use pathway (MUP) will be constructed by the City of Ottawa along the rail corridor to the south and will form part of the City's Crosstown Bikeway Network. A new north-south MUP will also be constructed within a 6m wide parcel along the eastern property line, connecting City Park Drive and the east-west MUP along the rail corridor. It is anticipated that pedestrian connections to the City MUP's will be provided as each parcel develops. The specific location and details of pedestrian connections will be reviewed on a site-by-site basis as each block proceeds to Site Plan Control.

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. All development blocks will provide less than 400m walking distance to the existing stops on City Park Drive. Additionally, the overall site is located within a 600m radius of Blair Station.

TDM supportive development design will be reviewed as each block proceeds to Site Plan Control.

Circulation and Access

Garbage collection will be completed within loading areas near the entrances of each of the five residential towers. The loading area will also serve moving vehicles for residents moving in or moving out. Exact details of garbage collection and loading for the residential towers, including turning movements, will be confirmed as part of future Site Plan Control applications.

The proposed public road will serve as the fire route and fire trucks will park curbside along the proposed public road.

New Street Network

The proposed subdivision will include one public road looping south of City Park Drive. The proposed roadway will be classified as a local road with an 18m right-of-way (ROW). A portion of the new ROW will be located on the adjacent 1900 City Park Drive property, where the existing office access will be converted to a public road allowance.

Transportation Association of Canada (TAC) Guidelines identify a minimum intersection spacing of 40m along a collector road for successive T-intersections. The proposed intersection spacing along City Park Drive adheres to the TAC requirements.

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Due to the local nature of the new public roadway in a high-density setting, a custom cross section is proposed. The custom cross section will include sidewalks in accordance with City policy and on-road shared use cycling facilities.

The current access to the 1900 City Park Drive property will be reconstructed as a new local roadway where the ROW straddles the two properties. This section of the road is anticipated to include two travel lanes, a sidewalk and parking lay-by on the west side, and a curbside sidewalk on the east side. Cross section details of the north-south roadway adjacent to 1900 City Park Drive will be reviewed further through the detailed subdivision design process when detailed grading is advanced in proximity to the existing building.

The remainder of the new road is anticipated to include two travel lanes with periodic parking on both sides of the road. Bulb-outs will be provided where parking bays are removed. The sidewalk along the inner side of the looped road will be setback to the property line with an inner landscaped boulevard. Typical cross sections for this road are included in **Figures 1** and **2**.

The raised mid-block pedestrian crossing and periodic bulb-outs will facilitate traffic calming along the new roadway in accordance with current City policy. Further details of the roadway geometry will be reviewed during the detailed subdivision design when a Geometric Road Design Drawing package is produced.

In accordance with the City's Blair TOD area pedestrian network plan, a 6m wide pathway block is reserved along the east side of the property. As described previously, this block will include a north-south MUP connecting City Park Drive to the City's east-west MUP along the LRT corridor.

PARKING

Parking provisions for the development will be reviewed based on the City's ZBL as each site advances to Site Plan Control.

BOUNDARY STREETS

This section provides a review of the boundary street frontage to City Park Drive, using complete streets principles. The city's *2025 Multi-Modal Level of Service (MMLOS) Guidelines* were used to evaluate the levels of service for each alternative mode of transportation on the boundary streets. The MMLOS review has been conducted based on existing conditions.

Based on Exhibit 2 of the *MMLOS Guidelines*, City Park Drive have been evaluated using the 'Within 600m of a rapid transit station' target. A detailed MMLOS review of the boundary streets is included in **Attachment 2**. A summary of the segment MMLOS results is provided in **Table 2**.

Table 2: Segment MMLOS Summary

Segment	PLOS		BLOS		TLOS		PRLOS
	Actual	Target	Actual	Target	Actual	Target	Actual
City Park Dr btwn Jobin Cr & Ambassador Ave	**E**	A	**D**	B	B	E	C

Based on the foregoing, City Park Drive meets the target TLOS but does not meet the target PLOS or BLOS.

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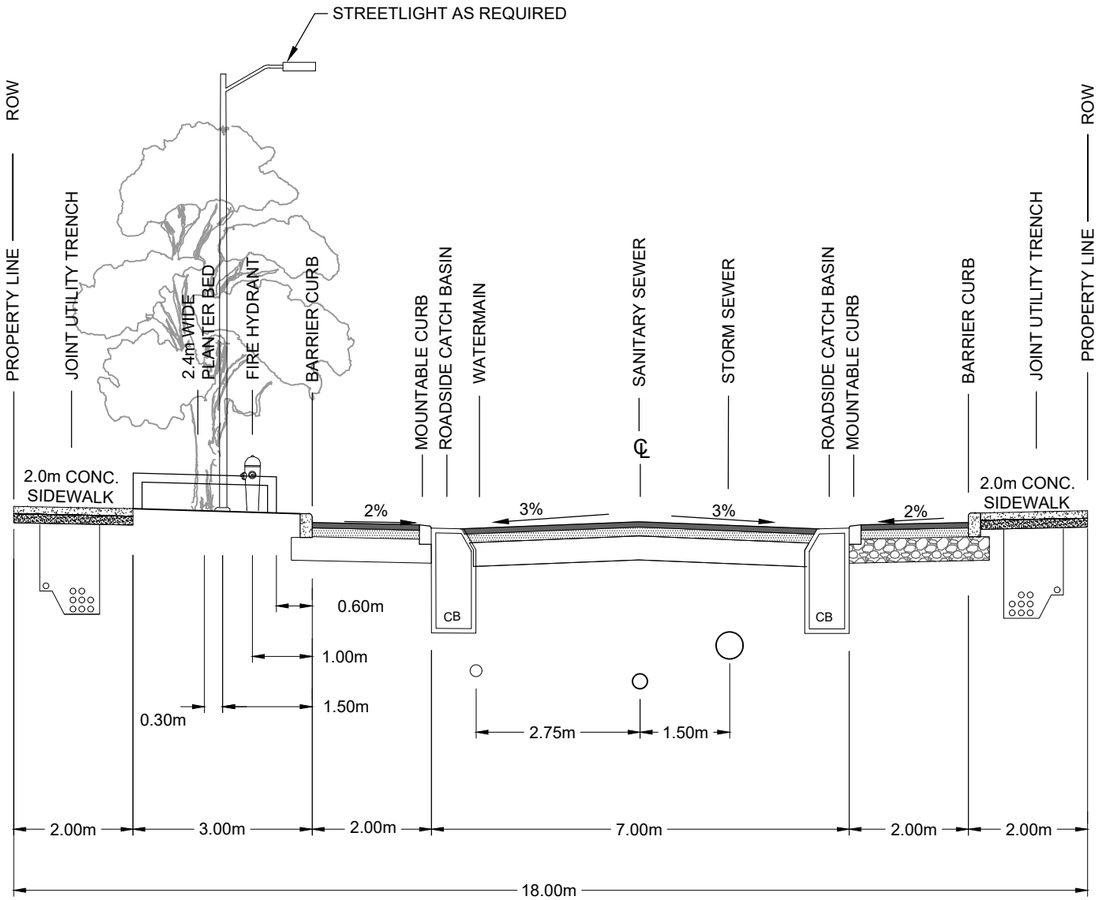

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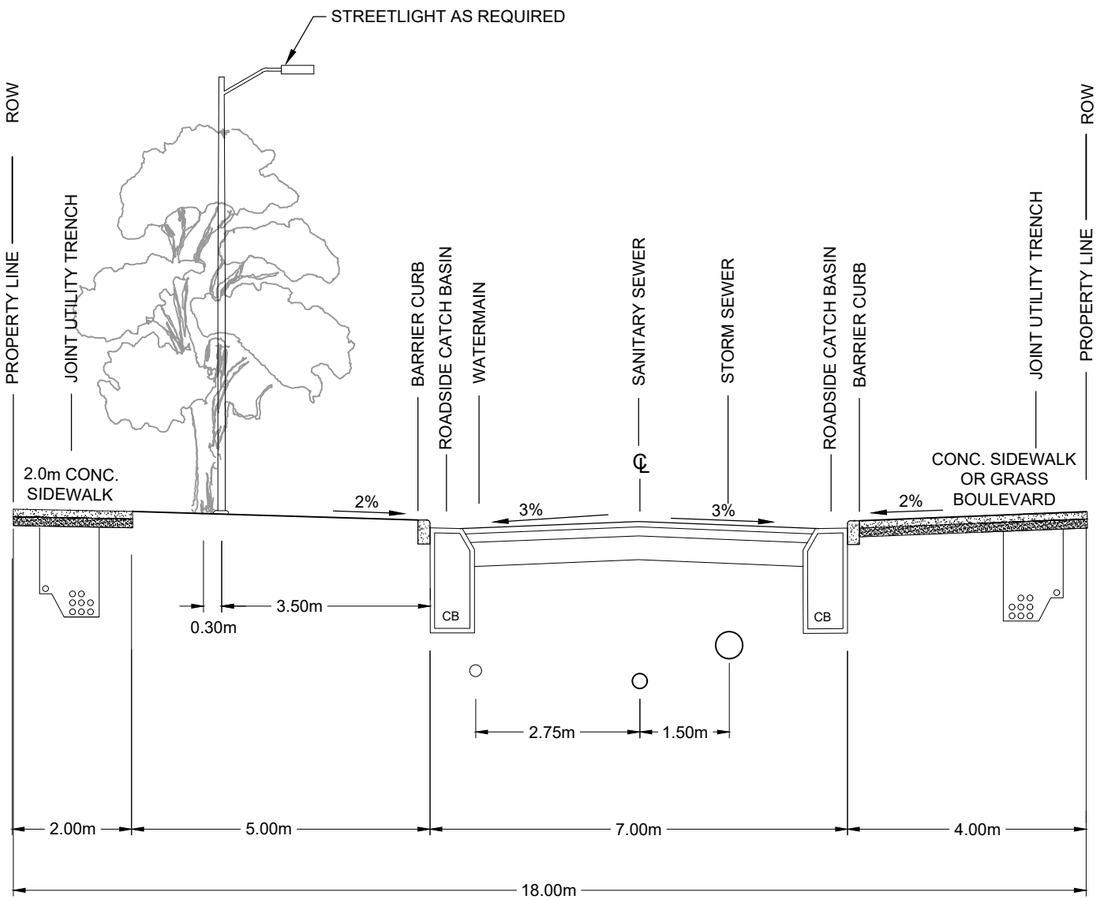
2000 CITY PARK DRIVE

CROSS SECTION - LAYBY

SCALE 1 : 100

DATE JUNE 2026 | JOB 123006 | FIGURE 1



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2000 CITY PARK DRIVE

CROSS SECTION - NARROW

SCALE 1 : 100 (0 1 2 3 4)

DATE JUNE 2026 | JOB 123006 | FIGURE 2

Both sides of City Park Drive do not meet the PLOS target PLOS A. In order to meet the target PLOS sidewalks would need to be widened and controlled crossings would need to be spaced less than 260m between each other. Consideration could be given by the City to providing a new pedestrian crossing of City Park Drive approximately 200-250m west of the existing all-way stop control intersection to the adjacent residential/commercial developments to the east. A new pedestrian crossing in this area would improve the PLOS on City Park Drive and provide improved access to the existing transit stops in this area.

Additional bicycle infrastructure, such as bike lanes or cycle tracks, would be required to meet the target BLOS along City Park Drive. Based on the City's Blair TOD area pedestrian network plan, a new MUP will be provided on the south side of City Park Drive and will improve the BLOS. Additionally, an off-road MUP is proposed along the LRT corridor will provide an alternative east-west cycling connectivity in this area.

CONCLUSIONS

- There is a negligible difference in proposed dwellings. The general findings of the intersection capacity analysis presented in the 2025 TIA are not anticipated to be impacted.

- The on-site pedestrian network will provide connectivity from all development parcels to City Park Drive and the new public park.

- A new east-west MUP will be constructed by the City of Ottawa along the rail corridor to the south and will form part of the City's Crosstown Bikeway Network. A new north-south MUP will also be constructed within a 6m wide parcel along the eastern property line, connecting City Park Drive and the east-west MUP along the rail corridor. It is anticipated that pedestrian connections to the City MUP's will be provided as each parcel develops. The specific location and details of pedestrian connections will be reviewed on a site-by-site basis as each block proceeds to Site Plan Control.

- All development blocks will provide less than 400m walking distance to the existing stops on City Park Drive. Additionally, the overall site is located within a 600m radius of Blair Station.

- Garbage collection will be completed within loading areas near the entrances of each of the five residential towers. The loading area will also serve moving vehicles for residents moving in or moving out.

- The proposed public road will serve as the fire route and fire trucks will park curbside along the proposed public road.

- The proposed subdivision will include one public road looping south of City Park Drive. The proposed roadway will be classified as a local road with an 18m ROW. A portion of the new ROW will be located on the adjacent 1900 City Park Drive property, where the existing office access will be converted to a public road allowance.
- The proposed intersection spacing along City Park Drive adheres to the TAC requirements.

- Due to the local nature of the new public roadway in a high-density setting, a custom cross section is proposed. The custom cross section will include sidewalks in accordance with City policy and on-road shared use cycling facilities.

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- The raised mid-block pedestrian crossing and periodic bulb-outs will facilitate traffic calming along the new roadway in accordance with current City policy.

- In accordance with the City's Blair TOD area pedestrian network plan, a 6m wide pathway block is reserved along the east side of the property. As described previously, this block will include a north-south MUP connecting City Park Drive to the City's east-west MUP along the LRT corridor.

- City Park Drive meets the target TLOS but does not meet the target PLOS or BLOS.

- Both sides of City Park Drive do not meet the PLOS target PLOS A. In order to meet the target PLOS sidewalks would need to be widened and controlled crossings would need to be spaced less than 260m between each other. Consideration could be given by the City to providing a new pedestrian crossing of City Park Drive approximately 200-250m west of the existing all-way stop control intersection to the adjacent residential/commercial developments to the east. A new pedestrian crossing in this area would improve the PLOS on City Park Drive and provide improved access to the existing transit stops in this area.

- Additional bicycle infrastructure, such as bike lanes or cycle tracks, would be required to meet the target BLOS along City Park Drive. Based on the City's Blair TOD area pedestrian network plan, a new MUP will be provided on the south side of City Park Drive and will improve the BLOS. Additionally, an off-road MUP is proposed along the LRT corridor will provide an alternative east-west cycling connectivity in this area.

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Prepared by:

Trevor Van Wiechen, P.Eng.
Project Engineer | Transportation

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Attachment 1

Draft Plan of Subdivision

Suite 200, 240 Michael Cowpland Drive, Ottawa ON K2M 1P6 Tel: 613.254.9643 Fax: 613.254.5867 www.novatech-eng.com

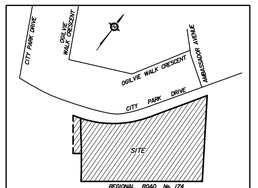
Bearings are grid, derived from Can-Net 2016 Real Time Network GPS observations, MTM Zone 9 (76°30' West Longitude) NAD-83 (original).

ELEVATION NOTES

1. Elevations shown are geodetic and are referred to the CGVD28 geodetic datum, derived from control monument No. 019680132 having an elevation of 66.127 metres.
2. It is the responsibility of the user of this information to verify that the job benchmark has not been altered or disturbed and that it's relative elevation and description agrees with the information shown on this drawing.

SUBJECT TO CONDITIONS, IF ANY,
SET FORTH IN OUR LETTER DATED _____2026, THIS
DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER
SECTION 9 OF THE CONDOMINIUM ACT
AND SECTION 51 OF THE PLANNING ACT
THIS _____ DAY OF _____, 2026.

JOHN SEVIGNY, MCIP, RPP, ACTING MANAGER
DEVELOPMENT REVIEW-EAST
PLANNING, DEVELOPMENT AND BUILDING SERVICES
DEPARTMENT, CITY OF OTTAWA



KEY PLAN (Not To Scale)

DRAFT PLAN OF SUBDIVISION OF

PART OF BLOCK 2
REGISTERED PLAN 4M-648
CITY OF OTTAWA

Prepared by Annis, O'Sullivan, Vollebekk Ltd

Scale 1 : 250

10 7.5 5.0 2.5 0 5 10 Metres

Metric

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

Surveyor's Certificate

I CERTIFY THAT the boundaries of the Lands to be subdivided and their relationship to the adjacent lands are accurately and correctly shown.

Date — E. H. Herweyer, Ontario Land Surveyor

Owner's Certificate

This is to certify that I am the owners / agent of the lands to be subdivided and that this plan was prepared in accordance my instructions.

Date — XXXXXX XXXXXX (Authorized Signing Officer)

I have the authority to bind the corporation.

Owner's Certificate

This is to certify that I am the owners / agent of the lands to be subdivided and that this plan was prepared in accordance my instructions.

Date — XXXXXX XXXXXX (Authorized Signing Officer)

I have the authority to bind the corporation.

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51-17 OF THE PLANNING ACT

(a) see plan
(b) see plan
(c) see plan
(d) see plan
(e) see plan
(f) see plan
(g) see plan
(h) municipal water available
(i) see soils report
(j) see plan
(k) municipal services available
(l) none known

Notes & Legend

Denotes

- Deciduous Tree
- FH — Fire Hydrant
- WV — Water Valve
- MH-ST — Maintenance Hole (Storm Sewer)
- MH-S — Maintenance Hole (Sanitary)
- MH-H — Maintenance Hole (Hydro)
- VC — Valve Chamber (Watermain)
- CB — Catch Basin
- LS — Light Standard
- H-T — Hydro Transformer
- TOS — Top of Slope
- C/L — Centreline
- Ø — Diameter
- +65.00 — Location of Elevations
- +65.00 — Top of Concrete Curb / Retaining Wall Elevation
- B — Bollard
- S — Sign
- BH — Borehole
- SP — Water Stand Post
- CLF — Chain Link Fence

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Job No. N-24886 05 — FS

Attachment 2

MMLOS

Suite 200, 240 Michael Cowpland Drive, Ottawa ON K2M 1P6 Tel: 613.254.9643 Fax: 613.254.5867 www.novatech-eng.com

Multi-Modal Level of Service - Segments Form

Project: 2000 City Park Drive
Consultant: Novatech
Date: Jun 30, 2026
Scenario: Existing Conditions

	Segment Name	City Park Drive			
	OP Transect / Policy Area	Within 600m of a rapid transit station			
	Segment Component	Majority (>50%)		Critical	
	Side of Street	W or N	E or S	W or N	E or S
Pedestrian	PLOS Inputs				
	Posted Speed (km/h)	50 km/h		50 km/h	
	Two-Way ADT	6,130		6,130	
	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)	1.50m	1.50m	1.50m	1.50m
	Offset from Motor Vehicle Travel Lanes (m)	-	-	-	-
	Presence of Adjacent Parking?	-	-	-	-
	General Purpose Curb Lane ADT	-	-	-	-
	Max. Distance between Controlled Crossings (m)	291-400m	291-400m	291-400m	291-400m
	Score	**1.00**	**1.00**	**1.00**	**1.00**
	PLOS	**E**	**E**	**E**	**E**
	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	**1.60**	**1.60**	**1.60**	**1.60**
	BLOS	**D**	**D**	**D**	**D**
	Target BLOS	**B**			
Transit	**TLOS Inputs**				
	Transit Facility	**Mixed Traffic**			
	Facility Type	Mixed Traffic	Mixed Traffic		
	Expected Transit Running Time	Unimpeded	Unimpeded		
	Transit Travel Speed (if available)	Enter Speed (if available)	Enter Speed (if available)		
	TLOS	**B**	**B**		
	Target TLOS	**E (D for frequent transit routes)**			
Public Realm	**PRLOS Inputs**				
	Context	Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village		
	Inner Boulevard Width	≤ 0.6m	≤ 0.6m		
	Middle Boulevard Width	≥ 3.0m	≥ 3.0m		
	Outer Boulevard (Frontage) Width	-	-		
	Transit Route on Segment?	Yes	Yes		
	Bus Stop Elements	No platform, landing zone or shelter	Curbside landing zone with no shelter		
	Number of Midblock Traffic Lanes (both travel directions)	≤ 2			
	Score	**15.60**	**16.20**		
	PRLOS	**C**	**C**		
		C			