

SUBJECT

298 Axis Way (Trails Edge Block 140)
Transportation Brief

DATE

June 29, 2026

DEPARTMENT

Transportation Engineering

COPIES TO

Aakriti Kaul – Minto

TO

Kiara Gonzales, Land Development Manager
Minto Communities Inc.

OUR REF

\147936 Trailsedge Block 140 - Internal
Documents\6.0_Technical\6.23_Traffic\03_Reports

PROJECT NUMBER

147936

NAME

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Arcadis has been retained by Minto Communities Inc. to prepare a Transportation Brief in support of a proposed residential townhome development located in the northwest quadrant of the Fern Casey Street & Axis Way intersection in Ottawa, Ontario.

The following topics are discussed in this report:

1. Overview of the Proposed Development
2. Transportation Context
3. Trip Generation Estimate
4. Internal Traffic and Pedestrian Circulation
5. Site Access Review
6. Parking Supply Review

Proposed Development

The proposed development is located south of Brian Coburn Boulevard, north of Axis Way and west of Fern Casey Street. The municipal address of the subject property is 298 Axis Way (formerly known as 6371 Renaud Road).

It is anticipated that the proposed development will be constructed in a single phase.

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

Table 1 – Proposed Land Use

Land Use	Size
Stacked Townhomes	60 units
Back-to-Back Townhomes	88 units
Rear-Lane Townhomes	16 units
Total	164 units

The site plan for the proposed development is shown in **Figure 1** and has been provided in **Appendix A** as well.



Figure 1 Proposed Development

Access to the site will be provided via a right-in/right-out access on Fern Casey Street, approximately 115m north of Axis Way/Couloir Road, and a full-movement access on Axis Way, approximately 200m west of Fern Casey Street. About 25m of the access on Axis Way has already been partially constructed in a municipal road allowance with a 20m right-of-way, 8.5m of pavement width and no pedestrian facilities. Despite the site having connectivity via a public road allowance, the internal road network will be private.

A total of 164 resident vehicle parking spaces (88 for the back-to-back townhouse dwellings, 60 for the stacked townhouse dwellings and 16 for the rear lane townhouse dwellings), along with 15 visitor vehicle parking spaces, and 30 bicycle parking spaces will be provided.

A TIA Screening Form was completed for the proposed development and has been provided in **Appendix B**. The initial screening concluded that, although the trip generation trigger is met, the overall traffic generation is not expected to have a significant impact on the operation of the adjacent high-capacity roundabout at Brian Coburn & Fern Casey. Further justification for the reduced scope is provided in the trip generation section of the report. The Location trigger was not met, but since the Safety trigger was satisfied, a review of the site's localized impact on the adjacent street network is warranted and was therefore evaluated as part of this reduced-scope Transportation Brief.

Transportation Network Context

Existing Conditions

In the vicinity of the proposed development there are the following streets:

- **Brian Coburn Boulevard** is a two-lane urban arterial road which extends east-west from Navan Road to Trim Road, has a posted speed limit of 70 km/h and is designated as a truck route. Adjacent to the site, the road has a multi-use path on the south side and an on-street bike lane on the north side.
- **Fern Casey Street** is a two-lane urban major collector road which extends north-south from Brian Coburn Boulevard to Renaud Road and has a posted speed limit of 60 km/h. Concrete sidewalks and on-street bike lanes are provided on both sides of the street.
- **Axis Way** is a two-lane urban local road which extends east-west from Compass Street to Fern Casey Street and has a posted speed limit of 40 km/h. There is a concrete sidewalk on the north side and an asphalt path on the south side.
- **Couloir Road** is a two-lane urban collector road which extends east-west from Fern Casey Street to Ascender Avenue and has an assumed speed limit of 40 km/h. Similar to Axis Way, there is a concrete sidewalk on the north side and an asphalt path on the south side.

The proposed development is located a 500m-600m walking distance from Collège catholique Mer Bleue and within a 400m-500m walking distance to two parks.

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

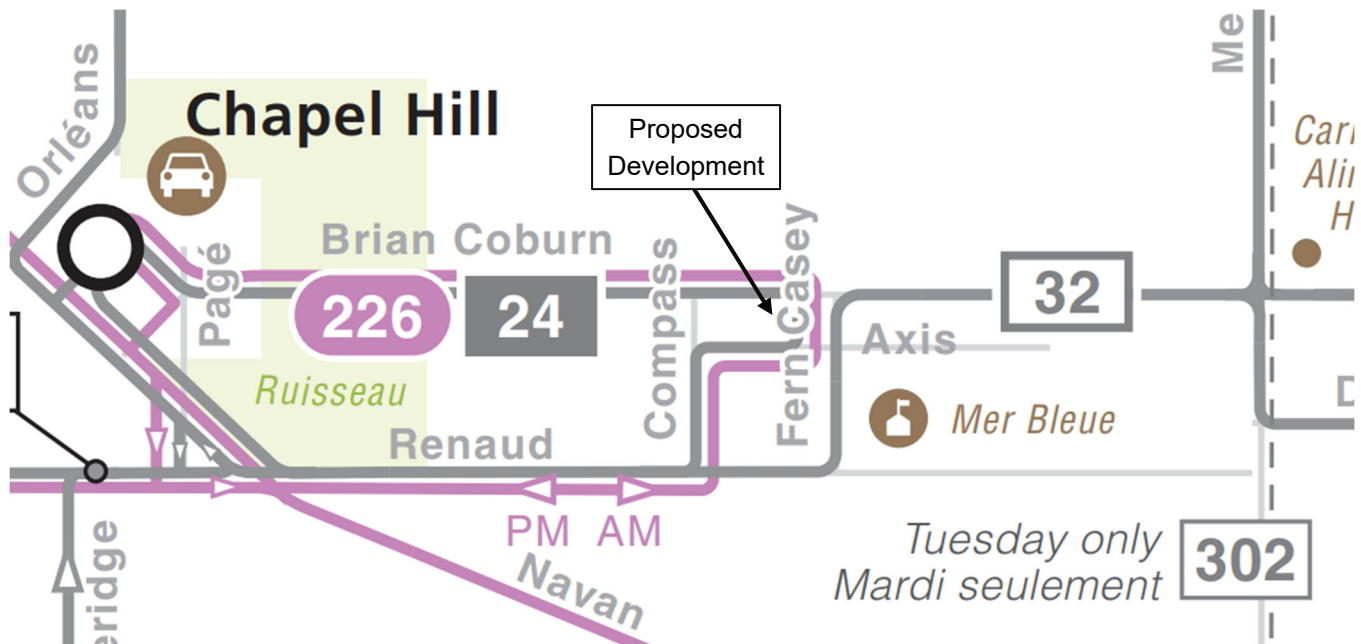


Figure 2 New Ways to Bus Network Map
(Source: OC Transpo, accessed 2025-04-10)

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

- **Route #24** is a Local transit route that operates 7 days a week. On weekdays, service operates from Chapel Hill Park & Ride and St Laurent Station with 30-minute headways, while weekend service operates on a reduced route from St Laurent Station to Blackburn Arena with 30- to 60-minute intervals.
- **Route #32** is a Local transit route which operates exclusively during weekday peak periods on approximate 30-minute headways, with trips from Chapel Hill Park & Ride to Blair Station during the weekday morning peak period and trips in the opposite direction during the weekday afternoon peak period. It is noteworthy that all trips serving this route will be routed via Place d'Orléans Station.
- **Route #226** is a Connexion route which operates exclusively during weekday peak periods on approximate 30-minute headways, with trips towards from Chapel Hill Park & Ride to Blair Station during the weekday morning peak period and trips in the opposite direction during the weekday afternoon peak period.

The nearest bus stops serving the above noted routes are located at the Fern Casey & Axis/Couloir intersection.

Relevant transit route maps are provided in **Appendix C**.

The lane configurations and traffic control at the intersections of Brian Coburn & Fern Casey and Fern Casey & Axis/Couloir are shown in **Figure 4**.

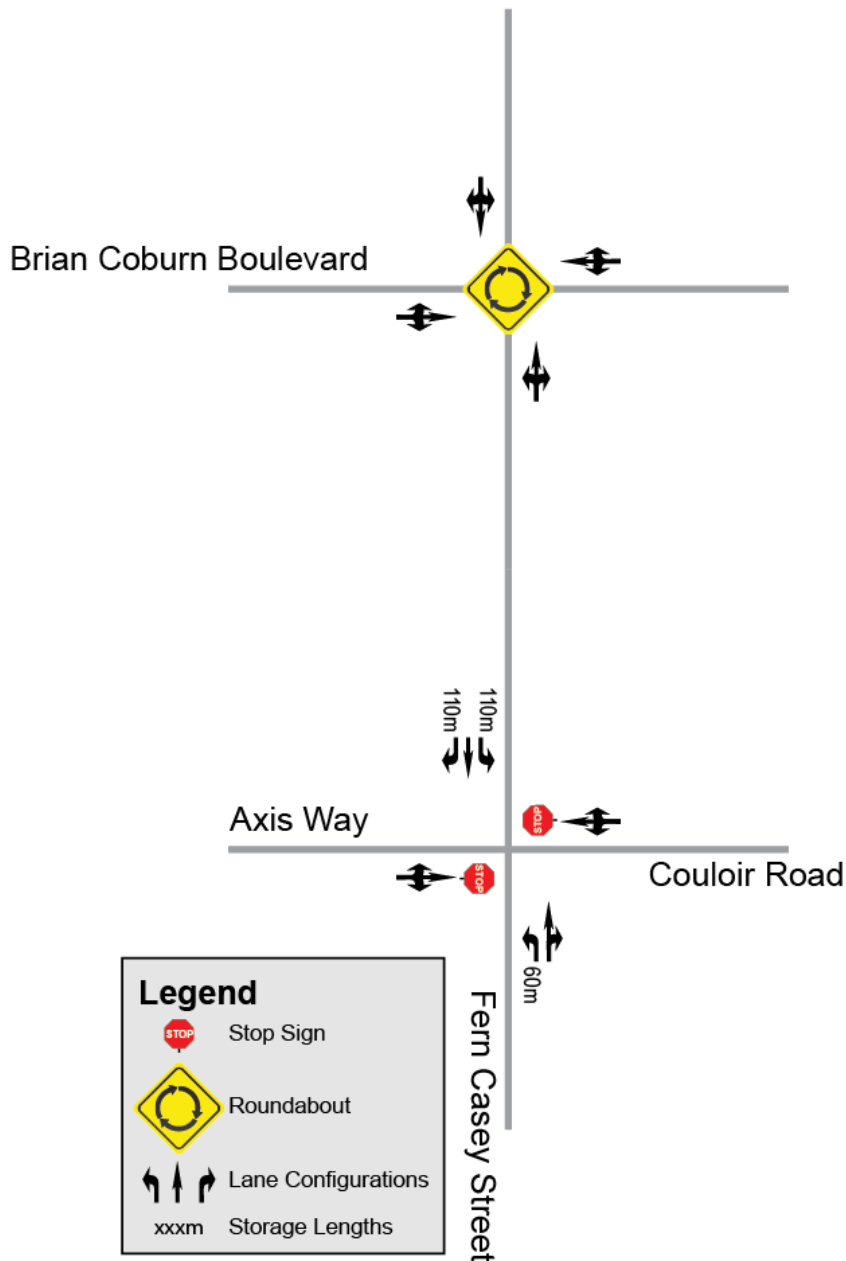


Figure 4 Existing Lane Configurations and Traffic Controls

Intersection capacity analysis was conducted to assess traffic operations under Existing Traffic conditions and the results are summarized in **Table 2** below. Detailed capacity analysis reports have been provided in **Appendix D**.

Table 2 Intersection Capacity Analysis Results: Existing Traffic

Intersection	AM Peak Hour (PM Peak Hour)		Lane Group	AM Peak Hour (PM Peak Hour)				Storage Length
	Intersection Delay	Intersection LOS		Delay	LOS	v/c Ratio	95th Percentile Queue	
Fern Casey & Axis/Couloir (Two-Way Stop Control)	15.0s (12.9s)	C (B)	NBL	7.8s (8.4s)	A (A)	0.00 (0.00)	0.0m (0.0m)	60m
			NBT	- (-)	- (-)	- (-)	- (-)	-
			EBTRL	15.0s (12.9s)	C (B)	0.21 (0.15)	5.6m (3.5m)	-
			WBTRL	11.4s (9.6s)	B (A)	0.06 (0.04)	1.4m (0.7m)	-
			SBL	8.1s (7.5s)	A (A)	0.02 (0.03)	0.7m (0.7m)	110m
			SBT	- (-)	- (-)	- (-)	- (-)	-
			SBR	- (-)	- (-)	- (-)	- (-)	110m
Brian Coburn & Fern Casey (Roundabout)	9.6s (11.1s)	A (B)	NBL	7.2s (8.2s)	A (A)	0.36 (0.27)	15.1m (8.9m)	-
			NBT	8.9s (8.0s)	A (A)	0.36 (0.27)	15.1m (8.9m)	-
			NBR	7.2s (8.1s)	A (A)	0.36 (0.27)	15.1m (8.9m)	-
			WBL	11.9s (8.6s)	B (A)	0.66 (0.53)	47.2m (32.0m)	-
			WBT	11.9s (8.6s)	B (A)	0.66 (0.53)	47.2m (32.0m)	-
			WBR	13.9s (8.6s)	B (A)	0.66 (0.53)	47.2m (32.0m)	-
			SBL	13.2s (5.7s)	B (A)	0.05 (0.01)	1.3m (0.3m)	-
			SBT	7.4s (8.5s)	A (A)	0.05 (0.01)	1.3m (0.3m)	-
			SBR	10.7s (5.7s)	B (A)	0.05 (0.01)	1.3m (0.3m)	-
			EBL	9.1s (14.1s)	A (B)	0.28 (0.70)	10.9m (86.0m)	-
			EBT	6.1s (14.1s)	A (B)	0.28 (0.70)	10.9m (86.0m)	-
			EBR	6.3s (14.1s)	A (B)	0.28 (0.70)	10.9m (86.0m)	-

The results of the intersection capacity analysis indicate that both intersections are operating at an acceptable Level of Service (i.e. LOS 'E' or better) under Existing Traffic conditions.

Additionally, the projected queueing on the southbound approach of the Fern Casey & Axis/Couloir intersection is negligible. At this time, no site access blockages are to be expected.

The City of Ottawa TIA Guidelines require a safety review if at least six collisions for any one movement or of a discernible pattern, over a five-year period have occurred. **Table 3** summarizes all reported collisions between January 1, 2017, and December 31, 2022.

Table 3 Historical Collision Records

Location	Number of Collisions						
	Approaching	Angle	Rear End	Slideswipe	Turning Movement	Single Motor Vehicle	Total
Brian Coburn & Fern Casey	-	5	1	-	-	4	10
Fern Casey & Axis/Couloir	-	2	-	-	1	-	3
Brian Coburn, Chapel Hill Park & Ride to Fern Casey	-	-	-	-	-	1	1
Brian Coburn, Fern Casey to Mer Bleue	3	-	2	1	1	1	8
Fern Casey, Brian Coburn to Axis/Couloir	-	-	-	-	-	-	0
Axis Way, full length	-	-	-	-	-	3	3

Based on the collision records available, there are no locations that warrant further review.

Planned Conditions

The Cumberland Transitway is a bus rapid transit (BRT) facility which is expected to extend from the Blair Light Rail Transit (LRT) Station to Frank Kenny Road which will have a station located at the intersection of Brian Coburn Boulevard and Fern Casey Street.

Figure 5 below illustrates the location of the proposed development relative to this future BRT facility. The 2024 Development Charges Background Study (Hemson, July 2024) suggests that this BRT facility will be constructed between 2031 and 2033. As such, in the long term the proposed development will be located immediately adjacent to a transitway station. This facility has also been identified as part of the Priority Transit Network in the Ottawa Transportation Master Plan (TMP) Update Transit Network Development Report (2025).

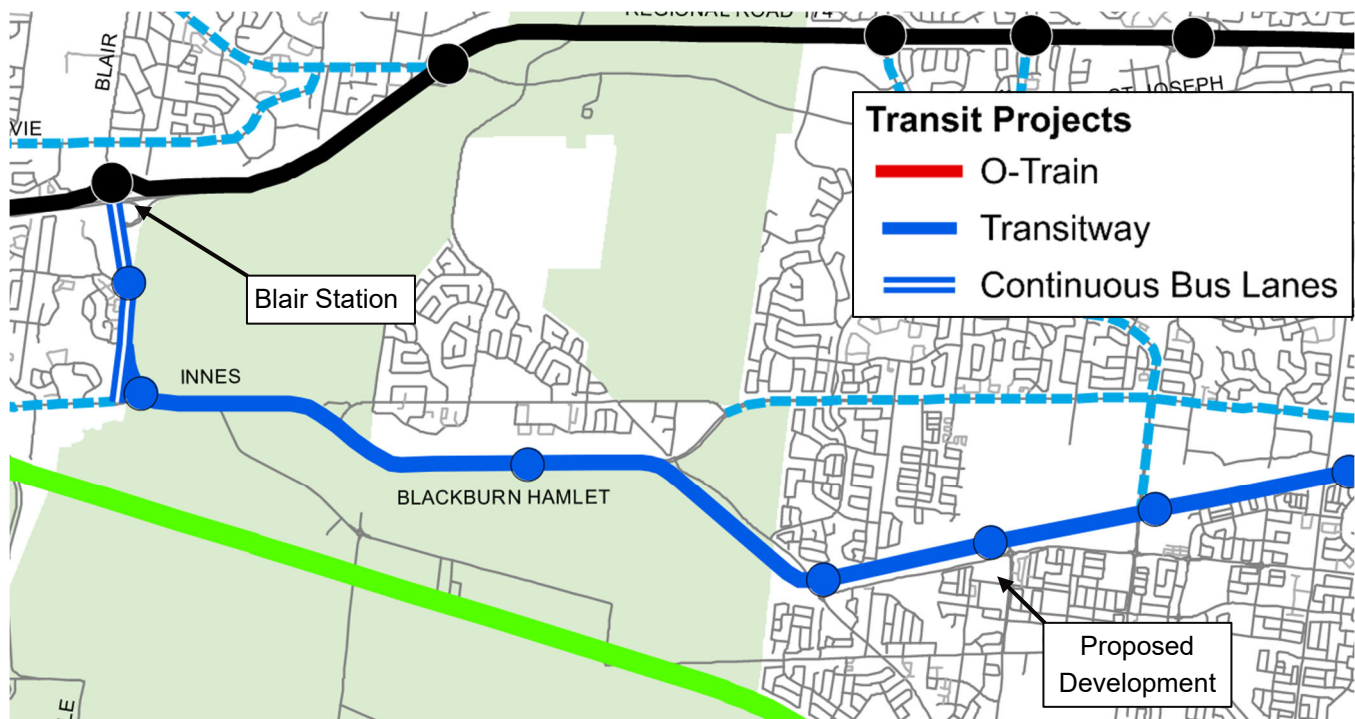


Figure 5 Priority Transit Network
(Source: Ottawa Transportation Master Plan Update Transit Network Development, accessed 2025-08-15)

In addition to the construction of the Cumberland Transitway, the Ottawa TMP Update's Road Network Development Report identifies the four-lane widening of Brian Coburn Boulevard between Navan Road and Tenth Line as a priority road network improvement. The Road Network Development Report also indicates that Renaud Road may be realigned to connect to Brian Coburn Boulevard at Navan Road, and that Navan Road may be widened to four lanes between Blackburn Hamlet Bypass and existing Renaud Road. **Figure 6** illustrates the above road network improvements.

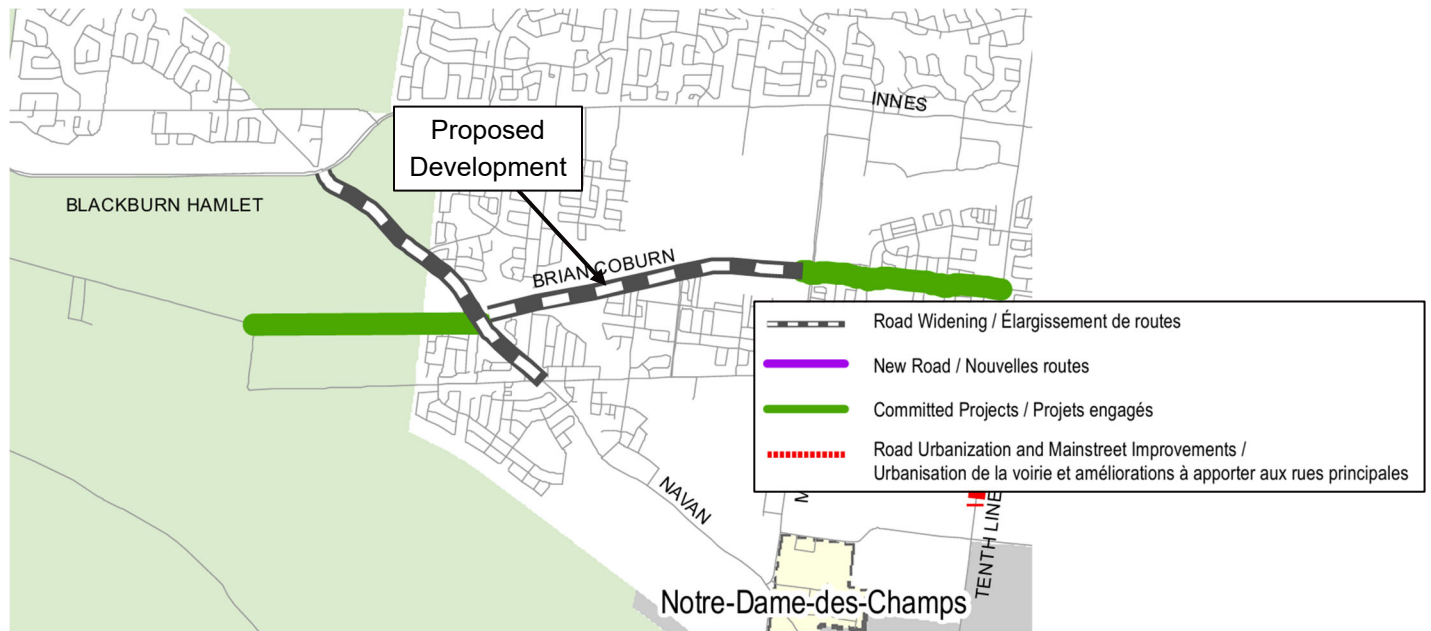


Figure 6 Priority Road Network
(Source: Ottawa Transportation Master Plan Update Road Network Development Report, accessed 2025-04-10)

It should be noted that there are currently no plans for any improvements to pedestrian/cycling facilities within the vicinity of the proposed development.

Adjacent Developments

In vicinity of the proposed development there are two future developments of significance:

- **Trailsedge Phase 5:** This site is located to the north of Brian Coburn Boulevard and will include a total of 2,040 residential dwellings of various formats (single family, townhouses and apartments) and an employment area which will accommodate a projected 830 jobs. Buildout of this development will occur over a long timeframe with Phase 1 completion anticipated for 2037 and full buildout in 2047. Access to this subdivision would be provided via the future Vanguard & Mer Bleue intersection, a future extension of Frank Bender Street, a roadway connection to development to the west, and the Brian Coburn & Fern Casey roundabout. This development is expected to contribute traffic to Brian Coburn Boulevard and the future segment of Fern Casey Street north of Brian Coburn Boulevard but is not anticipated to contribute traffic on the existing portion of Fern Casey Street adjacent to the site. The TIA for this subdivision indicates that the Brian Coburn & Fern Casey roundabout is expected to operate at LOS 'B' in 2047 as a two-lane roundabout.
- In the southwest quadrant of the Fern Casey & Axis/Couloir intersection is an undeveloped block zoned I1A Minor Institutional. There is therefore the potential for a school to be constructed in this block which will contribute traffic to the Fern Casey Street & Axis Way intersection. At this time, there is no active site plan application for this block.

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 (7-9:30am and 3:30-6pm) trip generation is summarized in **Table 4**.

Table 4 Peak Period Person Trips

Land Use	Size	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Multi-family 'high-rise' Residential ¹	164 units	41	90	131	86	62	148

¹High-rise residential is defined in 2020 TRANS as 3 storeys or more.

The existing mode share distributions for multi-unit low-rise and high-rise¹ development in Orleans is summarized in **Table 5** below.

Table 5 Existing Mode Share Distributions

Travel Mode	Multi-Unit High-Rise	
	AM Peak Period	PM Peak Period
Auto Driver	54%	61%
Auto Passenger	7%	13%
Transit	29%	21%
Bicycle	0%	0%
Walk	10%	6%
Total	100%	100%

It should be noted that ultimately the transit mode share in the area is expected to increase significantly once rapid transit is implemented via the Cumberland Transitway adjacent to Brian Coburn Boulevard.

The peak period person-trips from **Table 4** have been subdivided by mode based on the existing mode share distributions from **Table 5** and converted to peak hour person-trips using the conversion factors from the 2020 TRANS Trip Generation Manual. The resulting peak hour person-trips by mode are summarized in **Table 6** below.

Table 6 Peak Hour Trips by Mode

Travel Mode	AM Peak Period			PM Peak Period		
	In	Out	Total	In	Out	Total
Auto Driver	11	23	34	23	17	40
Auto Passenger	1	3	4	5	4	9
Transit	7	14	21	8	6	14
Bicycle	0	0	0	0	0	0
Walk	2	5	7	3	2	5
Total	21	45	66	39	29	68

The June 2023 revisions to the TIA Guidelines indicate that intersection capacity analysis and transit capacity analysis are only required for sites generating over 75 auto and transit trips, respectively. As such, the above trip generation results confirm that reduced scope of this study is justified.

Internal Circulation Review

Within the proposed development, a comprehensive pedestrian network will be provided with sidewalks provided:

- On all sides of the stacked townhouse buildings;

Active transportation connectivity is oriented to the northeast area of the site to the Brian Coburn/Fern Casey intersection where multi-modal transportation facilities exist or are planned. Several direct sidewalk connections will be provided to existing pedestrian facilities on Brian Coburn Boulevard and Fern Casey Street.

Additionally, a short segment of sidewalk will be provided extending along the west side of Street 1 from Axis Way to the boundary of the site. Extending this sidewalk further along Street #1 is not recommended as it would create an attractive cut-through route for pedestrians travelling to/from Brian Coburn Boulevard. As a future private condo development, there are liability risks associated with the public using private pedestrian facilities and the only means of discouraging the public from cutting through the site is by not providing a continuous facility. A pedestrian connection along the southern boundary of the site is also not recommended as it would create a blind alley south of Block 7 which could create a safety risk at that location.

The TDM-Supportive Development Design and Infrastructure Checklist was completed and is provided in **Appendix E**. Key elements that will be provided include the following:

- Providing direct sidewalk connections to Brian Coburn Boulevard, Fern Casey Street and Axis Way;
- Locating buildings close to the street; and
- Providing bicycle parking.

As noted previously, there are two parks and a school located within a relatively short walking distance of the site. The nearest bus stops are located at the intersection of Fern Casey Street and Axis Way/Couloir Road, placing all residents well within 200m walking distance to transit. The site is located directly adjacent to the future Cumberland Transitway station at the intersection of Brian Coburn Boulevard and Fern Casey Street.

Given the site's proximity to a future Cumberland Transitway station, no post-development TDM program is currently proposed at this time as it is expected that proximity to transit will be sufficient to encourage low auto

usage. Consideration may be given to distributing multi-modal travel information packages to new residents, however. A blank copy of the City of Ottawa's TDM Measures Checklist is provided in **Appendix E** for reference.

Swept path analysis was undertaken to confirm the functionality of the site using a fire truck, a front-loading waste collection vehicle, and a medium single-unit (MSU) truck. The results of the swept path analysis are provided in **Appendix F**.

Site Access Review

Sightlines

The Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads indicates that the minimum intersection sight distance required for a single-unit truck to safely turn right from the site access on Fern Casey Street is 145m. This is based on an assumed operating speed of 60 km/h. It is not expected that operating speeds will exceed 60 km/h adjacent to the site access due to the proximity of the Brian Coburn & Fern Casey roundabout and the relatively low operating speeds within the roundabout.

Figure 7 below illustrates the sightline towards the north. The approximate location of the nearest proposed building has been included in the sightline assessment to ensure that the building itself will not block sightlines. All other buildings are set back further from Fern Casey Street and are therefore not a concern.

It is noteworthy that the area north of the site access has now been cleared of any vegetation that may obstruct driver sightlines.

The sightline towards the north also extends into the Brian Coburn & Fern Casey roundabout. The sightline requirement of 145m is based on an assumed vehicle speed of 60 km/h. Vehicles within the roundabout, however, will be travelling much slower than 60 km/h and more likely in the 30 to 40 km/h range. As such, it is not necessary for the driver's view from the site access to extend beyond the roundabout.

The site access on Axis Way has already been constructed and is located on a straight road with a presumed low operating speed. There are no sightline issues at this site access.

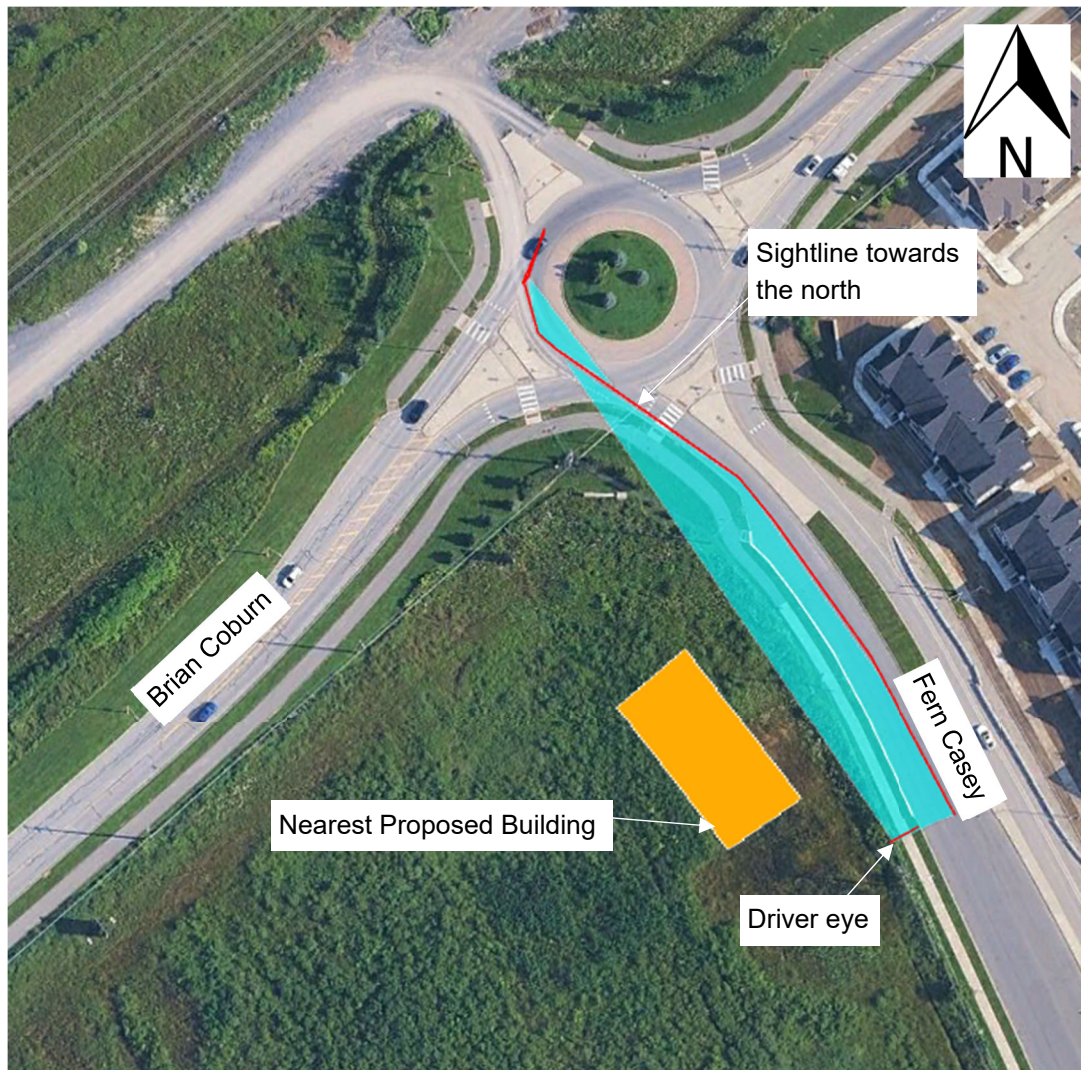


Figure 7 Intersection Sight Distance

Corner Clearances

The site provides two points of vehicular access: one on Fern Casey Street, and one on Axis Way. Based on the magnitude of the proposed development, a secondary access is required for redundancy, to facilitate circulation of heavy vehicles, and to ensure the site can be accessed by emergency vehicles from all directions.

TAC guidelines suggest that driveways should not be located within the functional area of an intersection. The functional area of an intersection includes the area of the intersection itself as well as longitudinal limits of the auxiliary lanes. The proposed driveway on Fern Casey Street is located within the auxiliary lanes of the Fern Casey & Axis/Couloir intersection and therefore falls within the functional area of the intersection. Although not ideal, the proposed driveway is located near the northern limits of the auxiliary lanes to avoid potential site access blockages upon future development of the institutional block to the south of the site, but sufficiently far from the Brian Coburn & Fern Casey roundabout.

To discourage residents from exiting via the Fern Casey Street driveway and making U-turns to go to Brian Coburn Boulevard, it is recommended that the City consider implementing U-turn prohibitions at the Fern Casey & Axis/Couloir intersection.

The site access on Axis Way has already been constructed and is located more than 15m from the adjacent stop-controlled intersections. As such, there are no concerns with the location of this site access.

Private Approach By-law Requirements

The draft site plan has been reviewed for conformance with Access Bylaw (2026-139) with particular confirmation of the following items:

- **Width:** A private approach shall have a minimum width of 2.4m and a maximum width of 9.0m.
 - The private approaches will be 6.0m and 8.5m wide. ✓
- **Quantity and Spacing of Private Approaches:** One (1) two-way private approach is permitted on Axis Way as the proposed development only has approximately 20m of frontage on that road. On Fern Casey Street, the site has approximately 172m of frontage and therefore one (1) two-way private approach and two (2) one-way private approaches or two (2) two-way private approaches are permitted. Any two private approaches must be separated by at least 9.0m, although this 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.
 - A single two-way private approach is proposed on both Axis Way and on Fern Casey Street. ✓
- **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.
 - The private approaches are more than 3.0m from the property lines. ✓

Clear Throat Length

For a residential development with up to 100 to 200 dwelling units, a minimum clear throat length of 15m is recommended for site access driveways on collector roads. The clear throat length for the proposed right-in/right-out site access on Fern Casey Street achieves the 15-metre clear width recommended in TAC.

There is no clear throat length requirement for driveways on local streets such as Axis Way.

Parking Review

Vehicle Parking Requirements

Table 7 below summarizes the number of parking spaces required by the Zoning By-law (2008-250) for Area C and the number of parking spaces proposed.

Table 7 Parking Review

Land Use	Type of Space	Required per Zoning By-law (2008-250)	Potentially Required per New Zoning By-law Final Draft (2026-50)	Proposed
104 Back-to-back & Rear-Lane Townhomes	Resident	104 (1.0 spaces/unit)	No Minimum	104 (1.0 spaces/unit)
60 Stacked Townhomes	Resident	72 (1.2 spaces/unit)	No Minimum	60 (1.0 spaces/unit)
	Visitor	12 (0.2 spaces/unit)	5 (0.1 spaces/unit after first 12 units)	15 (0.25 spaces/unit)
Total		188	5	179

The New Zoning By-law Final Draft (2026-50) was released in September 2025, and features a number of revisions to the parking requirements outlined in the Zoning By-law (2008-250). The modifications include the elimination of minimum requirements for resident parking spaces and a reduction in the minimum visitor parking requirement to 0.1 spaces per unit. Furthermore, as the proposed development is located in Area C of Schedule A3 of the draft Zoning By-law, the visitor parking requirements do not apply to the first 12 dwelling units. Under the draft Zoning By-law, the only requirement for the site would be to provide 15 visitor parking spaces. As such, the proposed parking supply meets the parking requirements of the future Zoning By-law. It was further clarified with City technical staff that applying a 1:1 ratio of resident parking spaces for all proposed dwelling units within the subject site was a reasonable compromise between the Zoning By-law (2008-250) currently in force and the New Zoning By-law – Final Draft (2026-50) which is in the later stages of approval.

Once the Cumberland Transitway is constructed, it is expected that the stacked townhouse dwellings will only generate a peak parking demand of 162 vehicles², as some households will be able to rely on transit for commuting to/from work and visitors will be able to arrive via transit instead of personal vehicle. As such, the 179 vehicle stalls proposed will be sufficient to meet the expected demand.

It is therefore expected that the proposed parking supply is sufficient given that the proposed parking supply meets the minimum parking requirements of the future Zoning By-law and the peak parking demand of the stacked townhouse dwellings is not anticipated to exceed the proposed supply once the Cumberland Transitway is implemented.

² The ITE Parking Generation Manual only distinguishes between locations that are within ½ a mile (800m) from rail transit versus those that are beyond ½ a mile (800m) from rail transit. Although the Cumberland Transitway will be a BRT facility rather than an LRT facility, it is expected that the impact on parking demand will be similar.

Bicycle Parking Requirements

The Zoning By-law indicates that a minimum of 0.5 bicycle parking spaces per unit are required for stacked townhouse dwellings. This equates to a minimum requirement of 30 spaces. A total of 30 spaces will be provided, thereby meeting the bylaw requirements.

Minimum Dimension Requirements

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

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

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

Conclusion

The proposed development is expected to generate up to 50 two-way vehicle trips during the weekday peak hours. Once the Cumberland Transitway is implemented it is expected that the vehicle-trip generation of the site will decrease as residents and visitors shift to alternative modes of transportation.

An intersection capacity analysis was conducted for the intersections of Brian Coburn & Fern Casey and Fern Casey & Axis/Couloir. The results of the analysis indicate that both intersections are currently operating at LOS 'B' or 'C'. As such, there are currently no intersection capacity issues at either intersection.

Swept path analysis has been conducted to confirm the functionality of the site. The results of the analysis indicate that a fire truck, waste collection vehicle and MSU will be able to circulate within the site.

Given the proximity of the proposed development to existing bus stops and a future Cumberland Transitway station, it is expected that this will naturally encourage low auto usage. As such, no post-occupancy TDM program is proposed for the site at this time, however, consideration may be given to distributing multi-modal travel information packages to new residents. The layout of the site has been designed to encourage the use of non-auto modes of travel by locating buildings close to the street, providing a comprehensive on-site pedestrian network, providing numerous pedestrian connections to Brian Coburn Boulevard, Fern Casey Street and Axis Way, and by providing bicycle parking in accordance with the Zoning By-law requirements.

The site accesses and drive aisles have been reviewed for conformance with applicable by-laws (e.g., Zoning and Private Approach By-laws) and technical standards/guidelines. No issues or concerns were identified with respect to the proposed site access geometry.

The proposed parking supply does not meet the requirements of the current Zoning By-law (2008-250), however, the new draft Zoning By-law is expected to eliminate minimum resident parking requirements and reduce visitor parking requirements. Under the new draft Zoning By-law, the proposed parking supply will meet the minimum requirements. Considering the site's proximity to the future Cumberland Transitway, it is expected that some residents will travel by transit, thereby reducing the parking demand of the site. Based on the above, it is anticipated that the proposed parking supply will be sufficient.

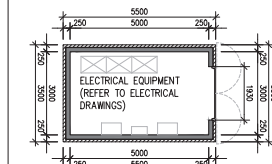
It was further clarified with City technical staff that applying a 1:1 ratio of resident parking spaces for all dwelling units proposed through the redevelopment of the site was a reasonable compromise between the Zoning By-law (2008-250) and the New Zoning By-law – Final Draft (2026-50) which is in the later approval stages.

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



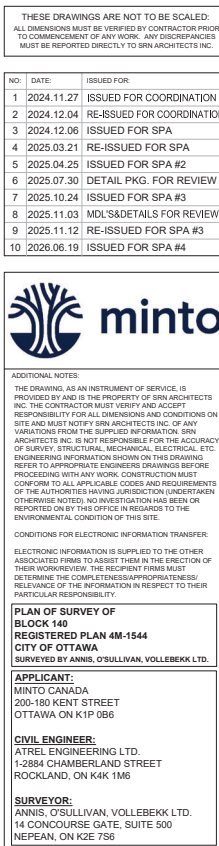
Appendix A: Site Plan

LEGEND



1 UTILITY BUILDING
A100 SCALE: 1:100

FOR SITE SIGNAGE REFER TO THE
GEOMETRIC DESIGN DRAWING

[illegible]

 SRN ARCHITECTS 8395 JANE STREET, SUITE 203 VAUGHAN, ONTARIO, L4K 5Y2 PHONE: 905.417.5515 FAX: 905.417.5517	
 ONTARIO ASSOCIATION OF ARCHITECTS OR ARCHITECTS IN PARTNERSHIP LICENCE 27662-10-02	
© SRN ARCHITECTS INC. 2020	
CLIENT: Minto Canada 200-180 Kent Street Ottawa, Ontario K1P 0B6	
PROJECT: Trails Edge Block 139 & 140 Ottawa, Ontario	
DRAWING TITLE: SITE PLAN	
DATE: 2026-06-02 SCALE: 1:300	
DRAWN BY: AB CHECKED BY: GF	
PROJECT NUMBER: DRAWING NUMBER:	
S24027 A100	

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	6371 Renaud Road, Ottawa, Ontario
Description of Location	The proposed development is located on the south-west corner of the Brian Coburn & Fern Casey roundabout. The site is bound by Brian Coburn Blvd to the north, Fern Casey St to the east, residential developments to the south and undeveloped greenfield lands to the west. 
Land Use Classification	DR - Development Reserve
Development Size (units)	164 Dwelling units total (60 stacked townhomes, 88 back-to-back and 16 rear-lane townhomes)
Development Size (m ²)	N/A
Number of Accesses and Locations	One Right-in/Right-out access on Fern Casey St approx. 115m north of Axis Way One Full movement access on Axis Way approx. 200m west of Fern Casey
Phase of Development	Single Phase
Buildout Year	~2028

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

2. Trip Generation 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.

As shown above, the proposed development does meet the minimum unit count, however a preliminary trip generation exercise was completed to show that the development will have a negligible impact on the surrounding transportation network. As shown in the table below, the development is expected to generate 34 and 40 two-way vehicle trips in the morning and afternoon peak hours, respectively.

	AM			PM		
	In	Out	Total	In	Out	Total
Auto Driver	11	23	34	23	17	40
Auto Passenger	1	3	4	5	4	9
Transit	7	14	21	8	6	14
Bike	0	0	0	0	0	0
Walk	2	5	7	3	2	5
School Bus	0	0	0	0	0	0
Internal Trips	0	0	0	0	0	0
Subtotal:	21	45	66	39	29	68

A reduced scope study is therefore proposed that will include only existing conditions intersection capacity analysis and site access analysis

Based on the results above, the Trip Generation Trigger IS 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 Bikeway?		☒
Is the development in a Design Priority Area (DPA), Transit-oriented Development (TOD) zone or Hub?*		☒

*DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA). Hubs are identified as Protected Major Transit Station Areas (PTMSAs) and identified in Schedule C1-Protected Major Transit Station Areas (PMTSAs).

Based on the results above, the Location Trigger was **NOT** satisfied.

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 km/hr or greater?		☒
Are there any horizontal/vertical curvatures on a boundary street limits 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 is 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?		☒

The proposed right-in/right-out access on Fern Casey is within 150m of the Brian Coburn & Fern Casey roundabout and is within the auxiliary right-turn lane of the Fern Casey & Axis Way unsignalized intersection. The impacts of this placement will be examined within the reduced scope study proposed.

Based on the results above, the Trip Generation Trigger **IS** satisfied.

5. Summary

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

Although the Trip Generation and Safety Triggers are met, a reduced scope TIA is proposed to examine the site-specific impacts of the proposed development and to show the negligible vehicular impacts of the site generated traffic

Appendix C: Transit Maps



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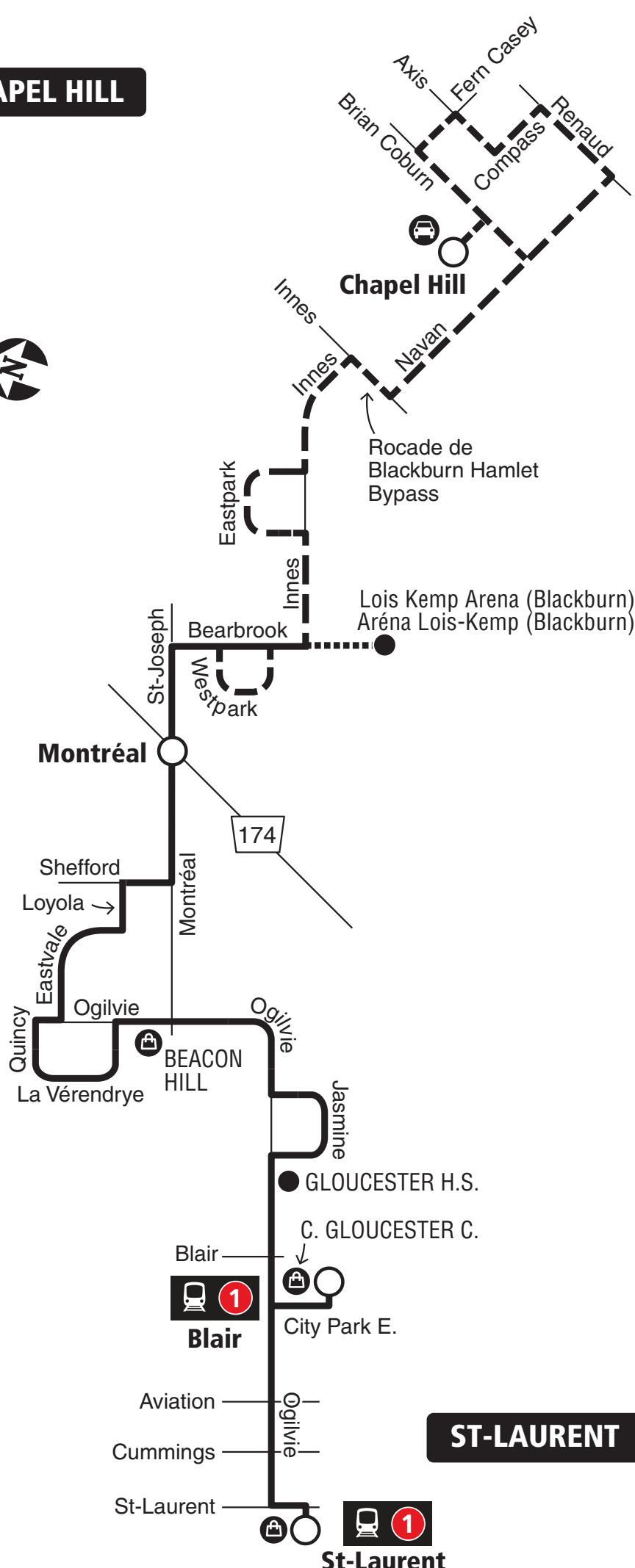
CHAPEL HILL ST-LAURENT

Local

7 days a week / 7 jours par semaine

All day service
Service toute la journée

CHAPEL HILL



ST-LAURENT



Weekdays only / En semaine seulement



Weekends only / Fin de semaine seulement



Station



Shopping Centre / Centre commercial



Park & Ride / Parc relais

04.2025

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**



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BLAIR CHAPEL HILL

Local

Monday to Friday / Lundi au vendredi

Peak periods - Limited midday service

Périodes de pointe - Service limité en mi-journée

BLAIR

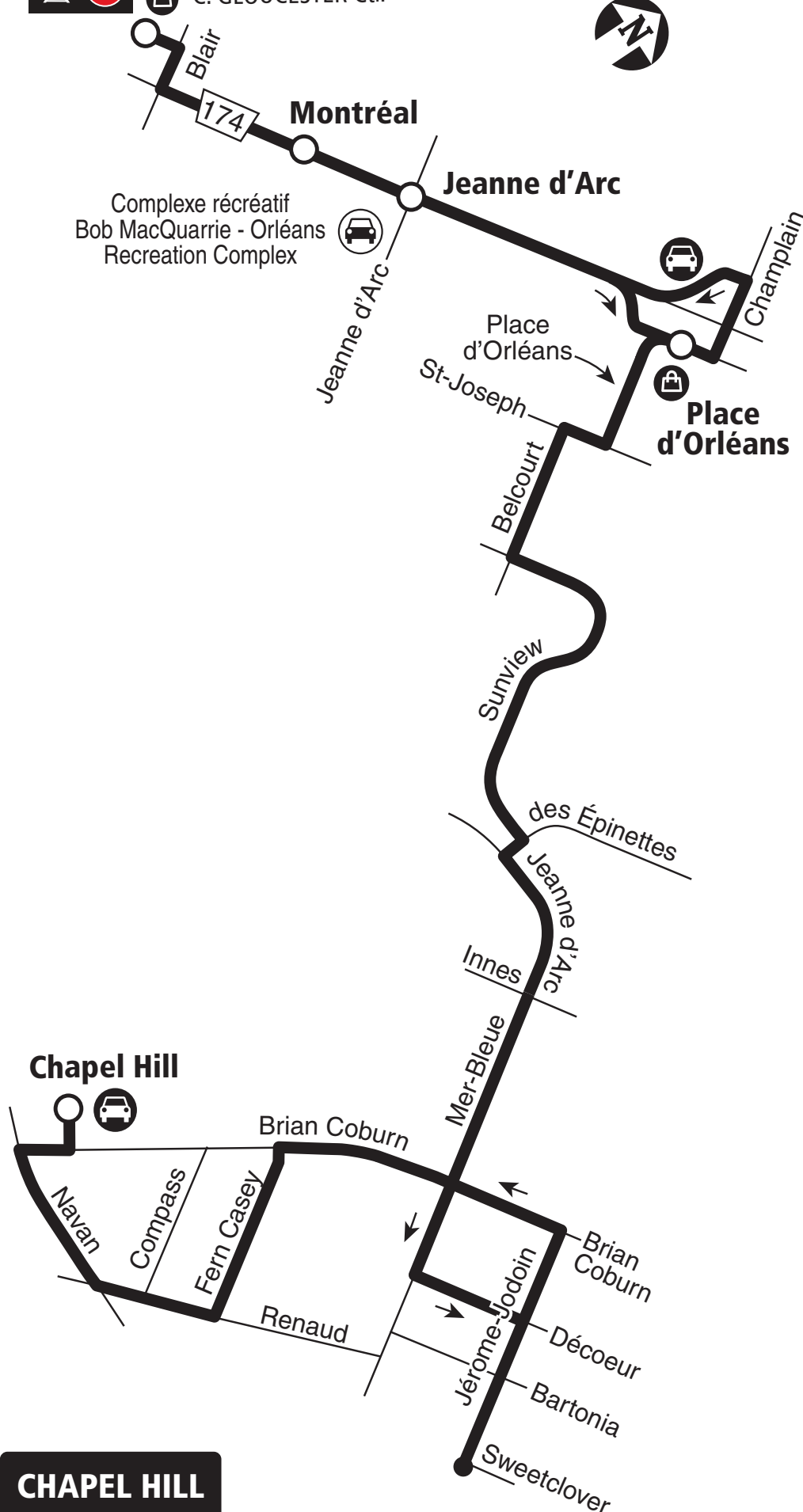
Blair



1



C. GLOUCESTER Ctr.



CHAPEL HILL



Station

04.2025



Park & Ride / Parc relais



Shopping Centre / Centre commercial

2025.04

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

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



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

Security / Sécurité **613-741-2478**



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BLAIR

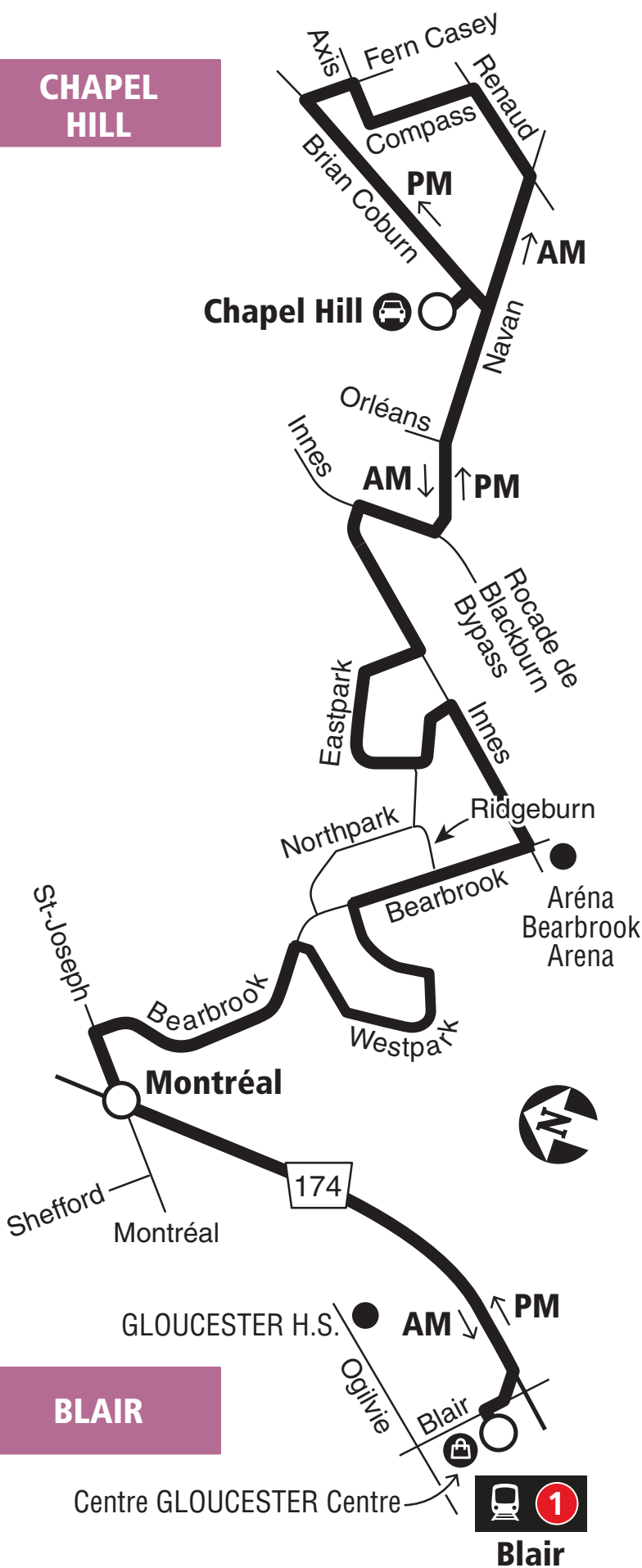
CHAPEL HILL

Connexion

Monday to Friday / Lundi au vendredi

Peak periods only /
Période de pointe seulement

PM
CHAPEL HILL



AM
BLAIR



Station



Park & Ride / Parc relais



Shopping Centre / Centre commercial

04.2025

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**

Transpo

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Appendix D: Intersection Capacity Analysis Reports

MOVEMENT SUMMARY

 **Site: 101 [Brian Coburn & Fern Casey (Site Folder: EX AM)]**

Brian Coburn Boulevard & Fern Casey Street
Existing Traffic
AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Fern Casey Street														
3u	U	1	0.0	1	0.0	0.361	7.2	LOS A	2.0	15.1	0.50	0.39	0.50	55.1
3	L2	107	2.0	119	2.0	0.361	7.2	LOS A	2.0	15.1	0.50	0.39	0.50	53.8
8	T1	2	50.0	2	50.0	0.361	8.9	LOS A	2.0	15.1	0.50	0.39	0.50	52.5
18	R2	226	2.0	251	2.0	0.361	7.2	LOS A	2.0	15.1	0.50	0.39	0.50	52.3
Approach		336	2.3	373	2.3	0.361	7.2	LOS A	2.0	15.1	0.50	0.39	0.50	52.8
East: Brian Coburn Boulevard														
1u	U	1	0.0	1	0.0	0.657	11.9	LOS B	6.1	47.2	0.60	0.38	0.60	52.1
1	L2	148	0.0	164	0.0	0.657	11.9	LOS B	6.1	47.2	0.60	0.38	0.60	51.1
6	T1	547	1.0	608	1.0	0.657	11.9	LOS B	6.1	47.2	0.60	0.38	0.60	50.9
16	R2	6	67.0	7	67.0	0.657	13.9	LOS B	6.1	47.2	0.60	0.38	0.60	47.6
Approach		702	1.4	780	1.4	0.657	11.9	LOS B	6.1	47.2	0.60	0.38	0.60	50.9
North: Fern Casey Street														
7u	U	1	0.0	1	0.0	0.051	7.4	LOS A	0.1	1.3	0.63	0.61	0.63	51.2
7	L2	9	89.0	10	89.0	0.051	13.2	LOS B	0.1	1.3	0.63	0.61	0.63	46.3
4	T1	1	0.0	1	0.0	0.051	7.4	LOS A	0.1	1.3	0.63	0.61	0.63	50.0
14	R2	4	50.0	4	50.0	0.051	10.7	LOS B	0.1	1.3	0.63	0.61	0.63	47.2
Approach		15	66.7	17	66.7	0.051	11.8	LOS B	0.1	1.3	0.63	0.61	0.63	47.1
West: Brian Coburn Boulevard														
5u	U	1	0.0	1	0.0	0.281	5.9	LOS A	1.3	10.9	0.39	0.26	0.39	57.6
5	L2	3	100.0	3	100.0	0.281	9.1	LOS A	1.3	10.9	0.39	0.26	0.39	50.9
2	T1	194	7.0	216	7.0	0.281	6.1	LOS A	1.3	10.9	0.39	0.26	0.39	55.9
12	R2	66	11.0	73	11.0	0.281	6.3	LOS A	1.3	10.9	0.39	0.26	0.39	54.1
Approach		264	9.0	293	9.0	0.281	6.2	LOS A	1.3	10.9	0.39	0.26	0.39	55.4
All Vehicles		1317	3.9	1463	3.9	0.657	9.6	LOS A	6.1	47.2	0.53	0.36	0.53	52.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Brian Coburn & Fern Casey (Site Folder: EX PM)]**

Brian Coburn Boulevard & Fern Casey Street
Existing Traffic
PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Fern Casey Street														
3u	U	1	0.0	1	0.0	0.265	8.0	LOS A	1.2	8.9	0.63	0.63	0.63	54.3
3	L2	59	3.0	66	3.0	0.265	8.2	LOS A	1.2	8.9	0.63	0.63	0.63	53.0
8	T1	1	0.0	1	0.0	0.265	8.0	LOS A	1.2	8.9	0.63	0.63	0.63	53.0
18	R2	111	1.0	123	1.0	0.265	8.1	LOS A	1.2	8.9	0.63	0.63	0.63	51.6
Approach		172	1.7	191	1.7	0.265	8.1	LOS A	1.2	8.9	0.63	0.63	0.63	52.1
East: Brian Coburn Boulevard														
1u	U	1	0.0	1	0.0	0.527	8.6	LOS A	4.2	32.0	0.35	0.17	0.35	54.1
1	L2	199	2.0	221	2.0	0.527	8.6	LOS A	4.2	32.0	0.35	0.17	0.35	52.9
6	T1	397	1.0	441	1.0	0.527	8.6	LOS A	4.2	32.0	0.35	0.17	0.35	52.8
16	R2	2	0.0	2	0.0	0.527	8.6	LOS A	4.2	32.0	0.35	0.17	0.35	51.5
Approach		599	1.3	666	1.3	0.527	8.6	LOS A	4.2	32.0	0.35	0.17	0.35	52.9
North: Fern Casey Street														
7u	U	1	0.0	1	0.0	0.010	5.7	LOS A	0.0	0.3	0.59	0.45	0.59	54.4
7	L2	1	0.0	1	0.0	0.010	5.7	LOS A	0.0	0.3	0.59	0.45	0.59	53.2
4	T1	2	50.0	2	50.0	0.010	8.5	LOS A	0.0	0.3	0.59	0.45	0.59	51.8
14	R2	1	0.0	1	0.0	0.010	5.7	LOS A	0.0	0.3	0.59	0.45	0.59	51.7
Approach		5	20.0	6	20.0	0.010	6.8	LOS A	0.0	0.3	0.59	0.45	0.59	52.6
West: Brian Coburn Boulevard														
5u	U	1	0.0	1	0.0	0.699	14.1	LOS B	11.3	86.0	0.77	0.79	1.14	51.4
5	L2	1	0.0	1	0.0	0.699	14.1	LOS B	11.3	86.0	0.77	0.79	1.14	50.3
2	T1	553	0.0	614	0.0	0.699	14.1	LOS B	11.3	86.0	0.77	0.79	1.14	50.2
12	R2	129	0.0	143	0.0	0.699	14.1	LOS B	11.3	86.0	0.77	0.79	1.14	49.0
Approach		684	0.0	760	0.0	0.699	14.1	LOS B	11.3	86.0	0.77	0.79	1.14	50.0
All Vehicles		1460	0.8	1622	0.8	0.699	11.1	LOS B	11.3	86.0	0.58	0.52	0.75	51.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

2: Fern Casey Street & Axis Way/Couloir Road
Trails Edge Block 140

Existing Traffic
AM Peak Hour

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	↗
Traffic Vol, veh/h	83	2	1	10	2	21	4	230	8	23	147	38
Future Vol, veh/h	83	2	1	10	2	21	4	230	8	23	147	38
Conflicting Peds, #/hr	3	0	3	3	0	3	3	0	5	5	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	-	110	-	110
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	5	50	0	12	2	0	17	1	5
Mvmt Flow	92	2	1	11	2	23	4	256	9	26	163	42

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	502	496	169	515	534	269	208	0	0	270	0	0
Stage 1	218	218	-	274	274	-	-	-	-	-	-	-
Stage 2	284	278	-	241	260	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.5	6.2	7.15	7	6.2	4.22	-	-	4.27	-	-
Critical Hdwy Stg 1	6.11	5.5	-	6.15	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.5	-	6.15	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4	3.3	3.545	4.45	3.3	2.308	-	-	2.353	-	-
Pot Cap-1 Maneuver	481	478	880	466	391	775	1306	-	-	1212	-	-
Stage 1	787	726	-	726	604	-	-	-	-	-	-	-
Stage 2	725	684	-	756	613	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	453	462	875	452	378	769	1302	-	-	1206	-	-
Mov Cap-2 Maneuver	453	462	-	452	378	-	-	-	-	-	-	-
Stage 1	782	708	-	720	599	-	-	-	-	-	-	-
Stage 2	696	679	-	734	598	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15		11.4		0.1		0.9	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1302	-	-	456 603	1206	-	-
HCM Lane V/C Ratio	0.003	-	-	0.21 0.061	0.021	-	-
HCM Control Delay (s)	7.8	-	-	15 11.4	8.1	-	-
HCM Lane LOS	A	-	-	C B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8 0.2	0.1	-	-

2: Fern Casey Street & Axis Way/Couloir Road
Trails Edge Block 140

Existing Traffic
PM Peak Hour

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑		↕	↑	↕
Traffic Vol, veh/h	65	0	5	0	4	22	3	73	7	36	200	103
Future Vol, veh/h	65	0	5	0	4	22	3	73	7	36	200	103
Conflicting Peds, #/hr	0	0	6	6	0	0	4	0	1	1	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	-	110	-	110
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	10	0	0	9	33	1	7	6	2	1
Mvmt Flow	72	0	6	0	4	24	3	81	8	40	222	114

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	411	402	232	460	512	86	340	0	0	90	0	0
Stage 1	306	306	-	92	92	-	-	-	-	-	-	-
Stage 2	105	96	-	368	420	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.3	7.1	6.5	6.29	4.43	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.39	3.5	4	3.381	2.497	-	-	2.254	-	-
Pot Cap-1 Maneuver	555	540	788	515	468	954	1065	-	-	1480	-	-
Stage 1	708	665	-	920	823	-	-	-	-	-	-	-
Stage 2	906	819	-	656	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	522	521	780	496	452	953	1061	-	-	1478	-	-
Mov Cap-2 Maneuver	522	521	-	496	452	-	-	-	-	-	-	-
Stage 1	703	644	-	916	820	-	-	-	-	-	-	-
Stage 2	875	816	-	630	575	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.9		9.6		0.3		0.8	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1061	-	-	535 814	1478	-	-
HCM Lane V/C Ratio	0.003	-	-	0.145 0.035	0.027	-	-
HCM Control Delay (s)	8.4	-	-	12.9 9.6	7.5	-	-
HCM Lane LOS	A	-	-	B A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5 0.1	0.1	-	-

Appendix E: 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>)	☒ Direct connections to sidewalks on Brian Coburn and Fern Casey are provided to minimize walking distances to the future BRT station
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>)	☒
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	☐
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	☒ City technical staff agreed to compromise between Zoning Bylaw (2008-250) and new draft Zoning By-law.
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)

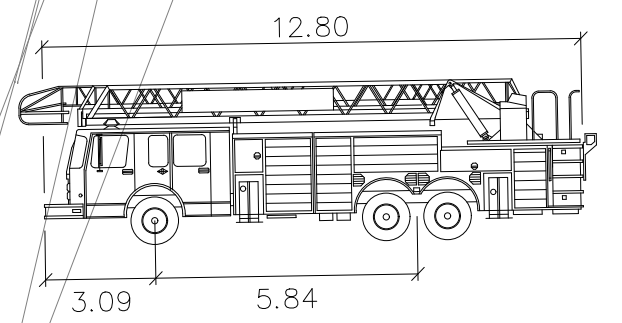
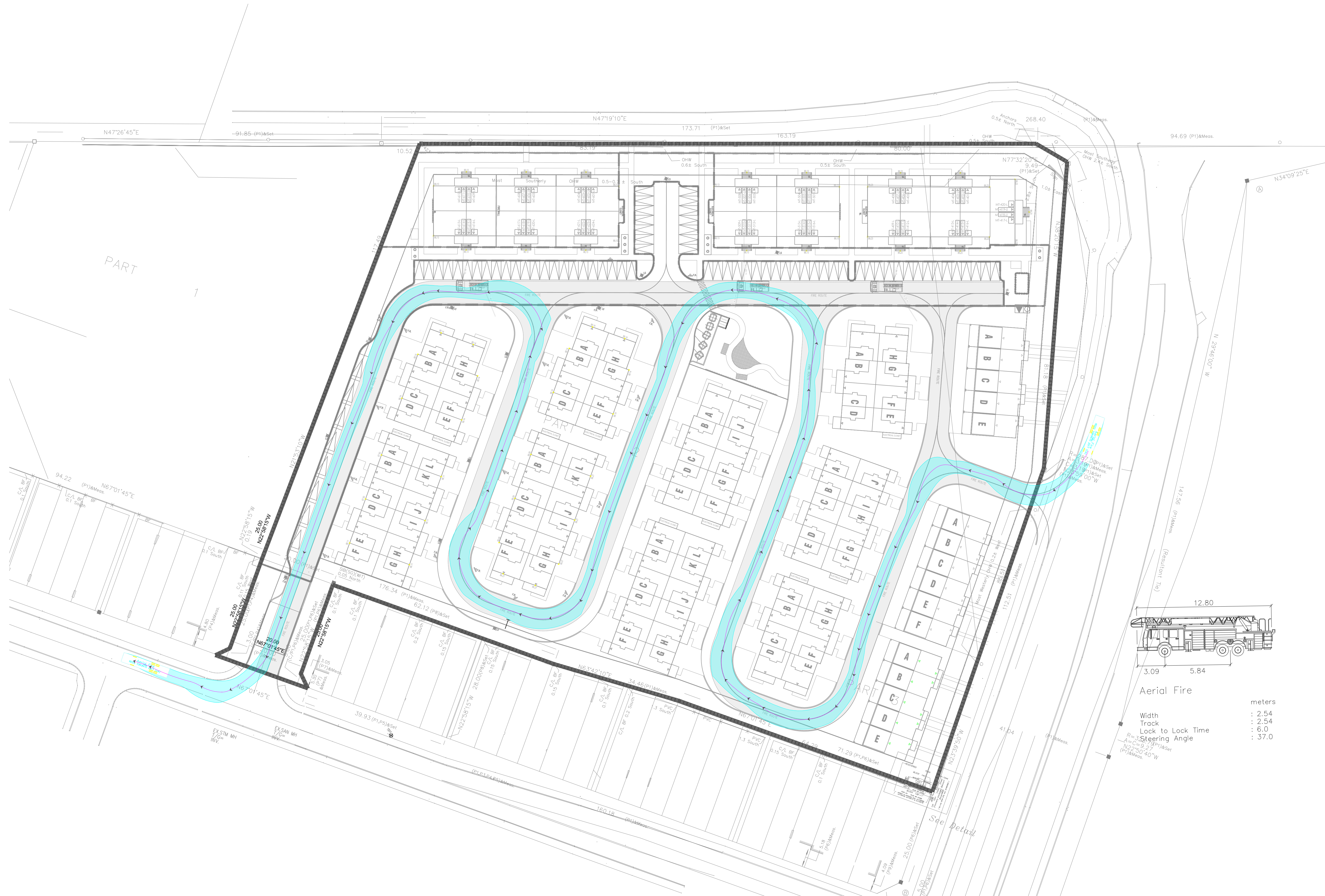
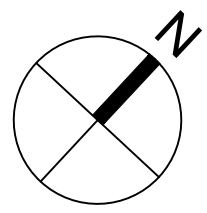
Legend	
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance
★	The measure is one of the most dependably effective tools to encourage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

TDM measures: <i>Residential developments</i>		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>)	☐

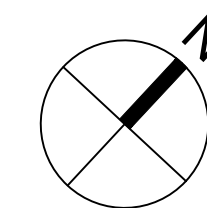
TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
6. TDM MARKETING & COMMUNICATIONS		
6.1 Multimodal travel information		
BASIC	★ 6.1.1 Provide a multimodal travel option information package to new residents	☐
6.2 Personalized trip planning		
BETTER	★ 6.2.1 Offer personalized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

Appendix F: Swept Path Analysis



Aerial Fire	
Width	: 2.54
Track	: 2.54
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

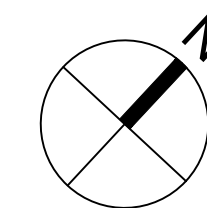
AUTOTURN - AERIAL FIRETRUCK



AUTOTURN - AERIAL FIRETRUCK



AUTOTURN - WAYNE TITAN



AUTOTURN - WAYNE TITAN



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