Memo

SUBJECT
Wateridge Village Phase 8 – Transportation Impact Assessment Addendum 1

TO
Wally Dubyk, CET
Transportation Project Manager, City of Ottawa

DATE
October 9, 2026

OUR REF
139653 600399-49 Wateridge Vlg. Ph 6_7_8 - Internal Documents\6.0_Technical\6.23_Traffic\03_Reports\TIA Addendum

DEPARTMENT
Transportation Engineering

PROJECT NUMBER
30314013

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Introduction

A Transportation Impact Assessment (TIA) was prepared in support of the Draft Plan of Subdivision (DPS) and Zoning By-law Amendment (ZBLA) applications for Wateridge Village Phases 6, 7 and 8 and submitted to the City of Ottawa on June 27, 2025. The TIA assessed the transportation impacts associated with the three phases, including development-generated travel demand, site access and circulation, and the operational performance of the surrounding transportation network.

Following the June 2025 submission, the Phase 8 Concept Plan was updated, requiring a review of the transportation implications of the revised Concept Plan and land use mix.

This memorandum summarizes the transportation-related changes to the Phase 8 Concept Plan, compares the revised development-generated travel demand with the June 2025 TIA, reviews site access and circulation for emergency and waste collection vehicles, and confirms whether the conclusions and recommendations of the June 2025 TIA remain applicable.

Revisions to Proposed Concept Plan

The Phase 8 Concept Plan assessed in the June 2025 TIA consisted of 318 residential units, including 296 apartment units and 22 terraced stacked townhouse units. The revised Concept Plan comprises 311 residential units, including 180 apartment units, 80 terraced stacked townhouse units, 37 compact townhouse units and 14 standard townhouse units.

The revised Concept Plan is provided in **Appendix A**. The principal transportation-related revisions are as follows:

- The total number of residential units has decreased from 318 to 311, with the unit mix revised to include a greater variety of high-rise and low-rise housing forms, as summarized in **Table 1**.
- The portion of Codd's Road adjacent to Phase 8 is now identified as part of the internal private road network rather than an extension of the existing public road.

Table 1 – Comparison of Site Statistics for Wateridge Phase 8

UNIT TYPE	STOREYS	NO. OF UNITS (TIA JUNE 2025)	NO. OF UNITS (ADDENDUM 1 OCTOBER 2026)
Apartment	4 (high-rise)	296	180
Terrace Stacked Townhouse	3 (high-rise)	22	80
Compact Townhouse	2 (low-rise)	-	37
Standard Townhouse	2 (low-rise)	-	14
Total		**318**	**311**

Trip Generation

Based on the 2020 TRANS Trip Generation Summary Report, residential units are classified as either low-rise or high-rise multi-family housing according to building height. Buildings of three storeys or more are classified as high-rise, while buildings of two storeys or less are classified as low-rise.

The residential mode share targets established in the June 2025 TIA have been carried forward unchanged for this addendum. These targets have been applied to the revised Phase 8 travel demand and are summarized in **Table 2** below.

Table 2 – Residential Mode Share Targets

MODE	PROPOSED RESIDENTIAL MODE SHARE TARGETS
	AM & PM
Auto Driver	35%
Auto Passenger	13%
Transit	35%
Cycling	3%
Walking	14%
Total Person Trips	**100%**

A comparison of trip generation for the revised Concept Plan against the June 2025 TIA submission is provided in **Tables 3 and 4** below.

Table 3 – Comparison of Trip Generation Rates

TIA SUBMISSION	UNIT TYPE	SIZE (DWELLING UNITS)	PERIOD	TRANS TRIP RATE
TIA (June 2025)	High-Rise	318	AM	0.80
			PM	0.90

TIA SUBMISSION	UNIT TYPE	SIZE (DWELLING UNITS)	PERIOD	TRANS TRIP RATE
Addendum 1 (October 2026)	High-Rise	260	AM	0.80
			PM	0.90
	Low-Rise	51	AM	1.35
			PM	1.58

Table 4 – Comparison of Development-Generated Travel Demand by Mode for Wateridge Phase 8

TRAVEL MODE	TRIPS (JUNE 2025 TIA)						TRIPS (OCTOBER 2026 ADDENDUM 1)					
	AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto Driver	13	29	**42**	25	18	**43**	14	31	**45**	28	19	**47**
Auto Passenger	5	11	**16**	9	7	**16**	5	12	**17**	10	7	**17**
Transit	16	33	**49**	27	19	**46**	17	36	**53**	30	21	**51**
Cycling	1	3	**4**	2	2	**4**	1	3	**4**	3	2	**5**
Walking	6	14	**20**	12	8	**20**	7	15	**22**	13	9	**22**

As summarized in **Table 4**, the revised Concept Plan is forecast to generate 45 and 47 two-way vehicle trips during the weekday AM and PM peak hours, respectively. Compared to the June 2025 TIA, this represents an increase of 3 vehicle trips during the AM peak hour and 4 vehicle trips during the PM peak hour.

The updated travel demand also includes 17 auto-passenger, 53 transit, 4 cycling and 22 walking trips during the AM peak hour, and 17 auto-passenger, 51 transit, 5 cycling and 22 walking trips during the PM peak hour. In total, the revised development is forecast to generate 141 person trips during the AM peak hour and 142 person trips during the PM peak hour, representing increases of 10 and 13 person trips, respectively, compared to the June 2025 TIA.

Although the revised Concept Plan reduces the total number of dwelling units from 318 to 311, the unit mix has shifted from entirely high-rise housing to a combination of high-rise and low-rise housing. It now includes 260 high-rise units and 51 low-rise units, representing a reduction of 58 high-rise units and the addition of 51 low-rise units compared to the June 2025 submission.

Overall, the minor increase in vehicle trips is not expected to materially affect intersection operations or alter the conclusions and recommendations of the June 2025 TIA.

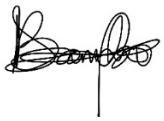
Swept Path Analysis

Swept-path analyses were completed for an aerial fire truck and a City waste collection vehicle to confirm service and emergency vehicle access through the revised site layout. As illustrated in **Appendix B**, both design vehicles can enter the site, circulate along the internal private road network and exit the site using the proposed access and drive aisles. The analysis therefore confirms that the revised Concept Plan maintains suitable vehicle circulation and remains functional for emergency response and waste collection operations.

Conclusion

The revised Phase 8 Concept Plan reduces the total number of dwelling units from 318 to 311 and changes the housing mix from entirely high-rise units to a combination of 260 high-rise and 51 low-rise units. Based on the mode share targets established in the June 2025 TIA, the revised development is forecast to generate 45 and 47 two-way vehicle trips during the weekday AM and PM peak hours, respectively. This represents minor increases of 3 vehicle trips during the AM peak hour and 4 vehicle trips during the PM peak hour, which are not expected to materially affect intersection operations or alter the conclusions and recommendations of the June 2025 TIA. The revised Concept Plan also identifies the portion of Codd's Road adjacent to Phase 8 as part of the internal private road network. Swept-path analysis confirms that the proposed site layout provides suitable access and circulation for an aerial fire truck and a City waste collection vehicle. Overall, the revised Concept Plan remains functional from a transportation perspective, and the conclusions and recommendations of the June 2025 TIA remain applicable.

Prepared By:



Bomo Dambo, P.Eng.
Transportation Engineer

Appendix A – Revised Phase 8 Concept Plan

Scale 1 : 1500

60 45 30 15 0 30 60 Metres

N

Legend

DWELLING TYPE	UNITS
Apartment	180
Terraced Stacked	80
Compact Townhouse	37
Standard Townhouse	14
Total Units:	311

Proposed Surface Parking Spaces:

Terraced Stacked	60
Compact Townhouse	37
Standard Townhouse	14
Total:	111

Proposed Underground Parking Spaces:

Apartment Buildings:	140

Subject Site:	4.19 ha
Total Area of Streets and Sidewalks:	0.65 ha
Proposed Pathway	0.14 ha

Net Area Less Streets, Sidewalks, and Pathways: 3.40 ha

Net Residential Density: 91.48 uph

Landscaping	17,369 m^2	(1.74 ha)
Landscaping within Front Yard	399.4 m^2	(0.04 ha)

Notes:

1. Apartment unit total is calculated on 80% building efficiency with an average size of 93m^2

Title: Phase 8 Concept

Project: 49 Wateridge, Ottawa, ON

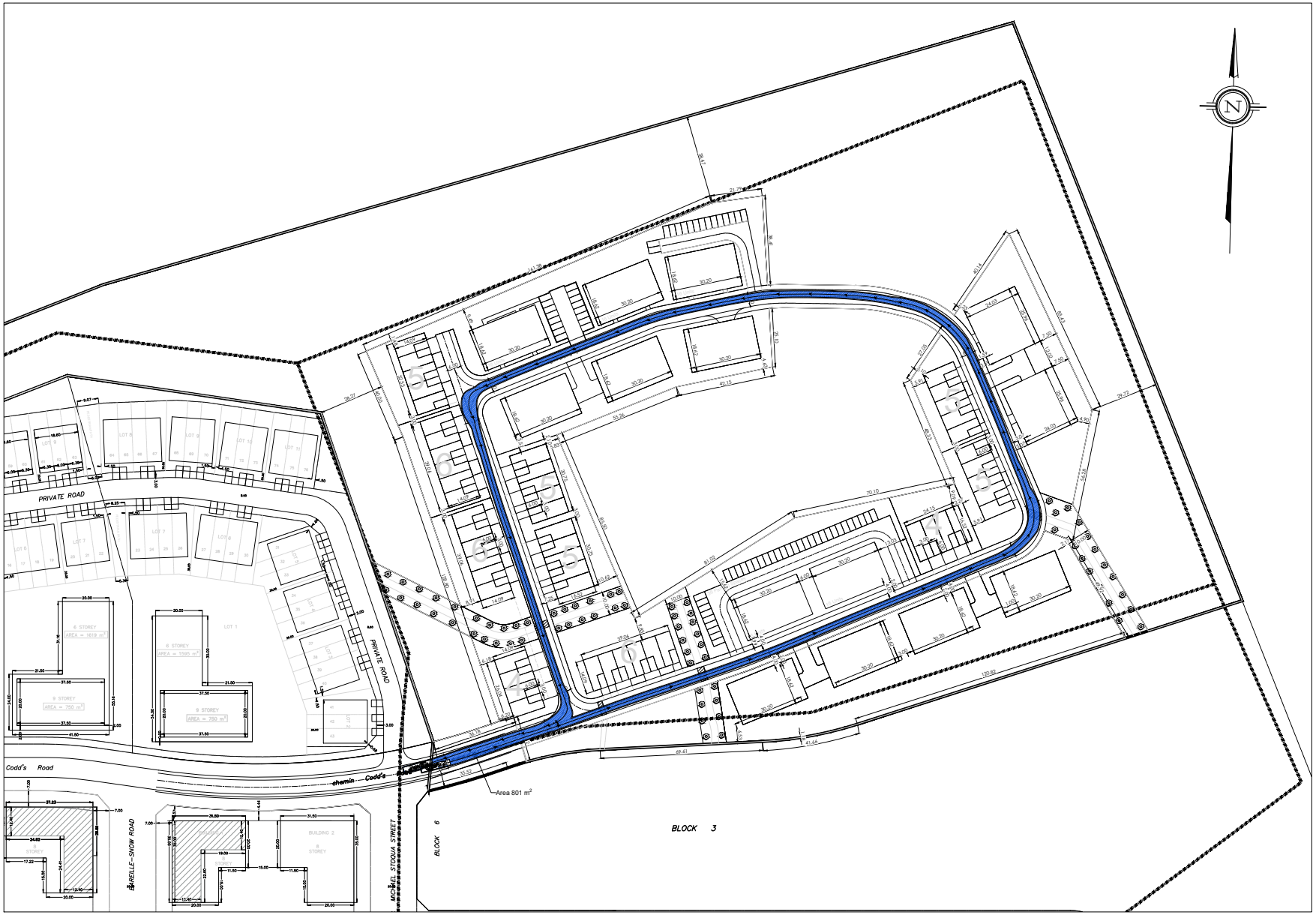
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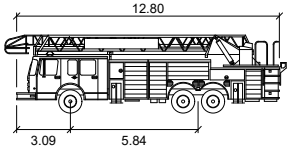
Date: August 2026

Figure 1

Appendix B – Swept Path Analysis

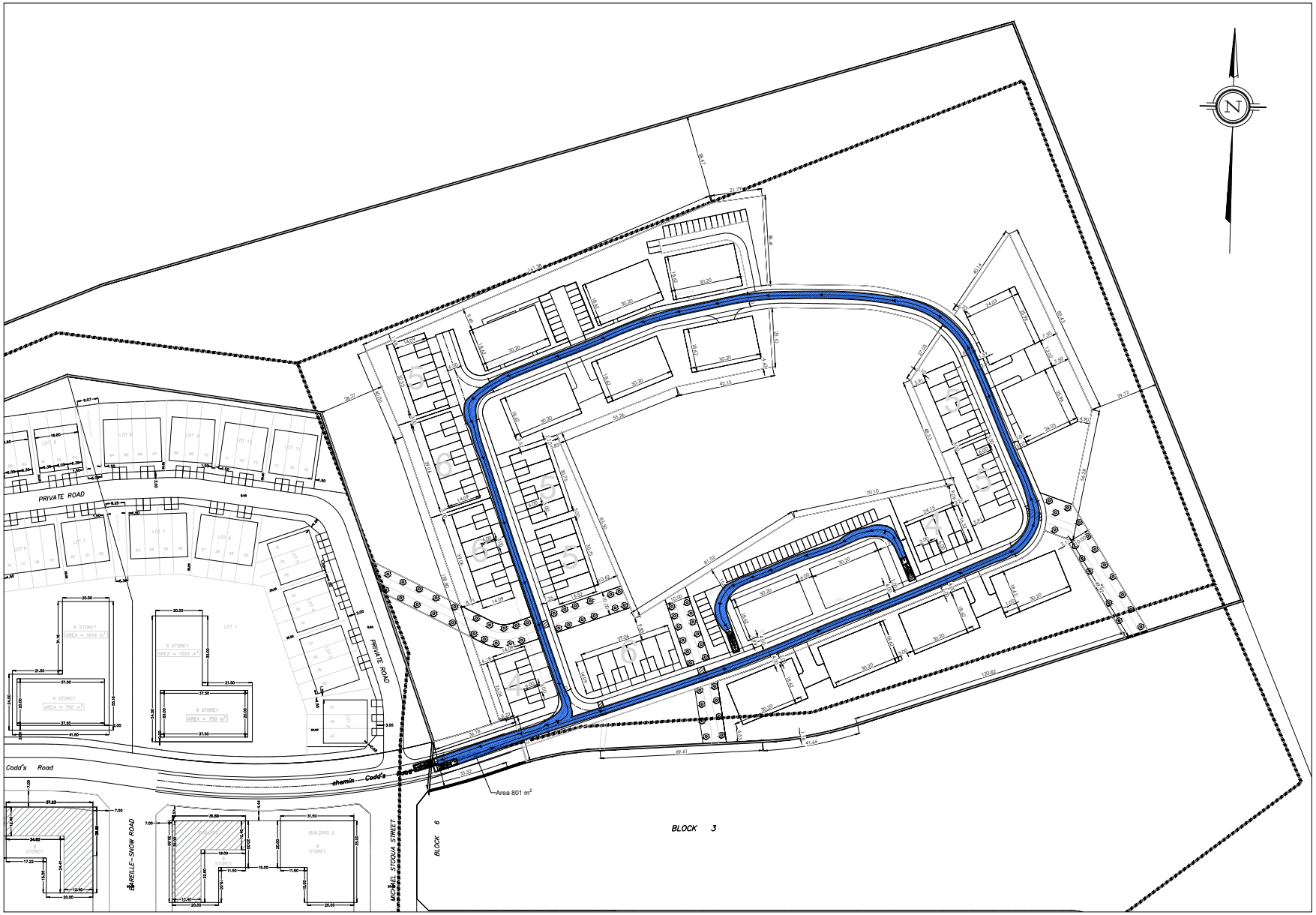


SWEPT PATH ANALYSIS
AERIAL FIRETRUCK

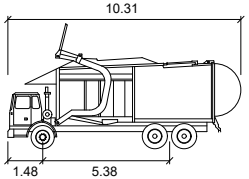


Aerial Fire

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



SWEPT PATH ANALYSIS
WAYNE TITAN GARBAGE TRUCK



Wayne Titan

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