NOVATECH
Engineers, Planners & Landscape Architects

M E M O R A N D U M

DATE: **FEBRUARY 4, 2026**

TO: **JEAN-CHARLES RENAUD, WALLY DUBYK – CITY OF OTTAWA**

FROM: **JOSHUA AUDIA – NOVATECH**

RE: **2026 SCOTT STREET – TRANSPORTATION IMPACT ASSESSMENT UPDATE (NOVATECH PROJECT NO. 121302)**

CC: **BRAD BYVELDS – NOVATECH**

INTRODUCTION

This memorandum has been prepared in support of Zoning By-Law Amendment and/or Site Plan Control applications for the properties at 2006 Scott Street, 2020 Scott Street, 2026 Scott Street, 314 Athlone Avenue, 316 Athlone Avenue, and 318 Athlone Avenue (referred collectively as '2026 Scott Street' in this memo).

An original TIA was prepared by Novatech in support of a previous Zoning By-Law Amendment application, and submitted in April 2022 and September 2022. An updated TIA in support of a previous Site Plan Control application was then submitted in February 2023, October 2023, March 2024, and April 2024.

The purpose of this memo is to outline differences in the previous development proposal and the current proposal, and describe Site Plan details for the first phase of development, as the first phase is the only phase subject to this Site Plan Control application. The second and third phases are subject to future Site Plan Control applications, and will be reviewed when Site Plan details are known.

PROPOSED DEVELOPMENT

The proposed development includes three towers of 18, 26, and 36 storeys, with a total of 857 residential dwellings and 1,880 ft^2 GFA of ground-floor commercial space. The development will be constructed in three phases, with one tower per phase. Buildout of Phase 1 is anticipated to occur in 2028. A three-level underground parking garage is proposed, and will be expanded with each phase. The statistics for each tower are summarized as follows:

- Phase 1 (northeast corner of site): 26 storeys, 285 dwellings, and 1,880 ft^2 commercial;
- Phase 2 (northwest corner of site): 36 storeys and 378 dwellings;
- Phase 3 (southwest corner of site): 18 storeys and 194 dwellings.

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

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A total of 135 parking spaces are proposed as part of Phase 1, and will be expanded to 441 parking spaces after all three phases are constructed. Access to Phase 1 is proposed via a two-way driveway to Athlone Avenue. Access via a two-way driveway to Scott Street is proposed as part of Phase 2. The underground parking for each phase will be connected, and therefore each phase will be able to be accessed via either proposed driveway.

The previous development application included two 40-storey towers, with a total of 856 dwelling units and approximately 3,207 ft^2 gross floor area (GFA) of ground-floor commercial space. Access to the site was proposed to Athlone Avenue and Scott Street, in approximately the same locations as the current proposed development. 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	Commercial
2024 Application	856 dwellings	3,207 ft^2
2026 Application	857 dwellings	1,880 ft^2
Difference **Percent Change**	**+1 dwelling** **< 1%**	**-1,327 ft^2** **-41%**

Based on the negligible difference in proposed dwellings and reduction in proposed commercial GFA, the intersection analysis included in the 2024 TIA is conservative and does not require any updates.

DEVELOPMENT DESIGN

Design for Sustainable Modes

Sidewalks will be maintained along the subject site's frontages to Scott Street and Athlone Avenue, and internal walkways will connect to these sidewalks on Scott Street and Athlone Avenue. Considering all three phases, a total of 442 bicycle parking spaces are proposed within the underground parking garage or ground levels.

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. Main entrances to all proposed buildings are anticipated to be within 400m walking distance of Westboro Station and bus stops on Churchill Avenue and McRae Avenue.

A review of the *Transportation Demand Management (TDM)-Supportive Development Design and Infrastructure Checklist* has been conducted, and is included in **Attachment 2**. All required TDM-supportive design and infrastructure measures in the TDM checklist will be met. In addition to the required measures, it is anticipated that the following 'basic' or 'better' measures will be met:

- Locate building close to the street, and do not locate parking areas between the street and building entrances;
- Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations;
- Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort;
- Provide safe, direct, and attractive walking routes from building entrances to nearby transit stops.

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Circulation and Access

Garbage rooms will be located on the first level of the underground parking garage. For Phase 1, garbage collection is proposed to occur curbside on Athlone Avenue, near the parking garage access. A move-in loading bay for Phase 1 is proposed adjacent to the proposed Athlone Avenue access. Garbage collection and loading for Phases 2 and 3 will be confirmed as part of future Site Plan Control applications. Medium Single Unit (MSU)-sized vehicles will be able to reverse from Athlone Avenue, into the loading bay, and drive forward out. MSU turning movement figures for the Phase 1 building are included in **Attachment 3**.

There is no proposed fire route for Phases 1 and 2. Fire trucks will park curbside on Scott Street, as the main entrance is proposed to Scott Street. As shown on the proposed development plan, an on-site fire route is required for Phase 3, and will be located between Phases 2 and 3. Details about this fire route will be confirmed as part of future Site Plan Control applications.

PARKING

The subject site is located in Area B of Schedule 1 and Area Y of Schedule 1A of the City's ZBL, and is located within 600m of a rapid transit station identified in Schedule 2A of the City's ZBL. The minimum vehicular, maximum vehicular, minimum bicycle parking, and minimum loading spaces rates for the development are identified in Sections 101, 102, 103, 111, and 113 of the ZBL.

A review of the proposed parking supply versus the minimum/maximum parking requirements per the City's ZBL are shown in the following tables.

Table 2: Parking Review, Phase 1

Land Use	Rate	Units	Required	Provided
Minimum Resident and Visitor Vehicle Parking (Section 101/102 of ZBL)				
Apartment, High-Rise	No minimum residential parking rate, per ZBL Urban Exception 2829	285 units	0 (resident)	108
	0.1 spaces per dwelling unit after the first 12 units and up to a maximum of 30 spaces per building		27 (visitor)	27
Retail Store	No minimum retail parking rate, as it is located entirely on the ground floor and is less than 500 m^2 GFA	175 m^2	0	0
		Total	**27**	**135**
Maximum Vehicle Parking (Section 103 of ZBL)				
Apartment, High-Rise	0.6 spaces per dwelling unit, per ZBL Urban Exception 2829 (combined resident and visitor parking)	285 units	171	135
Retail Store	3.6 spaces per 100 m^2 GFA	175 m^2	6	0
		Total	**177**	**135**
Minimum Bicycle Parking (Section 111 of ZBL)				
Apartment, High-Rise	0.5 spaces per dwelling unit	285 units	143	188
Retail Store	1.0 space per 250 m^2 GFA	175 m^2	1	
		Total	**144**	**188**
Minimum Loading (Section 113 of ZBL)				
Apartment, High-Rise	No spaces required	285 units	0	1
Retail Store	No spaces required when GFA is less than 2,000 m^2	175 m^2	0	0
		Total	**0**	**1**

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Table 3: Parking Review, Ultimate Development

Land Use	Rate	Units	Required	Provided
Minimum Resident and Visitor Vehicle Parking (Section 101/102 of ZBL)				
Apartment, High-Rise	No minimum residential parking rate, per ZBL Urban Exception 2829	857 units (Ph 1: 285) (Ph 2: 378) (Ph 3: 194)	0 (resident)	366
	0.1 spaces per dwelling unit after the first 12 units and up to a maximum of 30 spaces per building		75 (visitor)	75
Retail Store	No minimum retail parking rate, as it is located entirely on the ground floor and is less than 500 m^2 GFA	175 m^2	0	0
		Total	**75**	**441**
Maximum Vehicle Parking (Section 103 of ZBL)				
Apartment, High-Rise	0.6 spaces per dwelling unit, per ZBL Urban Exception 2829 (combined resident and visitor parking)	857 units	514	441
Retail Store	3.6 spaces per 100 m^2 GFA	175 m^2	6	0
		Total	**520**	**441**
Minimum Bicycle Parking (Section 111 of ZBL)				
Apartment, High-Rise	0.5 spaces per dwelling unit	857 units	429	442
Retail Store	1.0 space per 250 m^2 GFA	175 m^2	1	
		Total	**430**	**442**
Minimum Loading (Section 113 of ZBL)				
Apartment, High-Rise	No spaces required	857 units	0	TBC
Retail Store	No spaces required when GFA is less than 2,000 m^2	175 m^2	0	0
		Total	**0**	**TBC**

Based on the previous table, Phase 1 of the proposed development will meet the minimum vehicle parking, maximum vehicle parking, and minimum bicycle parking requirements outlined in the ZBL. There is no requirement to provide any loading spaces under Section 113 of the ZBL.

ACCESS DESIGN

As part of Phase 1, access to the proposed underground parking garage will be provided via one full-movement driveway to Athlone Avenue. Loading for the Phase 1 building is proposed to occur immediately north of the Athlone Avenue access. One full-movement driveway to Scott Street is proposed as part of Phase 2 in the same location as the previous development application, and that driveway will be evaluated as part of a future Site Plan Control application.

The proposed access to Athlone Avenue has been evaluated using the relevant provisions of the City's *Private Approach By-Law* (PABL) and Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads*.

Section 107(1) of the ZBL requires any two-way private approach serving an apartment parking garage with 20 or more parking spaces to have a minimum width of 6.0m and a maximum width of 6.7m. The underground parking garage ramp will be approximately 6.3m in width, meeting the requirements.

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Section 25(1)(c) of the PABL identifies a maximum width requirement of 9.0m for any two-way private approach. The combined width of the parking garage driveway and loading driveway is approximately 11.6m when measured at the street line, exceeding this requirement. To address the Policy 4.6.5.3 of the City's *Official Plan*, loading has been internalized to not detract from the attractiveness of the public realm. To minimize impacts to the building design and loss of ground floor area, a loading bay is proposed to be adjacent to the parking garage ramp. The width of the combined access is required to accommodate a double traffic lane leading to the underground parking lot, as well as the turning movements for loading/moving trucks entering and exiting the loading bay. Therefore, it is requested that the requirements of Section 25(1)(c) be waived.

Based on Section 25(m)(ii) of the PABL, the nearest edge of any private approach that serves 300 or more parking spaces must be a minimum of 60m from the nearest intersecting street line or any other private approach, when it is a residential development within 46m of an arterial roadway. A parking supply of greater than 300 parking spaces has been considered, as the proposed access to Athlone Avenue will not be relocated as the underground parking garage expands for Phases 2 and 3.

The minimum requirement is not met by the proposed underground garage access to Athlone Avenue, as less than 60m of frontage is provided on that roadway. The proposed access to Athlone Avenue will be located approximately 43m south of Scott Street, and is as far south as possible before causing significant ramifications to site grading.

TAC's *Geometric Design Guide* identifies minimum corner clearance requirements between a private approach and an existing intersection, measuring nearest edge to nearest edge. For signalized intersections, TAC identifies a minimum corner clearance of 15m for full-movement accesses to local roadways. The proposed access to Athlone Avenue will meet this requirement.

Based on Section 25(p) of the PABL, the nearest edge of any private approach must be a minimum of 3m from the adjacent property line. The nearest edge of the Athlone Avenue access is approximately 6.3m from the southern property line, measuring from the street line. Therefore, this requirement is met.

Section 25(u) of the PABL identifies that a maximum grade of 2% to 6% for the first 9m inside the property line, for any private approach serving a parking area with more than 50 parking spaces. The Athlone Avenue access will not meet this requirement, as it will have a proposed maximum grade of 6.6% (descending towards the roadway for drainage purposes) between the property line to the garage door (5.6m). Within the building, a 3.25m flat area is proposed prior to ramping down to the underground parking garage. Drivers' sightlines to pedestrians are not anticipated to be impacted. Therefore, a waiver to this requirement of the PABL is requested for the Athlone Avenue access.

TAC's *Geometric Design Guide* identifies minimum stopping sight distance (SSD) and intersection sight distance (ISD) requirements, based on the roadway grade and design speed (taken as the speed limit plus 10 km/h). Level grades and a design speed of 40 km/h for Athlone Avenue have been assumed in this review. For Athlone Avenue, the SSD requirement is 50m and the ISD requirements are 85m for outbound left turns and 75m for outbound right turns.

As Athlone Avenue is a straight and generally level roadway, adequate SSD can be provided at the proposed access location. It is anticipated that adequate ISD can be provided for any vehicles turning left or right from the proposed accesses as well, as there is limited vegetation on neighbouring properties that could obscure sightlines for outbound drivers.

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TRANSPORTATION DEMAND MANAGEMENT

Site Context

The unit count and breakdown for Phase 1 and the ultimate development can be summarized as follows.

Phase 1 (285 dwellings)

- 30 studio units;
- 165 one-bedroom units;
- 90 two-bedroom units; and
- 1,880 ft^2 of commercial space.

Total Development (857 dwellings)

- 88 studio units;
- 508 one-bedroom units; and
- 261 two-bedroom units.

TDM Program

A review of the City's *TDM Measures Checklist* has been conducted by the proponent. A copy of the completed checklist is included in **Attachment 2**. The proponent will provide the following TDM measures:

- Display local area maps with walking/cycling access routes and key destinations at major entrances;
- Display relevant transit schedules and route maps at entrances;
- Unbundle parking cost from monthly rent;
- Provide a multi-modal travel information package to new residents.

CONCLUSIONS

- Based on the negligible difference in proposed dwellings and reduction in proposed commercial GFA, the intersection analysis included in the 2024 TIA is conservative and does not require any updates.

- Sidewalks will be maintained along the subject site's frontages to Scott Street and Athlone Avenue, and internal walkways will connect to these sidewalks on Scott Street and Athlone Avenue. Main entrances to all proposed buildings are anticipated to be within 400m walking distance of Westboro Station and bus stops on Churchill Avenue and McRae Avenue.

- All required TDM-supportive design and infrastructure measures in the TDM checklist will be met.

- The proposed development will meet the minimum vehicle parking, maximum vehicle parking, and minimum bicycle parking requirements outlined in the ZBL. There is no requirement to provide any loading spaces under Section 113 of the ZBL.

- The proposed access to Athlone Avenue has been evaluated generally meets the relevant provisions of the City's *Private Approach By-Law* (PABL) and Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads*, except for the following.

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- Section 25(1)(c) of the PABL identifies a maximum width requirement of 9.0m for any two-way private approach. The combined width of the parking garage driveway and loading driveway is approximately 11.6m when measured at the street line, exceeding this requirement. The width of the combined access is required to accommodate a double traffic lane leading to the underground parking lot and trucks entering and exiting the loading bay. Therefore, it is requested that the requirements of Section 25(1)(c) be waived.

- Section 25(m)(ii) of the PABL outlines that the nearest edge of the private approach must be a minimum of 60m from the nearest intersecting street line, when it is a residential development within 46m of an arterial roadway. The proposed access to Athlone Avenue will be located approximately 43m south of Scott Street, and is as far south as possible before causing significant ramifications to site grading. Further, TAC's *Geometric Design Guide* identifies a minimum corner clearance of 15m for full-movement accesses to local roadways. The proposed access to Athlone Avenue will meet this requirement.

- Section 25(u) of the PABL identifies that a maximum grade of 2% to 6% for the first 9m inside the property line, for any private approach serving a parking area with more than 50 parking spaces. The Athlone Avenue access will not meet this requirement, as it will have a proposed maximum grade of 6.6% (descending towards the roadway for drainage purposes) between the property line to the garage door (5.6m). Within the building, a 3.25m flat area is proposed prior to ramping down to the underground parking garage. Drivers' sightlines to pedestrians are not anticipated to be impacted. Therefore, a waiver to this requirement of the PABL is requested for the Athlone Avenue access.

- The proponent will provide the following TDM measures:
    - Display local area maps with walking/cycling access routes and key destinations at major entrances;
    - Display relevant transit schedules and route maps at entrances;
    - Unbundle parking cost from monthly rent;
    - Provide a multi-modal travel information package to new residents.

- Based on the foregoing, the proposed development is recommended from a transportation perspective.

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Reviewed by:

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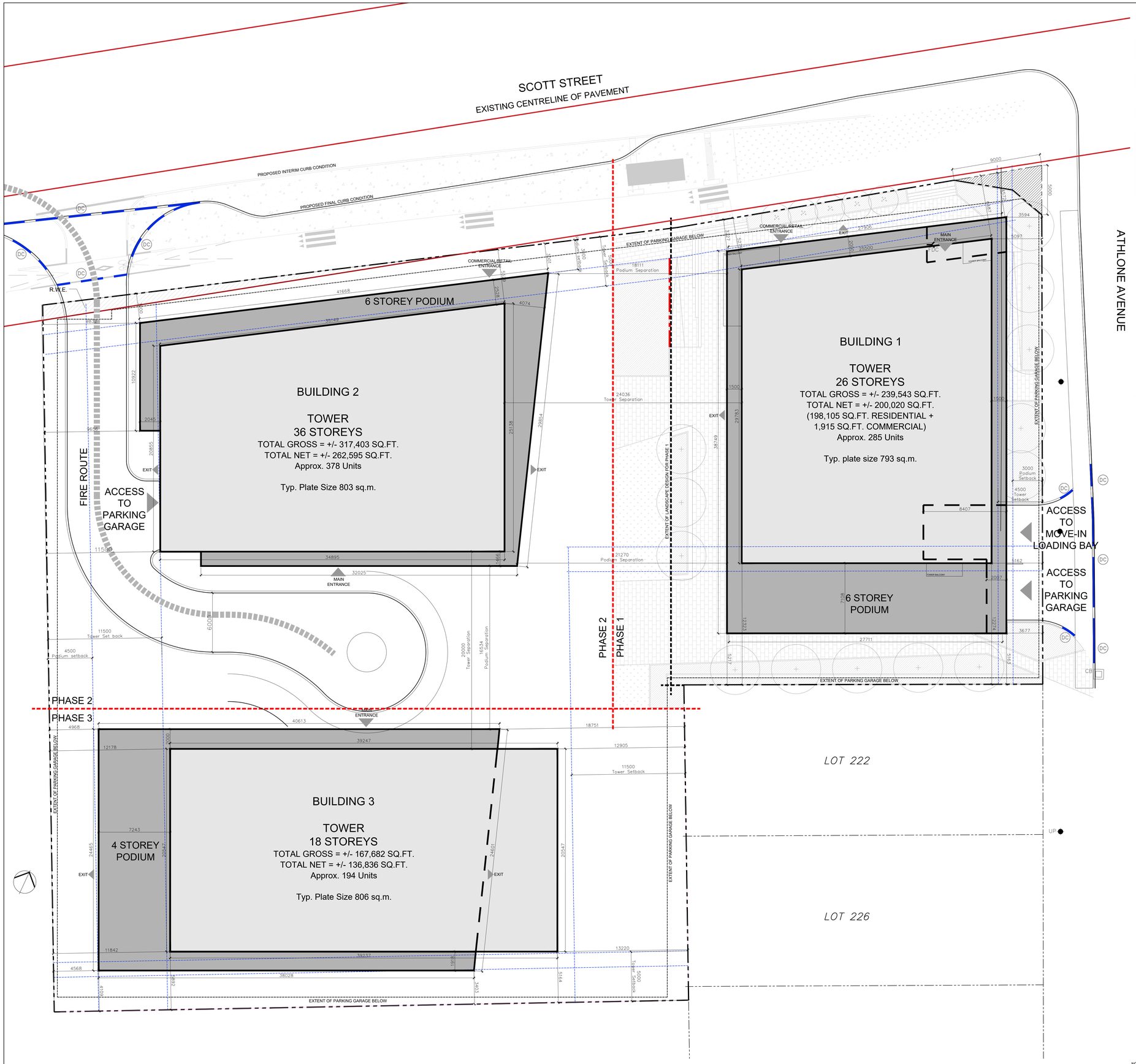
Attachment 1

Site Plan



LOCATION PLAN 1:2000

LEGEND:

- PROPOSED FIRE ROUTE
- PROPOSED BUILDING
- BUILDING TO BE DEMOLISHED
- EXTENTS OF PRIVATELY OWNED PUBLIC SPACE
- MH EXISTING MAN HOLE
- FH EXISTING FIRE HYDRANT
- CB EXISTING CATCH BASIN
- UP EXISTING UTILITY POLE
- DC FIRE DEPARTMENT CONNECTION
- EDGE OF SIDEWALK
- PROPERTY LINE
- SETBACK
- DC PROPOSED DEPRESSED CURB DETAIL TO CITY OF OTTAWA STANDARD SC-7
- CONC. CURB DETAIL, TO CITY OF OTTAWA STANDARDS
- CURB TO BE REBUILT
- ROLL CURB
- PROPOSED PARK
- PARKING GARAGE BELOW
- ROAD WIDENING EASEMENT
- NEW LIGHT STANDARD
- WL PROPOSED WALL MOUNTED LIGHT

0 10 20 25

SCALE 1 : 150

ZONING NOTES:

CURRENT ZONING: WEST PARCEL **L1**, EAST PARCELS **TM[102]**

TOTAL LOT AREA : 6,268 m^2

DEVELOPMENT STATS ALL PHASES		REQUIRED	PROPOSED
LOT WIDTH			101.4m IRREGULAR
LOT DEPTH			75.3m IRREGULAR
FRONT YARD SETBACK	SCOTT STREET	3m	VARIES – 2.7–7.5m
REAR YARD SETBACK		7.5m	VARIES–5.4–18.1m
SIDE YARD SETBACK	ATHLONE AVE.	3m	3.0m
INTERIOR SIDE YARD SETBACK		7.5m	VARIES–6.0–11.2m

TOTAL DEVELOPMENT UNIT COUNT		857
	No.	%
STUDIO	88	10%
1 BED	335	40%
1 BED + DEN	173	20%
2 BED	173	20%
2 BEDS + DEN	88	10%
3 BED	0	0%

PARKING REQUIREMENTS

NO MINIMUM REQUIRED. MAXIMUM PARKING = 0.6 PER DWELLING UNIT = 857*0.6 = 514 MAX.
PROVIDED PARKING = 441 INDOOR PARKING SPACES LOCATED BELOW GRADE (3 PARKING LEVELS).
TOTAL DEVELOPMENT PARKING RATIO = 0.5

REQUIRED BICYCLE PARKING: 0.5*857 = 429 MINIMUM + 1 COMMERCIAL/RETAIL BICYCLE STALL = 430
PROVIDED BICYCLE PARKING: 442, LOCATED IN UNDERGROUND PARKING GARAGE OR AT GRADE INTERIOR (0.5 RATIO)

BUILDING 1 (EAST BUILDING) – PHASE 1		PROPOSED
NO. OF STOREYS		26 STOREYS
BUILDING HEIGHT		84m w/o Permitted Projection
FRONT YARD SETBACK	SCOTT STREET	3.2m
REAR YARD SETBACK	FROM PROPERTY LINE	5.1m
INTERIOR SIDE YARD SETBACK	PODIUM SEPARATION FROM B2	18.1m
	TOWER SEPARATION FROM B2 (ABOVE LEVEL 6)	24.0m
SIDE YARD SETBACK	FROM PROPERTY LINE (ATHLONE AVE.)	3.5m

PHASE 1 UNIT COUNT		285
	No.	%
STUDIO	30	11%
1 BED	105	37%
1 BED + DEN	60	21%
2 BED	60	21%
2 BEDS + DEN	30	11%
3 BED	0	0%

AMENITY SPACE REQUIREMENTS

REQUIRED AMENITY SPACE 6 m^2 REQUIRED PER UNIT
285 UNITS X 6 SQ.M. = 1,710 SQ.M. TOTAL AMENITY REQUIRED
REQUIRED AMENITY SPACE TO BE COMMON – 855 SQ.M.
PROVIDED AMENITY SPACE TO BE COMMON – 855 SQ.M.
AMENITY SPACE PROVIDED = 1710 SQ.M.

BUILDING 2 (WEST BUILDING) – PHASE 2		PROPOSED
NO. OF STOREYS		36 STOREYS
BUILDING HEIGHT		114m w/o Permitted Projection
FRONT YARD SETBACK	SCOTT STREET	3.0m
REAR YARD SETBACK	PODIUM SEPARATION FROM B3	16.5m
	TOWER SEPARATION FROM B3 (ABOVE LEVEL 6)	20.0m
SIDE YARD SETBACK	FROM PROPERTY LINE	9.6m
INTERIOR SIDE YARD SETBACK	PODIUM SEPARATION FROM B1	18.1m
	TOWER SEPARATION FROM B2 (ABOVE LEVEL 6)	24.0m

PHASE 2 UNIT COUNT		378
	No.	%
STUDIO	38	10%
1 BED	152	40%
1 BED + DEN	75	20%
2 BED	75	20%
2 BEDS + DEN	38	10%
3 BED	0	0%

AMENITY SPACE REQUIREMENTS

REQUIRED AMENITY SPACE 6 m^2 REQUIRED PER UNIT
378 UNITS X 6 SQ.M. = 2,268 SQ.M. TOTAL AMENITY REQUIRED
REQUIRED AMENITY SPACE TO BE COMMON – 1134 SQ.M.
PROVIDED AMENITY SPACE TO BE COMMON – 1134 SQ.M.
AMENITY SPACE PROVIDED = 2268 SQ.M.

BUILDING 3 (SOUTH BUILDING) – PHASE 3		PROPOSED
NO. OF STOREYS		18 STOREYS
BUILDING HEIGHT		59.5mw/o Permitted Projection
FRONT YARD SETBACK	PODIUM SEPARATION FROM B2	16.5m
	TOWER SEPARATION FROM B2 (ABOVE LEVEL 6)	20.0m
REAR YARD SETBACK	FROM PROPERTY LINE	3.4m
SIDE YARD SETBACK	FROM PROPERTY LINE	4.5m
INTERIOR SIDE YARD SETBACK	FROM PROPERTY LINE	12.9m

PHASE 3 UNIT COUNT		194
	No.	%
STUDIO	20	10%
1 BED	78	40%
1 BED + DEN	38	20%
2 BED	38	20%
2 BEDS + DEN	20	10%
3 BED	0	0%

AMENITY SPACE REQUIREMENTS

REQUIRED AMENITY SPACE 6 m^2 REQUIRED PER UNIT
194 UNITS X 6 SQ.M. = 1,164 SQ.M. TOTAL AMENITY REQUIRED
REQUIRED AMENITY SPACE TO BE COMMON – 582 SQ.M.
PROVIDED AMENITY SPACE TO BE COMMON – 582 SQ.M.
AMENITY SPACE PROVIDED = 1164 SQ.M.

NOTE: ALL EXISTING SITE INFORMATION AS PER TOPOGRAPHICAL SURVEY PLAN DATED MARCH 1, 2022
PREPARED BY STANTEC GEOMATICS LTD.

PART OF LOT 60 AND ALL OF LOTS 61 & 62 REGISTERED PLAN 263 AND PART OF LOT 31 CONCESSION 1 (OTTAWA FRONT), (GEOGRAPHIC TOWNSHIP OF NEPEAN)

MORLEY HOPPNER
COLONNADE BRIDGEPORT

PROJECT TEAM

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HOBIN ARCHITECTURE
PATRICK BISSON
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SURVEYOR
STANTEC
BRIAN WEBSTER
T 613-229-7644

no.	date	revision
3	26-02-04	ISSUED FOR SPA
2	26-02-04	ISSUED FOR REZONING
1	25-09-25	CITY OF OTTAWA PRECONSULTATION

It is the responsibility of the appropriate contractor to check and verify all dimensions on site and report all errors and/or omissions to the architect.

All contractors must comply with all pertinent codes and by-laws.

Do not scale drawings.

This drawing may not be used for construction until signed.

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HOBIN ARCHITECTURE

PROJECT/LOCATION:
MORLEY HOPPNER LTD.
314 & 318 ATHLONE AVE., 2006,2020, 2026 SCOTT ST.
OTTAWA ON.

DRAWING TITLE:
SITE PLAN

DRAWN BY:	DATE:	SCALE:
PB	25-10-24	1:150

PROJECT: 2569

DRAWING NO.: A1.00

REVISION NO.:

ONTARIO ASSOCIATION OF ARCHITECTS
PATRICK J. HOBIN
LICENCE 3049

None
2715

Attachment 2

Transportation Demand Management

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

Legend

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

		TDM-supportive design & infrastructure measures: *Residential developments*	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 *(see Official Plan policy 4.3.3)*	☑
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 *(see Official Plan policy 4.3.12)*	☑

		TDM-supportive design & infrastructure measures: *Residential developments*	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 *(see Official Plan policy 4.3.10)*	☑
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 *(see Official Plan policy 4.3.10)*	☑
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 *(see Official Plan policy 4.3.11)*	☑
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: *Residential developments*	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 Official Plan policy 4.3.6)*	☑
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 Zoning By-law Section 111)*	☑
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 Zoning By-law Section 111)*	☑
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 Zoning By-law Section 111)*	☑
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: *Residential developments*	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 Zoning By-law Section 94)*	☐
	5.2	**Bikeshare station location**	
BETTER	5.2.1	Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	☐
	6.	**PARKING**	
	6.1	**Number of parking spaces**	
REQUIRED	6.1.1	Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	☑
BASIC	6.1.2	Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	☐
BASIC	6.1.3	Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly *(see Zoning By-law Section 104)*	☐
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 Zoning By-law Section 111)*	☐
	6.2	**Separate long-term & short-term parking areas**	
BETTER	6.2.1	Provide separate areas for short-term and long-term parking (using signage or physical barriers) to permit access controls and simplify enforcement (i.e. to discourage residents from parking in visitor spaces, and vice versa)	☐

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

Legend

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

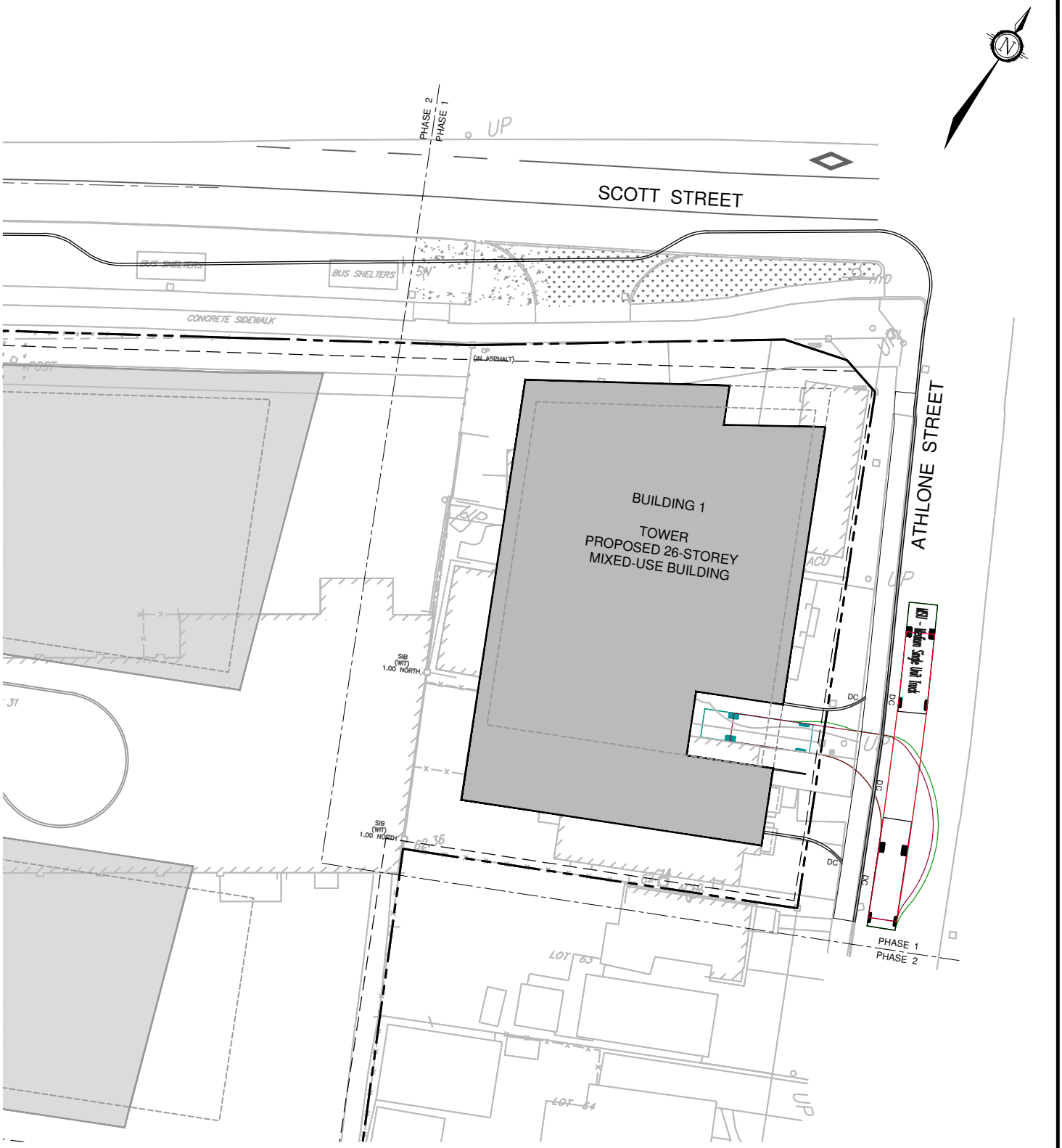
			TDM measures: *Residential developments*	Check if proposed & add descriptions
		1.	**TDM PROGRAM MANAGEMENT**	
		1.1	**Program coordinator**	
BASIC	★	1.1.1	Designate an internal coordinator, or contract with an external coordinator	☐
		1.2	**Travel surveys**	
BETTER		1.2.1	Conduct periodic surveys to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

			TDM measures: *Residential developments*	Check if proposed & add descriptions
		3.	**TRANSIT**	
		3.1	**Transit information**	
BASIC		3.1.1	Display relevant transit schedules and route maps at entrances *(multi-family, condominium)*	☑
BETTER		3.1.2	Provide real-time arrival information display at entrances *(multi-family, condominium)*	☐
		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 *(subdivision)*	☐
		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 (*multi-family)*	☐
BETTER		4.1.2	Provide residents with bikeshare memberships, either free or subsidized *(multi-family)*	☐
		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 *(condominium)*	☐
BASIC	★	5.1.2	Unbundle parking cost from monthly rent *(multi-family)*	☑

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

Attachment 3

Turning Movement Figures



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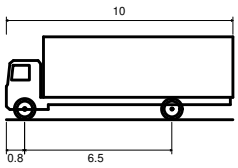

MSU - Medium Single Unit Truck

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

2026 SCOTT STREET

TURNING MOVEMENT (MSU)

SCALE 1 : 500 (0 5m 10m 20m)

DATE	JOB	FIGURE
JAN 2026	121302	TM-1

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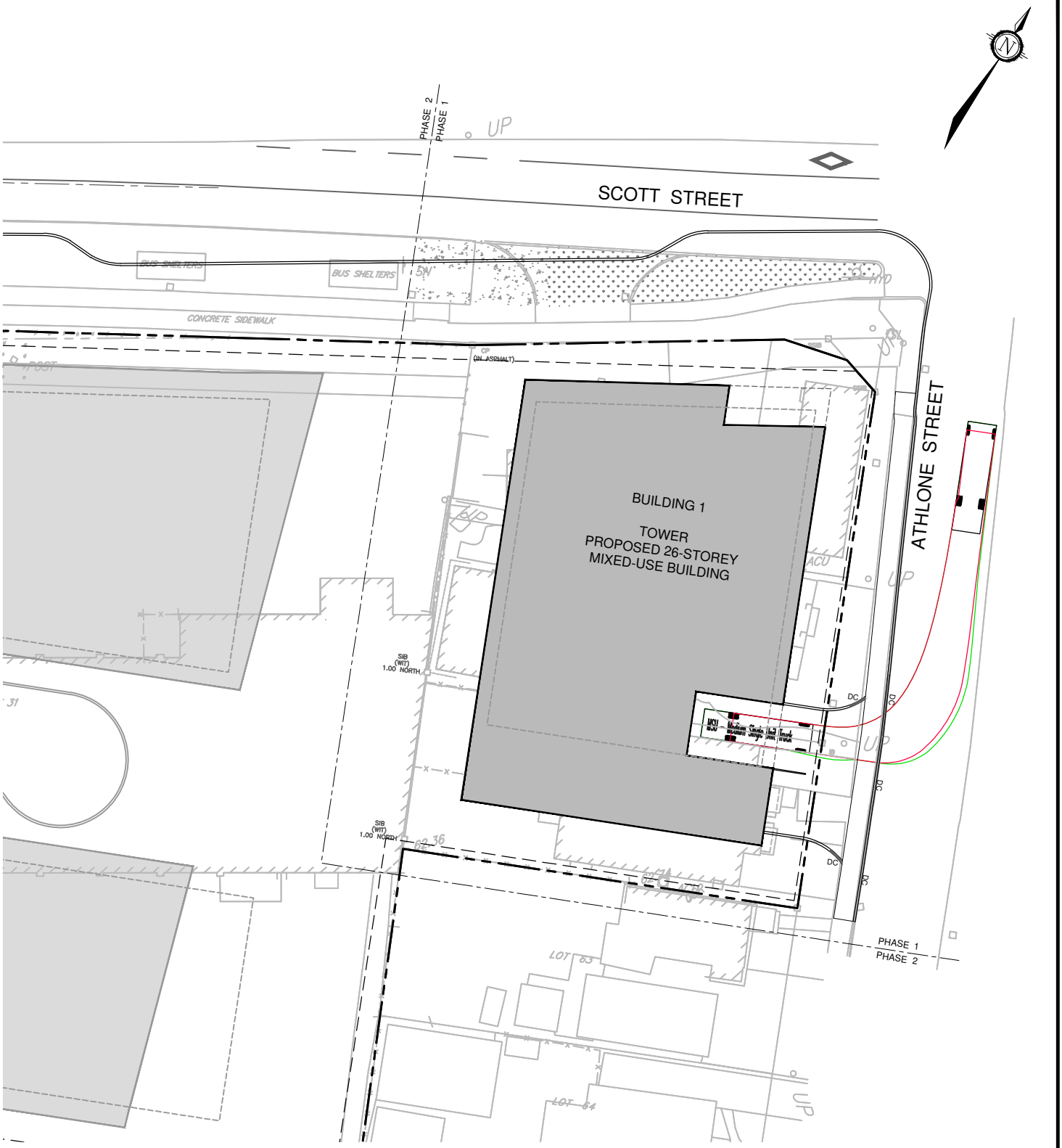

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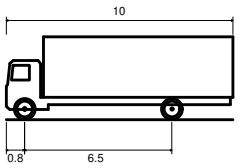

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2026 SCOTT STREET

TURNING MOVEMENT (MSU)

SCALE 1 : 500 (0, 5m, 10m, 20m)

DATE	JOB	FIGURE
JAN 2026	121302	TM-2

SHT8X11.DWG - 216mmx279mm

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