

April 1st, 2025

Mr. Mike Giampa
Project Manager, Transportation Approvals
City of Ottawa
Planning, Real Estate and Economic Development
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[Phone: (613) 580-2424/ E-Mail: mike.giampa@ottawa.ca]

Re: 2726-2732 Moodie Drive Proposed Warehousing Development
Addendum No. 1” Updated Site Plan and Impacts to TIA Report (Dated June 1, 2023)
(Castleglenn Project 7314)

This addendum document is intended to supplement the Transportation Impact Assessment (TIA) Final Report for the proposed 2726-2732 Moodie Drive warehousing development located in the southwest corner of the Moodie Drive and Fallowfield Road intersection.

In accordance with the City’s Transportation Impact Assessment (TIA) Guidelines, the following documents have previously been submitted to the City of Ottawa (Mr. Mike Giampa) for review:

- A Screening and Scoping Report dated December 22, 2022 representing Steps 1 and 2 of the TIA process. Feedback for this document was received on December 28, 2022;
- A combined Forecasting and Strategy report dated March 16, 2023 representing steps 3 and 4 of the TIA process. Feedback on this document was received on April 12, 2023;
- A TIA FINAL report incorporating feedback from all previous steps (1-4) was submitted on June 1, 2023. Comments received subsequent to submission (November 17, 2023) indicated that there were no further comments on the TIA report.

This addendum letter serves to address the changes to the site plan that have occurred since the Final TIA submission in June, 2023.

A. Site Plan Changes

The site plan addressed within the 2023 TIA document had envisioned three separate warehouse buildings totaling ~27,400 m² of Gross Floor Area (GFA). The primary heavy vehicle access was by way of a Moodie Drive access located approximately 150 meters south of the Moodie Drive / Fallowfield Road intersection. Additionally, an auxiliary right-in, right-out access that would be open exclusively to passenger cars and emergency vehicles was proposed on Fallowfield Road, approximately 250 meters west of the Moodie Drive / Fallowfield Road intersection.

Since the June 1, 2023 submission of the TIA study, the site plan has been refined as per attachment “A” (dated March 14, 2025). The new site plan calls for a total of 26,111 m² of Gross Floor Area (GFA) (including both ground floor and mezzanine areas) across 5 warehousing buildings, representing a 1,289 m² (4.7%) decrease in total gross floor area as compared to the plans addressed within the TIA document. The roadway access locations and access strategy remained unchanged.

B. Traffic Generation of the Updated Site Plan Concept

Table 1 provides a comparison between the passenger car and truck traffic generation characteristics associated with the updated site plan concept and the concept addressed within the TIA Study. The table indicates that the updated site plan was found to produce 4 less vehicle trips during both the morning and afternoon peak hour of travel demand compared to the previously envisioned (June 2023) site plan. Hence, in terms of traffic there is little to no difference in traffic forecasts.

Table 1: Vehicle Trip Generation per ITE Trip Generation (11th Ed.) Rates

Site Plan Version	Development Size	Land Use	ITE Land Use*	Size	Morning Peak Hour			Afternoon Peak Hour		
					Total	In	Out	Total	In	Out
Previous TIA Submission: June 1, 2023	27,400 m² (294,845 ft²)	Warehouse – Passenger Vehicle	150 – Warehousing	Fitted Curve¹	61	47	14	63	18	45
		Warehouse – Heavy Vehicle Trips		Average Rate (Peak Hour of Generator)	18	6	12	18	9	9
		Total			79	53	26	81	27	54
Updated Most Recent Site Plan: March 14, 2025	26,111 m² (281,057 ft²)	Warehouse – Passenger Vehicle	150 – Warehousing	Fitted Curve¹	57	44	13	60	17	43
		Warehouse – Heavy Vehicle Trips		Average Rate (Peak Hour of Generator)	18	6	12	17	9	8
		Total			75	50	25	77	26	51
Total difference in trips compared to previous site plan					-4	-3	-1	-4	-1	-3

* Source: ITE Trip Generation Handbook, 11th Edition

¹ Fitted Curve Rate was found to produce more tips than the average rate, therefore fitted curve rate was selected

C. Motor Vehicle Parking Supply

The parking supply referenced in Section 4.2.1 of TIA Study indicated a total of 130 motor vehicle stalls. Castleglenn's review of the gross floor area within the most recent site plan (March 14, 2025) indicates that the City of Ottawa would require **125 parking stalls** based on the following parking requirements:

- 0.8 per-100m² for the first 5,000 m² of gross floor area, **40** parking stalls are required, and
- 0.4 per-100m² for the remaining gross floor area (21,111 m²), indicating that an additional **85** parking stalls are required.

However, the site plan indicates that **289 parking stalls are provided**, which is well above the City's By-Law requirements. Additionally, the site provides 56 loading spaces for trucks offering a variety of stalls that can accommodate Heavy Single Unit (HSU) and tractor-trailer (WB-20) trucks), This greatly exceeds the City's by-law requirements of 3 loading spaces.

D. Site Circulation Analysis and Access Strategy

The access strategy remains unchanged from the previous TIA submission. The site provides for:

1. A primary all-movement truck and passenger car access off Moodie Drive.
2. A secondary right-in right-out access to Fallowfield Road which is envisioned to be restricted to passenger cars and emergency vehicles.

Site circulation has been re-evaluated to ensure that heavy vehicles can complete the turning movements entering, backing into a loading bay and leaving the site. Attachment "B" provides the updated turning movement analysis sheets which indicate that:

- a) Tractor Trailers (WB-20 trucks) can complete their turning movements entering and leaving the site using the Moodie Drive access.
- b) Firetrucks can access the site from the Fallowfield Road access (coming from the west) by making use of a mountable area along the access road's curb edge.

The net-effect of the building footprint changes results in a marginal decrease in the traffic volumes generated by the site. The access strategy to the development has remained unchanged since the last submission.

E. Conclusion

In conclusion, the findings and recommendations reached within the original TIA document dated June 1, 2023 remain valid for the updated site plan concept dated March 14, 2025.

Should you have any comments or concerns regarding this addendum submission, or the original study, please do not hesitate to contact the undersigned.

F. Sign-Off

Castleglenn trusts that this addendum document addresses the most recent changes to the proposed site plan of the 2726-2732 Moodie Drive warehousing development.

Your Truly,



Mr. Arthur Gordon B.A. P.Eng
Principal Engineer
Castleglenn Consultants Inc.



Mr. Andrey Kirillov B.Eng
Transportation Planner
Castleglenn Consultants Inc.



**Castleglenn
Consultants**

Engineers, Project Managers & Planners

Attachment "A"
Updated Site Plan [March 14, 2025]

2460 Lancaster Road, Suite 200, Ottawa, Ontario K1B 4S5

Telephone (613) 731-4052

Fax: (613) 731-0253

MUNICIPALITY:	City of Ottawa
PROJECT ADDRESS:	2728-2732 Moodie Drive
REGISTERED OWNER:	1000-96532 Ontario Inc. (Attn: Mr. T J Scha)
LOT AREA:	85,983 m ²
ZONING ANALYSIS	
ZONING BY-LAW:	2008-250
ZONE:	RQ(800) Rural Industrial and Logistics
PROPOSED USE:	Warehouse



SITE STATISTICS

LOT AREA	66,071.924 sqm	100 %
SOFT LANDSCAPING	16,877.409 sqm	25.54 %
ASPHALT	26,441.571 sqm	40.02 %
HARD LANDSCAPING	2,666.854 sqm	4.04 %
BLDG COVERAGE	20,086 sqm	30.40%

MINIMUM LOT WIDTH	30.0ft	104.34'
MINIMUM LOT AREA	4,000m ²	93,072 sq ft
MINIMUM FRONT YARD SETBACK	15.0m	39.0'
MINIMUM REAR YARD SETBACK	15.0m	26.9'
MINIMUM INTERIOR SIDE YARD SETBACK	8.0m	20.8'
MINIMUM CORNER SIDE YARD SETBACK	12.0m	19.8'
MAXIMUM PRINCIPAL BUILDING HEIGHT	15.0m	7.9'
MAXIMUMS OF COVERAGE	10%	30.4%

LEVEL		GROSS FLOOR AREA	
GROUND FLOOR MEZZANINE (3 FLOORS)	BUILDING A	WAREHOUSE	3,965.00 m ²
		WAREHOUSE	1,100.00 m ²
			5,165.00 m ²
GROUND FLOOR MEZZANINE (3 FLOORS)	BUILDING B	WAREHOUSE	4,647.00 m ²
		WAREHOUSE	1,264.13 m ²
			6,011.13 m ²
GROUND FLOOR MEZZANINE (3 FLOORS)	BUILDING C	WAREHOUSE	4,001.30 m ²
		WAREHOUSE	1,227.33 m ²
			5,228.63 m ²
GROUND FLOOR MEZZANINE (3 FLOORS)	BUILDING D	WAREHOUSE	3,600.00 m ²
		WAREHOUSE	1,157.00 m ²
			4,757.00 m ²
GROUND FLOOR MEZZANINE (3 FLOORS)	BUILDING E	WAREHOUSE	3,090.00 m ²
		WAREHOUSE	1,117.00 m ²
			4,207.00 m ²
GRAND TOTAL			26,112.00 m ²

AS PER TABLE 101:	
WAREHOUSE	0.8 SPACES / 100m ² GFA FOR THE FIRST 5,000m ² 0.4 SPACES / 100m ² GFA ABOVE THE FIRST 5,000m ²

0.8 X (26,111.8 - 5,000) = 21,111.8 100
= 85 SPACES
= 125 SPACES
= 8F TYPE A 3.4m X 5.5m
8F TYPE B 2.7m X 5.5m
STANDARD SPACES 2.6m X 5.5m
SMALL SPACES 2.6m X 5.2m
TOTAL PARKING

AS PER TABLE 11.5A:

13.5m FOR WAREHOUSES WITH GFA > 5,000 m²
= OVERSIZED LOADING SPACE 5.1m X 11.5m
OVERSIZED LOADING SPACE 5.1m X 13m
OVERSIZED LOADING SPACE 5.1m X 23m
TOTAL OVERSIZED
SMALL LOADING SPACES 3.3m X 9.0m
TOTAL LOADING SPACES

ARCHITECT:
ALEXANDER WILSON ARCHITECT INC.
28 GORE ST., UNIT 303
KINGSTON ON L., K7L 2L1
TEL: (513) 540-2744

REGISTERED OWNER:
SOHAIL GROUP
2808 GILFORD DR.
OTTAWA, ON. K2H 2L9

APPLICANT:
P H ROBINSON CONSULTING
100 PLOMENO DR.
KANAWHA, OY., 82M 2N2
TEL: (602) 689 8216
EMAIL: prhinson@robinsonconsulting.com

CIVIL ENGINEER:
KOLLAARD ASSOCIATES
215 PRESCOTT ST.
KEHFTVILLE, ON., K8S 1J9
TEL: (811) 866-0028

GEOTECHNICAL ENGINEER
KOLLAARD ASSOCIATES
218 PRESCOTT ST.
CHRYSTLE, ON. K0G 1J0

SURVEYOR:
FAIRHILL MOFFATT & WOODLAND OIL
800 TERRY FOX DR.
KANATA, ON., K2L 4K6
TEL: (613) 591-2580
EMAIL: dm@dgmw.com.ca

TRANSPORTATION:
CASTLE OLENN CONSULTING
2460 LANCASTER RD.
OTTAWA, ON., K1B 4S5
TEL. (883) 731-4010

ENVIRONMENTAL IMPACT:
MUNGOASTER ENVIRONMENTAL PLAN

LANDSCAPE ARCHITECT:
JAMES E. LENNOR & ASSOCIATES
1415 CARLING AVE.
OTTAWA, ON., K1A 1A1
TEL: 613-722-1188

LOT 20
CONCESSION 5 (RIDEAU FRONT)
GEOGRAPHIC TOWNSHIP OF NEPEAN
CITY OF OTTAWA
PIN 04594-0067

SURVEY PREPARED BY FAIRHALL MOFFATT & WOODLAND OLS
PLAN DATED JULY 4TH, 2022

TOTAL BUILDINGS AREA: 20,086 m²



SITE PLAN

1 : 600

DO NOT SCALE DRAWINGS

CHECK AND VERIFY ALL DIMENSIONS BEFORE
PROCEEDING WITH THE WORK.

DRAWINGS NOT TO BE USED FOR CONSTRUCTION
UNLESS STAMPED AND SIGNED BY THE
CONSULTANT.

THESE DRAWINGS HAVE BEEN DESIGNED IN
CONFORMANCE WITH THE ONTARIO BUILDING
CODE.

Revisions

Revision Number	Revision Date	Revision Description
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Alexander Wilson Architect Inc
Admiralty Place
103-20 Gore Street
Kingston Ontario, K7L 2L1
t: 613.545.3744 ext 213
f: 613.545.1411

Summary

Project

MOODIE FALLOWFIELD WAREHOUSE PROJECT

OTTAWA, ON

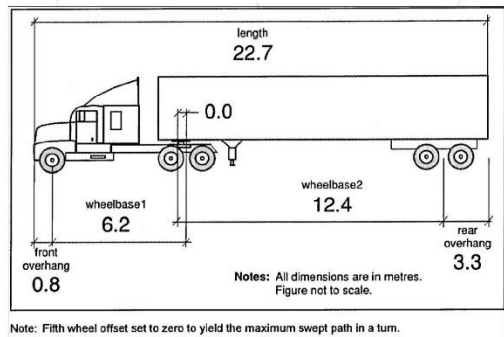
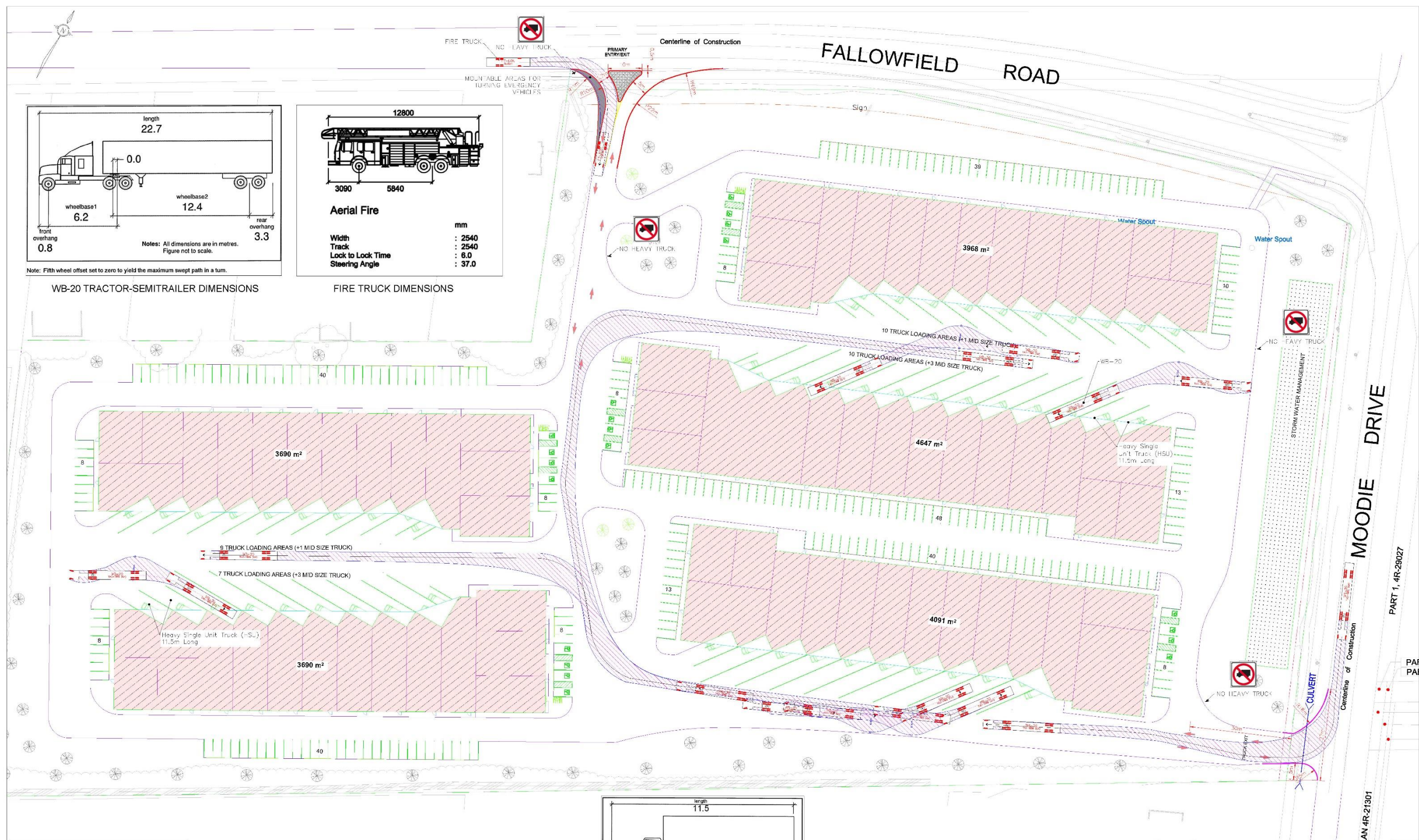
Drawing

CONCEPTUAL SITE PLAN

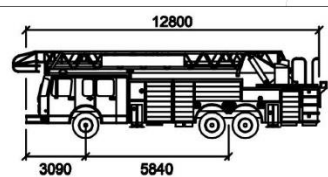
Drawn By	RS	Checked By	
Scale	1:500	Date	14-01-2020
Project No.	1469	Revision	Current version
Drawing No.	A000.		

Attachment “B”

Updated Turning Movement Analysis [Into, and Out-of, the Site]



WB-20 TRACTOR-SEMITRAILER DIMENSIONS

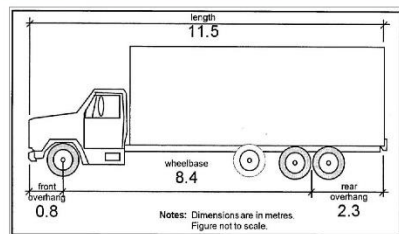


Aerial Fire

Width	: 2540
Track	: 2540
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

mm

FIRE TRUCK DIMENSIONS



HEAVY SINGLE-UNIT (HSU) TRUCK DIMENSIONS

CONSULTANT

Castleglenn Consultants
Engineers, Project Managers & Planners

DESIGNED BY A.P. CHECKED BY
CONSULTANTS JOB NO.

CONCEPT PLAN
FOR DISCUSSION ONLY

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SCALE

PLAN NUMBER

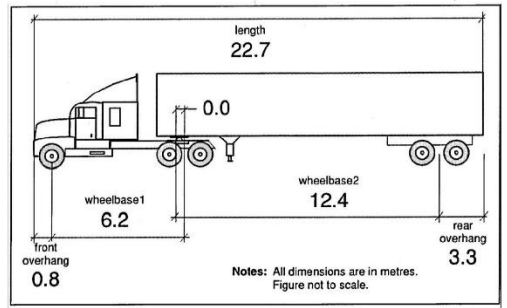
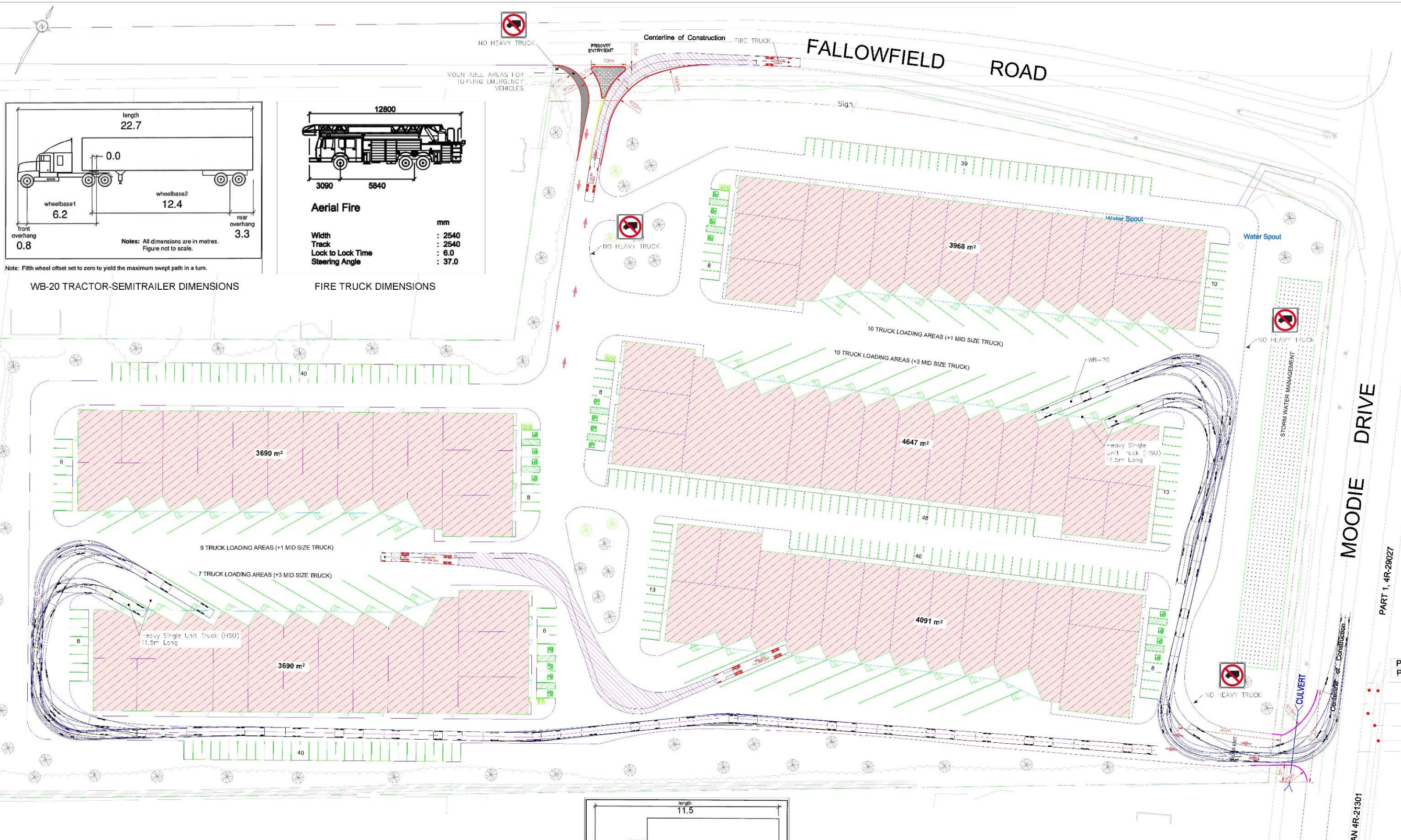
FALLOWFIELD AND
MOODIE DRIVE

STATUS DRAFT	DATE 11-03-2025	SHEET 01 OF 01
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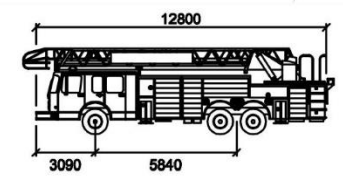
MOODIE DRIVE

PART 1, 4R-28027

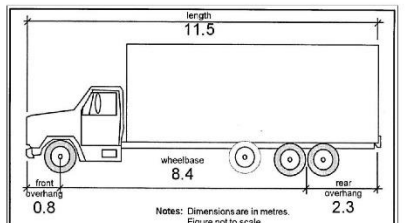
LAN 4R-21301



WB-20 TRACTOR-SEMITRAILER DIMENSIONS



Aerial Fire
Width : 2540
Track : 2540
Lock to Lock Time : 6.0
Steering Angle : 37.0



HEAVY SINGLE-UNIT (HSU) TRUCK DIMENSIONS

CONSULTANT

**Castleglenn Consultants**
Engineers, Project Managers & Planners

DESIGNED BY A.P. CHECKED BY

CONSULTANTS JOB NO.

CONCEPT PLAN
FOR DISCUSSION ONLY

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SCALE

PLAN NUMBER

FALLOWFIELD AND
MOODIE DRIVE

STATUS
DRAFT

DATE
11-03-2025

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01 OF 01

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JAN 4R-21301