

April 1<sup>st</sup>, 2025

**Mr. Mike Giampa**  
Project Manager, Transportation Approvals  
**City of Ottawa**  
**Planning, Real Estate and Economic Development**  
**110 Laurier Avenue**  
**Ottawa, Ontario K1P 1J1**  
[Phone: (613) 580-2424/ E-Mail: [mike.giampa@ottawa.ca](mailto: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 m<sup>2</sup> 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 m<sup>2</sup> of Gross Floor Area (GFA) (including both ground floor and mezzanine areas) across 5 warehousing buildings, representing a 1,289 m<sup>2</sup> (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 (11<sup>th</sup> 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
					61	47	14	63	18	45
Previous TIA Submission: June 1, 2023	27,400 m <sup>2</sup> (294,845 ft <sup>2</sup> )	Warehouse – Passenger Vehicle	150 – Warehousing	Fitted Curve <sup>1</sup>	18	6	12	18	9	9
		Warehouse – Heavy Vehicle Trips		Average Rate (Peak Hour of Generator)	79	53	26	81	27	54
		Total			57	44	13	60	17	43
Updated Most Recent Site Plan: March 14, 2025	26,111 m <sup>2</sup> (281,057 ft <sup>2</sup> )	Warehouse – Passenger Vehicle	150 – Warehousing	Fitted Curve <sup>1</sup>	18	6	12	17	9	8
		Warehouse – Heavy Vehicle Trips		Average Rate (Peak Hour of Generator)	75	50	25	77	26	51
		Total			4	-3	-1	-4	-1	-3
<b>Total difference in trips compared to previous site plan</b>										

\* Source: ITE Trip Generation Handbook, 11<sup>th</sup> Edition

<sup>1</sup> Fitted Curve Rate was found to produce more trips 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-100m<sup>2</sup> for the first 5,000 m<sup>2</sup> of gross floor area, **40** parking stalls are required, and
- 0.4 per-100m<sup>2</sup> for the remaining gross floor area (21,111 m<sup>2</sup>), 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.**

A handwritten signature in blue ink, appearing to read "Andrey".

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



**Castleglenn  
Consultants**

Engineers, Project Managers & Planners

**Attachment “A”  
Updated Site Plan [March 14, 2025]**

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

**Telephone (613) 731-4052**

**Fax: (613) 731-0253**

## PROJECT INFORMATION:

MUNICIPALITY: City of Ottawa  
 PROJECT ADDRESS: 2728-2732 Moodie Drive  
 REGISTERED OWNER: 1000 9832 Ontario Inc. (Ac: Mr. T. J. Sobe)  
 LOT AREA: 61,937 m<sup>2</sup>

ZONING ANALYSIS:  
 ZONING BY LAW: 2008 ZDO  
 ZONE: R(GMR) Rural Industrial and Logistics  
 PROPOSED USE: Warehouse

## PROPERTY LEGAL DESCRIPTION:

LOT 39  
 CONCESSION 5 RIDEAU FRONT  
 GEOGRAPHIC TOWNSHIP OF NEPEAN  
 CITY OF OTTAWA  
 PIN 9832-002  
 SURVEY PREPARED BY FAIRHALL MOFFATT & WOODLAND OLS  
 PLAN DATED JULY 4TH, 2012



KEY PLAN

TOTAL BUILDINGS AREA: 20,086 m<sup>2</sup>1 SITE PLAN  
1 : 600

## SITE STATISTICS

LOT AREA	66,071.924 sqm	100 %
SOFT LANDSCAPING	16,877.499 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 %

## ZONING INFORMATION:

REQUIRED	PROHIBITED
MINIMUM LOT WIDTH	35.0m
MINIMUM LOT AREA	4,000m <sup>2</sup>
MINIMUM SIDE YARD SETBACK	15.0m
MINIMUM REAR YARD SETBACK	15.0m
MINIMUM SIDE YARD RETRACE	15.0m
MINIMUM REAR YARD RETRACE	15.0m
MAXIMUM PRINCIPAL BUILDING HEIGHT	15.0m
MAXIMUM LOT COVERAGE	60%
	30,40%

## PARKING CALCULATION

AS PER TABLE 101:	
WAREHOUSE	0.8 SPACES / 100m <sup>2</sup> GFA FOR THE FIRST 5,000m <sup>2</sup>
	0.4 SPACES / 100m <sup>2</sup> GFA ABOVE THE FIRST 5,000m <sup>2</sup>
	~ 40 SPACES
	~ 0.4 X (66,111.8 - 5,000) = 21,111.8 100
	~ 85 SPACES

## BUILDING AREAS

LEVEL	BUILDING A	GROSS FLOOR AREA
GROUND FLOOR	WAREHOUSE	3,930.00m <sup>2</sup>
MEZZANINE (FUTURE)	WAREHOUSE	1,130.00m <sup>2</sup>
		5,060.00m <sup>2</sup>
LEVEL	BUILDING B	GROSS FLOOR AREA
GROUND FLOOR	WAREHOUSE	4,647.00m <sup>2</sup>
MEZZANINE (FUTURE)	WAREHOUSE	1,130.00m <sup>2</sup>
		5,777.00m <sup>2</sup>
LEVEL	BUILDING C	GROSS FLOOR AREA
GROUND FLOOR	WAREHOUSE	4,000.00m <sup>2</sup>
MEZZANINE (FUTURE)	WAREHOUSE	1,227.39m <sup>2</sup>
		5,227.39m <sup>2</sup>
LEVEL	BUILDING D	GROSS FLOOR AREA
GROUND FLOOR	WAREHOUSE	3,690.00m <sup>2</sup>
MEZZANINE (FUTURE)	WAREHOUSE	1,137.00m <sup>2</sup>
		4,827.00m <sup>2</sup>
LEVEL	BUILDING E	GROSS FLOOR AREA
GROUND FLOOR	WAREHOUSE	3,690.00m <sup>2</sup>
MEZZANINE (FUTURE)	WAREHOUSE	1,137.00m <sup>2</sup>
		4,827.00m <sup>2</sup>
	GRAND TOTAL	20,086.00m <sup>2</sup>

## LOADING SPACES:

AS PER TABLE 113(A):	
WAREHOUSE	3 LOADING SPACES REQUIRED FOR GFA > 25,000m <sup>2</sup>
	AS PER TABLE 113(C):
	ALL REQUIRED LOADING SPACES TO BE OVERSIZED VEHICLE LOADING SPACES 4.3m x 13.0m FOR WAREHOUSES WITH GFA > 5,000m <sup>2</sup>
	~ OVERSIZED LOADING SPACES 5.1m x 11.1m
	TOTAL PROVIDED
	OVERSIZED LOADING SPACES 5.1m x 13.0m
	OVERSIZED LOADING SPACES 5.1m x 23.0m
	TOTAL OVERSIZED
	OVERSIZED LOADING SPACES 3.3m x 9.0m
	TOTAL PROVIDED
	OVERSIZED LOADING SPACES 3.3m x 9.0m
	TOTAL PROVIDED
	59

ARCHITECT: ALEXANDER WILSON ARCHITECT INC.  
 103-20 GENE STREET  
 KINGSTON, ON, K7L 2L1  
 TEL: (613) 545-3744

REGISTERED OWNER: RONA GROUP  
 203 609 GENEVA  
 OTTAWA, ON, K2B 2B8  
 TEL: (613) 545-9216  
 EMAIL: ottawa@ronaconsulting.com

APPLICANT: P.H. ROBINSON CONSULTING  
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 TEL: (613) 545-9216  
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GEOTECHNICAL ENGINEER: RONALD MOFFATT & WOODLAND OLS  
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ENVIRONMENTAL IMPACT: MUNICIPAL ENVIRONMENTAL PLANNING  
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LANDSCAPE ARCHITECT: JAMES & LENORE & ASSOCIATES  
 103-20 GENEVA  
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PERMIT:

REVISIONS:

Revision Number Revision Date Revision Description

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

A Alexander Wilson Architect Inc.  
 103-20 GENE STREET  
 KINGSTON, ONTARIO, K7L 2L1  
 T: 613.545.3744 ext 219  
 F: 613.545.1411

Stamp

Project: MOODIE FALLOWFIELD WAREHOUSE PROJECT

OTTAWA, ON

Drawing:

CONCEPTUAL SITE PLAN

Drawn By: PS Checked By:  
 Scale: 1:600 Date: 14-03-2012  
 Project No: 04594-0058 Rev: 0 Current version:  
 Drawing No: A000.

**Attachment “B”**

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

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