

15 August 2017

OUR REF: 476207 - 01000

Canoe Bay Retirement Community
 51 Cortleigh Drive
 Ottawa, ON K2J 3Z8

Attention: Stephanie Morris, Fotenn

Dear Stephanie:

**Re: 3071 Riverside Drive – Canoe Bay Development
 Transportation Impact Study – Addendum #1**

This Addendum to the original Community Transportation Study/Transportation Impact Study (CTS/TIS) has been prepared to identify the transportation-related changes to the Site Plan and address any impacts these changes will have on the overall results of the original study. The revised Site Plan is attached and includes the following transportation-related changes:

- Removal of the right-in/right-out driveway connection to Riverside Drive which provides direct access to underground parking garage;
- Slight decrease in residential units from 627 to 617 units;
- Slight increase in parking from 434 to 460 spaces;
- Relocation of the day-care facility from Springland Drive to ground floor of the northwest building; and
- Increase parking lot size on Springland Drive from 11 spaces to 25 spaces (staff parking).

With regard to the change in residential units, this will have a negligible impact on the trip generation analysis from the original report. The revised vehicle parking supply for the entire site meets the City’s By-Law requirements. It is noteworthy, however, that for Building Type ‘B’ (apartments) and ‘C’ (mixed-use), the parking is slightly undersupplied and for Building Type ‘D’ and ‘E’ (retirement home) the proposed provided parking is over the minimum requirement by approximately 90 spaces. This is outlined on the revised Site Plan.

With regard to the relocation of the daycare and the increase in vehicle parking supply along Springland Drive, the resulting vehicle trip distribution will be similar to the original TIS/CTS. As shown, approximately 20 two-way veh/h are projected to travel along Springland Drive to/from the proposed parking lot, which equates to less than 1 vehicle every three minutes along this local road.

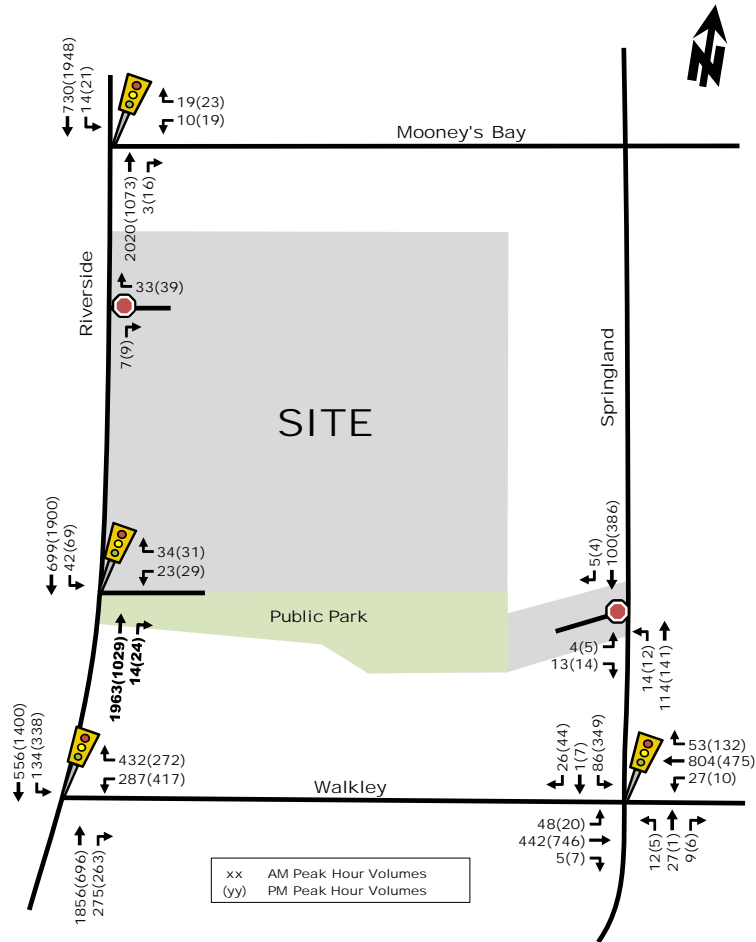
The removal of the right-in/right-out vehicle access to the underground parking lot will increase vehicle traffic at the proposed signalized access and the right-in/right-out driveway connection to Riverside Drive at the north end of the site. In addition, it will likely reduce the number of U-turns at the proposed signalized access (Riverside/Site). The revised trip distribution is illustrated in Figure 1. Based on this redistribution of vehicle traffic, the resulting signalized access to the site is projected to operate acceptably, as shown in Table 1.

Table 1: Revised Projected 2024 Intersection Operation

Intersection	Weekday AM Peak (PM Peak)					
	Critical Movement			Intersection ‘as a whole’		
	LoS	max. v/c or avg. delay (s)	Movement	Delay (s)	LoS	v/c
Riverside/Site (Signal)	C(B)	0.73(0.70)	NBT(SBT)	4.7(5.8)	C(B)	0.71(0.69)

Note: Analysis of signalized intersections assumes a PHF of 0.95 and a saturation flow rate of 1800 veh/h/lane.

Figure 1: Total Projected 2024 Traffic Volumes



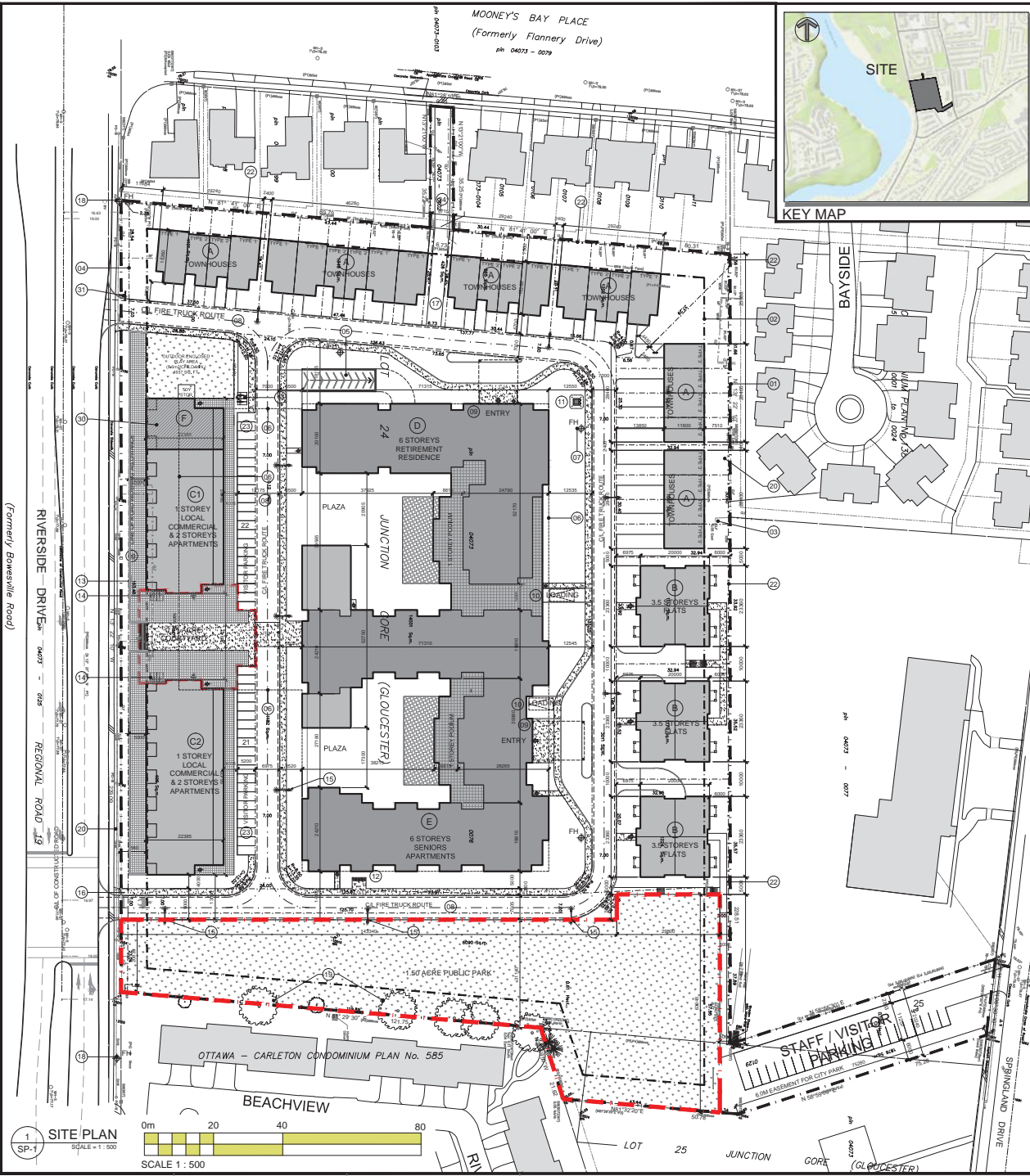
Based on the foregoing, the changes to the revised Site Plan result in negligible changes to the overall traffic impact of the development. As such, the conclusions and recommendations from the original report remain valid and the proposed 3071 Riverside Drive Canoe Bay development continues to be recommended from a transportation perspective.

Sincerely,

André Sponder, B.A.Sc.
Transportation Analyst

Christopher Gordon, P.Eng.
Senior Project Manager





PROJECT INFORMATION

ZONING	By-Law 2009-20	11A
SITE AREA	10,854 sq.m	43,157 sq. ft.
BUILDING HEIGHT - ABUTTING R1 R2 R3	11.0 m	36.1 ft.
BUILDING HEIGHT	10.0 m	32.8 ft.
FRONT YARD SETBACK	1.5 m	4.9 ft.
REAR YARD SETBACK	7.5 m	24.6 ft.
INTERIOR SIDE YARD SETBACK	7.5 m	24.6 ft.
MAXIMUM LOT COVERAGE (%)	30%	

BUILDING STATISTICS

PAVED SURFACE	7,380.0 sq. m	17.1%
LANDSCAPE FOOTPRINT	13,040.0 sq. m	30.2%
LANDSCAPE OPEN SPACE	16,860.0 sq. m	38.8%
LANDSCAPE PARK	6,060.0 sq. m	14.1%
TOTAL	43,157.0 sq. m	100.0%

BUILDING HEIGHT PER BUILDING TYPE

BUILDING TYPE A-1 (TOWNHOUSE)	6.0 m
BUILDING TYPE A-2 (TOWNHOUSE)	6.0 m
BUILDING TYPE B (APARTMENT BLDG)	12.5 m
BUILDING TYPE C (APARTMENT BLDG)	12.1 m
BUILDING TYPE D & E (RETIREMENT HOME)	20.0 m

BUILDING AREA PER BUILDING TYPE

BUILDING TYPE A-1 (TOWNHOUSE)	3,048.0 sq. m
BUILDING TYPE A-2 (TOWNHOUSE)	3,048.0 sq. m
BUILDING TYPE B (APARTMENT BLDG)	3,274.0 sq. m
BUILDING TYPE C (APARTMENT BLDG)	4,510.0 sq. m
BUILDING TYPE D & E (RETIREMENT HOME)	27,470.0 sq. m
BUILDING TYPE F (DAYCARE)	30,260.0 sq. m
TOTAL	39,868.0 sq. m

UNIT STATISTICS - PER BUILDING TYPE

BUILDING TYPE A (TOWNHOUSE)	28
BUILDING TYPE B (APARTMENT BLDG)	36
BUILDING TYPE C (APARTMENT BLDG)	40
BUILDING TYPE D & E (RETIREMENT HOME)	515
TOTAL	617

CAR PARKING PER BUILDING

BUILDING TYPE A (TOWNHOUSE)	28
BUILDING TYPE B (APARTMENT BLDG)	36
BUILDING TYPE C (APARTMENT BLDG)	44
BUILDING TYPE D (US COMMERCIAL)	40
BUILDING TYPE E (DAYCARE)	10
SHARED COMMUNAL SURFACE PARKING	58
TOTAL	206

BUILDING TYPE A (TOWNHOUSE)

TYPE Y (WITH GARAGE)	10
TYPE Z (WITH GARAGE)	8
TYPE 3 (WITH GARAGE)	4
TYPE 4 (WITH GARAGE)	4
TOTAL	26

BUILDING TYPE B (APARTMENT BLDG)

GROUND FLOOR - PARKING LEVEL	0.0 sq. m
2ND FLOOR	388.0 sq. m
3RD FLOOR	418.0 sq. m
4TH FLOOR	388.0 sq. m
5TH FLOOR	418.0 sq. m
TOTAL AREA (PER BLDG)	1,582.0 sq. m
TOTAL	12,588.0 sq. m

UNIT STATISTICS

2 BEDROOM UNIT	36
TOTAL (B BUILDINGS)	36

CAR PARKING

REQUIRED	-1.2 PER UNIT (26 UNITS)	43
PROVIDED	-0.2 PER UNIT	7
TOTAL		50

BICYCLE PARKING

REQUIRED	-1.0 PER UNIT (26 UNITS)	26
PROVIDED	-0.2 PER UNIT	7
TOTAL		33

BUILDING TYPE C (MIXED USE)

P1 LEVEL - PARKING LEVEL	0.0 sq. m
GROUND FLOOR	880.0 sq. m
2ND FLOOR	820.0 sq. m
3RD FLOOR	820.0 sq. m
TOTAL AREA	2,520.0 sq. m

BUILDING TYPE C2 (MIXED USE)

P1 LEVEL - PARKING LEVEL	0.0 sq. m
GROUND FLOOR	1,000.0 sq. m
2ND FLOOR	1,175.0 sq. m
3RD FLOOR	860.0 sq. m
4TH FLOOR	875.0 sq. m
TOTAL AREA	3,710.0 sq. m

UNIT STATISTICS

1 BEDROOM UNIT	14
2 BEDROOM UNIT	28
TOTAL (C BUILDINGS)	42

CAR PARKING

REQUIRED	-1.0 PER UNIT (42 UNITS)	42
PROVIDED	-0.2 PER UNIT	8
TOTAL		50

BICYCLE PARKING

REQUIRED	-0.5 PER UNIT (42 UNITS)	21
PROVIDED	-1.0 PER UNIT (26 UNITS)	26
TOTAL		47

BUILDING TYPE D (DAYCARE)

GROUND FLOOR	200.0 sq. m
2ND FLOOR	310.0 sq. m
3RD FLOOR	190.0 sq. m
4TH FLOOR	165.0 sq. m
TOTAL	865.0 sq. m

UNIT STATISTICS

ROOMING UNIT	240
DWELLING UNIT - 1 BEDROOM	200
DWELLING UNIT - 2 BEDROOM	200
TOTAL	640

CAR PARKING

REQUIRED	-0.25 PER UNIT	130
PERSONAL SERVICE	-0.1 PER 100V OF GFA	30
TOTAL		160

BICYCLE PARKING

REQUIRED	-0.25 PER UNIT	160
PROVIDED	-0.25 PER UNIT	130
TOTAL		290

BUILDING TYPE E (SENIORS HOME)

GROUND FLOOR	1,780.0 sq. m
2ND FLOOR	1,780.0 sq. m
3RD FLOOR	1,780.0 sq. m
4TH FLOOR	1,780.0 sq. m
TOTAL AREA	7,120.0 sq. m

UNIT STATISTICS

DWELLING UNIT - 1 BEDROOM	200
DWELLING UNIT - 2 BEDROOM	200
TOTAL	400

CAR PARKING

REQUIRED	-0.25 PER UNIT	100
PERSONAL SERVICE	-0.1 PER 100V OF GFA	20
TOTAL		120

BICYCLE PARKING

REQUIRED	-0.25 PER UNIT	100
PROVIDED	-0.25 PER UNIT	80
TOTAL		180

BUILDING TYPE F (DAYCARE)

GROUND FLOOR	200.0 sq. m
2ND FLOOR	310.0 sq. m
3RD FLOOR	190.0 sq. m
4TH FLOOR	165.0 sq. m
TOTAL	865.0 sq. m

CAR PARKING

REQUIRED	-2.0 PER 100V OF GFA	10
PROVIDED	-2.0 PER 100V OF GFA	10
TOTAL		20

BICYCLE PARKING

REQUIRED	-1.0 PER 100V OF GFA	5
PROVIDED	-1.0 PER 100V OF GFA	5
TOTAL		10

DRAWING NOTES:

- PROPERTY LINE
- BUILDING SETBACK LINE
- PROPOSED SUB-DIVISION PROPERTY LINE
- PROPOSED ROAD WIDENING
- VEHICLE ENTRANCE RAMP TO USG PARKING GARAGE, HEATED WITH TRENCH DRAIN AT BOTTOM
- OUTLINE OF UNDERGROUND PARKING
- THE HYDRANT - PROPOSED
- 4.0 METRE WIDE FIRE ACCESS ROUTE
- SMARTE CONNECTION
- 3.5m x 7.0m LOADING SPACE
- PRELIMINARY LOCATION OF HYDRO TRANSFORMER
- COMMUNITY MAIL BOX WITH CONCRETE PAD
- RETAINING WALL - EDGE OF EXPOSED PARKING LEVEL
- POSSIBLE FENCE LINE, SEE LANDSCAPE PLAN FOR TYPE
- LIGHT STANDARD
- NEW SIGNALIZED INTERSECTION
- PEDESTRIAN PATHWAY
- FIRE HYDRANT - EXISTING
- EXISTING TREE TO REMAIN, SEE LANDSCAPE PLAN
- REMOVE EXISTING TREE, SEE LANDSCAPE PLAN
- 6.0 METRE FURNISHING GRASS FOR USG PARKING GARAGE
- 200mm HT WOOD FENESTRATION FENCE AS DETAILED BY LANDSCAPE ARCHITECT
- 2.0M x 5.0M STANDARD PARKING SPACE
- EXISTING WALKWAY TO MOONEY'S BAY PLACE
- SOFT LANDSCAPING, SEE LANDSCAPE PLAN
- CONCRETE CANOPY WITH SUPPORT COLUMNS
- OUTLINE OF UPPER FLOORS
- PRIVATE BALCONIES ABOVE
- REMOVE EXISTING CHAIN LINK FENCE AS REQUIRED
- HATCH INDICATES EXTENT OF L1 DAYCARE
- NEW INTERSECTION AT STOP SIGN

NOTATION SYMBOLS:

- INDICATES DRAWING NOTES LISTED ON EACH SHEET
- INDICATES WINDOW TYPE, REFER TO TYPICAL ASSEMBLY SCHEDULE
- INDICATES WINDOW TYPE, REFER TO WINDOW ELEVATIONS AND DETAILS ON A80 SERIES
- INDICATES DOOR TYPE, REFER TO DOOR SCHEDULES AND DETAILS ON A80 SERIES
- INDICATES NUMBER
- DETAIL REFERENCE PAGE
- DETAIL CROSS REFERENCE PAGE

GENERAL NOTES:

- REFER TO TYPICAL ASSEMBLY SHEET FOR WALL, PARTIAL ROOF, CEILING & FLOOR TYPES
- FOR DOOR TYPES AND HARDWARE REQUIREMENTS REFER TO DOOR SCHEDULES ON A80 SERIES
- ALL INTERIOR DIMENSIONS ARE TAKEN FROM THE FACE OF THE OPENING
- ALL EXTERIOR DIMENSIONS ARE TAKEN FROM THE FACE OF THE WALLS
- ALL EXTERIOR WALLS ARE TO BE TYPE PY UNLESS NOTED OTHERWISE
- ALL INTERIOR PARTITIONS ARE TO BE TYPE PY UNLESS NOTED OTHERWISE

SITE PLAN SYMBOLS:

- PUBLIC PARK
- DRIVING SURFACE
- BIKEWAY/PAVING SURFACE
- RETAINING (FRANTER) CONCRETE WALL, LANDSCAPE AND IEA
- PROPOSED LINE
- EXISTING SETBACK LINE
- PROPOSED SUB-DIVISION PROPERTY LINE
- BIKE RACK
- ENTRANCE / EXIT DOOR
- FIRE HYDRANT
- SMARTE CONNECTION
- VEHICLE DIRECTION
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO REMAIN
- STREET LIGHT

LEGAL DESCRIPTION

PART OF LOTS 24 AND 25 CONCESSION JUNCTION GORE
 OCCUPYING TOWNSHIP OF GLOUCESTER
 CITY OF OTTAWA
 Presented by Anna O'Sullivan, Volunteek Ltd.

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CANOE BAY DEVELOPMENT INC.
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CLIENT
3071 RIVERSIDE DRIVE
 OTTAWA ONTARIO

OVERALL SITE PLAN

SCALE: 1:500
 DRAWN: JG
 CHECKED: RLL
 SCALE: 1:100
 SHEET NO: 1637
 SHEET NO: SP-1