

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.

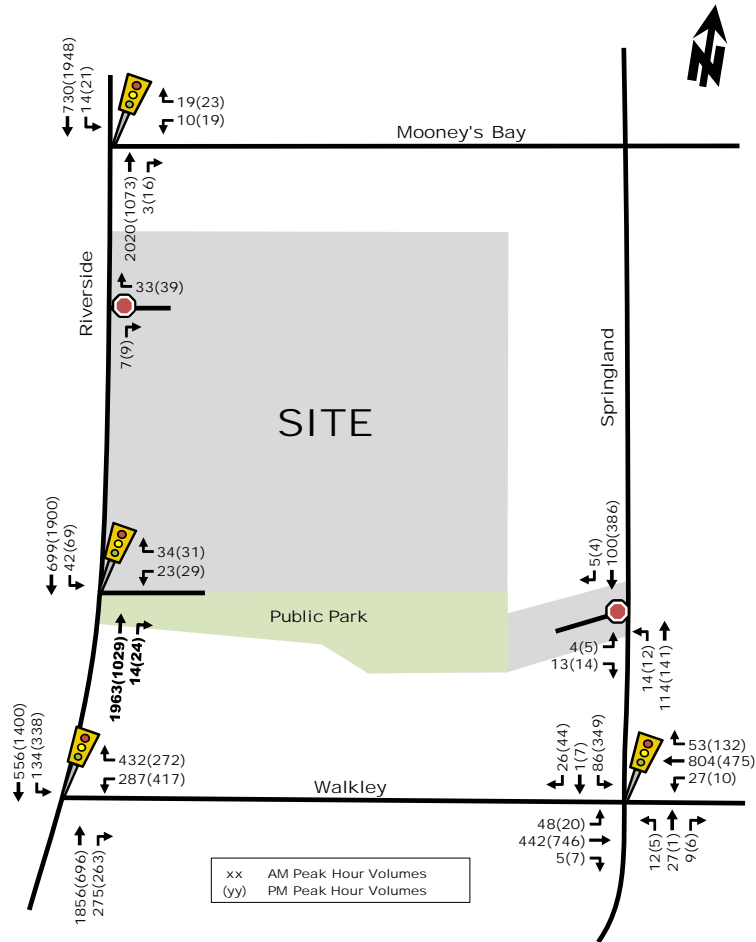
The removal of the right-in/right-out vehicle access to the underground parking lot will increase vehicle traffic at the proposed signalized access and the right-in/right-out driveway connection to Riverside Drive at the north end of the site. In addition, it will likely reduce the number of U-turns 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



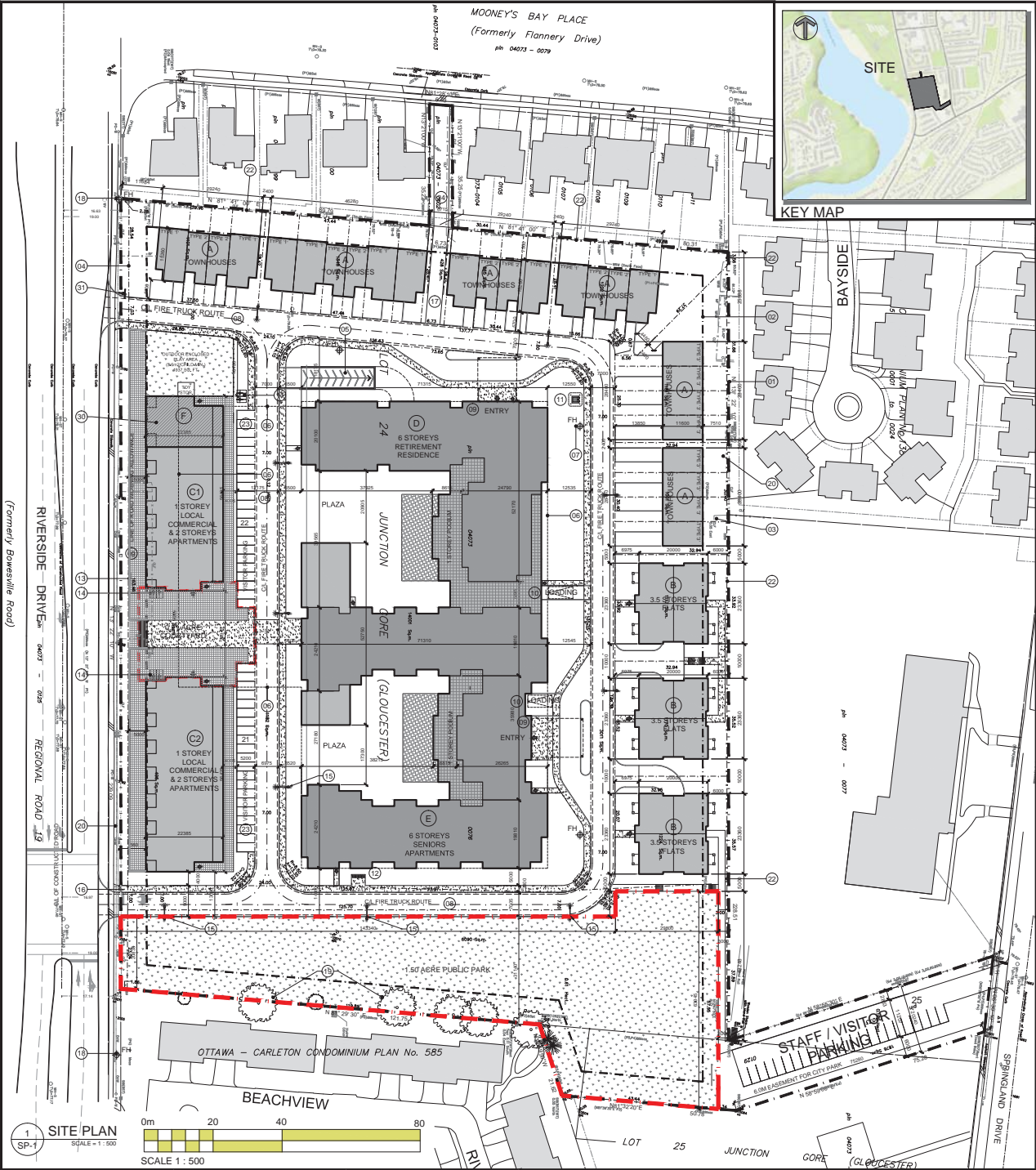
Based on the foregoing, the changes to the revised Site Plan result in negligible changes to the overall traffic impact of the development. As such, the conclusions and recommendations from the original report remain valid and the proposed 3071 Riverside Drive Canoe Bay development continues to be recommended 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. 43,127 sq.ft. |
| BUILDING HEIGHT - ABUTTING R1 R2 R3 | 11.0 m |
| BUILDING HEIGHT | 10.0 m |
| FRONT YARD SETBACK | 1.5 m |
| REAR YARD SETBACK | 7.5 m |
| INTERIOR SIDE YARD SETBACK | 7.5 m |
| MAXIMUM LOT COVERAGE (%) | 30% |
| BUILDING STATISTICS | |
| LOT COVERAGE | |
| PAVED SURFACE | 7,380.0 sq.m. 17.1% |
| LANDSCAPE FOOTPRINT | 13,040.0 sq.m. 30.2% |
| LANDSCAPE OPEN SPACE | 3,460.0 sq.m. 38.8% |
| LANDSCAPE PARK | 6,060.0 sq.m. 14.1% |
| TOTAL | 43,127.0 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) | 3,088.0 sq.m. |
| BUILDING TYPE A-2 (TOWNHOUSE) | 3,088.0 sq.m. |
| BUILDING TYPE B (APARTMENT BLDG) | 32,764.0 sq.m. |
| BUILDING TYPE C (APARTMENT BLDG) | 6,510.0 sq.m. |
| BUILDING TYPE D & E (RETIREMENT HOME) | 37,404.0 sq.m. |
| BUILDING TYPE F (DAYCARE) | 20,540.0 sq.m. |
| SHARED COMMUNAL SURFACE PARKING | 4,950.0 sq.m. |
| TOTAL | 39,884.0 sq.m. |
| UNIT STATISTICS - PER BUILDING TYPE | |
| BUILDING TYPE A (TOWNHOUSE) | 26 |
| 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) | 26 |
| BUILDING TYPE B (APARTMENT BLDG) | 36 |
| BUILDING TYPE C (APARTMENT BLDG) | 40 |
| BUILDING TYPE D & E (RETIREMENT HOME) | 42 |
| BUILDING TYPE F (DAYCARE) | 10 |
| SHARED COMMUNAL SURFACE PARKING | 58 |
| TOTAL | 212 |
| BUILDING TYPE A (TOWNHOUSE) | |
| UNIT COUNT | TOTAL UNIT AREA |
| TYPE 1 (WITH GARAGE) | 10 10,541 sq.m. |
| TYPE 2 (WITH GARAGE) | 8 1,104.0 sq.m. |
| TYPE 3 (WITH GARAGE) | 4 4,708.0 sq.m. |
| TYPE 4 (WITH GARAGE) | 4 4,708.0 sq.m. |
| TOTAL | 26 3,486.0 sq.m. |
| CAR PARKING | |
| REQUIRED / PROVIDED | |
| RESIDENCE | -1.0 PER UNIT (26 UNITS) |
| NEIGHBOR | -0.2 PER UNIT |
| TOTAL | 26 |
| PROVIDED | 26 |
| BUILDING TYPE B (APARTMENT BLDG) | |
| GROUND FLOOR - PARKING LEVEL | 0.0 sq.m. |
| 2ND FLOOR | 388.0 sq.m. |
| 3RD FLOOR | 4,196.0 sq.m. |
| 4TH FLOOR | 388.0 sq.m. |
| 5TH FLOOR | 4,196.0 sq.m. |
| TOTAL AREA (PER BLDG) | 1,188.0 sq.m. |
| TOTAL | 12,588.0 sq.m. |
| UNIT STATISTICS | |
| 2 BEDROOM UNIT | 36 |
| TOTAL (2 BUILDINGS) | 36 |
| CAR PARKING | |
| REQUIRED | |
| RESIDENCE | -1.2 PER UNIT (36 UNITS) |
| NEIGHBOR | -0.2 PER UNIT |
| TOTAL | 36 |
| PROVIDED | 36 |
| RESIDENCE | -1.0 PER UNIT (36 UNITS) |
| NEIGHBOR | -0.2 PER UNIT |
| TOTAL | 42 |
| BICYCLE PARKING | |
| REQUIRED | -0.5 PER UNIT (36 UNITS) |
| PROVIDED | 18 |

| BUILDING TYPE 'C1' (MIXED USE) | |
|--|--------------------------|
| P1 LEVEL - PARKING LEVEL | 0.0 sq.m. |
| GROUND FLOOR | 880.0 sq.m. |
| 2ND FLOOR | 820.0 sq.m. |
| 3RD FLOOR | 6,500.0 sq.m. |
| TOTAL AREA | 8,200.0 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 | 8,960.0 sq.m. |
| 4TH FLOOR | 475.0 sq.m. |
| TOTAL AREA | 12,610.0 sq.m. |
| UNIT STATISTICS | |
| 1 BEDROOM UNIT | 14 |
| 2 BEDROOM UNIT | 26 |
| TOTAL (2 BUILDINGS) | 40 |
| NEW SIGNALIZED INTERSECTION | |
| COMMERCIAL RETAIL (2 BUILDINGS) | 1,985.0 sq.m. |
| FIRE HYDRANT - EXISTING | 21,365.0 sq.m. |
| CAR PARKING | |
| REQUIRED | |
| RESIDENCE | -1.0 PER UNIT (40 UNITS) |
| NEIGHBOR | -0.2 PER UNIT |
| COMMERCIAL | -0.4 PER UNIT |
| TOTAL | 111 |
| PROVIDED | 111 |
| BICYCLE PARKING | |
| REQUIRED | |
| RESIDENCE | -0.5 PER UNIT (40 UNITS) |
| COMMERCIAL | -0.7 PER UNIT |
| TOTAL | 33 |
| UNIT STATISTICS - PER BUILDING TYPE | |
| BUILDING TYPE A (TOWNHOUSE) | 26 |
| 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) | 26 |
| BUILDING TYPE B (APARTMENT BLDG) | 36 |
| BUILDING TYPE C (APARTMENT BLDG) | 40 |
| BUILDING TYPE D & E (RETIREMENT HOME) | 42 |
| BUILDING TYPE F (DAYCARE) | 10 |
| SHARED COMMUNAL SURFACE PARKING | 58 |
| TOTAL | 212 |
| BUILDING TYPE D (RETIREMENT HOME) | |
| P1 LEVEL - PARKING LEVEL | 0.0 sq.m. |
| GROUND FLOOR | 1,782.0 sq.m. |
| BLDG 'D' - 2ND FLOOR | 18,788.0 sq.m. |
| BLDG 'D' - 3RD FLOOR | 1,878.0 sq.m. |
| BLDG 'E' - 2ND FLOOR | 2,811.0 sq.m. |
| BLDG 'E' - 3RD FLOOR | 1,243.0 sq.m. |
| TOTAL AREA | 28,592.0 sq.m. |
| TOTAL | 24,444.0 sq.m. |
| UNIT STATISTICS | |
| ROOMING UNIT | 245 |
| DWELLING UNIT - 1 BEDROOM | 200 |
| DWELLING UNIT - 2 BEDROOM | 210 |
| TOTAL | 515 |
| CAR PARKING | |
| REQUIRED | |
| RESIDENCE | -0.25 PER UNIT |
| PERSONAL SERVICE | -0.1 PER 100sq OF GFA |
| TOTAL | 130 |
| PROVIDED | 130 |
| BICYCLE PARKING | |
| REQUIRED | |
| RESIDENCE | -0.25 PER UNIT |
| PERSONAL SERVICE | -0.1 PER 100sq OF GFA |
| TOTAL | 20 |
| PROVIDED | 20 |
| BUILDING TYPE E (SENIORS HOME) | |
| P1 LEVEL - PARKING LEVEL | 0.0 sq.m. |
| GROUND FLOOR | 293.0 sq.m. |
| 2ND FLOOR | 3,150.0 sq.m. |
| 3RD FLOOR | 190.0 sq.m. |
| 4TH FLOOR | 1,675.0 sq.m. |
| TOTAL | 4,418.0 sq.m. |
| CAR PARKING | |
| REQUIRED | |
| RESIDENCE | -2.0 PER 100sq OF GFA |
| PERSONAL SERVICE | -0.2 PER 100sq OF GFA |
| TOTAL | 10 |
| PROVIDED | 10 |

DRAWING NOTES:

PROPERTY LINE
 BUILDING SETBACK LINE
 PROPOSED SUB-DIVISION PROPERTY LINE
 PROPOSED ROAD FRONTING
 VEHICLE ENTRANCE RAMP TO UIC/PARKING GARAGE, HEATED WITH TRENCH DRAIN AT BOTTOM
 OUTLINE OF UNDERGROUND PARKING
 THE HYDRANT - PROPOSED
 4.0 METRE WIDE FIRE ACCESS ROUTE
 SANSSEE 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
 VEHICLE RACKS - 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
 6M RETAINING WALL FOR UIC/PARKING GARAGE
 200mm HT WOOD FENESTRATION AS DETAILED BY ARCHITECT
 2.0M x 5.0M STANDARD PARKING SPACE
 EXISTING WALKWAY TO MOONEY'S BAY PLACE
 SOFT LANDSCAPING, SEE LANDSCAPE PLAN
 OVERTRAVEL 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 A400 SERIES
 INDICATES DOOR TYPE, REFER TO DOOR SCHEDULES AND DETAILS ON A400 SERIES
 DETAIL NUMBER
 DETAIL REFERENCE PAGE
 DETAIL CROSS REFERENCE PAGE

GENERAL NOTES:

REFER TO TYPICAL ASSEMBLY SHEETS FOR WALL, PARTIAL INSULATED CURB, AND FLOOR TYPES
 FOR DOOR TYPES AND HARDWARE REQUIREMENTS REFER TO DOOR SCHEDULES ON A400 SERIES
 ALL INTERIOR DIMENSIONS ARE TAKEN FROM THE FACE OF THE FINISH
 ALL EXTERIOR DIMENSIONS ARE TAKEN FROM THE FACE OF THE FINISH
 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
 DRIVEWAY SURFACE
 DRIVEWAY PAVING SURFACE
 RETAINING (PARENT) CONCRETE WALL LANDSCAPE AND IEAL
 PROJECT LINE
 EXISTING SETBACK LINE
 PROPOSED SUB-DIVISION PROPERTY LINE
 BIKE RACK
 ENTRANCE / EXIT DOOR
 FIRE HYDRANT
 SANSSEE CONNECTION
 VEHICULAR DIRECTION
 EXISTING TREE TO BE REMOVED
 EXISTING TREE TO REMAIN
 STREET LIGHT

LEGAL DESCRIPTION

TOPOGRAPHICAL PLAN OF
PART OF LOTS 24 and 25
 CONCESSION JUNCTION GORE
 INCLUDING TOWNSHIP OF GLOUCESTER
 CITY OF OTTAWA
 Prepared by Anna O'Sullivan, Vollebekk Ltd.

PROJECT DEVELOPER

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CIVIL ENGINEER

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 120 Beech Road, Unit 203
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ARCHITECT

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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