

27 February 2018

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 #2**

This Addendum #2 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. An Addendum #1 to the CTS/TIS was prepared in August 2017 to address the transportation related impacts to the revised Site Plan at that time. Since then, the Site Plan has changed and the difference in land use numbers are outlined in Table 1.

Table 1: Change in Land Use Number

Site Plan	Condo/Towns	Low-Rise Apts	Senior Adult Housing	Retirement	Retail	Day Care	Parking
CTS/TIS	62 units	40 units	247 units	275 units	19,375 ft <sup>2</sup>	10 emps	434 spaces
Addendum #1	26 units	76 units	515 units		21,365 ft <sup>2</sup>	10 emps	460 spaces
Addendum #2	26 units	84 units	266 units	247 units	21,795 ft <sup>2</sup>	-	395 spaces

As shown in Table 1, the total number of units has changed from 624 to the newly proposed 623 units. In addition, the day-care has been removed from the Phase 1 plan and will be considered Phase 2 of the development. Following the same methodology as outlined in the CTS/TIS for trip-generation analysis, the resulting vehicle trip generation given the revised land uses is summarized in Table 2.

Table 2: Revised Vehicle Trip Generation

Travel Mode	AM Peak (veh/hr)			PM Peak (veh/hr)		
	In	Out	Total	In	Out	Total
Residential Townhomes Trip Generation	2	11	13	10	5	15
Low-Rise Apartments Trip Generation	8	27	35	27	15	42
Senior Adult Housing - Attached Trip Generation	13	26	39	25	22	47
Continuing Care Retirement Trip Generation	22	13	35	14	22	36
Specialty Retail Trip Generation	15	13	28	24	30	54
Specialty Retail Pass-by (30%)	-4	-4	-8	-8	-8	-16
<b>Total 'New' Auto Trips</b>	<b>56</b>	<b>86</b>	<b>142</b>	<b>92</b>	<b>86</b>	<b>178</b>
<i>Original Site Plan Trip Generation (CTS/TIS)</i>	74	99	173	104	104	208
<b>Net Difference in Vehicle Trip Generation</b>	<b>-18</b>	<b>-13</b>	<b>-31</b>	<b>-12</b>	<b>-18</b>	<b>-30</b>

As shown in Table 2, the revised Site Plan results is less site-generated vehicles during the weekday morning and afternoon peak hours (approximately less 30 veh/h) than the original Site Plan. As such, the changes in the Site Plan will not impact the findings, conclusions and recommendations outlined in the original TIS/CTS in terms of traffic impact.

# PARSONS

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) the parking is undersupplied by 4 spaces and for Building Type 'D' and 'E' (retirement home) the proposed provided parking is over the minimum requirement by approximately 34 spaces. This is outlined on the revised Site Plan.

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

