



**Castleglenn
Consultants**

Engineers, Project Managers & Planners

April 28th, 2025

Mr. Kelby Lodoen Unseth

Planner

City of Ottawa

Planning, Real Estate and Economic Development

110 Laurier Avenue West,

Ottawa, Ontario

K1P 1J1

[E-mail: kelby.lodoenunseth@ottawa.ca]

**Re: 740 Springland Drive, Updates to Proposed Site Plan and Impacts to
Traffic Impact Assessment (TIA) Report (September 30th, 2020)
[Castleglenn Project 7230: Norberry Development]**

Please recall that a Traffic Impact Assessment (TIA) study was submitted to the City of Ottawa dated September 30th, 2020 which had envisioned the development of three separate apartment buildings located at 740 Springland Drive. At that time the report (Exhibit 2-1) referenced a September 14, 2020 site plan labelled D07-12-19-0099 which indicated a total of 231 apartment units within the three buildings.

The purpose of this letter is to respond to a City of Ottawa (Mr. Wally Dubyk) request received by e-mail on March 13th, 2025 that a memorandum to the City of Ottawa be provided that outlines the changes made to the proposed development that were not analyzed in the previous TIA (September 30, 2020) study.

- A. *Additional Units:* The development has since been refined to now accommodate 287 apartment units. The difference between this new concept (Please see Attachment “A”) and the site plan reviewed within the TIA is an additional 56 apartment units. It is worthwhile to note that the additional 56 units would generate less than the 60 person trips which is the threshold used to establish a “traffic generation” trigger in the typical City TIA Screening report.

The net impact of the 56 additional rental apartment units is that according to ITE’s Land Use 221 Multifamily Housing (Mid-Rise)

1. the AM generation of the mid-rise apartments would be 6 entering person trips and 21 person trips leaving. -or- 5 vehicles-per-hour (vph) entering and 16 vph leaving.
2. the PM generation of the mid-rise apartments would be 18 entering person trips and 12 person trips leaving. -or- 14 vph entering and 8 vph leaving.

As indicated by the above traffic generation rates, the incremental traffic impact is less-than-20 vph in the peak direction of travel during the peak hours of travel demand. We believe that the traffic impact generated by the additional 56 units is negligible to the traffic forecasts developed within the 2020 TIA report.

- B. *Other Development that would Impact Springland Drive – Norberry Crescent:* To the best of the consultants’ knowledge, there has not been any new, additional, or forecast development initiatives that would impact the Springland Drive – Norberry Crescent corridors that has, or is anticipated to occur since the original TIA was submitted. The local area making use of these roadway corridors is best described as a mature community with little potential for growth other than the proposed

development. This would mean that the background traffic growth assumptions noted in the TIA are still representatives of existing conditions.

- C. *Travel Demand Management (TDM) Measures:* The previous TIA document noted that “*The development is encouraged to provide transit and active mode of transportation information to its tenants for whom other modes of travel is an option.*” and that “*The current and future transit provisions are anticipated to accommodate the future demand of the development. The additional transit passengers are anticipated to have negligible impact on transit travel times.*” Appendix “B” of the previous TIA document contained the completed TDM Measures Checklist. It is not anticipated that the additional 56 units proposed as a part of the site plan update will cause any adverse effect on the transit route capacity in the area. The increase in the number of units does not warrant any additional TDM measures for consideration.
- D. *Parking:* The previous study undertook a weekday parking study of all the stalls currently on site from 7-to-11pm and determined that only 55% of the existing stalls were being used and that 1.8% (14 units) of the existing 761 apartment units within the 4 towers were vacant. In short, the entire site is well served by an overabundance of parking. The on-site parking provisions required by the City’s by-law remain satisfied as of this site plan update, and thus the additional 56 units are not expected to cause an adverse effect on the site’s parking supply
- E. *Compliance with Right-of-Way Protection Requirements (Official Plan Schedule C16):* Springland Drive is classified as a “Collector Road”; and Norberry Crescent as a “Local Road”. Both corridors are not listed within Table 1 of OP Schedule C16 in terms or requiring additional right-of-way protection. Since, the site plan relies entirely upon existing accesses, and does not call for any modifications such as roadway widenings, changes to corner triangles, intersection widenings or turning lanes, the site plan was deemed to fully comply with OP Schedule 16.

Conclusion: Castleglenn believes that the changes reflected within the new site plan can be considered minor and do not significantly affect the overall traffic impacts or conclusions drawn within the original TIA study and that the TDM measures included within the previous TIA report remain unaffected by the additional 56 units.

Should you have any questions or concerns, please feel free to contact us at your convenience.


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

cc Mr. Wally Dubuk, Transportation Project Manager – Development Review City of Ottawa - Wally.Dubuk@ottawa.ca
Mr. Natan, Ary, Vice President of Development – Greatwise Communities - natan@greatwise.ca
Ms. Christine McCuaig, Principal Senior Planner & Project Manager – Q9 Planning & Design - christine@q9planning.com

Attachment “A”

Revised Site Plan Drawing A011 – 287 Apartment Units

[Alexander Wilson Architect Inc.]

Attachment “B”

E-Mail Correspondence with City of Ottawa

Arthur Gordon

To: Dubyk, Wally
Subject: RE: 740 Springland Drive (Norberry Crescent) - Site Plan Update Traffic/Transportation Requirements

From: Dubyk, Wally <Wally.Dubyk@ottawa.ca>
Sent: March 13, 2025 9:35 AM
To: Arthur Gordon <agordon@castleglenn.ca>
Cc: Lodoen Unseth, Kelby <Kelby.LodoenUnseth@ottawa.ca>; Christine McCuaig <christine@q9planning.com>; Natan Ary <natan@greatwise.ca>; Andrey Kirillov <akirillov@castleglenn.ca>
Subject: RE: 740 Springland Drive (Norberry Crescent) - Site Plan Update Traffic/Transportation Requirements

Hi Gordon,

Thank you for your response addressing the changes to the proposed development site.

Wally Dubyk, CET
Transportation Project Manager
Development Review
Planning, Development and Building Services Department
110 Laurier Ave West | 4th Floor | Ottawa, ON | K1P 1J1
City of Ottawa | Ville d'Ottawa
Wally.Dubyk@ottawa.ca

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From: Arthur Gordon <agordon@castleglenn.ca>
Sent: March 13, 2025 9:28 AM
To: Dubyk, Wally <Wally.Dubyk@ottawa.ca>
Cc: Lodoen Unseth, Kelby <Kelby.LodoenUnseth@ottawa.ca>; Christine McCuaig <christine@q9planning.com>; Natan Ary <natan@greatwise.ca>; Andrey Kirillov <akirillov@castleglenn.ca>
Subject: RE: 740 Springland Drive (Norberry Crescent) - Site Plan Update Traffic/Transportation Requirements

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Hi Wally
I hope all is well with you.

The net impact of the changes to the proposed development is 62 additional rental apartment units. This is anticipated to generate vehicle traffic well under the 60 person trip threshold and not trigger the traffic generation trigger in the typical screening report.
According to ITE's Land Use 221 Multifamily Housing (Mid-Rise)

1. the AM generation of the mid-rise apartments would be 7 entering person trips and 23 person trips leaving. - or- 5 vph entering and 18 vph leaving.
2. the PM generation of the mid-rise apartments would be 19 entering person trips and 14 person trips leaving. - or- 15 vph entering and 9 vph leaving.

I think we can both agree that updating the entire traffic counts and traffic forecasting portions of the report would be fruitless to account for less than 20vph of traffic in the peak direction.

As well, there has not been any new adjacent developments that would impact the Springland Drive – Norberry Crescent corridors that has occurred since the original TIA was submitted.

We agree that with your statement that *“these changes are considered minor and are not expected to significantly affect the overall traffic impacts or conclusions drawn in the original TIA, and that “The TDM measure have been included within the TIA report dated September 30, 2020, and may not be affected by the changes.”*

Given the above, we believe that all that is required is a 1-page letter from Castleglenn responding to Lodoen Unseth, Kelby Kelby.LodoenUnseth@ottawa.ca that species the above traffic generation characteristics associated with the additional 62 units and concludes that then finding and conclusions (including the proposed TDM measures as noted in the original report) remain unchanged.

Will this satisfy the Traffic Engineering/Transportation planning concerns associated with the minor re-zoning application?

Please respond as soon as possible.

Arthur Gordon

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From: Dubyk, Wally <Wally.Dubyk@ottawa.ca>

Sent: March 13, 2025 8:03 AM

To: Andrey Kirillov <akirillov@castleglenn.ca>

Cc: Lodoen Unseth, Kelby <Kelby.LodoenUnseth@ottawa.ca>; Arthur Gordon <agordon@castleglenn.ca>; Christine McCuaig <christine@q9planning.com>

Subject: RE: 740 Springland Drive (Norberry Crescent) - Site Plan Update Traffic/Transportation Requirements

Hi Andrey,

We ask that you provide a Memo to the city for our records outlining the changes made to the proposed development that were not analyzed in the Traffic Impact Analysis (TIA) report dated September 30, 2020. Please note that these changes are considered minor and are not expected to

significantly affect the overall traffic impacts or conclusions drawn in the original TIA. The TDM measure have been included within the TIA report dated September 30, 2020, and may not be affected by the changes.

Thank you,

Wally Dubyk, CET
Transportation Project Manager
Development Review
Planning, Development and Building Services Department
110 Laurier Ave West | 4th Floor | Ottawa, ON | K1P 1J1
City of Ottawa | Ville d'Ottawa
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From: Andrey Kirillov <akirillov@castleglenn.ca>

Sent: March 12, 2025 4:31 PM

To: Dubyk, Wally <Wally.Dubyk@ottawa.ca>

Cc: Lodoen Unseth, Kelby <Kelby.LodoenUnseth@ottawa.ca>; Arthur Gordon <agordon@castleglenn.ca>; Christine McCuaig <christine@g9planning.com>

Subject: 740 Springland Drive (Norberry Crescent) - Site Plan Update Traffic/Transportation Requirements

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Good Afternoon Wally,

We just attended a pre-consultation meeting concerning an update to the previously approved site plan at the 740 Springland Drive (Norberry Crescent).

The original TIA envisioned an addition of three mid-rise apartment buildings with a total of 225 residential units to the site. In short, the developer is now proposing to add an additional floor onto each proposed building, resulting in a unit gain of 62 units compared to the previously approved TIA (for a new total of 287 residential units).

Your colleague Kelby Lodoen Unseth was in attendance and has provided the traffic / transportation requirements in your absence and indicated that a transportation memorandum will be required along with TDM measures to be implemented.

We would like to have a quick Teams meeting with you to discuss these requirements with regards to what may be a minor rezoning application.

Could you please let us know if you have any availability either this Thursday/Friday after 12 PM, or next week?

Look forward to hearing from you,

Andrey Kirillov

Transportation Planner
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