

March 28, 2023

Municipality of Mississippi Mills  
Planning Department  
3131 Old Perth Rd, Box 400  
Almonte ON, K0A 1A0

**Attention: Melanie Knight, Senior Planner**

**Reference: Transportation Impact Study Addendum  
Almonte Mixed Use Development - Phase 1  
Town of Almonte  
Our File No.: 119190**

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This Transportation Impact Study Addendum has been prepared in support of a Site Plan Control application for the Almonte Mixed Use Development, Phase 1, located at 430 Ottawa Street.

A Transportation Impact Study (TIS, April 2020) was prepared by Novatech in support of an Official Plan Amendment and Zoning Amendment for the site and has been approved by the Municipality. The original TIS planned for 26,350 square feet of retail and 124 apartment units. The current site plan shows 25,455 square feet of retail and 124 apartment units. As the type of planned land uses are still the same and the amount of each of the planned land uses are roughly the same, the analysis presented within the TIS from April 2020 is still valid. This addendum has been prepared to review the on-site design and proposed vehicular and pedestrian connections to the site for the proposed Phase 1 development and the overall concept.

The current concept plan for the overall development as well the site plan for Phase 1 can be found in **Appendix A**.

### **Circulation and Access**

Pedestrian facilities within the subject site for Phase 1 and the overall concept include concrete sidewalks between the main buildings and the parking lots. Depressed curbs will be provided at all major pedestrian crossing points. Sidewalks are provided on the west side of the western access to Ottawa Street for Phase 1 and along both sides of the west access for the overall concept.

Bike parking is provided for the overall site and Phase 1 as per the Town's ZBL requirements. The number of provided and required spaces is discussed below. Bike racks are placed throughout the overall site. There are bike racks provided near the crosswalk connecting Buildings 'A' and 'B'. For the residential portion of the site there is bike parking near the drop off location to the south of the residential building. There is also bicycle parking provided within the underground parking lot.

Access to the subject site in the overall concept is planned through two accesses to Ottawa Street and one access to Sadler Drive. The site's west driveway onto Ottawa Street is existing and opposite the west driveway for the development at 401 Ottawa Street (Independent Grocer). This enables cross connections between the two sites and consolidates the conflicts to a single point. The proposed east driveway is west of the midblock pedestrian signal to reduce conflicts between traffic turning right from the site (to Almonte) and pedestrians at the crossing. Access to Sadler Drive is planned through either the existing access through the neighbouring Tim Hortons or through a proposed access at the northwest corner of the property. Tim Hortons has agreed in principle to the

potential new access at the northwest corner of the site. There is also an existing shared access to the east of the subject site connecting 430 Ottawa Street to the adjacent Home Hardware. This connection is anticipated to remain as part of the redevelopment. The proposed access to Ottawa Street and Sadler Drive are to be constructed as part of a future phase. Driveways to Ottawa Street are intended to be STOP controlled with free flow traffic on Ottawa Street.

Access to Phase 1 of the development will be provided by the existing western access to Ottawa Street, the shared Home Hardware access, and the shared Tim Hortons access. As part of Phase 1 the western access to Ottawa Street will be narrowed from 10m to 8m and the centre island within the access is to be removed. Following Phase 1 and prior to the next phase of development two-way traffic between the shared Tim Hortons access and the Ottawa Street access will be prohibited due to the narrow aisle width between the Building 'A' and the existing shopping plaza and poor sightlines around the southwest corner of the existing shopping plaza.

The proposed Phase 1 development has a garbage enclosure and one proposed loading area at the northwest of Building 'A'. The loading area is 3m wide and 9m in length per ZBL requirements. The overall concept includes loading areas for Buildings 'A' and 'B' and garbage enclosures to the rear of Buildings 'A' and 'B' and the residential building.

Drop off locations for the residential development are provided to the north and south of the residential building.

Section 9.3.12 of the Mississippi Mills ZBL identifies a minimum drive aisle width of 6.0m. This requirement is met as all parking aisle widths within the site vary between 6.0m and 7.0m.

A 6.0m wide on-site fire route with a centreline turning radius of 12m circulating the parking lot is provided in accordance with Ontario Building Code standards, as shown on the overall concept and the Phase 1 Site Plan.

### **Parking**

The April 2020 TIS concept showed parking being supplied by surface parking only. As part of the overall concept shown in **Appendix A**, a combination of surface level parking and underground residential parking is now proposed to provide additional landscape and play areas. The Town's ZBL sets minimum parking rates within the study area. Minimum parking rates for specified land uses are shown in Table 9.2 and Table 9.5 of the zoning by-law. For the purposes of Table 9.2 the subject site is located in Almonte. Minimum vehicle and bicycle parking rates for Phase 1 of the development are summarized in **Table 1**.

**Table 1: Required and Proposed Parking**

Land Use	Rate	GFA/Units	Required	Provided
<b>PHASE 1</b>				
<i>Minimum Vehicle Parking</i>				
Retail Store	2.5 per 100m <sup>2</sup> of GFA	1,165m <sup>2</sup>	29	52
<i>Minimum Bicycle Parking</i>				
Retail Store	1.0 per 250m <sup>2</sup> of GFA	1,165m <sup>2</sup>	5	5
<b>Overall</b>				
<i>Minimum Vehicle Parking</i>				
Apartment - Low Rise	1.2 per dwelling unit (residents)	124 units	149	171
	0.2 per dwelling unit (visitor)		25	26
Retail Stores	2.5 per 100m <sup>2</sup> of GFA	2,365m <sup>2</sup>	59	67
<i>Minimum Bicycle Parking</i>				
Apartment - Low Rise	0.5 per unit	124 units	62	70
Retail Stores	1.0 per 250m <sup>2</sup> of GFA	2,365m <sup>2</sup>	9	10

Based on the previous table, the minimum parking requirements will be met for Phase 1 as well as for the overall site.

Accessible parking has been supplied as per the Accessibility for Ontarians with Disabilities Act (AODA). As per AODA 4% of the total number of parking spaces need to be accessible and the required number of Type A and Type B spaces need to be provided. For Phase 1 two total accessible parking spaces are required (one Type A and one Type B). For the site as a whole ten total accessible parking spaces are required (five Type A and five Type B). Based on the proposed accessible parking these requirements are met.

### Access Design

The applicable Town's Zoning By-law (ZBL) requirements and appropriate design guidelines are summarized below:

- The Town's ZBL's Section 9.3.9 indicates:
  - Driveways are to have a maximum width of 9m.
  - A maximum of three driveways are permitted based on about 170m of frontage.
- TAC corner clearance—70m in advance of a signal along an arterial road.
- The Transportation Association of Canada (TAC) outlines minimum clear throat lengths for driveways based on the land use, development size, and type of roadway.
  - 15m clear throat for retail developments under 25,000m<sup>2</sup> onto an arterial; and,
  - 25m clear throat for apartments with 100-200 units onto an arterial.

Clear throat is a measure of the length of the driveway from the end of the curb radius upon entry from the street to the first conflict point (parking space, drive aisle, etc). The western property access has sufficient throat length for the retail development. The throat length at the other accesses will be refined as required as part of future phases.

The concept satisfies the Town's ZBL and the TAC corner clearance.

## Conclusions

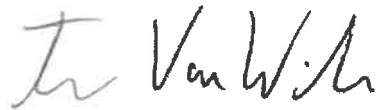
The general conclusions with respect to Phase 1 of the 340 Ottawa Street site plan are summarized as follows:

- Pedestrian facilities within the subject site for Phase 1 and the overall concept include concrete sidewalks between the main buildings and the parking lots. Depressed curbs will be provided at all major pedestrian crossing points. Connectivity to Ottawa Street will be provided at the existing western access.
- Bike racks are placed throughout the overall site. There is a bike rack provided for each of Buildings 'A' and 'B'. For the residential portion of the site there is bike parking provided near the drop off location to the south of the residential building. There is also bicycle parking provided within the underground parking lot.
- The site plan satisfies the ZBL requirements for driveway width and spacing and the TAC corner clearance. The western Ottawa Street access has sufficient throat length for the retail development. The throat length at the other accesses will be refined as required as part of future phases.
- The minimum parking requirements will be met for Phase 1 as well as for the overall site.
- One Type A and one Type B accessible parking spaces are proposed as part of Phase 1. For the overall site five Type A and five Type B accessible parking space are proposed. The number of accessible parking spaces is met for Phase 1 and the overall concept plan.
- The development provides sufficient drive aisle width in accordance with the ZBL and Ontario Building Code standards.

Yours truly,

**NOVATECH**

Prepared by:



Trevor Van Wiechen, M.Eng.  
E.I.T. | Transportation

Reviewed by:



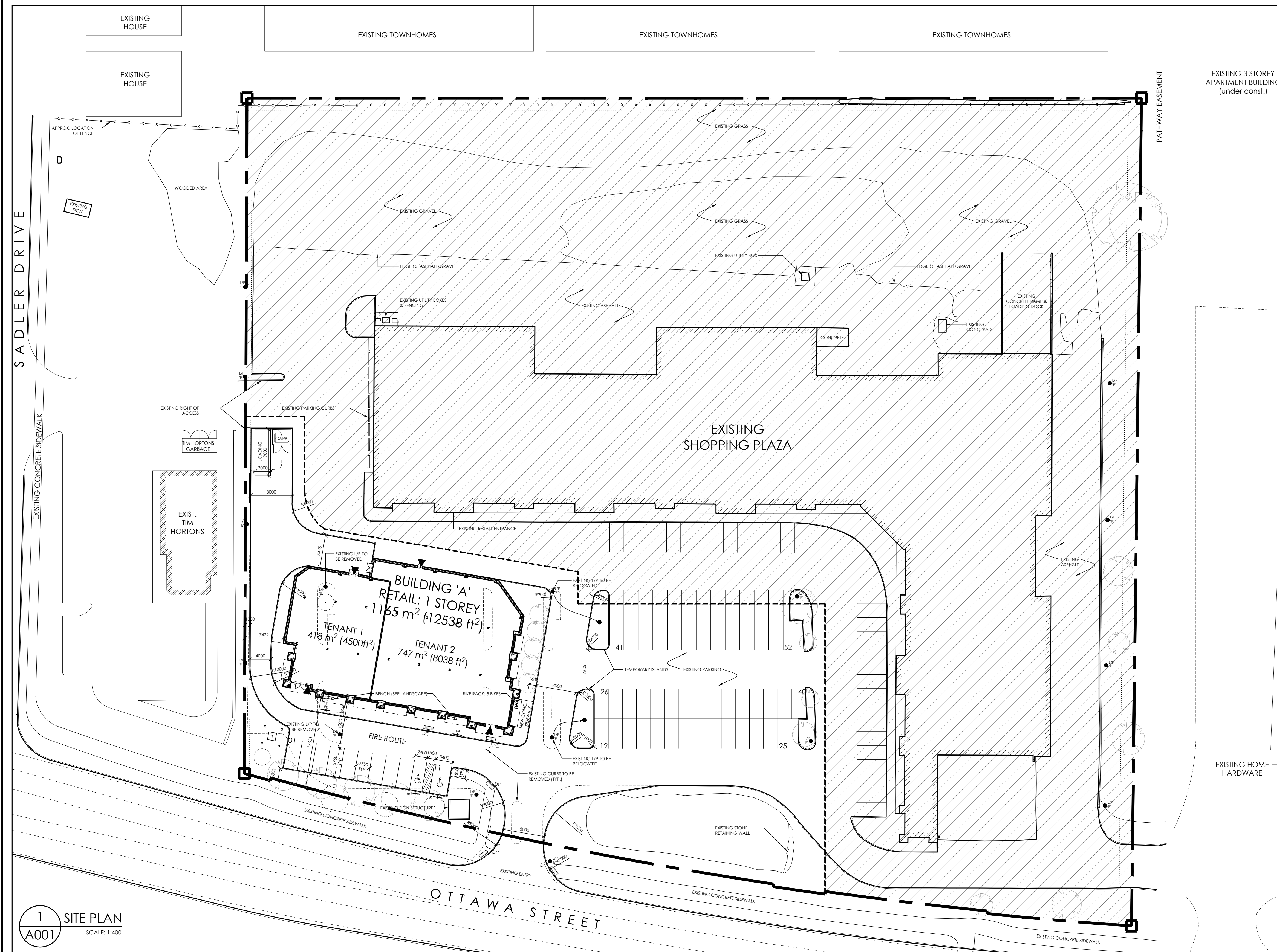
Jennifer Luong, P.Eng.  
Senior Project Manager | Transportation

## APPENDIX A

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### Site Plans





**SITE STATISTICS**  
 EXISTING ZONE: C4-4H SHOPPING CENTRE COMMERCIAL  
 AREAS (m²):  
 SITE (PHASE 1 UNSHADED TOTAL): 6,020m² (100%)

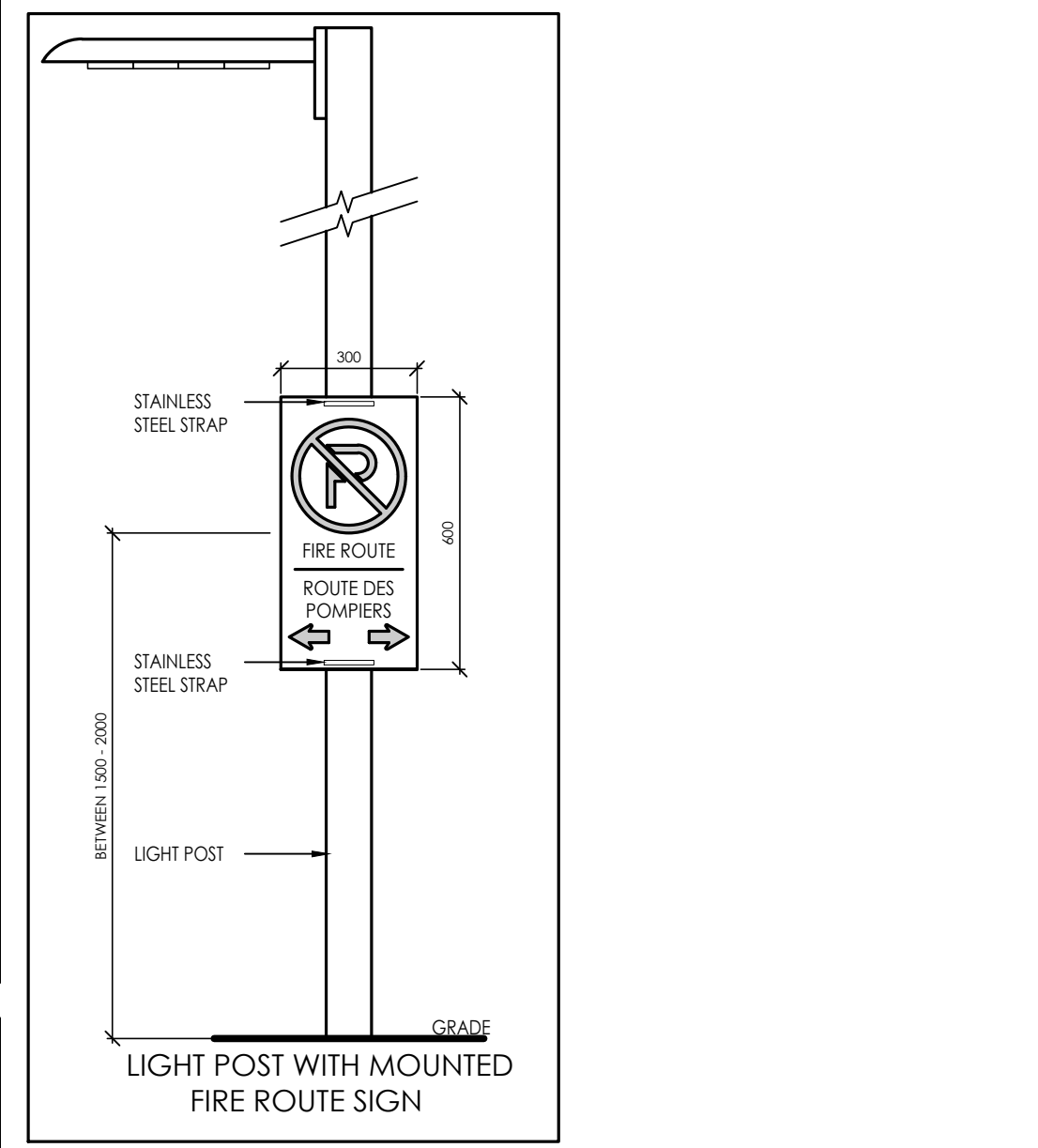
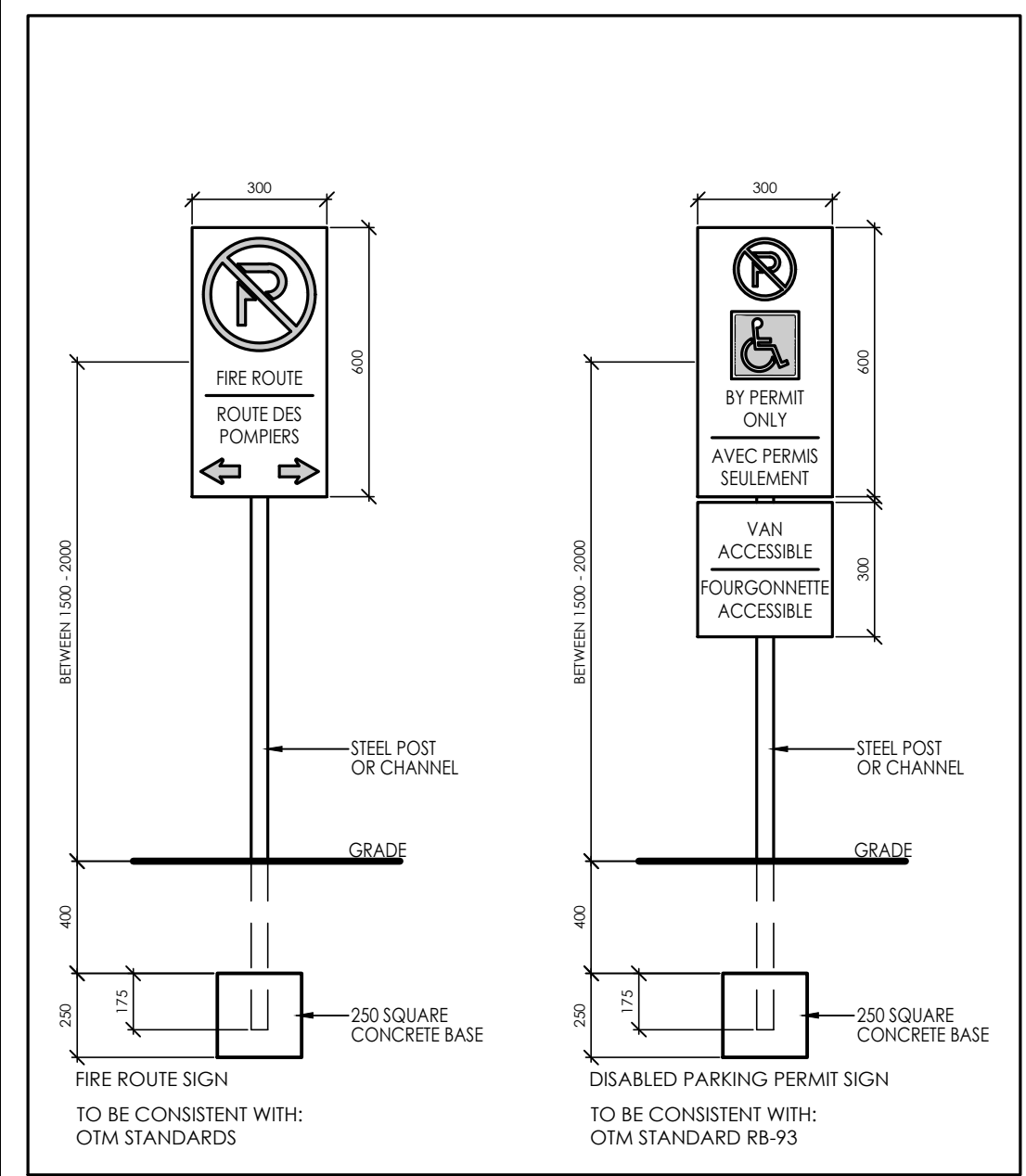
MECHANISM	REQUIRED/PERMITTED IN C4-4H ZONE	PROVIDED
LANDSCAPE	10%	1774 (29.8%)
MINIMUM FRONT YARD SETBACK	15m	17.6m
MINIMUM SIDE YARD SETBACK	3m	7.4m
NO. OF RESIDENTIAL UNITS	N/A	0 UNITS

**PARKING CALCULATIONS:**

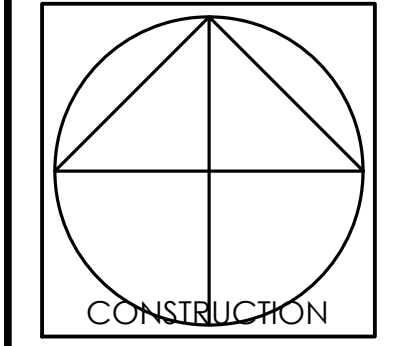
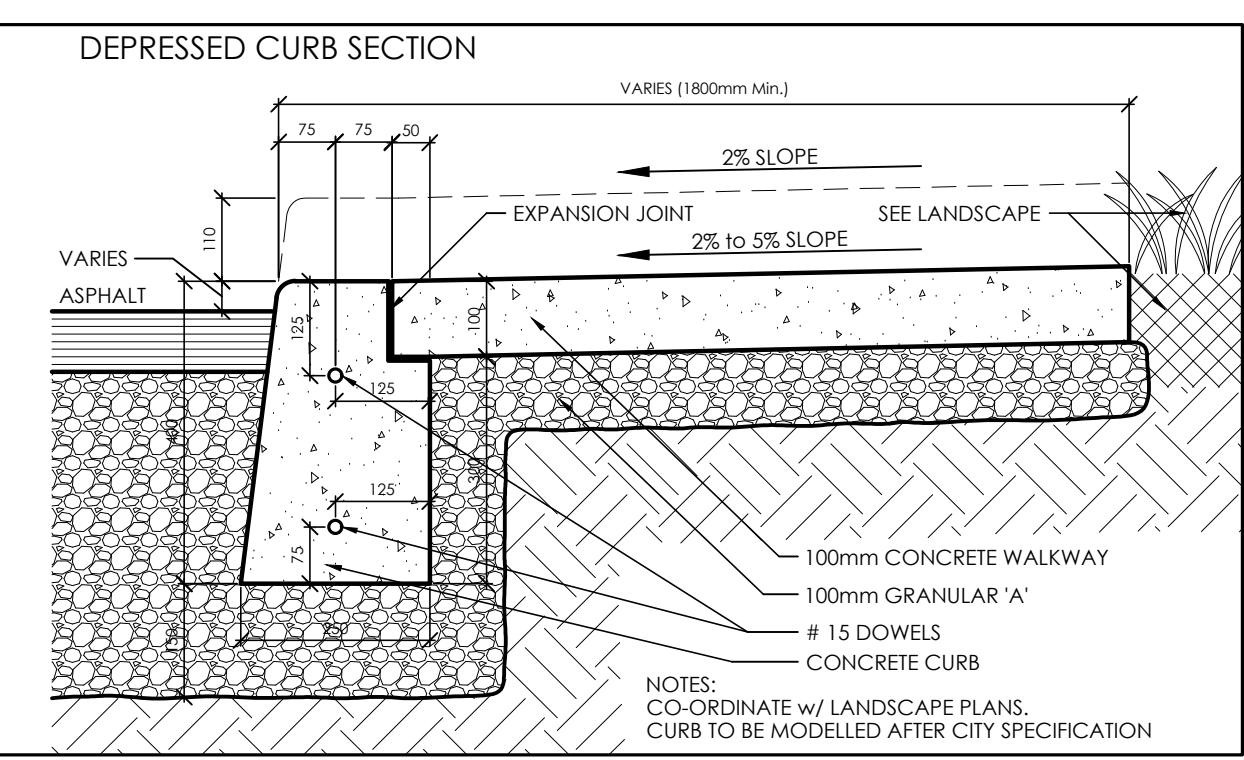
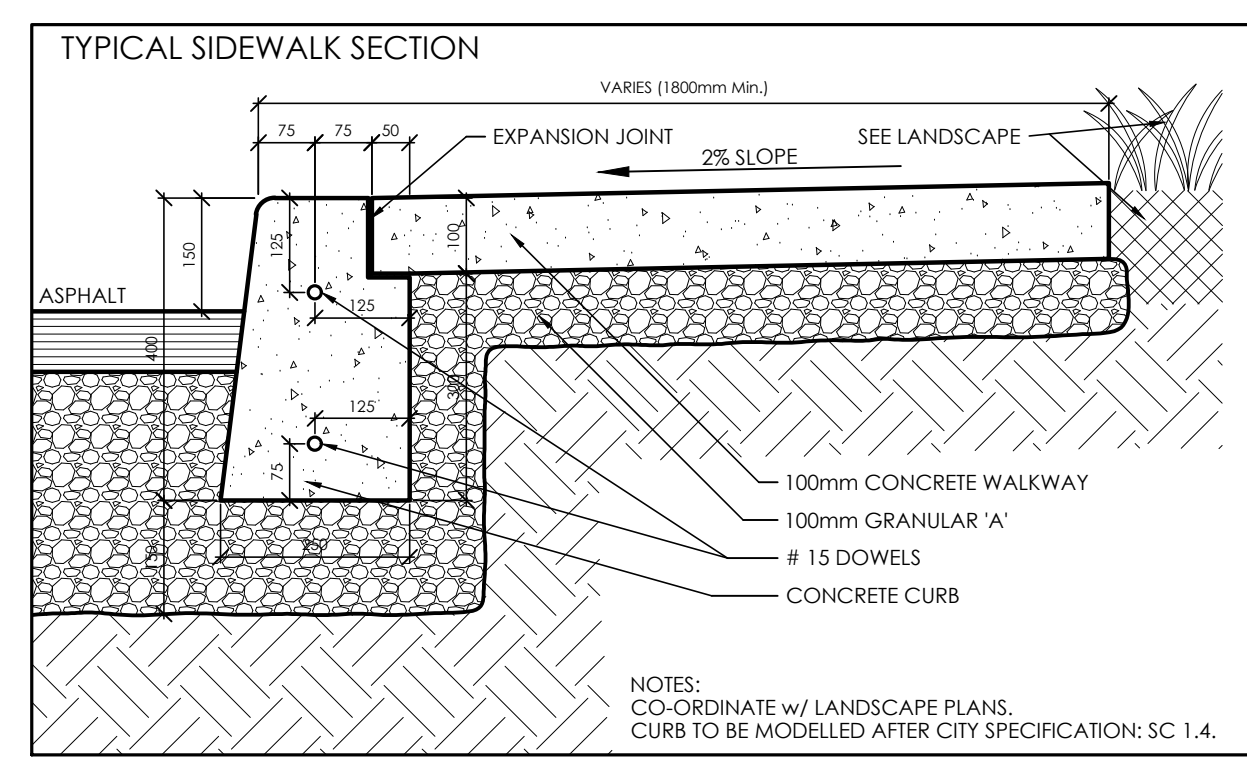
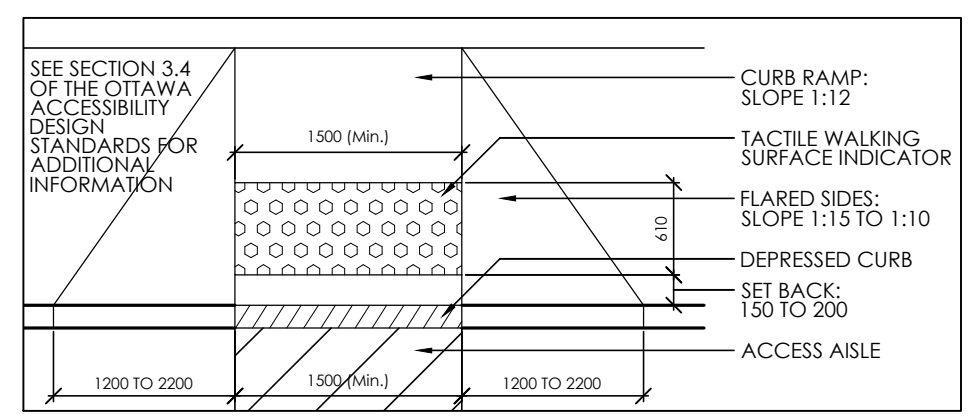
OCCUPANCY:	PARKING RATE:	PARKING REQUIRED:	PROVIDED
RETAIL:	VEHICLES: 2.5/100m² gfa	1119m²/100m² x 2.5 = 28	52
	BICYCLES: 1/250m² gfa	1119m²/250m² = 4.48	5
PARKING SPACE:	2.75m x 5.75m	2.75 x 5.75	
ACCESSIBLE PARKING SPACE	4% REQUIRED (BY AODA):	4% x 52 SPACES = 2	1 TYPE A 1 TYPE B
SITE PROVISIONS:	TYPE A: 3.4 x 5.2 TYPE B: 2.4 x 5.2		
MIN AISLE WIDTH		6.0 m	6.0 m

NO.	REVISION	DATE
4	ISSUED FOR REVIEW	2023-02-21
5	ISSUED FOR REVIEW	2023-03-01
6	ISSUED FOR REVIEW	2023-03-14
7	ISSUED FOR REVIEW	2023-03-15
8	ISSUED FOR SITE PLAN APPLICATION	2023-03-24

- LEGEND**
- MH MANHOLE, SANITARY AND STORM (SEE CIVIL) (E DENOTES EXISTING)
  - CB CATCH-BASIN (SEE CIVIL) (E DENOTES EXISTING)
  - FH FIRE HYDRANT (SEE CIVIL) (E DENOTES EXISTING)
  - L/P LIGHT POLE (E DENOTES EXISTING)
  - ▲ DENOTES BUILDING EXIT
  - △ DENOTES ALTERNATE EXIT
  - TYPICAL CURB (REFER: CITY OF OTTAWA STANDARDS)
  - DEPRESSED CURB (REFER: CITY OF OTTAWA STANDARDS)
  - - - PROPERTY LINE
  - ♿ DESIGNATED BARRIER FREE PARKING SPACE
  - EV ELECTRIC VEHICLE CHARGING STATION
  - BF BARRIER FREE PARKING SIGN
  - FR FIRE ROUTE SIGN
  - NP NO PARKING SIGN
  - FR LIGHT STANDARD W/ STRAP ON FIRE ROUTE SIGN (SEE ELEC.)
  - LP LIGHT POST (SEE ELEC.)
  - WS WALL SCONCE (SEE ELEC.)
  - SC SIAMESE CONNECTION
  - BL BOLLARD LIGHT (SEE ELEC.)
  - SC TACTILE WALKING SURFACE INDICATOR (TWSI)
  - DL DIAGONAL PAINTED LINES
  - T TRANSFORMER W/ BOLLARD (SEE ELEC.)
  - SITE FENCING (SEE LANDSCAPE)



1 SITE PLAN  
 A001 SCALE: 1:400



**Vandenberg & Wildeboer**  
 ARCHITECTS

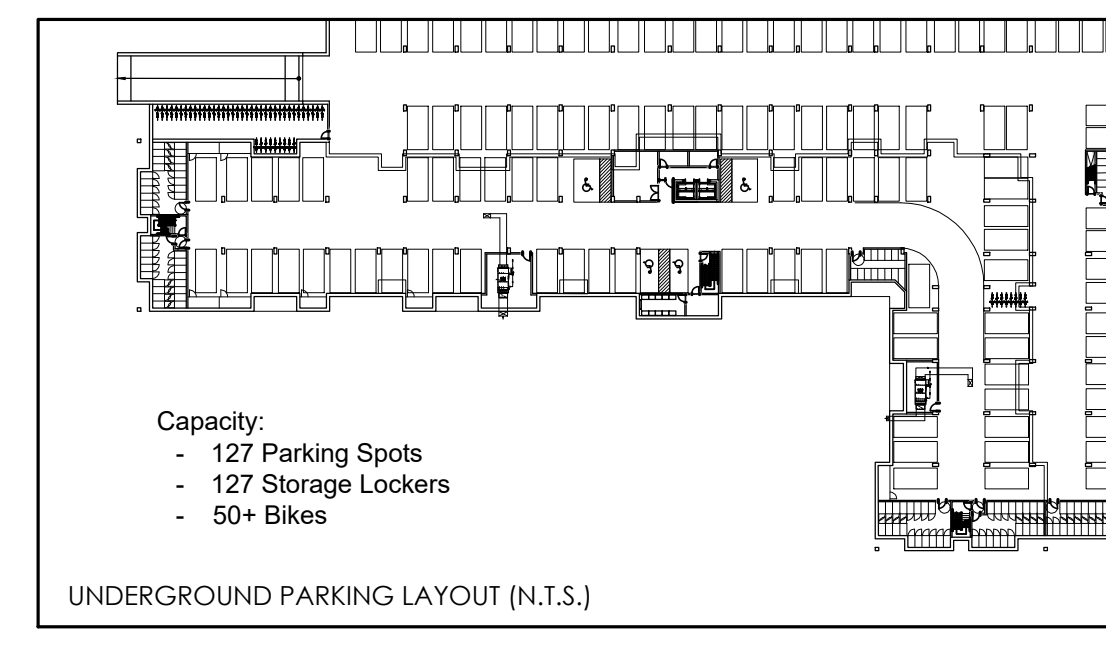
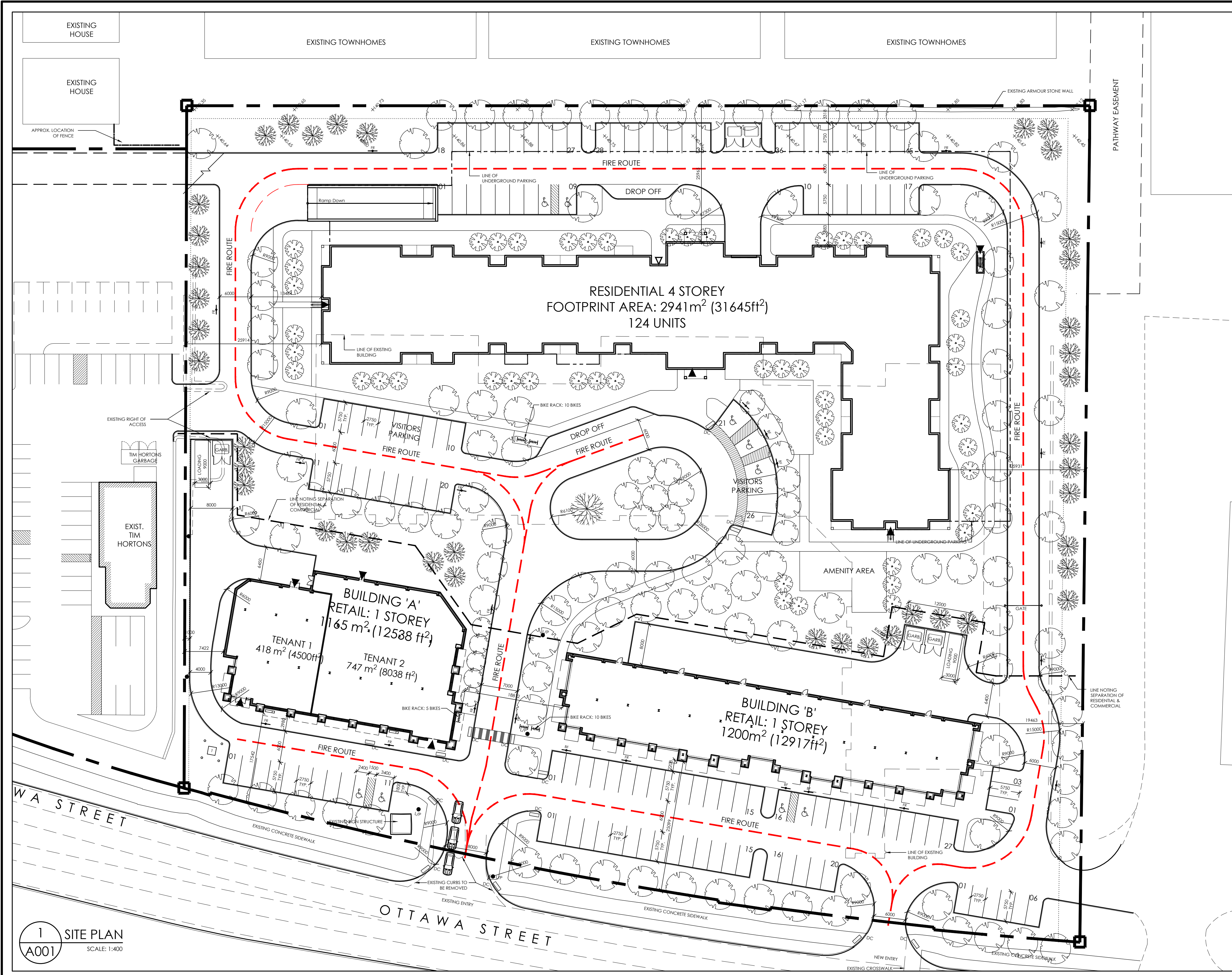
PROJECT TITLE: ALMONTE OTTAWA ST. DEVELOPMENT PHASE ONE

DRAWING TITLE: SITE PLAN

DESIGNED BY: RY  
 DRAWN BY: JN/DV  
 START DATE: 2019  
 SCALE: As Noted  
 PROJECT NO.: 1922

**A001**





**SITE STATISTICS**  
EXISTING ZONE: C4-4H SHOPPING CENTRE COMMERCIAL  
AREAS (m<sup>2</sup>):  
SITE: 25,445 (100%)

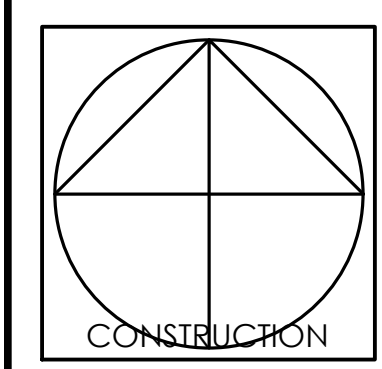
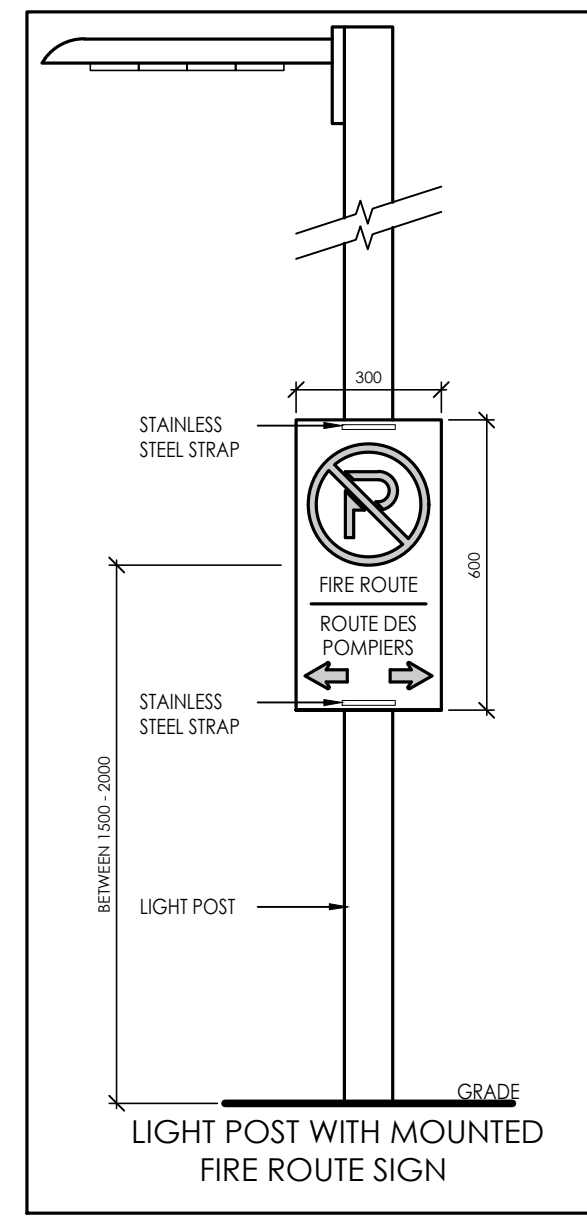
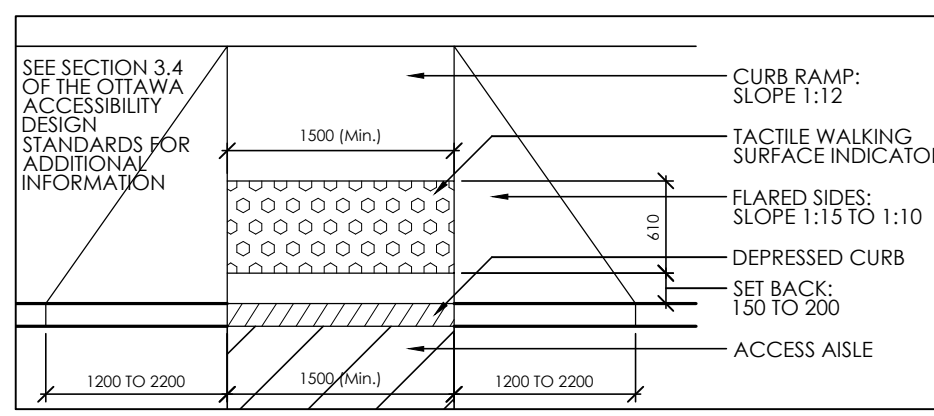
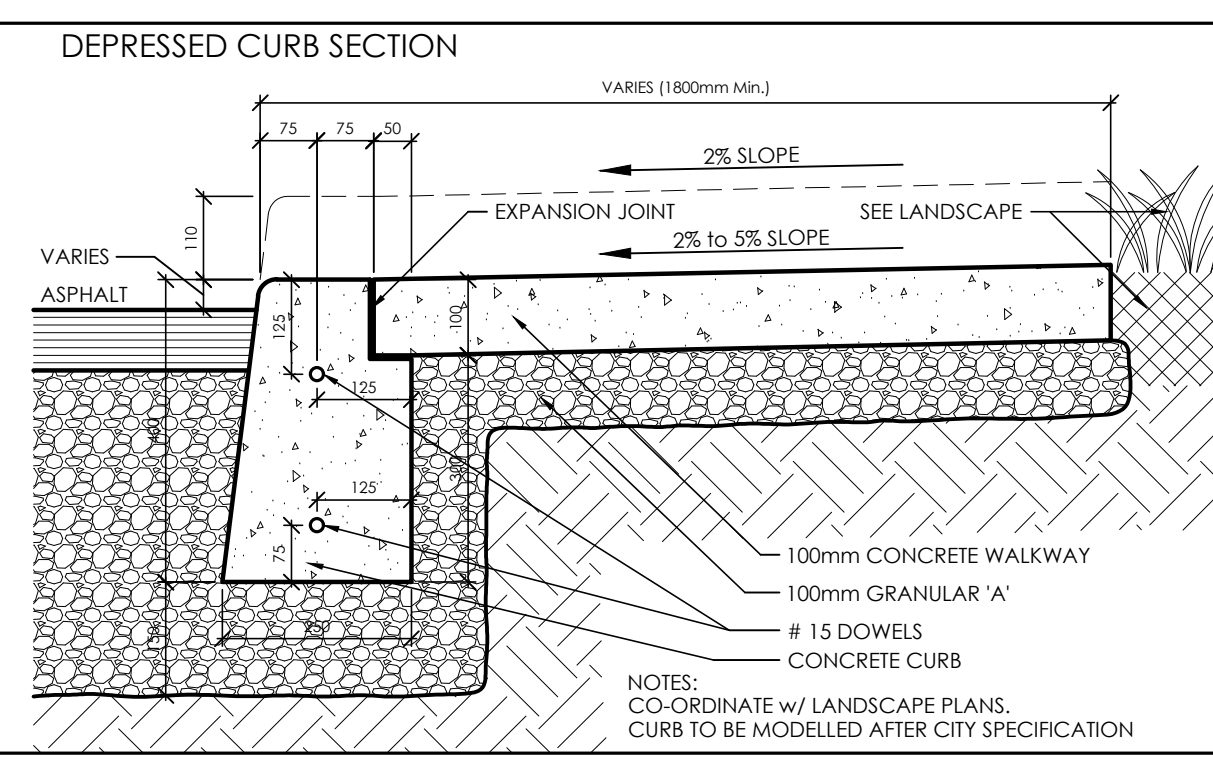
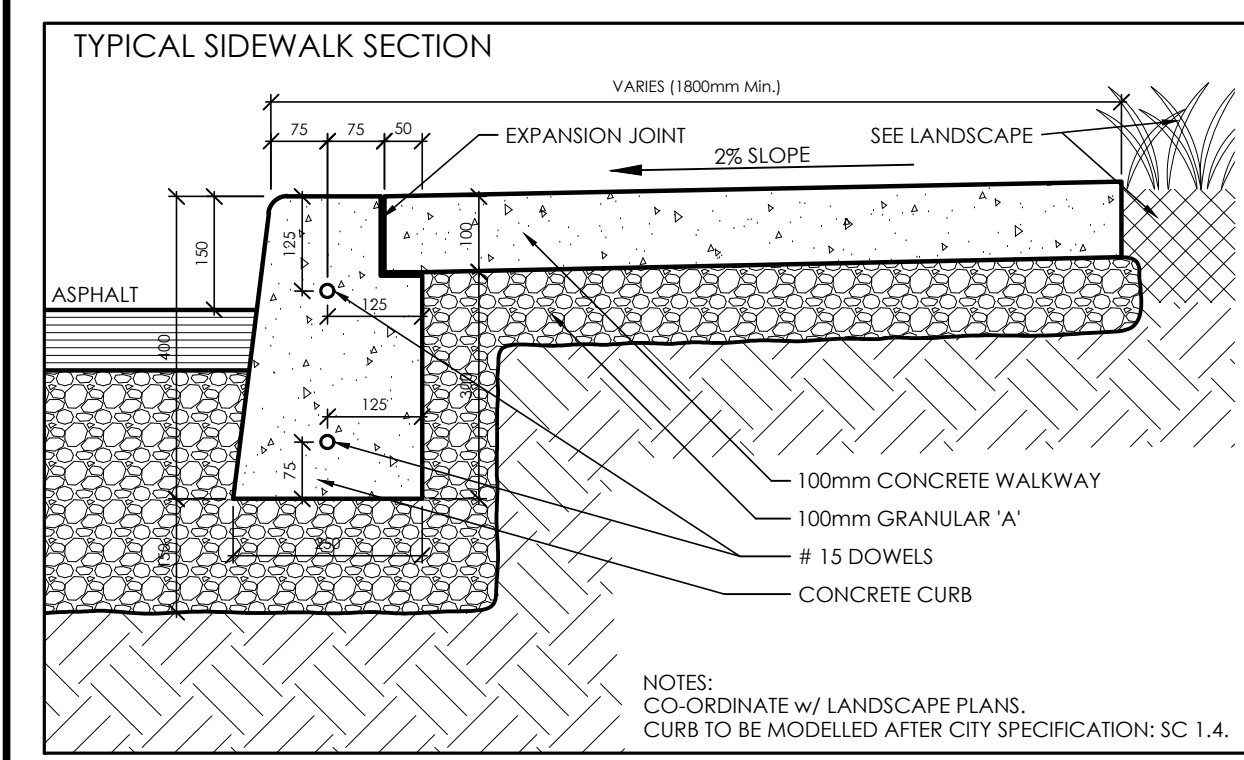
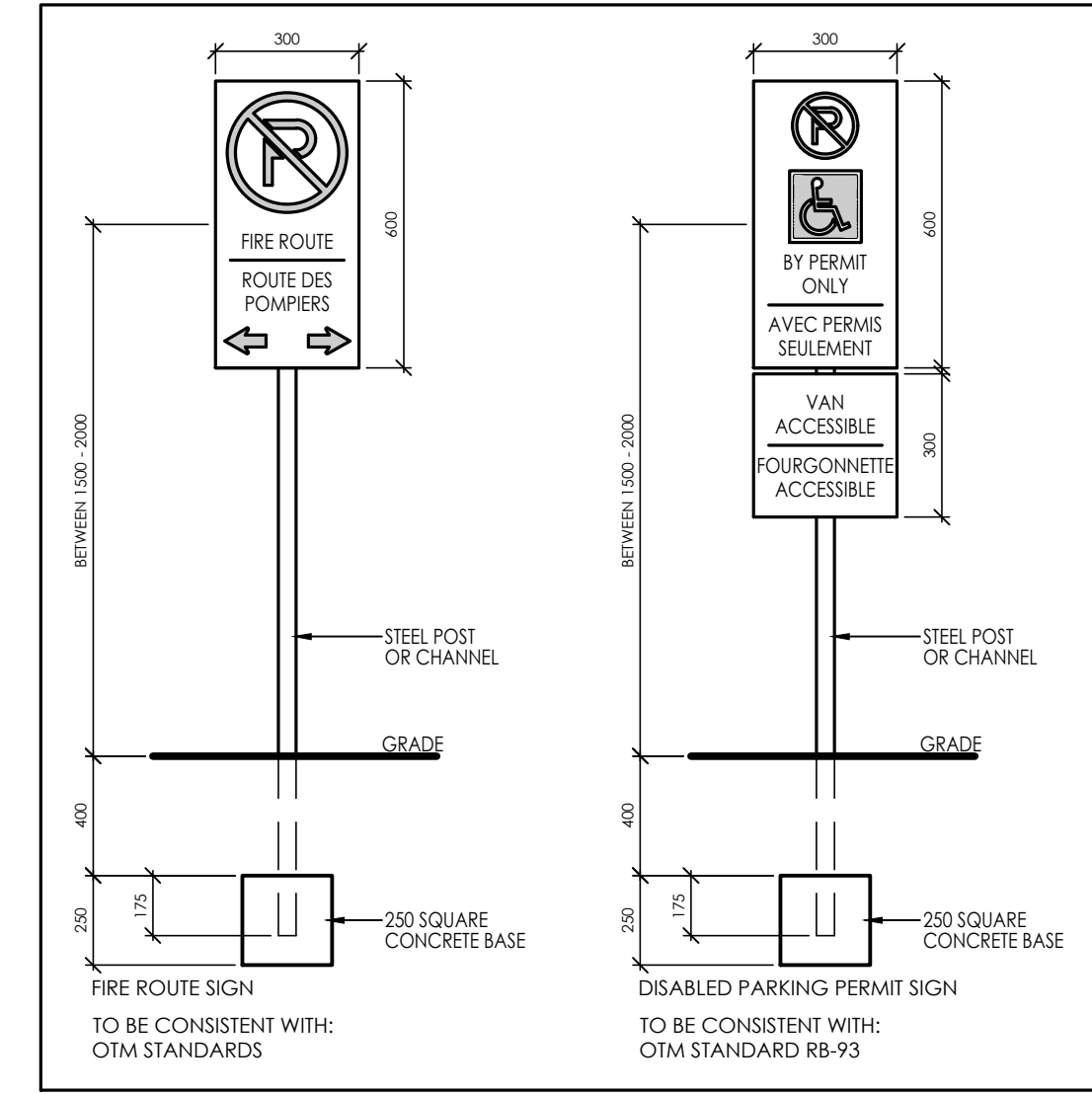
MECHANISM	REQUIRED/PERMITTED IN C4-4H ZONE	PROVIDED
LOT AREA	25445m <sup>2</sup>	25445m <sup>2</sup>
LANDSCAPE	10%	11643 (45.75%)
FRONTAGE		172m
MINIMUM REAR YARD SETBACK	26m	25.9m
MINIMUM FRONT YARD SETBACK	15m	18m
MINIMUM SIDE YARD SETBACK	3m	WEST (BLDG A) = 8.9m EAST (BLDG B) = 19.4m
NO. OF RESIDENTIAL UNITS		124 UNITS

**PARKING CALCULATIONS:**

NEW BUILDING:	OCCUPANCY:	PARKING RATE:	PARKING REQUIRED:	PROVIDED
RETAIL:	VEHICLES: 2.5/100m <sup>2</sup> gfa	2319m <sup>2</sup> /100m <sup>2</sup> x 2.5 = 58	67	
	BICYCLES: 1/250m <sup>2</sup> gfa	2319m <sup>2</sup> /250m <sup>2</sup> = 9.28	10	
RESIDENTIAL APARTMENTS:	VEHICLES: 1.4 per unit	124 units x 1.4/unit = 173.6	visitors at bldg, front: 26 surface parking at rear: 44 below grade garage: 127 197	
	BICYCLES: 0.5 per unit	124 units x 0.5/unit = 62	above grade: 25 below grade: 45	
PARKING SPACE:	2.75m X 5.75m		2.75 x 5.75	
ACCESSIBLE PARKING SPACE	4% REQ'D (BY AODA): 10.2	5: TYPE A: 3.4 x 5.75	5	
SIZE PROVISIONS	TYPE A: 3.4 x 5.2	5: TYPE B: 2.4 x 5.75	5	
MIN AISLE WIDTH		6.0m	6.0m	

NO.	REVISION	DATE
6	ISSUED FOR REVIEW	2023-03-01
7	ISSUED FOR REVIEW	2023-03-06
8	ISSUED FOR REVIEW	2023-03-14
9	ISSUED FOR REVIEW	2023-03-15
10	ISSUED FOR SITE PLAN APPLICATION	2023-03-24

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  - SITE FENCING (SEE LANDSCAPE)



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PROJECT TITLE  
**ALMONTE OTTAWA ST. DEVELOPMENT**

DRAWING TITLE  
**SITE PLAN**

DESIGNED BY: RY  
DRAWN BY: JN/DV  
START DATE: 2019  
SCALE: As Noted  
PROJECT NO: 1922

**A001**

PLOT DATE: March 24, 2023