

September 11, 2019

KNL Developments Inc.
c/o Urbandale Construction
2193 Arch Street
Ottawa, Ontario
K1G 2H5

Attention: Marcel Dénommé
Director of Land Development and Planning

RE: 5100 Kanata Ave TIS Circulation Comments
("Kanata Lakes Plaza TIS")

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613.745.2213
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Introduction

Dillon produced the Kanata Lakes Plaza TIS dated October 6, 2017. The City of Ottawa commented on the TIS on October 30, 2017. This letter responds to each of the City's comments.

Based on the City Transportation Engineering comments, KNL Developments has decided to eliminate the Kanata Avenue eastbound left turn lane request and has modified the proposal to include a Right In/Out, Left Out only island (restricting eastbound left turns) to the site.

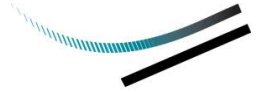
The October 6, 2017 City comments are listed below. Dillon's responses are indicated in bold following each of the City's comment.

Traffic Signals Comments

No comments to this TIS for this circulation. Traffic Signal Design and Specification Unit reserves the right to make future comments based on subsequent submissions.

Future considerations:

- If there are any future proposed changes/modifications to the existing roadway geometry the City of Ottawa Traffic Signal Design and Specification Unit is required to complete a review and assess the impact on traffic signal plant design.
- If an RMA is approved please forward approved geometric detail design drawings (dwg digital format in NAD 83 coordinates) including base mapping, existing and new underground utilities/sewers, new/existing catch basins locations and approved pavement markings drawing in separate files for detail review and potential traffic plant design lay out.



- Please send all digital (CADD) design files to Peter.Grajcar@ottawa.ca 613-580-2424 extension 23035.

Dillon Response – Acknowledged, we have modified our proposal and are no longer seeking an eastbound left turn lane to the site. We are proposing a Right In/Out, and Left out from the site to Kanata Avenue.

Street Lighting Comments

No comments with initial TIS for this circulation. Street lighting reserves the right to make future comments based on subsequent submissions.

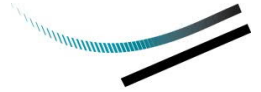
Future considerations:

- If there are any proposed changes to the existing roadway geometry, the City of Ottawa Street Light Asset Management Group is required to provide a full street light design.
- Upon completion of proposed roadway geometry design changes, please submit digital Micro Station drawings with proposed roadway geometry changes to the Street Lighting Department, so that we may proceed with the detailed street light design and coordination with the Street Light maintenance provider and all necessary parties. Be advised that the applicant will be 100% responsible for all costs associated with any Street Light design as a result of the roadway geometry change.
- Alterations and/or repairs are required where the existing street light plant is directly, indirectly or adversely affected by the scope of work under this circulation, due to the proposed road reconstruction process. All street light plant alterations and/or repairs must be performed by the City of Ottawa's Street Light maintenance provider.
- Be advised that the applicant will be 100% responsible for all costs associated with any relocations/modifications to the existing street light plant.

Dillon Response – Acknowledged

Transportation Engineering Services Comments

1. The ITE Trip Generation Manual, 9th edition, has trip generation rates for codes 814 and 820 in both AM and PM peaks. Provide justification for the missing rates in Table 5.



Dillon Response:

- The report used the 8th edition of the ITE Trip Generation Manual.
- “Specialty Retail Center” is code 814 in the 8th edition. In the 9th edition, code 814 is a “Variety Store” use which is not related to our site. In the 9th edition, a Specialty Retail Centre is code 826. Aside from the code number, the trip generation rates and distributions are identical between the two editions. Code 814 in the 9th edition does not relate to our site.
- For “Specialty Retail Centre”, neither the 8th edition nor the 9th edition of the ITE Trip Generation Manual contain an AM peak trip generation rate. Code 820 “Shopping Centre” was used for the AM peak trip generation rate. The ITE Trip Generation rate for code 820 is slightly lower in the 9th edition compared to the 8th edition (lower by 0.04 trips / 1000 sq.ft. GFA), which results in an insignificant difference in the number of trips produced by the development.
- No changes to the report are warranted.

2. The mode share used for transit analysis is much lower than the 2011 OD survey. Provide justification or revise.

Dillon Response:

The mode shares were calculated as the average of the AM and PM peak period mode shares for trips “Within (the Kanata/Stittsville) District”; see Table 1. This is appropriate since the proposed development:

- is located across from a school;
- is located within a residential neighbourhood; and,
- will cater to residential neighbourhood services.

For the reasons listed above we believe customers will arrive primarily by car, walking and cycling from within the Kanata/Stittsville district.

The mode shares were adjusted (from the mode share directly indicated for each mode) to account for the “Other” travel mode captures trips made on “ferry, boat, VIA Rail or air”¹ which are not appropriate for the proposed development; the auto driver mode share was increased 5% and the bicycle mode share was increased 4%; as indicated in Table 2 below.

¹ 2011 NCR Household Origin-Destination Survey – Summary of Results, January 2013

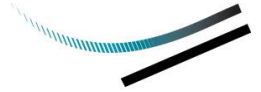


TABLE 1: KANATA-STITTSVILLE MODE SHARE

Trips by Primary Travel Mode

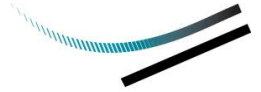
24 Hours	From District		To District		Within District	
Auto Driver	63,470	67%	63,830	67%	92,190	57%
Auto Passenger	15,220	16%	14,920	16%	31,880	20%
Transit	12,200	13%	12,270	13%	4,050	3%
Bicycle	360	0%	410	0%	960	1%
Walk	40	0%	50	0%	21,080	13%
Other	3,730	4%	3,660	4%	11,130	7%
Total:	95,020	100%	95,140	100%	161,290	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	15,360	59%	11,530	74%	13,630	45%
Auto Passenger	2,450	9%	1,160	7%	5,050	17%
Transit	6,230	24%	1,290	8%	1,210	4%
Bicycle	30	0%	80	1%	220	1%
Walk	0	0%	40	0%	5,730	19%
Other	1,900	7%	1,560	10%	4,510	15%
Total:	25,970	100%	15,660	100%	30,350	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	13,850	73%	17,660	61%	21,240	57%
Auto Passenger	3,240	17%	4,270	15%	8,570	23%
Transit	1,270	7%	5,980	21%	670	2%
Bicycle	40	0%	100	0%	260	1%
Walk	40	0%	0	0%	4,570	12%
Other	520	3%	910	3%	2,160	6%
Total:	18,960	100%	28,920	100%	37,470	100%

TABLE 2: KANATA-STITTSVILLE MODE SHARE WITHIN DISTRICT

Travel Mode	2011 TRANS O-D Survey Mode Share			Dillon Adjusted Mode Share (Table 9 in the report)
	AM Peak Period	PM Peak Period	Average Peak Period	
Auto Driver	45%	57%	51%	56%
Auto Passenger	17%	23%	20%	20%
Transit	4%	2%	3%	3%
Bicycle	1%	1%	1%	5%
Walk	19%	12%	16%	16%
Other	15%	6%	9%	0%



3. Due to the proximity of the school access and the signalized intersection to the proposed site, it is recommended that the eastbound left-turn at the site access on Kanata Avenue (Access #1) be banned. However, if provision of a left turn lane were constructed within the median space and appropriate pavement markings were provided on Kanata Avenue, the concern for safe movement through this stretch of Kanata Avenue would be reduced.

Dillon Response – KNL Developments has decided to eliminate the eastbound left turn lane request and has modified the proposal to include a Right In/Out, Left Out only island (restricting eastbound left turns) to the site.

4. If there is concern for pedestrian movements across Kanata Avenue at Site Access #1, a pedestrian count should be conducted during school hours and fair weather.

Dillon Response – There is no concern for pedestrian movements across from Kanata Avenue at Site Access #1. The traffic control signalized crosswalk is located adjacent to the site.

5. A separate site plan was not provided and dimensions were not illustrated in the report. Ensure that both site accesses are restricted to 9m in width. It is also recommended that only one lane in and one lane out be provided at Access #1.

Dillon Response – Acknowledged. See revised site plan submission drawings.

Sincerely,

DILLON CONSULTING LIMITED

Doug Green, P.Eng.
Associate