

APRIL 27, 2023

PROJECT NO: 1909-5772

City of Ottawa
Infrastructure and Economic Development
110 Laurier Avenue West
Ottawa ON K1P 1J1

Attention: Neeti Paudel, P.Eng
Transportation Project Manager, Infrastructure Approvals (City of Ottawa)

RE: RESPONSE TO TRANSPORTATION ENGINEERING COMMENTS
PROPOSED INDUSTRIAL DEVELOPMENT
6160 THUNDER ROAD & 5368 BOUNDARY ROAD
CITY OF OTTAWA

Dear Neeti,

This letter was prepared to address the Transportation Engineering comments received from the City of Ottawa (dated June 29, 2022) pertaining to the Transportation Impact Assessment submission - TIA (dated September 2021) to support the proposed industrial development at 6160 Thunder Road & 5368 Boundary Road in the City of Ottawa.

The attached comment response matrix highlights how each of the comments were addressed in the updated TIA. We trust that our responses and the Updated TIA has addressed the applicable comments and concerns of the City and the MTO. Please contact the undersigned should you have any questions.

Sincerely,

C.F. CROZIER & ASSOCIATES INC.



Peter Apasnore MASc., P.Eng., PTOE
Project Manager, Transportation

C.F. CROZIER & ASSOCIATES INC.



Aidan Hallsworth
Engineering Intern, Transportation

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Department/Agency	Comment	Status/Response
<p align="center">City of Ottawa Infrastructure Approvals – Transportation</p> <p align="center">June 29, 2022</p>	<p>There are several references throughout the report to the old building numbers (1 and 3) instead of the new A-E building references. Please update.</p>	<p>Building references have been updated through out the Updated TIA to the lettered designations.</p>
	<p>Confirm that Buildings A to D only require 2 accessible parking spaces each (Table 5 1). Please refer to section 3.1 of the City's Accessibility Design Standards. TWSI's should be provided at all depressed curbs.</p>	<p>Accessible parking was verified and adjusted to match requirements based on total parking supply, refer to Section 5.2 of the updated TIA. Tactile walking surface indicators to be provided as required.</p>
	<p>In Table 5-4, both segment and intersection MMLOS values are lumped together in the same table. Please provide them separately, as well as the resulting final segment/intersection MMLOS values in each case (the worst side of a street for a segment, and the worst approach for an intersection).</p>	<p>MMLOS was updated in the TIA, broken down by segment and intersection per the guidance of the City's TIA guidelines. Refer to Section 5.3 of the updated TIA.</p>
	<p>As per our previous comment, there should be sufficient space for a truck storage in the proposed NBLT lane at the Boundary Road / south Amazon access / site access intersection (unless this movement is restricted). The updated report mentions that heavy trucks are not expected to arrive from the South but given the truck route designation of several roads south of the site, please justify why this has been assumed.</p>	<p>Based on information obtained from the proponent, WB-20 truck traffic from the site is not expected to arrive from or travel to the south and will exclusively access the site via Highway 417. Therefore, as recommended previously, repurposing the existing runout lane into a 15m northbound left turn storage lane is sufficient to accommodate occasional passenger car traffic arriving from the south and a single WB-20 truck in an anomalous event.</p>
	<p>Significant improvement to site access could be provided by separating auto and truck access. As well, consideration should be given to restricting NB LT movements into the southerly access on Boundary Road.</p>	<p>Alteration of the site access configuration is not being considered as the proposed accesses are functionally adequate based on the assessment within the TIA. Adequate clear throat length is provided to accommodate trucks and autos queuing on the accesses for egress movements onto Thunder Road and Boundary Road. Further, given the</p>

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		<p>expected low truck traffic volumes during employee (passenger car traffic) peak arrival and departure hour, no operational or safety issues for the easterly access on Thunder Road is projected.</p> <p>As noted in previous response, there is no significant merit in restricting northbound left turn (ingress) traffic at the proposed access on Boundary Road.</p>
	<p>The site trip generation figure still shows three accesses in the TIA. Please revise. Synchro should also be updated for review.</p>	<p>There are three accesses proposed for the combined development on the subject lands. The comment is interpreted as the reviewer referring to three accesses on Thunder Road when there should be two. The previous Site Access C is associated with the Site 2 (6150 Thunder Road), which is a background development, but is kept in the study to remain consistent with the original submission. The figures outlining traffic volumes have been relabeled to clarify this situation.</p>