

May 15, 2018

OUR REF: 476747 - 01000

Minto Communities Inc.  
200-160 Kent Street  
Ottawa, ON K1P 0B6

**Attention: Curtiss Scarlett**  
**Land Development Manager**

Dear Curtiss:

**Re: Arcadia Subdivision, Kanata: Stages 3 and 4**  
**Transportation Brief – Addendum #1**

This Addendum has been prepared to address the comments on the above-noted January 17, 2017 Transportation Brief received (July 5, 2017) from the City of Ottawa, along with the transportation-related implications of subsequent modifications to the Concept Plan.

## 1. CHANGES TO THE CONCEPT PLAN

The new Concept Plan for Stages 3 and 4 of the Arcadia Subdivision is attached and includes the following minor changes relative to transportation.

- The unit mix and number of units has changed slightly. The number of single units has increased from 146 up to 200 and the number of townhomes has decreased from 255 down to 189. While the number of units have decreased by a total of 12, the projected traffic generation has increased by approximately 15 veh/h during peak hours. This net increase in peak hour traffic will have no impact on the design or operation of adjacent streets or intersections; and
- There have been minor changes to the local street layout to accommodate relocation of storm water management facilities and the change in housing mix. The same number of entry/exit points to the neighbourhood are maintained and as such there are no implications on traffic operations of the existing and proposed roads as a result of the local road network modifications.

## 2. CITY COMMENTS

### 2.1. TRAFFIC SIGNALS

**Comment 6:** No comments to this TB for this circulation. Traffic Signal Design and Specification reserves the right to make future comments based on subsequent submissions.

**Response 6:** Noted.

**Comment 7:** Possible future considerations:

- a) As part of the Campeau Drive extension, the future Riverchase and Country Glen Way intersections are planned to be roundabouts. Both of these roundabouts are to be designed and constructed with a provisional traffic control plant(s) for PXO crossings.
- b) If there are any future approved RMA works 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 traffic plant design lay out.

**Response 7:** Noted.

## 2.2. DEVELOPMENT REVIEW – TRANSPORTATION ENGINEERING SERVICES

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**Comment 14:** Consider street No. 8 intersects at street No. 2 (Riverchase) at 90 degrees. The opportunity to achieve this angle exists.

**Response 14:** The Concept Plan has been modified so that all local streets intersecting Riverchase, now do so at 90 degrees.

**Comment 15:** Riverchase and Paine Avenue are described as collector roads with 22m ROW and 8.5m pavement width. With future transit proposed on these roads, sidewalks are required on both sides. As well, both streets require cycling infrastructure. Please forward cross-sections of these streets for review to ensure all required infrastructures are accommodated as per the standards.

**Response 15:** As Paine Avenue is already 2/3 built as a 22 m ROW with sidewalks both sides and an 8.5 m paved surface, it was agreed with City staff at a May 2, 2018 meeting that this cross-section/ROW could be maintained on its extension east to Riverchase. With regard to Riverchase, a new submission was made to the City that included a 9.75 m paved surface, and a 3 m wide MUP on the east side, all within a 22 m ROW. A Deviation Report will be submitted to hopefully obtain approval for this cross-section and ROW. It is noteworthy that the proponent is now also considering a mini roundabout at the Paine/Riverside intersection, and either a roundabout or pedestrian crossover at the Calvington/Riverside intersection. The proposed roundabout at Riverchase/Paine would integrate the MUP on the east side of Riverchase with the shared lane cycling on Paine.

**Comment 16:** The intersection control at Paine Avenue and Riverside Drive should be reviewed carefully since the predominant movement is the northbound to eastbound and back. The two future legs of this intersection will be local roads with narrower ROW and lower volumes. A mini roundabout may be a more appropriate control rather than all way stop. Consider securing the required property for this potential if the decision on control cannot be made at this time.

**Response 16:** Based on the vehicle site trip-generation and distribution, the volumes at this three-legged intersection would be less than 100 to 150 veh/h (two-way) during peak hours, and even less during none peak hours. Regardless, a mini roundabout is being considered by the proponent.

**Comment 17:** A review of the potential for cut through traffic from Campeau Drive to Huntmar Drive through the subdivision should also be reviewed in consideration of the extension of Campeau Drive to the east. Ensure that the Building Better Smarter Suburbs concepts have been considered in the design process.

**Response 17:** Noted and the proponent has been advised. Given the existing volumes along Huntmar Drive (approximately 250 veh/h during the afternoon peak in each direction), and the existing double-lane roundabout at the Huntmar/Campeau intersection (therefore minimum delay), it is unlikely there would be a strong desire for drivers to cut-through the subject neighbourhood. As Campeau Drive extension is not complete, the future traffic patterns can only be estimated, however Huntmar Drive, north of Campeau Drive, is not congested and it is not expected to have significant growth in the future. As cut-through traffic is generally a result of congestion along corridors and/or at intersections, cut-through traffic through the subject development is expected to be low or non-existent.

## 2.3. TRANSIT SERVICES

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**Comment 18:** Transportation Brief - We find that the results of the trip generation analysis are inconsistent with existing ridership demand to the site. Specifically, the estimated 15 IN customers and 32 OUT customers during the morning and

afternoon peak hour respectively are overestimated compared to the current figures which indicate 0 customers during both time periods.

While it is anticipated that peak period, peak direction transit service will be provided to the site, no further improvements are anticipated as a result of this development. This means that it is the quality of service to the site in the off peak direction that should drive the transit modal share. Feedback loops between mode split and quality of service should be taken into account when distributing person/trips. For instance, the following should have been considered: transit ridership diminishes rapidly as distance from bus stops increase and as the level of service decreases.

That said, in an effort to achieve higher transit modal, as per the TMP, this issue will have to be resolved through the Transit Service Strategy.

**Response 18:** Noted.

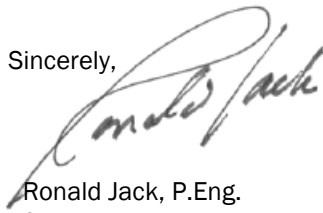
**Comment 25:** The Owner agrees to implement a Transit Service Strategy in accordance with the Official Plan. This strategy will work to achieve the estimated transit modal share to the site, as per the TB. The Owner, together with the City, will determine the method and means by which the developments, as well as adjacent areas, can be efficiently and effectively serviced by transit. The Owner shall enter into an agreement with the Transit Service Branch, prior to the registration of the subdivision, to outline the provision of interim bus service. Said agreement shall included, but not limited to, the following: establishment of routes and stops and levels of service and provision and maintenance of stops and turnarounds. The agreement may include: funding and cost-sharing arrangements and timing and triggers for the transfer of responsibility to City.

**Response 25:** The Transit Service Agreement has been in place and one of its clauses is that "Minto is responsible for the net cost of providing peak period transit service until greater than 250 units are occupied". As Minto has advised that 539 units are now occupied, they should no longer be paying the subject net cost. The City has been asked to confirm this.

### 3. RECOMMENDATIONS

Based on the foregoing, the proposed Arcadia Subdivision Stage 3 and 4 development continues to be recommended from a transportation perspective.

Sincerely,



Ronald Jack, P.Eng.  
Senior Transportation Engineer

attachment

Title:

Concept Plan 6 - Rev 4

Project:

Arcadia - Stage 3+

Legend

Existing Storm Water Facility

Limit of Subdivision

Phase Limit

Executive Townhomes

Single Family Homes

Rear Lane Townhomes

Storm Water Management

Parkland

Open Space

4	New Stage Limits	2018-04-03	A.R
3	Straightened Street 1 & other minor changes	2018-02-26	A.R
2	Minor Changes	2018-02-10	A.R
1	Original Plan	2018-02-06	A.R
No.	Description	Date	By


Revisions

NORTH

Scale: 1:4000

Drawn By: AR  
Checked By: CS

Minto Communities  
180 Kent St.  
Ottawa, ON  
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The map illustrates the layout of Arcadia Stage 3+, showing various blocks and streets. Key features include:

- Streets:** Paine Avenue, Clonrush Way, Calvington Ave, Campeau Drive, Silverbirch Lane, and Highway 404.
- Blocks:** Block 1 through Block 34, including Block 42 (Future Storm Water Management Facility), Block 43 (Future Park), and Block 32 (Dry Pond).
- Land Use Designations:** Executive Townhomes (brown), Single Family Homes (yellow), Rear Lane Townhomes (purple), Storm Water Management (blue), Parkland (green), and Open Space (light green).
- Other Features:** Existing Residential Arcadia Stage 1&2, Commercial area, and a Creek.

Units				
Phase	3	4	-	Total
Singles	128 Units	72 Units	0 Units	200 Units
Executive Town	189 Units	0 Units	0 Units	189 Units
Avenue Town	0 Units	0 Units	0 Units	0 Units
Rear Lane Town	37 Units	0 Units	0 Units	37 Units
Infusion Condos	0 Units	0 Units	0 Units	0 Units
Total	354 Units	72 Units	0 Units	426 Units

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