

To: Mike Giampa 110 Laurier Avenue West, 4th Floor Ottawa, ON K1P 1J1 File: 6420 Ottawa Street – Mattamy Richmond Village	From: Lauren O'Grady, P.Eng. 400 – 1331 Clyde Avenue Ottawa, ON K2C 3G4 Date: September 9, 2019
--	---

Reference: 163600873 – Mattamy Richmond Village

In June 2019 Stantec Consulting Ltd. (Stantec) prepared the *Richmond Subdivision Transportation Brief Update* on behalf of Mattamy Homes (Mattamy) for a proposed residential development located in Richmond Village. In August 2019 Stantec received comments from the City of Ottawa.

Table 1 below includes the comments from the City of Ottawa along with the accompanying responses by Stantec.

City of Ottawa Comment		Stantec Response
Traffic Signal Operations		
1	<p>In section 2.1 Roads & Traffic Control, there are some inconsistencies with the initial existing environment:</p> <ul style="list-style-type: none"> Fortune Street & Perth Street - the intersection is not signalized, it is stop controlled on the minor street. McBean Street & Perth Street - there is no auxiliary left lane in the southbound direction; thus making the statement "auxiliary left turn lanes in all directions" misleading. Huntley Road & Perth Street - there is no auxiliary left lane in the westbound direction; thus making the statement "auxiliary left turn lanes in all directions" misleading. 	<p>These inconsistencies have been noted and only occur in Section 2.1. The correct intersection configurations have been included in the analysis portion of the report, and therefore, the report remains valid from a technical perspective.</p>
2	<p>In section 3.3.2 Vehicle Site Trips- it is unlikely that the proposed subdivision plan would have an "in" value of 222 in the AM and the "out" value at 306 trips. With the number of proposed developments both the percentage of vehicles and the vehicle volume coming out of the community would be higher. Please revise these figures to show a more realistic volume increase and split.</p> <p>Additionally, the vehicle-trips shown on Table 4 do not correspond to Figures 9 and 10. Correct these.</p>	<p>This statement is incorrect. Table 4 in Section 3.3.2 indicates that during the AM peak hour, there are 222 vph entering and 494 vph exiting.</p> <p>The volumes in Figures 9 and 10 were rounded to the nearest 5 vph, therefore, they are slightly more conservative than what is outlined in Table 4. The analysis was based on the rounded volumes; therefore, no changes are required.</p>
Traffic Signal Design		
3	<p>No comments to this TIA for this circulation. Traffic Signal Design & Specification reserves the right to make future comments based on subsequent submissions.</p>	Noted.
4	<p>Future considerations: If there are any future proposed changes in the existing roadway geometry for the purpose of construction of a new TCS(s) or modifications to existing</p>	Noted.

September 9, 2019

Mike Giampa

Page 2 of 4

Reference: 163600873 – Mattamy Richmond Village


	TCS(s) the City of Ottawa Traffic Signal Design & Specification Unit is required to complete a review for traffic signal plant re-design and provide the actual re-design.	
5	In case of proposed pedestrian crossovers - if they are warranted and approved for installation, and RMA approved, please forward an approved geometry detail design drawing (dwg digital format in NAD 83 coordinates) including base mapping, existing and new underground utilities and sewers, new and existing CBs locations, Turn-Radius modeling for approved vehicles and approved pavement marking drawings in separate files for detailed traffic plant design lay out.	Noted.
6	Please send all digital (CADD) design files to Peter.Graicar@ottawa.ca 613-580-2424x23035.	Noted.
Street Lighting		
7	If the proposed TIA is approved, please contact Barrie Forrester (613) 580-2424 ext 23332 (Barrie.Forrester@ottawa.ca) to setup cost recovery for Street Lighting review and coordination.	Noted.
8	Full roadway lighting as per City of Ottawa policy is required. Send streetlight design including point by point light calculations for review and approval to the assigned Street Lighting Coordinator.	Noted.
9	The developer will be 100% responsible for all associated street light costs. PO or payment must be setup with the City of Ottawa Street Light Group prior to any sub-division review/approval will be completed.	Noted.
10	City Street Lighting will require commencement of work notification so that we can inspect construction at all stages.	Noted.
11	Upon completion we require as-builts in both e-format (Microstation & dwg) and hard copy (1:500 scale). Once received, we advise Hydro that the City will accept the energy charges. With that authorization (plus an ESA certificate obtained by the developer or his electrical contractor) Hydro will then energize.	Noted.
12	Any queries such as required light levels or approved materials can be directed to the assigned Street Lighting Project Coordinator.	Noted.
Transit Services		
13	<p>The proposed transit route as shown in Figure 17 is appropriate – it is anticipated that transit service may be provided along Meynell Road and Ottawa Street.</p> <ul style="list-style-type: none">As noted in Section 7.0 (Draft Plan Review), curb radii at the intersection of Meynell and Ottawa should accommodate transit vehicle turning movements.The proposed roundabout at Perth and Meynell should also be designed to accommodate transit vehicle turning movements in all directions.	Noted.

September 9, 2019

Mike Giampa

Page 3 of 4

Reference: 163600873 – Mattamy Richmond Village

14	<p>The proposed bus stop location on the east side of Meynell opposite the school conflicts with the front-facing homes. In this configuration, it will not be possible to provide adequate bus stop infrastructure.</p> <ul style="list-style-type: none">Consider rotating the lots highlighted below to face the side streets, leaving a side-lot along Meynell which can accommodate a bus stop and/or other utilities. 	<p>These lots have been reoriented to accommodate the required bus stop infrastructure. The revised Draft Plan can be seen in Attachment 1.</p>
----	---	--

We trust that the above addresses the City's outstanding comments and concerns. Should you have any further questions or concerns related to the above please feel free to contact the undersigned at your earliest convenience.

Regards,

Stantec Consulting Ltd.



Lauren O'Grady P.Eng.

Transportation Engineer

Phone: 613-784-2264

lauren.o'grady@stantec.com

Attachments: Attachment 1 – Revised Draft Plan (September 9th, 2019)

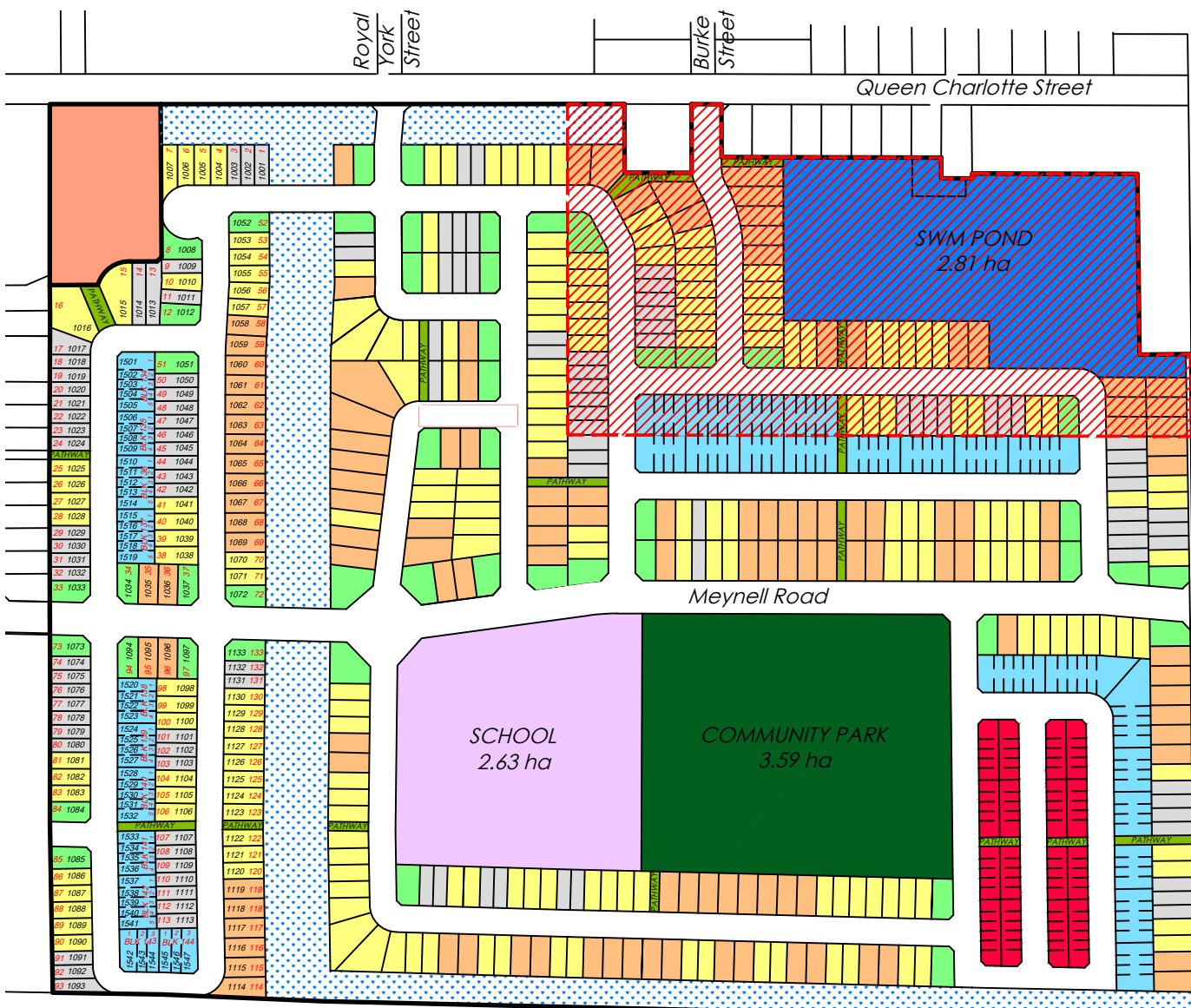
September 9, 2019

Mike Giampa

Page 4 of 4

Reference: 163600873 – Mattamy Richmond Village

Attachment 1 – Revised Draft Plan (September 9th, 2019)



- Legend**
- Park
 - Open Spaces/
 - Pathway
 - School
 - Stream Corridor
 - Community Well
 - Laffin Parcel

Products	Mattamy	Laffin	TOTAL	
30' Single Detached	160	19	179	15%
34' Single Detached (Corner)	86	5	91	8%
36' Single Detached	302	35	337	30%
43' Single Detached	225	20	245	21%
21' Townhome	194	18	212	19%
21' Village Townhome	84	-	84	7%
TOTAL	1051	97	1148	