

22 May 2018

OUR REF: 476237 - 01000

FOTENN
223 McLeod St
Ottawa, ON K2P 0Z8

Attention: Julie Carrara

Dear Julie:

Re: **Summerside West Phase 4-6
City Comment Response Memo**

1. INTRODUCTION

This memo has been prepared to address comments received from the City of Ottawa on January 31, 2018, for the Summerside West Phases 4-6 plan of subdivision submission. The following comments have been noted to the proponent and responses by Parsons can be found herein.

2. CITY COMMENTS

Traffic and Noise Review

Comment 16: *The intersection of Street 1 at Street 11 be shown on the plan. There is an opportunity to construct a mini roundabout at this location.*

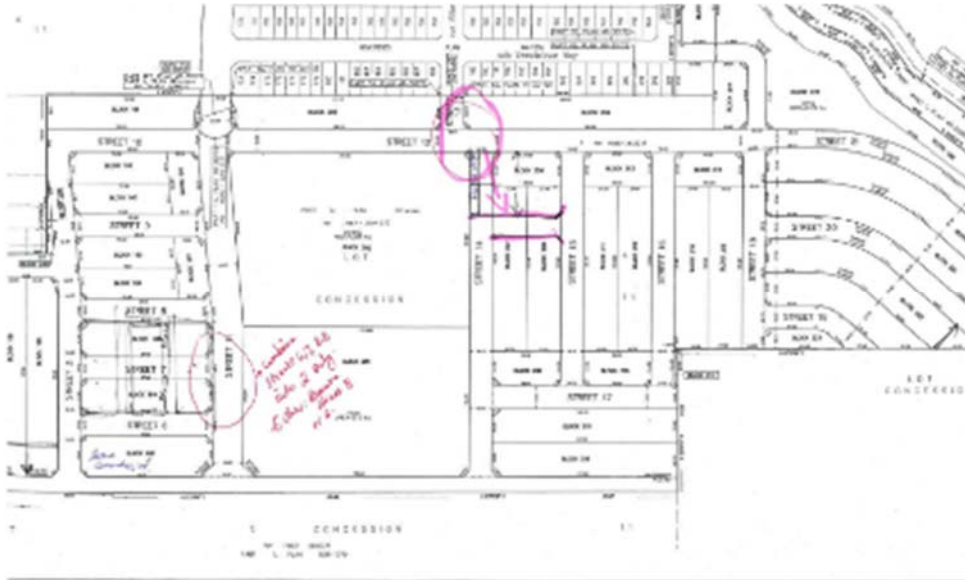
Response 16: The East Urban Expansion Area EA, completed in July 2017, illustrates Street 1 and Street 11 as a roundabout, and the site plan illustrates a 24m radius preserved for the implementation of the intersection. At this stage, the intersection can be a mini-roundabout or a typical roundabout. There may be a preference on the City's, and Emergency Services, to implement a typical roundabout over a mini-roundabout at a collector-to-collector road intersection.

The East Urban Expansion Area EA preferred option is illustrated below.



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Comment 17: The intersections spacing of streets 6, 7, and 8 on Street 11, which is a future collector road, is not appropriate and these intersections need to be combined into 2 streets. The spacing of the streets on street 5 is acceptable, but not on street 11. A center-to-center spacing of 60m along street 11 should be ok. Please see attachment below and the possible re-draw. Otherwise, provide your own alternative solution, which shall be to the satisfaction of the City of Ottawa in the next revision package (draft plan of subdivision revision prior to draft approval).



Response 17: Noted. The unit type proposed between Streets 6 and 8 are back-to-back townhomes. The local road spacing suggested in the BBSS is based on a 60m spacing given 2 lots with backyards for an approximate 30m depth per lot.

Three potential options for a solution are:

- City recognize the unit type and accept the proposed spacing;
- The proposed re-draw is accepted with Street 7 being re-oriented to a north-south laneway between Streets 6 and 8; or
- The proposed unit types are changed to townhomes with a deeper lotting.

This was left to the discretion of the developer and land use team, and the April 24th, 2018 plan has opted to re-align the streets with townhomes fronting onto Street 11 and a pedestrian/cycling connection through the row.

Comment 18: The spacing between Street 13 (the southward extension of rue Allium Street) and Street 14 at Street 12 is not appropriate. The north-south street 14 can be shifted eastward along street 12 to provide a proper spacing. A center-to-center spacing of 40m along street 12 should be ok. Otherwise, please see attached 'traffic and redesign.jpg' attachment for an alternative that is for your consideration.

Response 18: Noted. The April 24th, 2018 plan has shifted the school and park blocks, and the street is now aligned with Allium Street.

Comment 19: TIA Screening Form: Please have applicant forward a full TIA report for review and comments (approval required prior to draft approval)

Response 19: Noted. To date, the submissions have included:

- TIA Screening/Scoping Report, October 26, 2017
 - City comments received on November 10th, 2017
- TIA Forecasting Report, December 1st, 2017

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- City has not provided comments
- TIA Strategy Report, March 5th, 2018
 - City has not provided comments

The City is requested to complete their review and provide comments as soon as possible.

Policy – Zoning Unit – City of Ottawa

Comment 35: *Block 201 (Neighbourhood Park) and Block 202 (elementary school) provide the opportunity to have lay-bys in the ROW, including a continuous lay-by extending beyond the school frontage and continuing along part of the park frontage. For example, if the frontage is sufficient in length, Street 12 could have an exclusive bus lay-by in the ROW, and a separate vehicular (“kiss ‘n ride”) lay-by could be located along Street 14 along the side of the school and extending along the side of the park. Signage could be used to reserve the use of those lay-bys for appropriate vehicles at specific times of the day, including use as on-street parking for park purposes during evenings and weekends.*

Response 35: Noted. The April 24th, 2018 plan has shifted the school and park blocks for better access and lotting. Lay-bys can be provided along the east-west collector road and the north-south local road.

The lay-bys should be 50-75m in length, 3.5m wide, and broken up by bulb-outs. Initially, the school may require space for up to 15-20 buses at opening. Pavement markings, reduced pavement width and restriction of on-street parking on the opposite side of the street should all be incorporated into the proposed street design.

Prepared By:



Andrew Harte

Senior Transportation Engineer