May 20th, 2020

City of Ottawa
Planning and Growth Management Branch
110 Laurier Ave. W., 4th Floor,
Ottawa, Ontario K1P 1J1

Attention: **Mr. Mike Giampa**
Project Manager, Infrastructure Approvals

Dear Mr. Giampa:

Reference: **Kizell Lands – 5618 Hazeldean Road**
Response to Transportation Comments
Our File No.: 108195

A revised Community Transportation Study (CTS) and Transportation Impact Study (TIS), dated February 2020, was prepared in support of Zoning By-law Amendment and Draft Plan of Subdivision applications for the lands located at 5618 Hazeldean Road. Transportation comments were received from City staff on March 5, 2020 and a more detailed set of comments on March 26, 2020. This letter has been prepared to address City comments. The CTS/TIS has also been revised, dated May 2020, as a result of City comments. Please find City comments and Novatech response below.

Transportation Engineering Services

City Comment
Update the trip generation numbers. While ITE 9 was used in the CDP for residential, TRANS should be used for the residential developments rather than using ITE 10.

Novatech Response
The CTS/TIS has been updated to use TRANS trip generation rates for the residential developments.

City Comment
Adjust the mode shares, using Trans guidance, for Scenario 1 for higher density housing especially when located closer to arterials with existing transit facilities. Also, consider adjusting Scenario 2 mode shares. While an aggressive target for transit, walking and cycling is appreciated, it is currently unclear how applicable TOD mode shares are beyond the Greenbelt.

Novatech Response
A review of the modal share data in the City's TRANS O-D Survey report has been conducted. A review of trips from/within the district during the AM peak and to/within the district during the PM peak has been conducted to understand the modal shares for residential developments within the Kanata/Stittsville District. The following modal shares have been derived from the TRANS report:

- 60% Auto Driver
- 20% Auto Passenger
- 10% Transit
- 10% Non-Auto

Suite 200, 240 Michael Cowpland Drive, Ottawa ON K2M 1P6 Tel: 613.254.9643 Fax: 613.254.5867 www.novatech-eng.com

The approved Fernbank Community Design Plan (CDP) Transportation Master Plan (TMP) identifies a minimum target transit modal share of 20% within the Fernbank Community. As such, the TRANS modal shares have been adjusted to reflect the target 20% transit modal share. The following modal shares adjust the above Auto Driver and Auto Passenger modal shares down by 5% to increase the Transit modal share by 10%.

- 55% Auto Driver
- 15% Auto Passenger
- 20% Transit
- 10% Non-Auto

The above modal shares were utilized for Scenario One in the revised CTS/TIS.

As the proposed development is located in a suburban context, the City's TOD modal shares have been adjusted to reflect a higher auto modal share associated with the Kanata/Stittsville District. For the purposes of scenario two, the adjusted TOD modal shares have been applied to all residential development north of Cranesbill Road/Street 15, while the modal shares presented in scenario one have been applied to all other residential development. Although the retail uses are located in close proximity to the future Hazeldean BRT/LRT station, the modal shares are anticipated to be generally consistent with the Kanata/Stittsville area. As such, the modal shares used for the retail development in scenario one have been maintained.

City Comment
Internalization reductions can be applied for the retail trips within the mixed-use developments.

Novatech Response
The CTS/TIS has been updated to include internal capture between the high-density/mixed-use residential developments and the retail developments.

City Comment
Consider alternative access(es) to the park and ride. As the park and ride is envisioned to primarily serve the residential development north of Abbott Street, residents from the Kizell lands wishing to use the park and ride will have to enter the neighbouring subdivision to the east, turn right onto Street 3, left onto Street 4 and then left onto Cranesbill Road to re-enter the Kizell Lands.

Novatech Response
Due to the proximity of the park and ride to adjacent signalized intersections along Hazeldean Road, all movement access is not anticipated along Hazeldean Road. The location and size of the park and ride block are generally consistent with high-level concepts provided by the City of Ottawa. The design of the park and ride is to be completed by the City of Ottawa as part of a future application. Based on the high-level concept received from the City of Ottawa, included in Appendix E of the revised CTS/TIS, right-in right-out access is anticipated along Hazeldean Road.

City Comment
The Kanata LRT Environmental Assessment identified that the Park & Ride Block should be increased to 2.74 hectares. The current P&R block (Block 315) is shown as only 2.27ha, so please increase the block to the required size of 2.74 hectares.

Suite 200, 240 Michael Cowpland Drive, Ottawa ON K2M 1P6 Tel: 613.254.9643 Fax: 613.254.5867 www.novatech-eng.com

Novatech Response
The location and size of the park and ride is generally consistent with the high-level concept received from the City of Ottawa and is sufficient for Draft Approval. The final size of the Park and Ride block will be confirmed prior to registration or at the time of acquisition by the City of Ottawa, whichever happens first.

City Comment
It is estimated that the City's P&R purchase account will allow purchase of the P&R block in the 2022 timeframe.

Novatech Response
Noted

City Comment
Consider providing sidewalks on all local roads as the 18 m cross-section allows for one sidewalk. Provide sidewalk on Street 8 between Street 9 and Robert Grant Avenue and update the pedestrian plan provided in Appendix E.

Novatech Response
A new sidewalk will be provided along Street 8 between Street 9 and Robert Grant Avenue. The proposed sidewalk network provides critical connections to destinations or locations of higher pedestrian traffic. Sidewalks on all low volume local roadways are not proposed as a trade-off to increase greenspace and decrease City maintenance costs.

City Comment
Contact Transit Services to discuss early service agreements.

Novatech Response
Noted.

City Comment
Future MMLOS targets change to the "Within 600m of rapid transit" targets if/when the future LRT is considered. Ensure that these are used when comparing facilities to targets.

Novatech Response
The future MMLOS analysis has been updated in the revised CTS/TIS.

City Comment
Include traffic signal warrant analysis for the proposed roundabout at Robert Grant Avenue and Cranesbill Road.

Novatech Response
Traffic signal warrant analysis has been completed in Section 4.4 of the revised CTS/TIS.

City Comment
Consider the need for protected intersections to improve MMLOS targets at intersections.

Suite 200, 240 Michael Cowpland Drive, Ottawa ON K2M 1P6 Tel: 613.254.9643 Fax: 613.254.5867 www.novatech-eng.com

Novatech Response
As identified in the report, the design and construction of Robert Grant Avenue will be completed by others. The proposed Mixed-Use signalized intersection will be constructed as part of a future Site Plan Control application. Protected intersection designs at the future intersections along Hazeldean Road have been identified for consideration as part of the future applications.

Traffic Signal Operations

City Comment
Previous designs/concepts showed this development connecting to the existing three signalized intersections on Hazeldean Road: 325m E of Iber Road, 635m E of Iber Road, and 780m W of Terry Fox Drive. Clarify if the proposed development, 5618 Hazeldean Road, will maintain these connections.

Novatech Response
The proposed development will have the following signalized connections to Hazeldean Road:

- Robert Grant Avenue – approximately 330m east of Iber Road; and
- Mixed-Use Block 318 – approximately 630m east of Iber Road.

City Comment
Show curb edges/intersections on the northside of Hazeldean Road to give a clearer picture of how/where these Lands are connected to existing infrastructure.

Nocatech Response
A Hazeldean Road Context Plan is included in Figure 2 of the revised CTS/TIS.

City Comment
There are still several failing movements in Synchro. This can be reviewed once the accesses on Hazeldean Road are confirmed.

Novatech Response
As discussed in the revised CTS/TIS, all intersections within the study area are anticipated to meet the target LOS E within 600m of a rapid transit station.

Traffic Signal Design

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

Future considerations:

If there are any future proposed changes in the roadway geometry for the purpose of construction of a new TCS(s) or modifications to existing TCS(s) the City of Ottawa Traffic Signal Design and Specification Unit is required to complete a review for traffic signal plant re-design and provide the actual re-design to the proponent or involved consulting entity.

If the proposed traffic signals are warranted/approved for installation or modifications to existing TCS are approved, and RMA approved, please forward an approved geometry detail design drawings (dwg digital format in NAD 83 coordinates) including base mapping, existing and new underground

Suite 200, 240 Michael Cowpland Drive, Ottawa ON K2M 1P6 Tel: 613.254.9643 Fax: 613.254.5867 www.novatech-eng.com

utilities/sewers, new/existing catch basin locations, Auto Turn-Radius Modeling for approved vehicles and approved pavement markings drawings in separate files for detail traffic plant design lay out.

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

Novatech Response
Noted.

Yours truly,

NOVATECH

B. Byvelds

Brad Byvelds, P. Eng.
Project Coordinator | Transportation/Traffic

Suite 200, 240 Michael Cowpland Drive, Ottawa ON K2M 1P6 Tel: 613.254.9643 Fax: 613.254.5867 www.novatech-eng.com