

December 4, 2020

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

Attention: Mr. Mike Giampa
Senior Engineer, Infrastructure Applications

Dear Mr. Giampa:

Reference: Provence Orléans Subdivision (Phase 6)
Transportation Impact Assessment – Addendum
Our File No. 117155
City File No. D07-16-19-0030

1.0 INTRODUCTION

A Transportation Impact Assessment (TIA) was prepared in support of a Draft Plan of Subdivision application for Phase 6 of the proposed Provence Orléans subdivision in October 2019 and revised in June 2020. The revised TIA considered the impacts of 48 detached homes, 61 townhomes, and four six-storey apartment buildings containing a total of 312 dwellings. The revised TIA noted however that the six-storey buildings were removed from the application, and four-storey buildings were intended for the multi-unit residential block.

The draft plan has since been revised and includes one fewer townhome. Further, the multi-unit block will consist of three four-storey apartment buildings containing a total of 177 dwellings. Overall, the revised Phase 6 plan includes 48 detached homes, 60 townhomes, and 177 apartment dwellings. The location of the proposed multi-unit access has been relocated from the future Mercantour Ridge (referred to as Street No. 11 in the previous TIA) to Portobello Boulevard. The new proposed access location is approximately 85m north of Nantes Street, and will utilize an existing median break on Portobello Boulevard.

A copy of the revised concept plan is included in **Appendix A**. This TIA Addendum has been prepared to review the proposed alterations to the concept plan since the June 2020 submission, and assess any transportation related impacts associated with the proposed revisions.

2.0 TRIP GENERATION

Trip generated by the previously proposed and revised concept plan have been estimated using the recommended rates in the 2009 TRANS Trip Generation Manual. The vehicle trip generation rates taken from Table 3.18 of the TRANS report, correspond to the Single-Detached Dwelling, Townhouse, and Mid-Rise Apartment (3-10 floors) land use rates in the Suburban Area (outside the greenbelt). The vehicle trip generation using the aforementioned rates have been converted to person trips using the assumed modal shares in Table 3.13 of the TRANS report. The directional

split between inbound and outbound trips are based on the blended splits in Table 3.17 of the TRANS report.

A comparison of trips generated by the previously proposed and revised concept plan are provided in the following table.

Table 1: Person Trip Generation Comparison

Land Use	Units	AM Peak (pph)			PM Peak (pph)		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Previous Concept (June 2020 TIA)							
Single-Detached Dwelling	48 units	18	44	62	42	25	67
Townhouse	61 units	21	39	60	36	34	70
Mid-Rise Apartment	312 units	50	155	205	161	100	261
Revised Concept							
Single-Detached Dwelling	48 units	18	44	62	42	25	67
Townhouse	60 units	21	39	60	36	34	70
Mid-Rise Apartment	177 units	28	89	117	92	57	149
Difference		-22	-66	-88	-69	-43	-112

From the previous table, the revised development would generate 88 fewer person trips (including 49 vehicle trips) during the AM peak hour and 112 fewer person trips (including 62 vehicle trips) during the PM peak hour. Access to the multi-unit block has been relocated from Mercantour Ridge to Portobello Boulevard, and will no longer require a majority of traffic generated by this block to travel through the Portobello Boulevard/Aquaview Drive/Nantes Street.

A separate TIA dated December 2020 will be submitted in support of a Site Plan Control application, specific to the multi-unit block of Phase 6 of the Provence Orléans subdivision. This TIA includes updated unit counts and intersection analysis based on the new access location for the multi-unit block, and does not identify any concerns with intersection operations in the study area.

3.0 ROADWAY CROSS-SECTIONS

Compared to the previous TIA, the proposed roadway width of Mercantour Ridge has been reduced from 8.5m to 8.0m, while the proposed roadway width of Plainridge Crescent remains at 8.5m. The ROW width of the section of Mercantour Ridge adjacent and parallel to the future transitway corridor is 16.5m, and the ROW widths of the remaining sections of Mercantour Ridge and Plainridge Crescent are 18.0m.

All 1.8m sidewalks proposed in the previous TIA will remain, except for the eastern sidewalk on Mercantour Ridge between Nantes Street and the first proposed residential lot to the north. A pathway has been added between Provence Avenue and the existing terminus of Plainridge Crescent, and between Portobello Boulevard and Mercantour Ridge along the northern limit of the multi-unit block.

A copy of the revised pathways and linkages plan is included in **Appendix B**.

4.0 CONCLUSIONS

The conclusions of the above TIA Addendum can be summarized as follows:

- The revised development is anticipated to generate 88 fewer person trips (including 49 vehicle trips) during the AM peak hour and 112 fewer person trips (including 62 vehicle trips) during the PM peak hour, compared to the previously proposed development.
- The proposed multi-unit block includes an access to Portobello Boulevard, and no longer includes an access to Mercantour Ridge.
- No concerns with respect to intersection operations are identified within the study area.
- The proposed roadway width of Mercantour Ridge has been reduced from 8.5m to 8.0m. All proposed sidewalks will remain, except for the eastern sidewalk on Mercantour Ridge between Nantes Street and the first proposed residential lot to the north. A pathway has been added between Provence Avenue and the existing terminus of Plainridge Crescent and between Portobello Boulevard and Mercantour Ridge along the northern limit of the multi-unit block.
- The ROW width of the section of Mercantour Ridge adjacent and parallel to the future transitway corridor is 16.5m, and the ROW widths of the remaining sections of Mercantour Ridge and Plainridge Crescent are 18.0m.
- Based on the foregoing, the proposed development continues to be recommended from a transportation perspective.

Yours truly,

NOVATECH

Prepared by:



Joshua Audia, B.Sc.
E.I.T.,
Transportation/Traffic

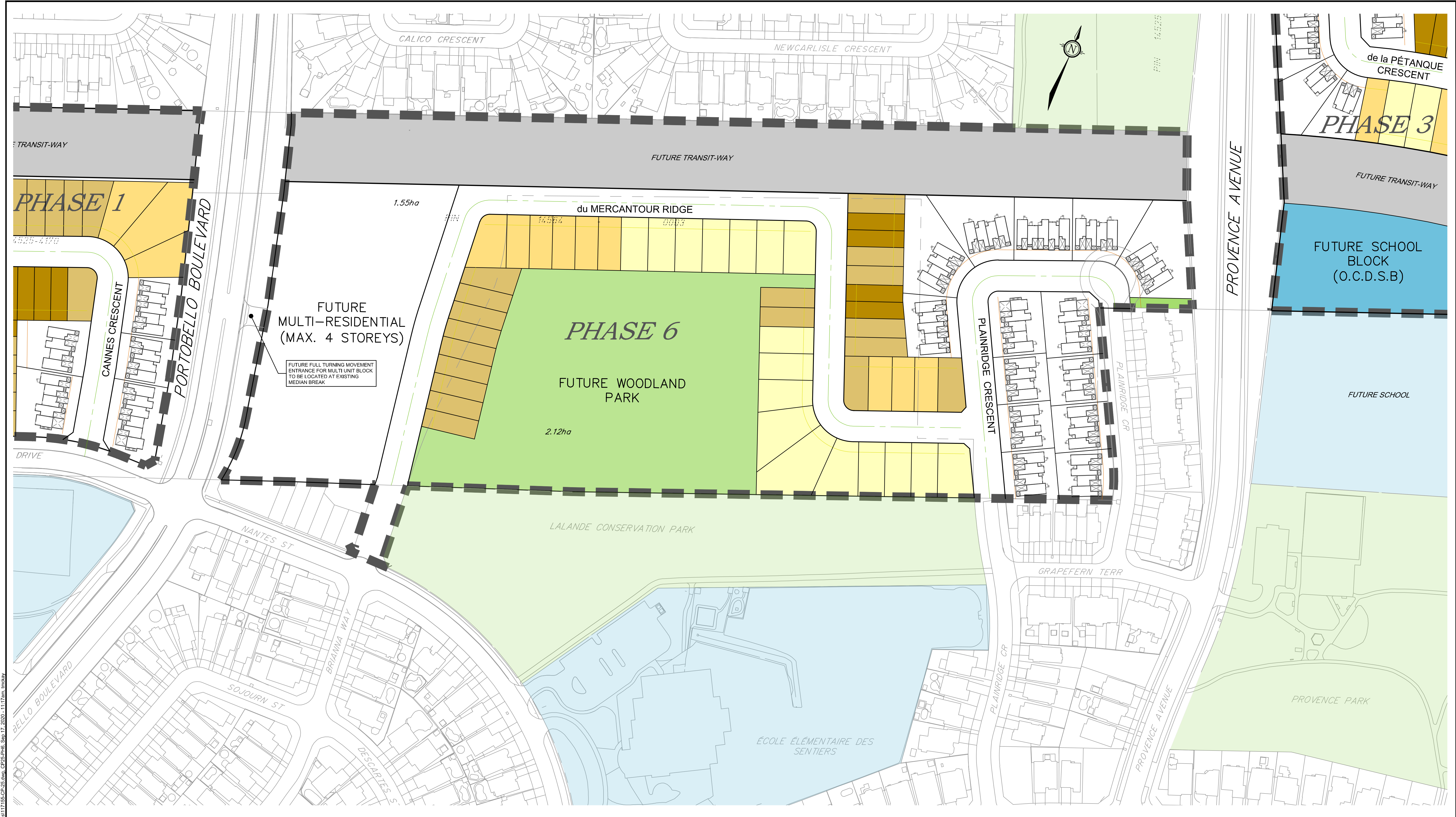
Reviewed by:



Jennifer Luong, P.Eng.
Senior Project Manager,
Transportation/Traffic

APPENDIX A

Revised Concept Plan



NOTE:
THE POSITION OF ALL POLE LINES, CONDUITS,
WATERMANS, SEWERS AND OTHER
UNDERGROUND AND OVERGROUND UTILITIES AND
STRUCTURES IS NOT NECESSARILY SHOWN ON
THE CONTRACT DRAWINGS, AND WHERE SHOWN,
THE ACCURACY OF THE POSITION OF SUCH
UTILITIES AND STRUCTURES IS NOT GUARANTEED.
BEFORE STARTING WORK, DETERMINE THE EXACT
LOCATION OF ALL SUCH UTILITIES AND
STRUCTURES AND ASSUME ALL LIABILITY FOR
DAMAGE TO THEM.

Unit Breakdown / Phase							
Phase #	50' Singles	42' Singles	35' Singles	31' Singles	Street Towns	Multi Unit	Total
Phase 6	17	9	18	4	60	177	285

LEGEND:

- 31' SINGLES
- 35' SINGLES
- 42' SINGLES
- 50' SINGLES
- PARK / WALKWAY BLOCK
- EXISTING PARK
- FUTURE SCHOOL BLOCK
- EXISTING SCHOOL

No.	REVISION	DATE	BY
5.	REVISED MULTI UNIT COUNT	NOV 11/20	TJM
4.	REVISED PHASE 6 TOWNHOUSE LAYOUT	AUG 14/20	CAH
3.	REVISED UNIT COUNT	NOV 08/19	MER
2.	REVISED MULTI UNIT BLOCKS	SEPT 05/19	MER
1.	ISSUED FOR DISCUSSION	APR 17/19	MER

SCALE

1:1000

0 10 20 30 40

DESIGN	FOR REVIEW ONLY
MER/WLS	
CHECKED	
MER	
DRAWN	
CAH	
CHECKED	
MER	
APPROVED	
MER	

NOVATECH

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LOCATION
CITY of OTTAWA
PROVENCE ORLEANS SUBDIVISION (2128 TRIM ROAD)

DRAWING NAME
CONCEPT PLAN 25
PHASE 6

PROJECT No.
117155-00

REV
REV #5

DRAWING No.
117155-CP25

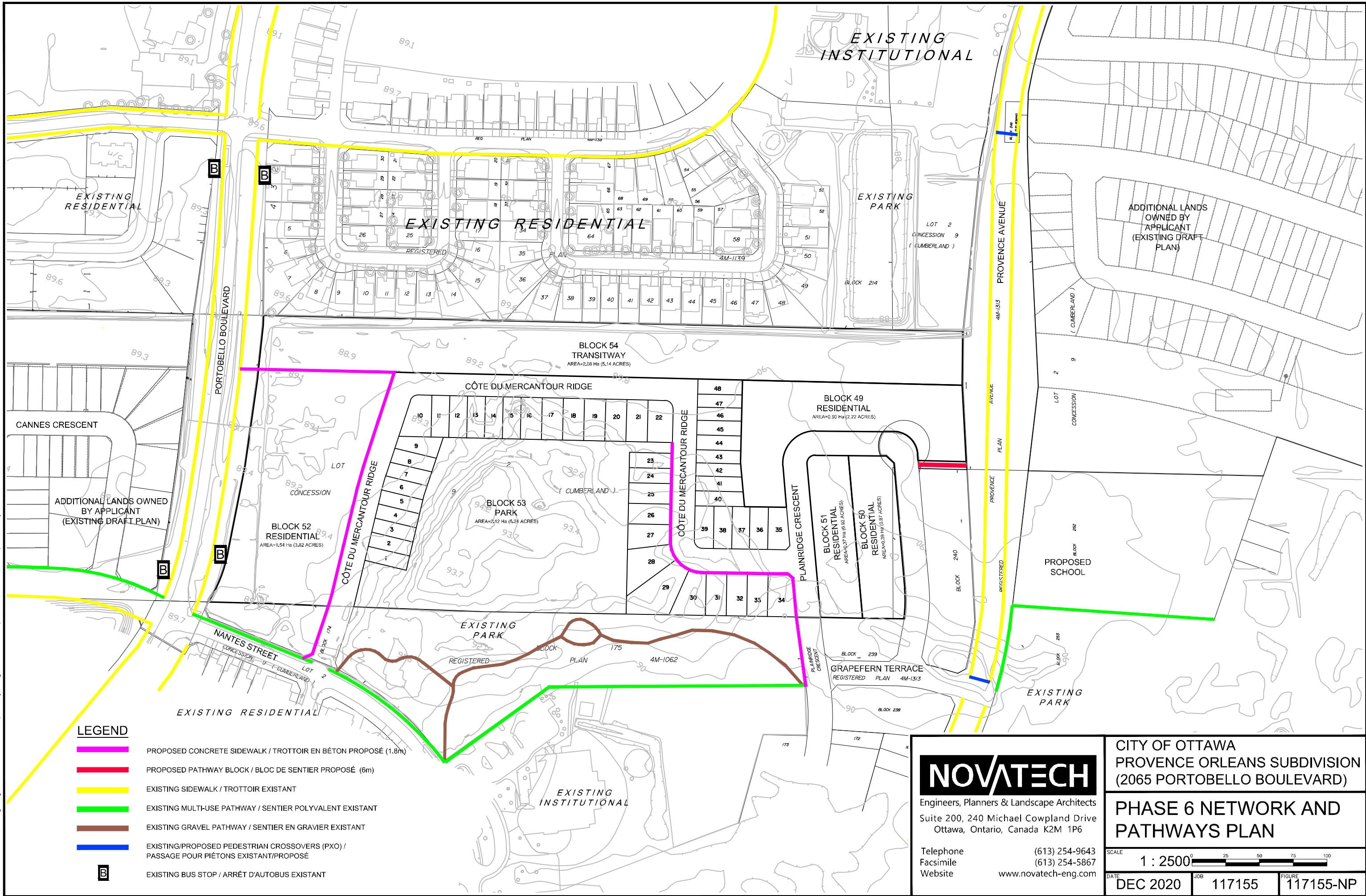
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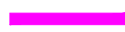
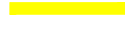
APPENDIX B

Revised Pathways and Linkages Plan

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LEGEND

-  PROPOSED CONCRETE SIDEWALK / TROTTOIR EN BÉTON PROPOSÉ (1.8m)
-  PROPOSED PATHWAY BLOCK / BLOC DE SENTIER PROPOSÉ (6m)
-  EXISTING SIDEWALK / TROTTOIR EXISTANT
-  EXISTING MULTI-USE PATHWAY / SENTIER POLYVALENT EXISTANT
-  EXISTING GRAVEL PATHWAY / SENTIER EN GRAVIER EXISTANT
-  EXISTING/PROPOSED PEDESTRIAN CROSSOVERS (PXO) / PASSAGE POUR PIÉTONS EXISTANT/PROPOSÉ
-  EXISTING BUS STOP / ARRÊT D'AUTOBUS EXISTANT

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CITY OF OTTAWA
PROVENCE ORLEANS SUBDIVISION
(2065 PORTOBELLO BOULEVARD)

**PHASE 6 NETWORK AND
PATHWAYS PLAN**

SCALE 1 : 2500

DATE DEC 2020 JOB 117155 FIGURE 117155-NP