



**Stantec**

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November 29, 2012

Richmond Village (South) Limited  
3894 Prince of Wales Drive  
Nepean, ON  
K2C 3H2

**Attention: Mr. Frank Cairo**

Dear Frank:

**Reference: Western Development Lands, Village of Richmond (Ottawa), ON  
Amendments to the Concept Plan and Implications to the August 2012  
Transportation Brief**

Subsequent to the amendments to Richmond Village (South) Limited's concept plan for the Western Development Lands in the Village of Richmond, this letter has been prepared to highlight the changes to the plan and to outline the implications to the conclusions of the Transportation Brief (TB) that supported the earlier concept.

### **Background**

In August of 2012 GENIVAR prepared the Village of Richmond Transportation Brief (*update to the June 21, 2011 Transportation Brief*) which supported Richmond Village (South) Limited's concept plan for their Western Development Lands.

The TB supported a draft plan application consisting of roughly 1,000 residential dwelling units located north and south of Perth Street at the western edge of the Village of Richmond. Primary access to the development was proposed at a single access to Perth Street and through future roadway connections to adjacent lands to the south (Mattamy Homes) and, for the development areas north of Perth Street, through future roadway connections to adjacent lands to the north and to the west.

**Figure 1** illustrates the concept plan that accompanied the original TB.

The GENIVAR TB concluded,

*"The proposed Caivan Communities [Richmond Village (South) Limited] development will be built out steadily over the course of approximately 10 years. As each phase is brought forward for site plan approval, individual TIA's will examine the impact of the phase on the community and develop mitigation strategies. The proposed access location on Perth Street is anticipated to be a roundabout and through the TIA's for each phase, the warrants for this roundabout will be tracked. This Transportation Brief shows the same conclusions as those found in the Richmond Village TMP, which found that the existing transportation system has sufficient capacity to support the proposed development within the Village of Richmond for many years.*

*The current transportation network in the Village of Richmond operates with high levels of service and minimal delays to users. No deficiencies exist that would prevent development from being initiated. As the development proceeds the transportation conditions of each phase will be discussed in greater detail in individual TIAs. This will allow for the monitoring of the village network and for mitigation measures to be implemented as they are required. It is recommended that the City approve Caivan Communities [Richmond Village (South) Limited] Draft Plan Application."*

## Current Development Concept

From a transportation impact perspective the current concept plan remains relatively the same as the original. The overall number of proposed residential units remains the same and the proposed access to Perth Street has been kept intact. The areas north of Perth Street continue to allow for connections to the adjacent lands west and north of the subject development and the areas south of Perth Street continue to show connections to the Mattamy Lands to the immediate south. The point at which the internal north-south collector connects to the Mattamy Lands has shifted slightly to the east, and as such, the Mattamy street pattern will need to be adjusted to reflect this. In addition, two new pedestrian connections to the Mattamy Lands to the south have been illustrated as Blocks 70 and 71 on the revised concept.

**Figure 2** illustrates the revised / current concept plan.

## Conclusions

The primary difference between the original and current plan is that the internal road network and lot pattern have been revised to allow for an optimal subdivision layout. Furthermore, additional pedestrian connections to the Mattamy Lands to the south have been incorporated into the new plan. These amendments, however, do not impact the transportation elements assessed as part of TB which supported the original concept. It is also noted that additional transportation impact assessments will be required as each phase of the development proceeds through the development approvals process.

It is concluded, therefore, that the findings of the *Village of Richmond Transportation Brief, GENIVAR, August 2012*, continue to remain valid despite the changes to the draft plan concept submission.

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Should you have any questions with respect to the above please do not hesitate to contact the undersigned.

Sincerely,

## STANTEC CONSULTING LTD.



Robert Vastag, MCIP, RPP  
Senior Transportation Planner  
[robert.vastag@stantec.com](mailto:robert.vastag@stantec.com)

Attachments: Figure 1, Figure 2

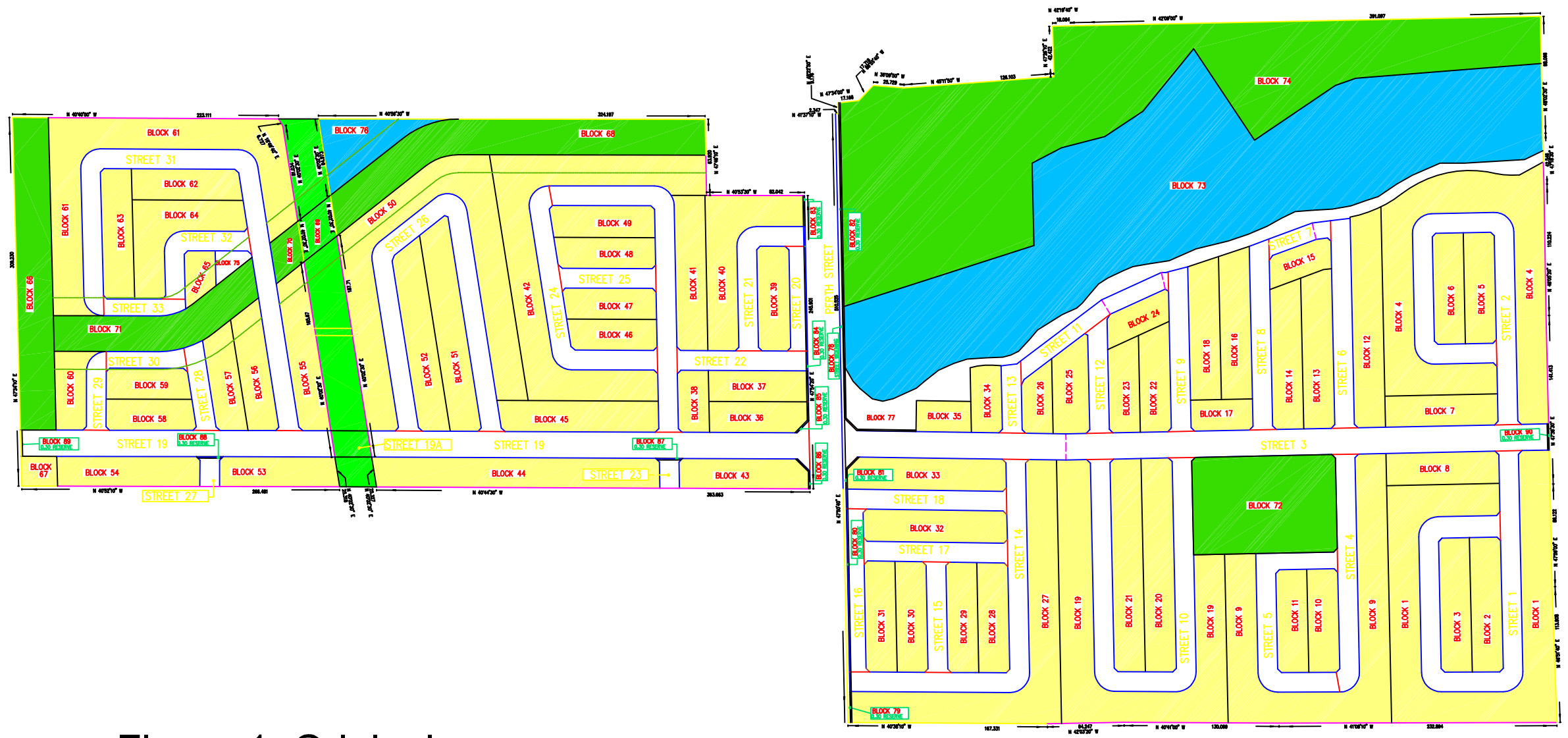
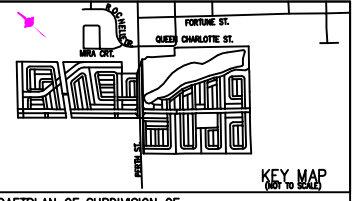


Figure 1: Original Concept Plan

SUBJECT TO THE CONDITIONS, IF ANY SET FORTH IN OUR LATEST DRAFT PLAN. THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 5(17) OF THE PLANNING ACT, R.S.O. 1990, JULY 20, 2011.

Derrick Meade  
Manager Development Planning  
Planning and Growth Management Department  
Infrastructure Services and Community Sustainability  
City of Ottawa



DRAFT PLAN OF SUBDIVISION OF UNITS 13, 15, 16, 20, 21, AND PART OF UNIT 14, 17 AND 23 INDEX PLAN 4D-21 AND PART OF UNITS 1, 2 AND 3 AND UNITS 4, 5, 6 AND 7 INDEX PLAN 4D-25 (GEOGRAPHIC TOWNSHIP OF GOULBORNE) NOW IN THE CITY OF OTTAWA

SCALE 1 : 1 500

J. D. BARNES LIMITED  
METRIC - DIMENSIONS AND/OR COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

Additional Information  
As required under section 5(17) of the Planning Act R.S.O. 2001

(1) (b) (i) (ii) (iii) (iv) (v) - as shown on this Plan.  
(2) - as shown on this Plan and any Plan.  
(3) - used to be used in accordance with the Schedule of Land Use.  
(4) - all other zoning.  
(5) - see note report.  
NOTE: Contours relate to Canadian Geospatial System.

Owner's Authorization  
I, George Zarnes O.L.S., President of J.D. Barnes Limited, being the registered owner of the subject lands, authorize J. D. Barnes Limited to prepare and submit this draft plan of subdivision to you.

Surveyor's Certificate  
I hereby certify that the boundaries of the lands to be subdivided as shown on this Plan and their relationship to the adjacent lands are correctly and accurately shown.

Date JULY 25, 2011

George Zarnes O.L.S.  
J.D. Barnes Limited

Block	Land Use	Units	Area (sq. metres)
Block 1 to 40	Residential	100	300 ha
Block 41 to 70	Industry/Classified	10	20 ha
Block 71	High	10	10 ha
Block 72	High	10	10 ha
Block 73, 74, 75 and 77	Open Space	10	10 ha
Block 78	Special Industry	10	10 ha
Block 79 to 80	Reserve	100	100 ha
Total		250	350 ha

**J.D. BARNES LIMITED**  
LAND DEVELOPMENT SPECIALISTS

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DRAWN BY: RDW/UC CHECKED BY: RDW/UC REFERENCE NO.: 10-10-34-00-DRAFT  
FILE: 0105 DATE: JULY 25, 2011 PLOTTED: DATE

