NOVATECH
Engineers, Planners & Landscape Architects

June 26, 2025

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

Attention: **Wally Dubyk**
Project Manager, Infrastructure Approvals

Dear Mr. Dubyk

Reference: **335 Roosevelt Avenue**
RMA Application
Our File No.: 110098

A Transportation Impact Assessment (TIA), dated June 26, 2025, was submitted to the City of Ottawa in support of Site Plan Control application for the above-mentioned property.

The recommended roadway modifications associated with this development include:

Roosevelt Avenue

- The extension of Roosevelt Avenue at its north end to form a cul-de-sac;
- The snow storage area at the west extents of the cul-de-sac;
- Realignment of the planned east-west Multi-Use Pathway (MUP) running along the transitway;
- The realignment and extension of the east sidewalk and cyclist transition on Roosevelt Avenue to connect to the east-west MUP running along the transitway.
- Relocation of existing Utility Pole and Guy Wire in the southwest corner of the proposed cul-de-sac.

There are other ongoing City projects in the vicinity of the subject site. These projects include:

- Light Rail Transit (LRT) Phase 2, which is scheduled for completion of construction in 2027;
- Berkley Avenue, Dominion Avenue and Tay Street Integrated Renewal, which is scheduled for construction in 2027/2028.

The 335 Roosevelt Avenue roadway works are anticipated to proceed to construction in 2028/2029. Since, these three projects are in the vicinity of each other, there are elements that are a potential conflict and require coordination. Based on the preliminary conversations with the city:

- The Berkley Avenue, Dominion Avenue and Tay Street Integrated Renewal project will be advanced in a similar timeline to the LRT work and prior to the 335 Roosevelt Avenue roadworks. The Infrastructure Services Department (ISD) will descope this portion of MUP from the LRT and would design/construct the MUP, lighting, and landscaping to the recommended alignment.
- The 335 Roosevelt Avenue roadworks will then proceed in 2028/2029 in which the cul-de-sac, snow storage area, and cyclist transition and sidewalk will be constructed.

Following the submission of the preliminary design, a new topographic survey was provided in this area. Based on the new survey, it is our understanding that the existing utility pole in the southwest

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corner of the proposed cul-de-sac has been relocated, and a new guy wire/anchor has recently been installed by the LRT. The relocated pole and guy wire now fall within the previously proposed driving area of the cul-de-sac. The preliminary design is infeasible without the relocation of the pole and guy wire. We have reached out to Hydro Ottawa to coordinate the relocation of the utility pole and guy wire.

Additionally, the new topographic survey has identified trees/shrubs southwest of the proposed cul-de-sac. Hence, the extents of the permeable paving/snow storage area have been adjusted compared to the previous submission to limit the impacts on the existing vegetation.

The city had also provided comments on the Roosevelt Avenue Terminus Design of the Subject Site. The responses to the comments are as follows:

Transportation Engineering Services

City Comment

1. To aid turning and potentially limit the overhang of sidewalk during reverse, consider removing curb radius to the east of the utility pole, and instead provide a straight curb to facilitate egress. Refer to markup below.

Novatech Response
The design has been revised in accordance with the markup provided by the city. As discussed above, the relocation of the utility pole and guy wire is being coordinated with Hydro Ottawa.

City Comment

2. On the west side of the functional design, maintain the alignment of the MUP proposed by Stage 2 LRT for longer to permit larger radii within the MUP “S-bend”.

Novatech Response
The design has been revised in accordance with the markup provided by the city.

City Comment

3. Consider a 2.0m-wide sidewalk on the east side of Roosevelt Avenue.

Novatech Response
The design has been revised to include a 2.0m wide sidewalk.

City Comment

4. Provide RMA drawings and cost estimate with the 335 Roosevelt Avenue TIA Strategy submission. RMA has been assigned number RMA-2025-TPD-027.

Novatech Response
Noted.

Active Transportation Planning

City Comment

5. Turning movements show MSU & Fire Truck swept path encroaching over the MUP and the sidewalk while reversing. Road designs should allow vehicles to complete turns safely and

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efficiently without the need for reversing over pedestrian and cycling facilities. Such reversing maneuvers could pose safety risks, especially in areas with high pedestrian activity. Consideration to relocate the utility pole is still recommended to limit/prevent this conflict, though AT Planning recognizes this has previously been requested and rejected.

Novatech Response
The available area is insufficient to accommodate a traditional cul-de-sac to eliminate backing up. The MSU (fire truck/garbage truck/moving vehicles) that has its overhang over the sidewalk while reversing is infrequent. Also, the loading procedures for the west building will be off Winston Avenue. Fire trucks will have flasher/sirens to enforce the right-of-way. As discussed above, the relocation of the utility pole and guy wire is being coordinated with Hydro Ottawa.

Streetlighting

City Comment
6. No comment. The Streetlighting Asset Management group reserves the right to make future comments based on subsequent submissions.

Novatech Response
Noted.

Municipal Design and Construction

City Comment
7. The one concern on our end will be coordinating work timing as work commencing next year could limit the amount of space available for our project to bring across and connect the watermain. We will also want to make sure scope is coordinated like rearranging the MUP, so it doesn't get redone more than once.

Novatech Response
Noted.

City Comment
8. No comments for the turning movements but we should plan a meeting to discuss the watermain connection on Roosevelt, and the MUP. Please reach out to Stacey Hogan (Stacey.Hogan@ottawa.ca) and Scott Weisenberg (sweisenberg@rcii.com) to coordinate a meeting.

Novatech Response
Noted. We have previously engaged Kyle Delaney to discuss the Berkley Avenue, Dominion Avenue and Tay Street Integrated Renewal project. Will continue to coordinate.

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Emergency Services – Fire

City Comment

9. Doesn't meet code, but it's also much better than existing conditions, which Emergency Services recognizes as a valuable improvement.

Novatech Response
Acknowledged.

City Comment

10. If interested, once you have the basic layout constructed, we can arrange to have a fire truck or two come by and test it out (pumper truck likely won't have any problems – ladder truck on the other hand…). Such a test probably wouldn't allow us to make any changes on this one, but it is good future information to learn from it.

Novatech Response
Further discussions can be held as this project advances to construction.

Please find attached the required documentation to initiate the Roadway Modification Approval (RMA) process for the roadway modifications associated with the above-noted development:

- Key Plan (PDF)
- Proposed Roadway Modifications (PDF)
- 1:250 Functional Design Plan (PDF)
- Preliminary Cost Estimate (PDF)
- Design/Control vehicle turning movements (PDF)

Digital copies of the drawings will be provided when the city comments are provided and addressed.

Contact information of the proponent are as follows:

Uniform Developments
117 Centerpointe Drive, Suite 300
Ottawa Ontario K2G 5X3
Canada

Attention: Annibale Ferro
Email: aferro@uniformdevelopments.com

Yours truly,

NOVATECH

Brad Byvelds
Senior Project Manager | Transportation

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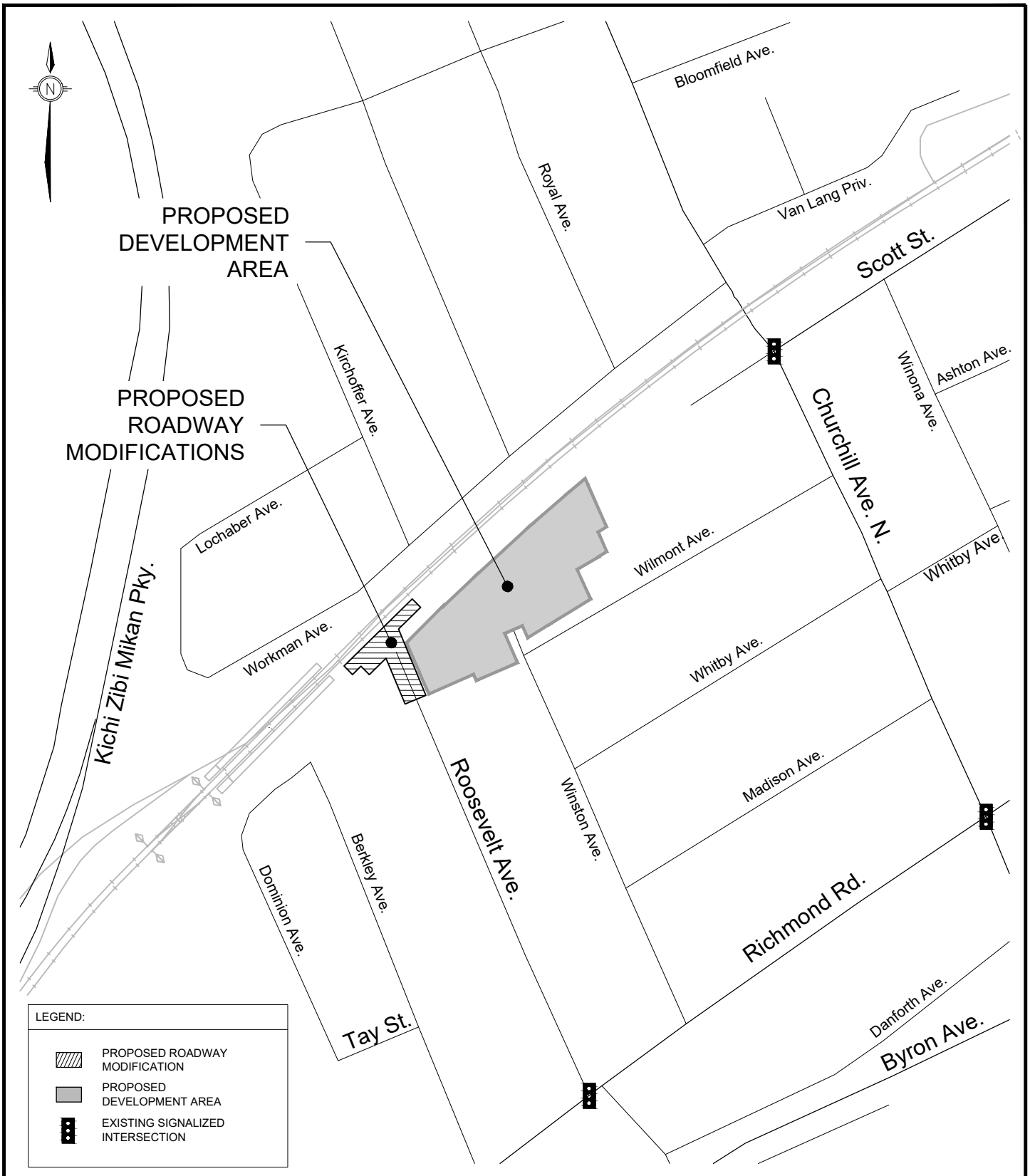


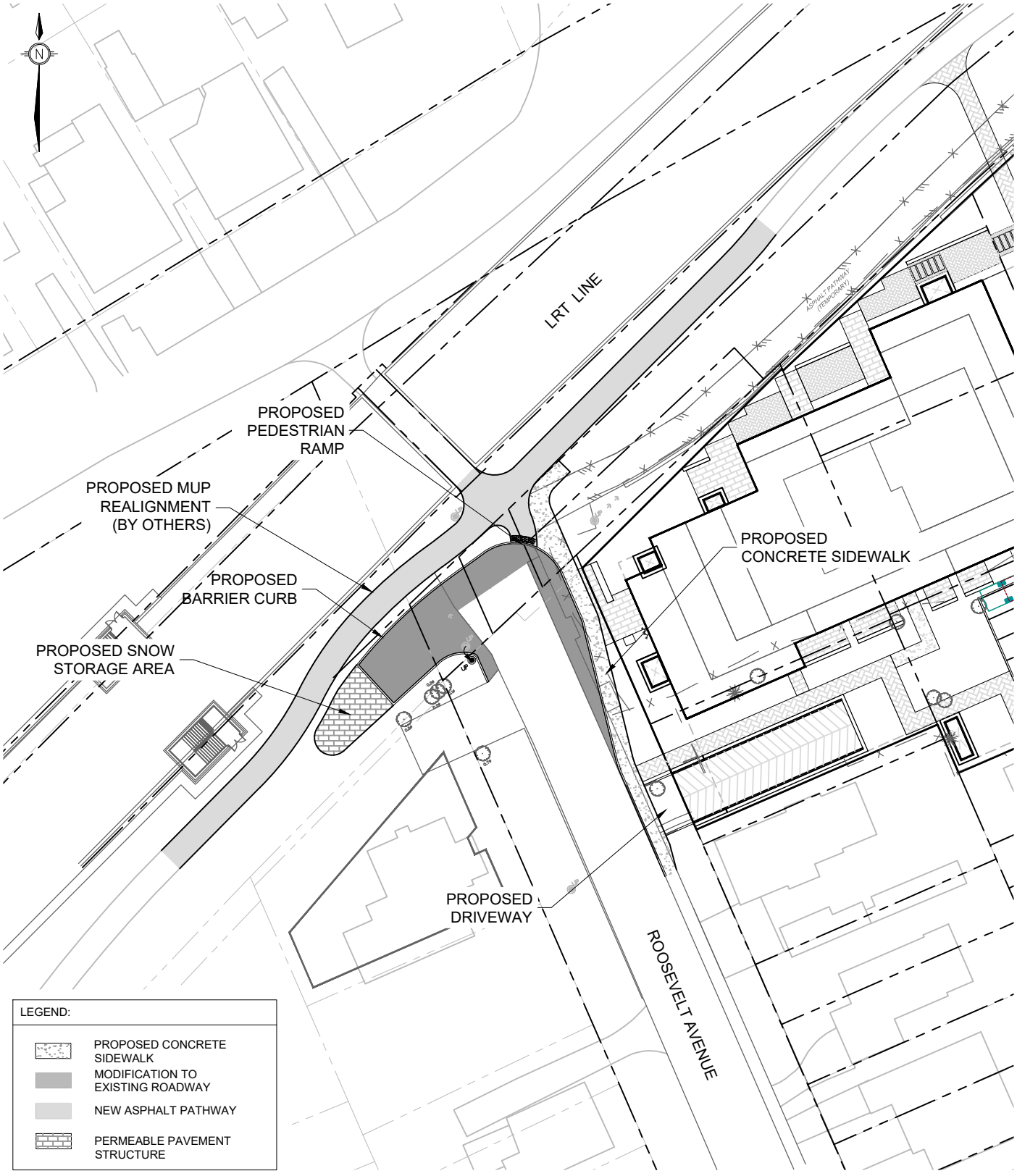
PLANNING DEVELOPMENT & BUILDING SERVICES DEPARTMENT

KEYPLAN

ROOSEVELT AVENUE TERMINUS

Transportation Engineering Services

Approved By:	Drawing No.: RMA-2025 -TPD-027A
Completed By: NOVATECH	
Scale: N.T.S.	Date: JUNE 2025



PLANNING DEVELOPMENT & BUILDING SERVICES DEPARTMENT

KEYPLAN

ROOSEVELT AVENUE TERMINUS

Transportation Engineering Services

Approved By:	Drawing No.: RMA-2025 -TPD-027B
Completed By: NOVATECH	
Scale: N.T.S.	Date: JUNE 2025

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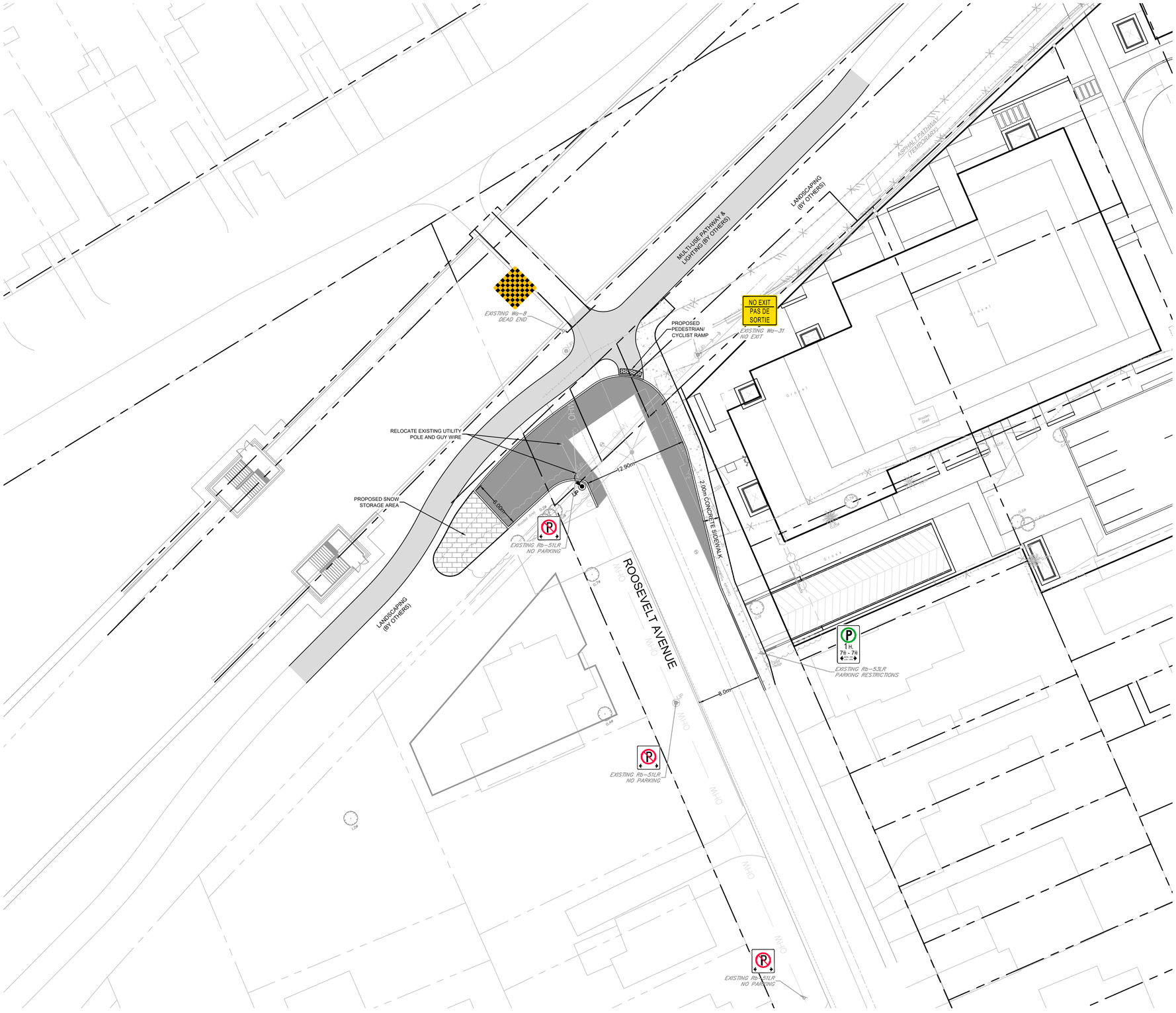
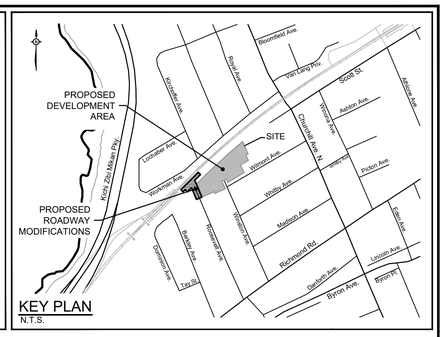


NORTH



KEY PLAN
N.T.S.

LEGEND

- PROPOSED ROAD WIDENING
- PROPOSED ASPHALT PATHWAY
- PROPOSED PERMEABLE PAVEMENT STRUCTURE
- CONCRETE SIDEWALK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- DEPRESSED CURB
- BARRIER CURB
- EXISTING SANITARY MANHOLE & SEWER
- EXISTING STORM MANHOLE & SEWER
- EXISTING WATERMAIN
- EXISTING CATCHBASIN
- EXISTING FENCE
- EXISTING HYDRANT AND VALVE
- EXISTING OVERHEAD WIRE
- EXISTING UTILITY POLE
- EXISTING TREE

NOTE:
THE POSITION OF ALL POLE LINES, CONDUITS, WATERMAINS, 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.

No.	REVISION	DATE	BY
1.	ISSUED FOR REVIEW	JUN 03/25	BJB

SCALE
1:250
1:250
0 2 4 6 8 10

DESIGN RCH
CHECKED BJB
DRAWN RCH
CHECKED BJB
APPROVED BJB

FOR REVIEW ONLY

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LOCATION
CITY of OTTAWA
335 ROOSEVELT AVENUE

DRAWING NAME
FUNCTIONAL DESIGN

PROJECT No. 124147
REV REV # 1
DRAWING No. 124147-FD

RMA-2025-TPD-027

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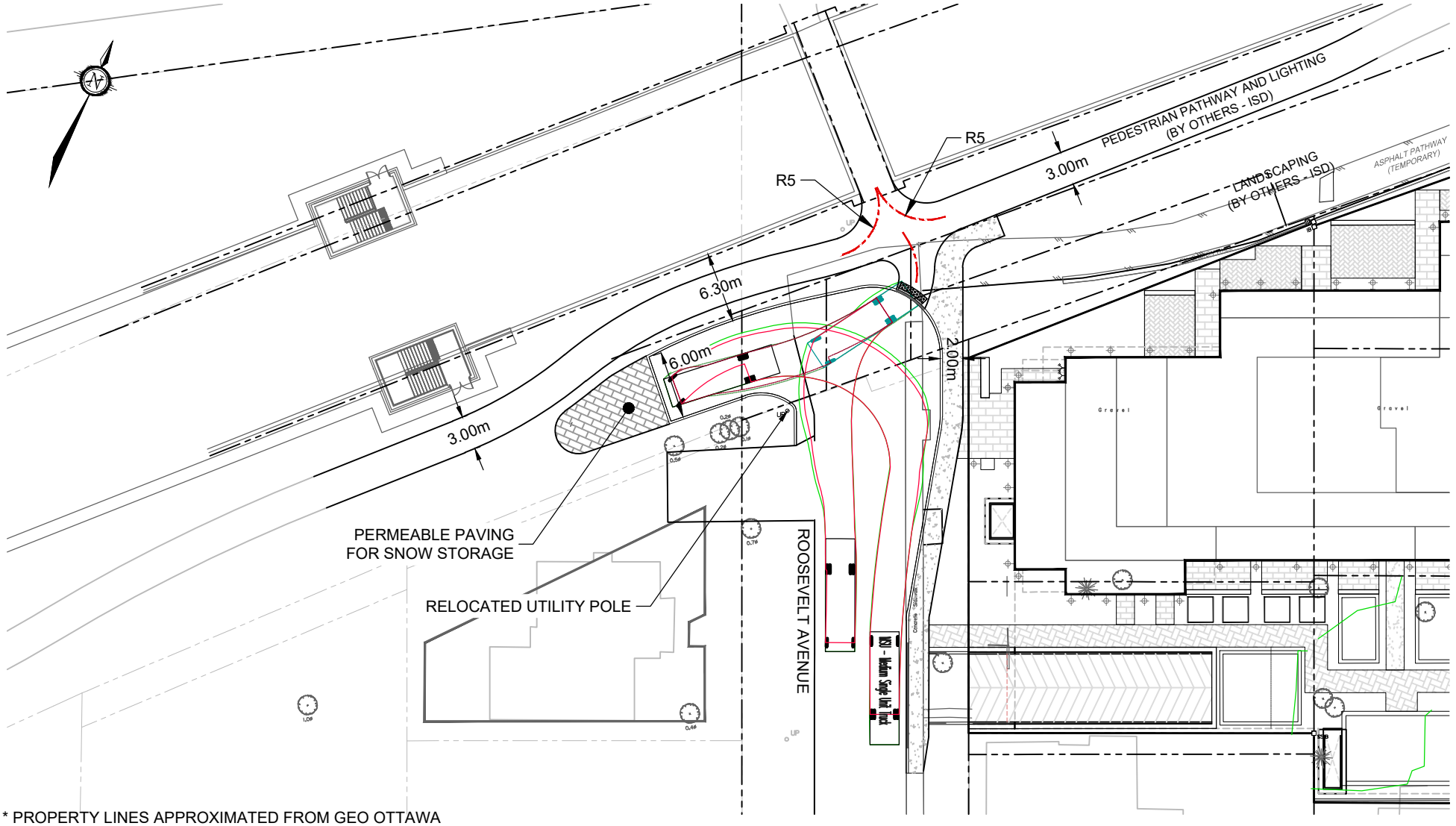
335 Roosevelt Avenue
RMA Cost Estimate

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT RATE	TOTAL AMOUNT
SECTION A - General					
1	Traffic Management	1	LS	$3,000.00	$3,000.00
2	Erosion and Sediment Control Measures	1	LS	$1,000.00	$1,000.00
3	Topsoil Stripping	435	m^2	$25.00	$10,875.00
			SUBTOTAL - SECTION A		**$14,875.00**
SECTION B - Road Works					
1	Removals and Relocations				
	a) Existing Asphalt Removal	55	m^2	$30.00	$1,650.00
	b) Asphalt Saw Cut	55	m	$10.00	$550.00
	c) Existing Curb Removal	40	m	$100.00	$4,000.00
	d) Existing Sidewalk Removal	60	m^2	$120.00	$7,200.00
	e) Hydrant Relocation	1	LS	$5,000.00	$5,000.00
	f) Existing Catch Basin Relocation	1	LS	$3,000.00	$3,000.00
3	New or Relocated Signage	5	ea	$150.00	$750.00
4	New Barrier Curb	90	m	$120.00	$10,800.00
5	New Concrete Sidewalk	100	m^2	$145.00	$14,500.00
6	New Asphalt Pathway	15	m^2	$80.00	$1,200.00
7	New Asphalt Roadway (incl. grading, asphalt, and granulars)	265	m^2	$100.00	$26,500.00
8	Tactile Walking Surface Indicators	2	m^2	$1,200.00	$2,400.00
9	Snow Storage Area (Permeable Pavement/material)	50	m^2	$190.00	$9,500.00
			SUBTOTAL - SECTION B		**$87,050.00**
SECTION C - Utilities					
1	Relocate Existing Hydro Pole and Guy Wire	1	ea	$15,000.00	$15,000.00
			SUBTOTAL - SECTION C		**$15,000.00**
SECTION D - Landscaping					
1	Topsoil and Sod	105	m^2	$30.00	$3,150.00
			SUBTOTAL - SECTION D		**$3,150.00**
			TOTAL SECTIONS A-D		**$120,075.00**
	Soft Cost and Contingency (30%)				$36,022.50
			TOTAL		**$156,097.50**



* PROPERTY LINES APPROXIMATED FROM GEO OTTAWA

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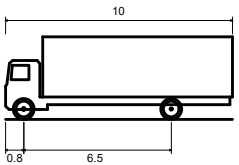

MSU - Medium Single Unit Truck

Overall Length	10.000m
Overall Width	2.600m
Overall Body Height	3.650m
Min Body Ground Clearance	0.445m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.100m

335 ROOSEVELT AVENUE

TURNING MOVEMENT (MSU / GARBAGE TRUCK)

SCALE 1 : 500 (0, 5m, 10m, 20m)

DATE JUN 2025 | JOB 110098 | FIGURE FIGURE 1

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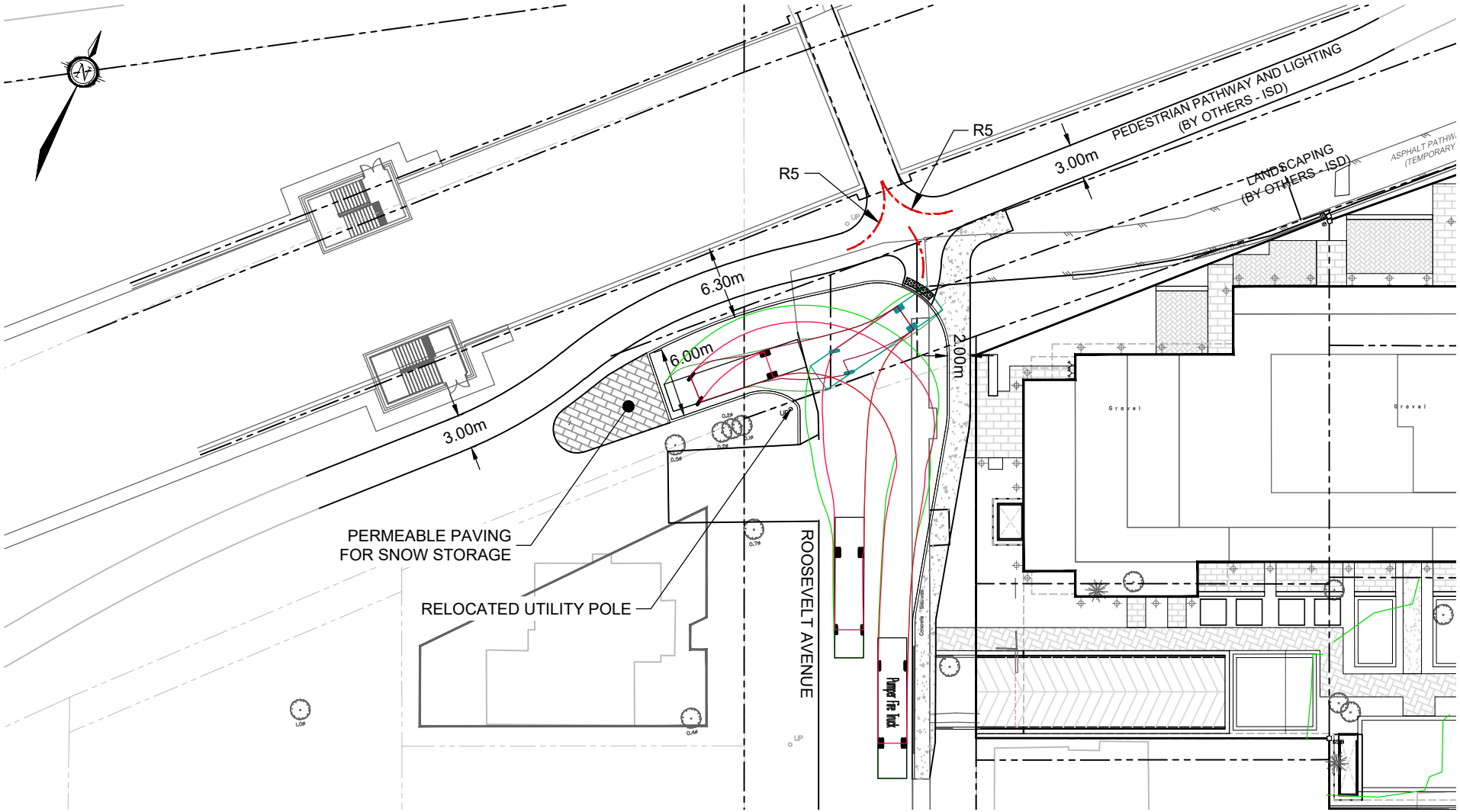

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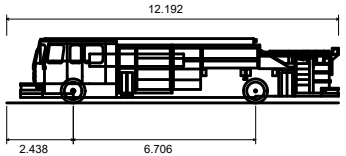

Pumper Fire Truck

Overall Length	12.192m
Overall Width	2.489m
Overall Body Height	2.361m
Min Body Ground Clearance	0.200m
Track Width	2.489m
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

335 ROOSEVELT AVENUE

TURNING MOVEMENT (FIRE TRUCK)

SCALE 1 : 500 (0, 5m, 10m, 20m)

DATE JUN 2025 | JOB 110098 | FIGURE FIGURE 2

SHT8X11.DWG - 216mmx279mm

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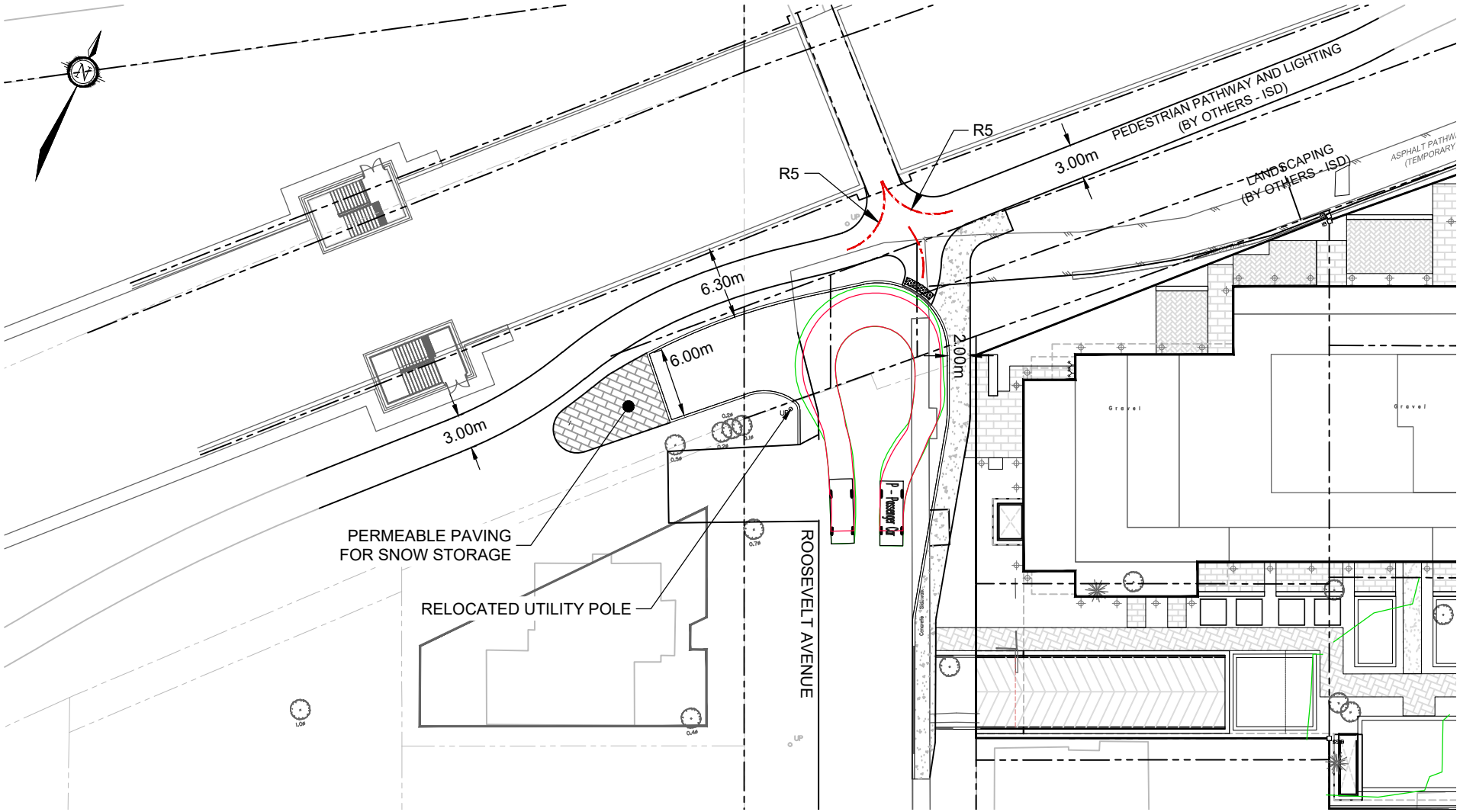

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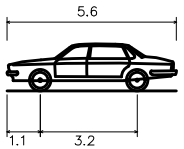

P - Passenger Car

Overall Length	5.600m
Overall Width	2.000m
Overall Body Height	1.555m
Min Body Ground Clearance	0.340m
Track Width	2.000m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.300m

335 ROOSEVELT AVENUE

TURNING MOVEMENT (P-CAR)

SCALE 1 : 500 (0, 5m, 10m, 20m)

DATE JUN 2025 | JOB 110098 | FIGURE FIGURE 3

SHT8X11.DWG - 216mmx279mm

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