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Manotick – Minto Liaison Committee FINAL MINUTES

Manotick - Minto Liaison Committee (*hereinafter* the Committee).

Date: April 27, 2010; Next scheduled meeting: May 12, 2010.
Location: Manotick Library; Next location: To be determined.

Members in attendance: Michael Clancy (MC), Jane Dormon (JD), Jan Hynes (JH), Jennifer Murray (JM), Brian Tansley (BT), Wayne Van De Graaf (WG), David Young (DY).

Guests: Ron Jack (RJ, Delcan); Klaus Beltzner (KB, MVCA, *Traffic Cmte.*); Brian Millar (BM, MVCA, *Traffic Cmte.*); Danny Page (DP, City of Ottawa).

Regrets: Susanne Christie, Nancy Viau.

Introductions

Guests were introduced to the Committee.

Approval of the Agenda

Agenda approved.

Approval of Minutes from April 6, 2010

Some alterations to the agenda were requested (these were implemented by JD and the revised minutes circulated at a later date).

Presentation by Ron Jack (RJ), Delcan

RJ presented information about the Strandherd-Armstrong Bridge (SA) (see Appendix attached as electronic file). The bridge should be operational by late 2011-2012.

Discussion

There was some discussion about where/which routes the SA traffic would use. RJ confirmed that road widening would be scheduled (e.g., to Limebank), with the eventual intention of extending Armstrong road east to Bank Street.

KB asked whether RJ could provide information as to which artery the 25% of traffic using SA rather than Manotick Main/Bridge Street would be using (Bridge Street sees 2000+ vehicles per hour). KB commented that as residents/traffic will be using Main Street to get to the SA, it is important not to remove too much traffic from the volume estimates for that street.

RJ responded that the study will assume a 25% traffic-volume reduction (through traffic only), and that follow-up studies will be conducted to confirm these estimates. RJ further suggested that the residents urge their Councillor to seek City funding for the truck route traffic study to determine whether trade traffic can be prohibited from Bridge Street once the SA Bridge is open.

BT queried whether the 25% reduction in traffic volume through Manotick as the result of the SA

covered all traffic types, specifically trucks. RJ informed that he could not answer that. With regard to reduction in truck traffic, it seems that much depends on the findings of the suggested City of Ottawa's study related to banning ban truck traffic through Manotick after the SA is operational.

KB noted that to satisfactorily resolve problems with the current and proposed truck routes, it was necessary to invest \$250,000.00 for a study of truck routes. RJ speculated that that level of study may not be required once the bridge is built and an assessment is made of the truck drivers using SA rather than driving through Manotick.

Bridge Street – Traffic flow study

The City of Ottawa have retained Delcan to conduct an environmental assessment study of extending Van Vliet to connect to the Bridge Street – North Long Island signalled intersection . The plan from this study is to be completed this year (2010). KB asked whether there would be the opportunity for the community to have input. According to RJ, community consultation would occur. RJ needs to find out whether the land (for the Van Vliet extension) has been expropriated and whether there is an existing plan for public consultation (subsequently provided) that would determine the best balance between traffic operations and pedestrian and bicycle requirements.

Regarding pedestrian traffic on Bridge Street

Responding to concerns from KB regarding the “intimidation” of pedestrians using Bridge Street in the face of large trucks, RJ suggested that Manotick push for the preparation of a functional plan for pedestrian access on Bridge Street (Functional Plan/Streetscape Study).

Regarding Phase 1 of the Minto development and traffic through Manotick

Phase 1 comprises 200 single homes and 15 townhouses, and this quantity is to be used in the traffic impact study for 2010-2012. The idea is that the SA would be in use before the Phase 1 houses become occupied, and with the 25% traffic reduction enabled by the bridge, the net impact of the traffic through Manotick Village from Phase 1 would be negligible. The study will use guidelines provided by the City of Ottawa, indicating what the impact assessment study (traffic) shall address. The study will be public and will form part of Minto's zoning application (JM). According to DP, when the zoning application is submitted and the study is complete, the details will be posted on the City's website.

According to JM, the zoning application will be submitted around mid-May 2010 and should be posted on the website some time in June.

MC enquired as to what residents can expect with respect to truck traffic during construction. RJ responded that most developers have a truck route plan (it was also noted that some private contractors are used in the construction of a development, and that although Minto can recommend a route, there would be no practical way to police that route or to enforce its use).

Traffic impact study

RJ informed that because of the traffic associated with the building of the new sewers in Manotick, new traffic counts were necessary, and these were made in 2009.

The information collected for this study included traffic volumes and the levels of service at key intersections (such as River Road – Mitch Owens; Bridge Street – Main Street; Main Street – Bankfield; and site access points).

RJ informed that other information used for the traffic impact study includes the accident history for the various intersections.

For Phase 1, Minto's east–west spine road will connect to Main Street and there will also be a local road intersection with Century Road.

BT commented that the west end of the spine road is scheduled to be completed after Phase 3.

KB recommended installing traffic lights at the intersection of First Line and Bankfield to encourage traffic to flow away from Main Street.

BT asked whether a Developer is reimbursed if they put in signals/turning lanes before the “warrants” are met. RJ/JM responded that there is no reimbursement for developers, and that if such items are installed *before* they are warranted, the Developer also has to pay the maintenance costs until the warrants are met.

JH enquired whether expected traffic volumes from Phase 2 are included in the study. RJ commented that they will be added to the Phase 1 background traffic growth, but each Phase will also have its own traffic study. JH further enquired what the requirements for the traffic impact study are, such that Phase 2 would be allowed to proceed. RJ responded that no Phase development can proceed until all “criteria” are met; however, according to RJ, Phase 1 *will not* have traffic issues so that improves the likelihood that the City will approve the study.

BT asked whether the study incorporated any issues relating to the “Core”, such as parking. RJ responded that the Phase 1 traffic study will not address this.

Regarding the estimated 25% reduction in traffic volume enabled by the SA

RJ informed that there is no basis to believe that the estimate is unrealistic, so it *will be included* in the traffic impact study estimates. The estimates will take current traffic volumes and add the estimated volume growth. Traffic from the SDA will not be included, because that development will not be ready at that time.

It was noted that the City of Ottawa requires a traffic impact study that provides predictions for volumes 5 years after build up (2017). The information is used to predict how traffic at intersections etc. will behave, and what modifications are required to best accommodate the flow of traffic and prevent accidents.

Regarding pedestrian traffic from the Mahogany development

RJ informed that the Phase 1 traffic study will not make recommendations with respect to enabling pedestrian access from the Minto development to Manotick Village. The study will address all pedestrian and bicyclist requirements internal to the subdivision.

DP informed that the City of Ottawa will look at proposals for sidewalks (arterial routes *should* have sidewalks), but maintenance costs will be an issue.

RJ noted that Century Road is a collector and not arterial; Main Street is arterial; Rideau Valley North is arterial.

Regarding the intersection at River Road and Mitch Owens

BT enquired whether Delcan had considered the effect of the potential traffic from the Trinity Development in their traffic impact study. RJ responded that the Trinity Development was not factored in, and it is unlikely that it will be, partly because of the “hurdles” that the Trinity developers (TD) have yet to surmount. The City of Ottawa informed the TD that their application was incomplete, further the City opposed the development on several grounds, including an incomplete traffic study. TD are appealing this decision to the OMB; schedule unknown.

DP informed that the TD had been requested by the City to provide a revised traffic estimate including the expected volumes from the Minto Development. TD refused and went to the OMB instead.

Regarding the Minto development

BT asked when it would be possible for the Committee to get a presentation from Wimmer & Cassidy. JM responded it may be possible sometime between August-September 2010. JM suggested that Wimmer & Cassidy and the City could be invited to a walk-through of the site in June 2010.

DP commented that he would like to do a site walk-through in Fall 2010, preferably in advance of a Committee meeting.

MC suggested that DP “drop by” and he could show him the development from his property. JM suggested that she would permit this. BT suggested inviting the Parks & Pathways Committee to that meeting.

JH enquired as to how long it takes for zoning amendments to be approved. DP responded that zoning amendments can be dealt with in about 3 months, but in this case, the zoning amendment will be withheld until the subdivision has been draft approved.

Minto are waiting for a report from Corush Sunderland Wright Ltd. to finalize the submission to the City. Circulation of the completed subdivision plan is estimated for mid-May 2010. The City will be expecting feedback after about 1 month. The hope is to get the feedback on the subdivision plan and zoning amendment at about the same time, but they will proceed to process whichever is ready first. The plan for the subdivision will follow the existing plan (no changes expected). The zoning plan will provide for 60-foot lots and laneway houses, based on existing village zoning (City of Ottawa village bylaws). Different zoning within the development indicates different lot styles, sizes, and dimensions.

Confirmation of meeting dates until September

It was confirmed that meetings will continue on a two-week basis until further notice, although it is expected that it may be more difficult to get everyone together during the summer months.

Action Items

BT to inform as to location of next meeting

JM to organize a meeting and walk-through of the site in June 2010.

BT and JM to organize a meeting to address the issue of setbacks before the meeting with Cassidy.