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Brisbin Brook Beynon  
47 Clarence Street  
Suite 400  
Ottawa, ON K1N 9K1

**Attention: Greg Fabris**

Dear Mr. Fabris,

## Re: Sobey's Carp/Hazeldean Additional Traffic and Site Planning Analysis

As discussed, we have undertaken an additional traffic analysis in response to community comments received at a public meeting held on June 21, 2007 in relation to the above-noted development proposal. The purpose of this work is to consider the implications of closing the proposed Kittiwake Drive access on traffic operations and site accessibility. In addition to analysing the traffic impacts on adjacent intersections, we have also addressed some of the site planning issues which closure of this access would present.

### Traffic Impacts

Closure of the proposed Kittiwake Drive access requires site-related traffic projected to use this driveway to find alternative routes into and out of the site (approximately 100 and 140 vehicle trips in the weekday afternoon and Saturday peak hours, respectively). The elimination of the eastbound left-turn access to Carp Road results in an additional 35 and 40 vehicle trips requiring an alternate exit route from the site.

Without direct access to and from Kittiwake Drive, site traffic will need to redistribute itself, resulting in some fairly long and circuitous routings. For example, residents from the adjacent Timbermere community wishing to access the site via automobile will have to turn right onto Carp Road and travel approximately 150 m south to access the site. They will then need to exit the site using one of the Hazeldean Road accesses, and return to Timbermere via Hazeldean Road or Carp Road. The result of this is more traffic on adjacent roadways, longer travel routes, and increased congestion at both the Kittiwake/Carp and Hazeldean/Carp intersections.

Analysis of future operating conditions at study area intersections indicates that the closure of the Kittiwake site driveway will have an impact on traffic operations at other study area intersections. Traffic operations at the signalized Carp/Kittiwake and Carp/Hazeldean intersections will deteriorate from LoS 'C' to LoS 'D' during the weekday afternoon peak hour, respectively, and overall intersection delay increases by approximately 10 seconds at the Carp/Kittiwake intersection and 24 seconds at the Carp/Hazeldean intersection. It is

noteworthy that overall intersection operations will still operate within acceptable City of Ottawa standards. However, the resulting redistribution of site traffic does cause the critical southbound through traffic movement at the Carp/Hazeldean intersection to fail (v/c ratio = 1.16), even with a modified 120 second cycle length.

During the Saturday peak hour, projected Levels of Service at the Carp/Kittiwake and Carp/Hazeldean intersections also decline, but given that overall traffic volumes are much less than in the weekday afternoon peak hour, the impact to traffic operations is marginal.

### **Site Planning Impacts**

From a site planning perspective, closing the Kittiwake access negatively affects internal circulation and the ability to integrate the site into the surrounding community. As detailed above, closure of this access combined with elimination of the outbound left-turn movement onto Carp Road requires vehicular traffic destined to the Timbermere community and areas to the north of the site to take a circuitous routing via Hazeldean Road in order exit the site. This results in increased congestion on and off-site, and increases the potential for cut-through traffic within the adjacent community.

It is noteworthy that there are dozens of examples throughout Ottawa where community retail sites are successfully located at the corner of an arterial road and a community collector road. These facilities are primarily used by area residents, and efficient access/egress for these residents is key to the site's success. By having one of the site's access points to the community collector, local traffic is kept separate from commuter traffic on the arterial roadway. This reduces circuitous routing, maximizes safety and community convenience and facilitates efficient fire route access. For these reasons, it is our opinion that if a site driveway to Kittiwake Drive were not provided at site opening, area residents would soon demand it be provided after experiencing the related inconvenience and safety concerns.

Should a decision be made to close the Kittiwake Drive access to vehicular traffic, a pedestrian/cyclist access should be maintained to the site at this location in order to provide for and encourage pedestrian and cycling trips to and from the proposed development.

### **Existing Traffic Issues on Kittiwake Drive**

Several comments were received at the community meeting regarding current traffic issues on Kittiwake Drive in the vicinity of the proposed site driveway. These include conflicts at the Canada Post "supermailbox" located on the north side of Kittiwake Drive, pedestrian safety, and general traffic speed/volume concerns. Several residents also indicated concern at the ability to establish an all-movements driveway at this location given existing central median which extends between Carp Road and the proposed site access.

It is noteworthy that the majority of community concerns are existing issues which would be present with or without the proposed site development. Further, City of Ottawa staff have not identified any concerns with the proposed access, beyond requiring a widening of the site egress lane in order to allow for right-turning vehicles to slip around vehicles waiting to turn left.

In order to address community concerns with respect to placement of an all-movements driveway at this location, the irregularly shaped median which extends from the Carp Road intersection to the vicinity of the proposed site access will need to be modified as outlined in the functional design plan prepared by Delcan. Additional modifications to address other community concerns such as pedestrian safety when crossing between the park facilities on the north and south sides of Kittiwake Drive could be considered in cooperation with City of Ottawa staff.

### **Conclusion**

Based on the above, it is our recommendation that the proposed Kittiwake Drive site access be maintained. Additional design work to help address existing traffic issues on Kittiwake Drive should be undertaken as a part of the revised Site Plan submission.

Please call if you require any further clarification of the above.

Sincerely,



Paul Croft, B.E.S.  
Transportation Planner  
Delcan Corporation

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