

CITY OF OTTAWA
ROADWAY MODIFICATION
APPROVAL UNDER DELEGATED AUTHORITY

DATE: 13 January 2011

RMA-2010-DRI-006

SUBJECT

- Modifications to Carp Road, Hazeldean Road and Kittiwake Drive to accommodate a proposed retail development at 6303 Hazeldean Road; Developer – Sobeys Developments Limited Partnership.

LOCATION

- Carp Road between Hazeldean Road and Kittiwake Drive/Echowoods Avenue, Hazeldean Road from Carp Road to 400 metres west of Carp Road, and Kittiwake Drive west of Carp Road; see attached drawing DRI-2010-006A.

PURPOSE

- The purpose of the proposed modifications is to safely accommodate vehicular access to the commercial development at 6303 Hazeldean Road.

BACKGROUND

- The proposed development is located at 6303 Hazeldean Road and has an area of 5.25 Ha. The site is located on vacant land bounded by Kittiwake Drive to the north, Hazeldean Road to the south, Carp Road to the east, and the City of Ottawa's Kittiwake Park to the west. Sobeys Developments Limited Partnership is proposing to develop a number of commercial buildings totalling 11,005-square-metres at the site. There will be 573 parking spaces for vehicles, 55 bicycle parking spaces and 8 loading/unloading bays.

EXISTING CONDITIONS

- **Roadway Cross-Section**
Carp Road – 2-lane, rural arterial road.
Hazeldean Road – 2-lane, rural arterial road.
Kittiwake Drive – 2-lane, urban collector road.
- **Street Lighting**
Carp Road – Streetlights are present along both sides of the road.
Hazeldean Road – Streetlights are present along both sides of the road.
Kittiwake Drive – Streetlights are present along both sides of the road.
- **Traffic Control**
The Carp Road/Hazeldean Road intersection and Carp Road/Kittiwake Drive intersection are controlled by traffic signals.
- **Speed Limit**
Carp Road – 60 km/h.
Hazeldean Road – 70 km/h.
Kittiwake Road – 50 km/h (not posted).

- **Pedestrians**

Carp Road and Kittiwake Drive – Currently no sidewalks are provided on either side of Carp Road, there is a sidewalk on the south side of Kittiwake Drive. During an 8-hour period on Monday, 15 June 2009 at the intersection of Carp Road and Kittiwake Drive, 21 pedestrians crossed Carp Road in the east-west direction, and 18 pedestrians crossed Kittiwake Drive in the north-south direction.

Hazeldean Road – Currently no sidewalks are provided on either side of Hazeldean Road. During an 8-hour period on Thursday, 26 June 2008 at the intersection of Carp Road and Hazeldean Road, 4 pedestrians crossed Hazeldean Road in the north-south direction, and 7 pedestrians crossed Carp Road in the east-west direction.

- **Cycling**

Carp Road and Kittiwake Drive are identified in the Ottawa Cycling Plan as Spine Cycling Routes and Community Cycling Routes respectively. During the same 8-hour survey mentioned above at the intersection of Carp Road and Kittiwake Drive, 9 cyclists were observed travelling in the north-south direction and 5 cyclists were observed travelling in the east-west direction.

Hazeldean Road is identified in the Ottawa Cycling Plan as a Spine Cycling Route. During the same 8-hour survey mentioned above for the Carp Road and Hazeldean Road intersection, 12 cyclists were observed travelling in the east-west direction and 12 cyclists were observed travelling in the north-south direction.

- **Transit**

Regular Route 163 travels along Carp Road and Kittiwake Drive. Peak-hour Route 262 travels along Kittiwake Drive, and Peak-hour Route 261 travels along Hazeldean Road. Existing bus stops are located on both sides of Kittiwake Drive west of the proposed site access.

- **Highest Hourly Volume**

On Carp Road at Kittiwake Drive between 4:00 p.m. and 5:00 p.m., 619 northbound and 1159 southbound vehicles were recorded during the same 8-hour survey mentioned above. The highest hourly volume on Hazeldean Road was between 5:00 p.m. and 6:00 p.m., 295 eastbound and 417 westbound vehicles were recorded during the same 8-hour Carp Road and Hazeldean Road survey mentioned above.

- **Heavy Vehicles**

Carp Road is designated as an unrestricted truck route in the City's truck route network heavy vehicles; comprised 6.4% and 6% of the total traffic in the northbound and southbound directions respectively, during the same 8-hour survey mentioned above. Kittiwake Drive is not included in the City's truck route network however; heavy vehicles comprise of 5.5% eastbound and 6.2% westbound on Kittiwake Drive during the same 8-hour survey mentioned above.

Hazeldean Road is designated as an unrestricted truck route; heavy vehicles comprised 6.5% and 6.3% of the total traffic in the eastbound and westbound directions respectively during the same 8-hour Hazeldean Road and Carp Road survey mentioned above.

- **Collision History**

For the period from 1 January 2004 to 31 December 2008 (5 years):

- (a) Carp Road and Hazeldean Road – Total = 25, comprised of 1 approaching, 7 rear-end, 5 angle, 4 single vehicle, 1 sideswipe, 6 turning movement and 1 other.
- (b) Carp Road and Kittiwake Drive/Echowoods Avenue – Total = 11, comprised of 6 rear-end and 5 angle.

- (c) Carp Road between Hazeldean Road and Kittiwake Drive/Echowoods Avenue– Total = 3, comprised of 2 rear-end and 1 single vehicle.
- (d) Hazeldean Road and West Ridge Drive – Total = 8, comprised of 1 turning movement, 6 angle and 1 single vehicle.
- (e) Hazeldean Road between Carp Road and West Ridge Drive – Total = 6, comprised of 5 single vehicle and 1 turning movement.

PROJECTED VOLUMES

- Based on the Transportation Impact Study prepared by Delcan Corporation in April 2010, the following volumes will be generated by the proposed development:
 - (a) Weekday afternoon peak hour – 350 inbound and 350 outbound.
 - (b) Saturday afternoon peak hour – 485 inbound and 485 outbound.

PROPOSED ROADWAY MODIFICATIONS

- It must be emphasized that the following roadway modifications (see attached drawings DRI-2010-006B and DRI-2010-006C) are conceptual and intended only to illustrate the proposed function. The approval of any detailed design of the roadway modifications stemming from this report will be subject to the City’s design review process.
- The specific modifications being proposed are as follows:
 - (a) Carp Road – Hazeldean Road to Kittiwake Drive/Echowoods Avenue
 - New driveway on the west side of Carp Road with a northbound left-turn lane and a southbound right-turn lane.
 - New southbound bicycle lane.
 - New sidewalk on the west side of Carp Road.
 - (b) Hazeldean Road – Carp Road to 400 metres west of Carp Road
 - Three new driveways on the north side of Hazeldean Road with left-turn and right-turn lanes at each driveway.
 - New westbound bicycle lane.
 - New sidewalk on the north side of Hazeldean Road.
 - New paved shoulders.
 - (c) Kittiwake Drive west of Carp Road
 - New driveway on the south side of Kittiwake Drive, which will be right-turn in, left-turn in and right-turn out only-no left-turn out will be permitted.
 - Lay-by widening on the north side of Kittiwake Drive.

MODIFICATION OUTCOMES – BENEFIT AND IMPACTS

- **Pedestrians**
The new sidewalks on Carp Road and Hazeldean Road will facilitate pedestrian movements in the vicinity of the development and provide pedestrian access to and from the site.
- **Cyclists**
The new bike lanes and bicycle pockets move toward the vision of the Transportation Master Plan and the Ottawa Cycling Plan for this section by providing a bicycle lane along the west side of Carp Road and the north side of Hazeldean Road. This will improve conditions for cyclists significantly and improve safety by reducing conflicts between cyclists and other vehicles.

- **Transit**
No negative impacts to transit services are anticipated as a result of the proposed modifications.
- **Vehicles**
On Carp Road, the proposed southbound right-turn lanes will accommodate southbound vehicular traffic entering the site without blocking through traffic and reduce the potential for rear-end collisions. The northbound left-turn lane will accommodate northbound vehicular traffic entering the site, while removing the left-turning vehicles from the northbound through lane reducing the potential for rear-end collisions. The three westbound right tapers on Hazeldean Road will accommodate westbound vehicular traffic entering the site without blocking through traffic and reduce the potential for rear-end collisions. The two eastbound left-turn lanes on Hazeldean Road will accommodate eastbound vehicular traffic entering the site, while removing the left-turning vehicles from the eastbound through lane reducing the potential for rear-end collisions. The eastbound left-turn lane extension will provide increased storage capacity for left-turning vehicles at the Carp Road/ Hazeldean Road intersection.
- **Adjacent Land Uses**
No negative impacts are anticipated for the lands adjacent to the proposed roadway modifications.

PROJECTED IMPLEMENTATION DATES

- This is a privately funded project in which the property owner will establish the construction schedule. It is understood that the developer wishes to start work in the spring of 2011 and complete the project by the end of the year.

TOTAL ESTIMATED CONSTRUCTION COSTS

- The total estimated cost for the proposed roadway modifications, which includes construction, engineering, and contingencies, is \$958,058.

FINANCIAL COMMENTS

- There is no cost to the City for the proposed modifications listed in the previous sections estimated at \$958,058 (construction, engineering, and contingencies).
- Sobey's Developments Limited Partnership will be required to enter into a Roadway Modification Agreement with the City of Ottawa, which will include but not be limited to, the funding of all costs associated with the design and construction of the above-noted roadway modifications.
- Sobey's Developments Limited Partnership must provide financial guarantees acceptable to the City of Ottawa to cover the above-noted roadwork.
- Total additional annual operating costs are estimated to be \$18,385 (surface operations at \$17,260, signs and pavement markings at \$1,125) and will be requested in the year following completion of construction.

COMPLIANCE WITH TRANSPORTATION MASTER PLAN

- The proposed roadway modifications comply with Section 4.2 Walking Facilities, Section 4.3 Cycling Facilities, and Section 6.4 Road Design, of the Transportation Master Plan.

CONSULTATIONS

- Via e-mail on November 5, 2010, Ward Councillor Qadri was given notice of the intention to advertise the proposed roadway modifications for two consecutive Fridays starting November 12, 2010.
- The proposed roadway modifications were advertised in the Ottawa Citizen and Le Droit newspapers on November 12 and 19, 2010 with a deadline for public input on November 26, 2010.
- Preliminary approval of the proposed roadway modifications was granted by the Program Manager of Design Review and Implementation on December 23, 2010.
- Via e-mail on December 23, 2010, Councillor Qadri was given five business days to advise of his concurrence or non-concurrence with the Manager of Development Review (Suburban Services) having delegated authority to approve the proposed roadway modifications.
- Via e-mail on January 6, 2011, Councillor Qadri provided his concurrence with the Manager of Development Review (Suburban Services) having delegated authority to approve the proposed roadway modifications.

RESULTS OF ADVERTISING

- As a result of the newspaper advertisements, the City received two requests for information:
 - 1) On November 12, 2010, Mr. Brian McClean requested information on the proposed roadway modification, the requested information was provided via e-mail on November 17, 2010. Mr. McClean requested further clarification on November 18, 2010; no further comments were received after sending the requested information to the enquirer.
 - 2) On November 22, 2010, Mr. Frank Argue requested information on the proposed roadway modification; no further comments were received after providing the requested information to the enquirer.

CURRENT STATUS

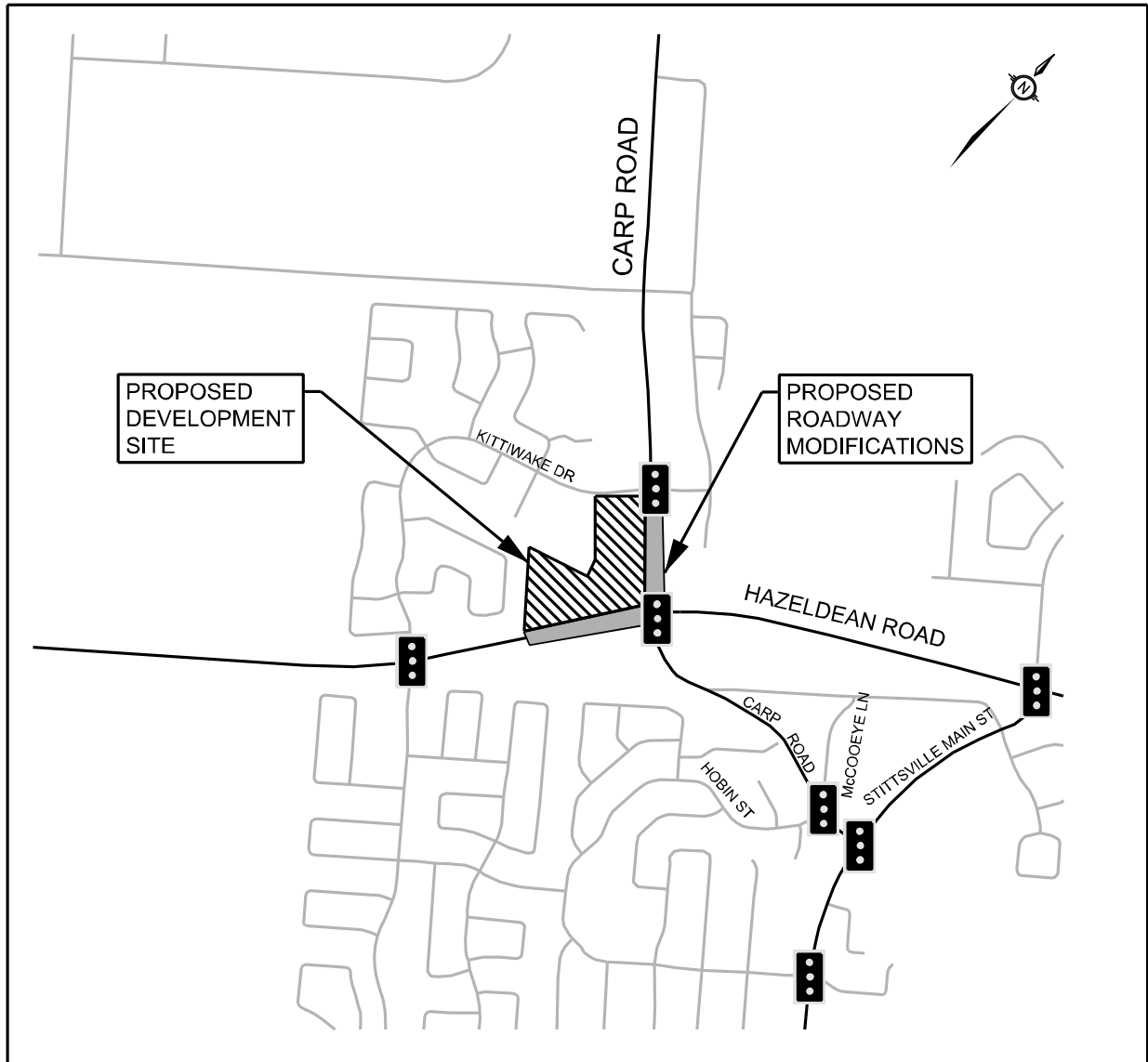
- Final approval was granted by the General Manager, Planning and Growth Management Department on January 13, 2011.

ATTACHMENTS




Attachment 1 – Key Plan (DRI-2010-006A)

Attachment 2 – Proposed Roadway Modifications (DRI-2010-006B)

Attachment 3 – Proposed Roadway Modifications (DRI-2010-006C)



LEGEND:

-  PROPOSED ROADWAY MODIFICATIONS
-  PROPOSED DEVELOPMENT SITE
-  EXISTING TRAFFIC CONTROL DEVICES



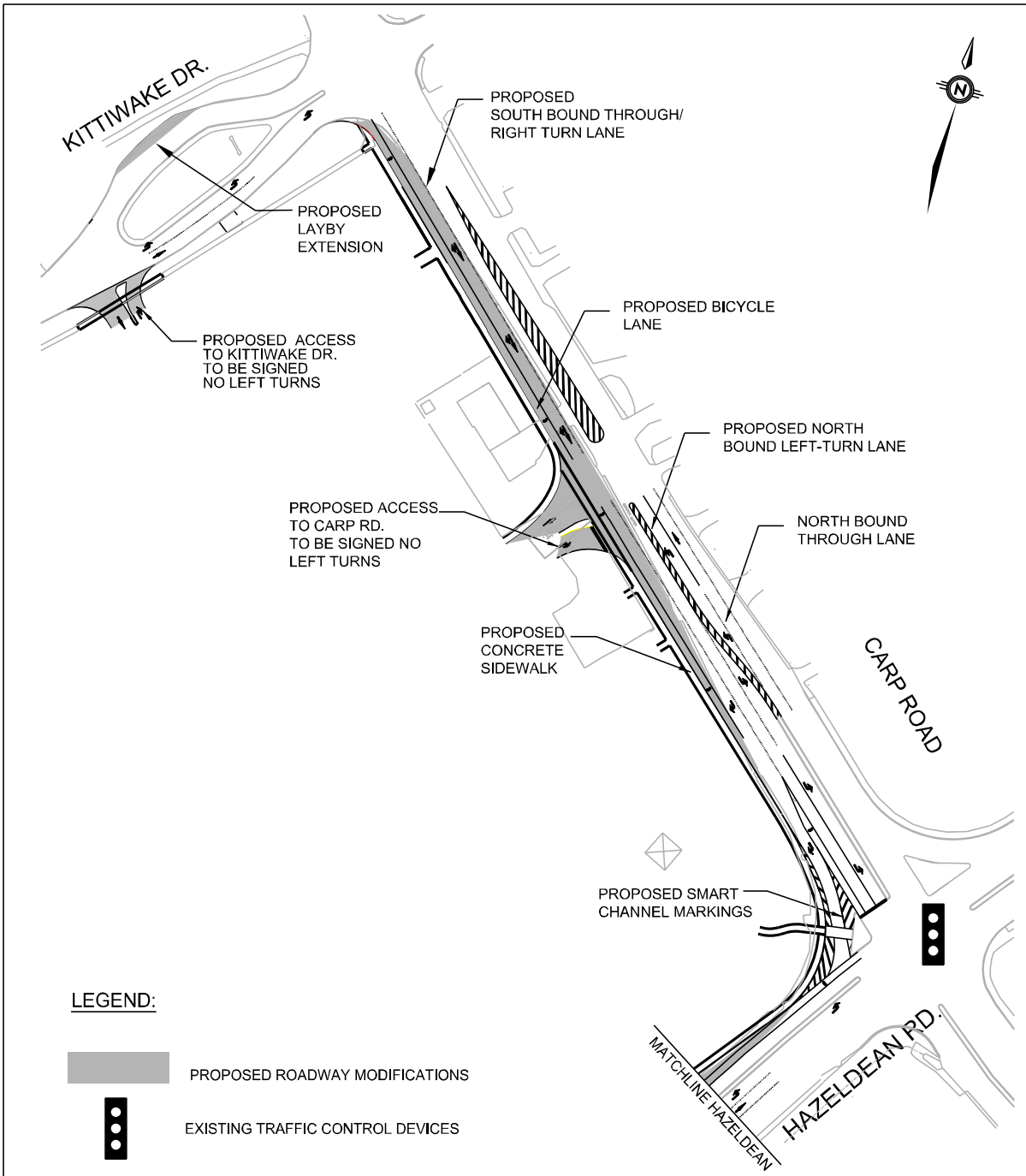
PLANNING AND GROWTH
MANAGEMENT


KEY PLAN

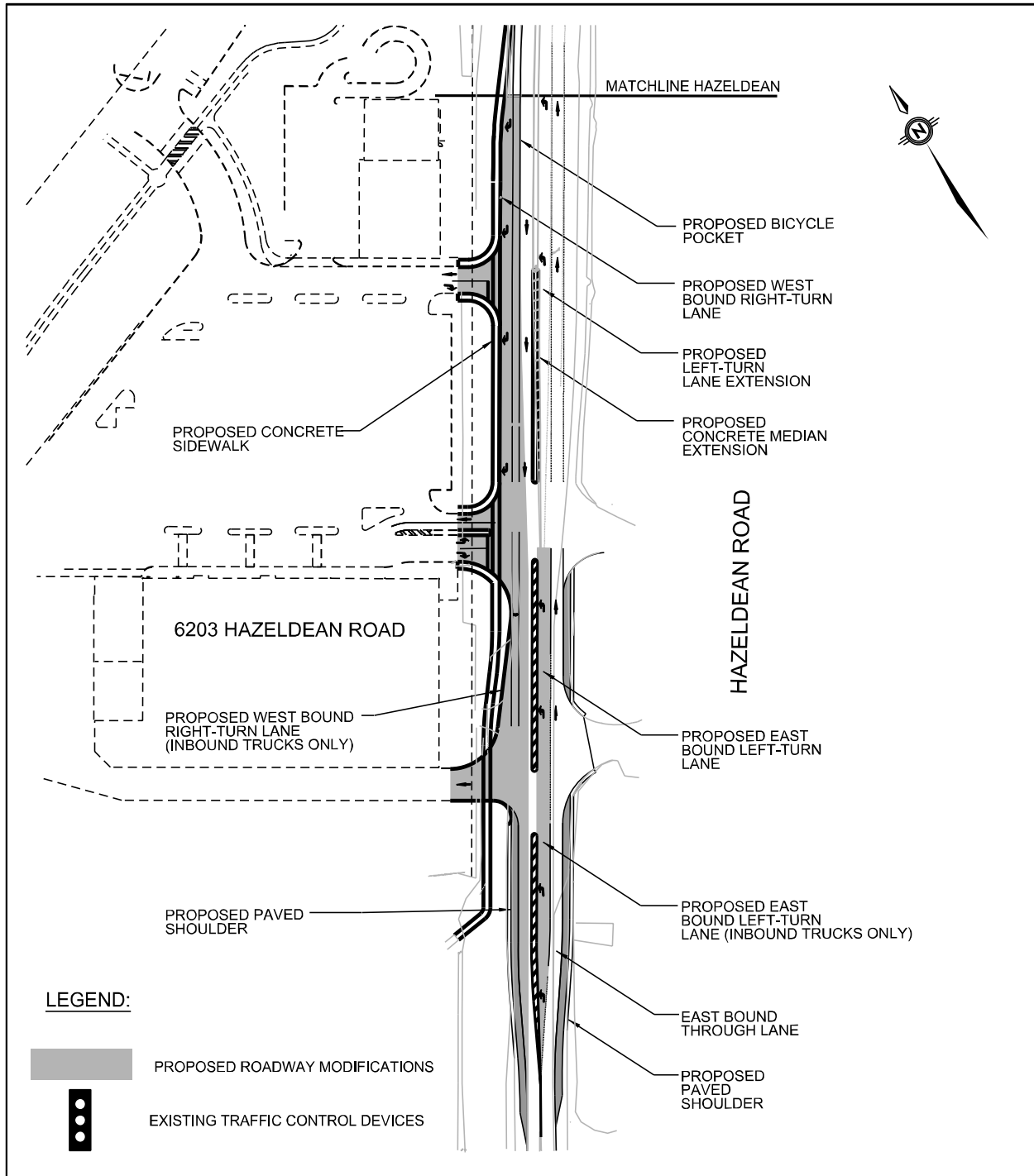
6303 HAZELDEAN ROAD
PROPOSED DEVELOPMENT

CARP ROAD AND
HAZELDEAN ROAD MODIFICATIONS



Design Review and Implementation			
Approved by:		Drawing No.:	
R. Carter		DRI-2010-006A	
Completed by:			
K. Taylor		Scale	Date
		N.T.S.	DEC. 2010



 PLANNING AND GROWTH MANAGEMENT	PROPOSED ROADWAY MODIFICATIONS	Design Review and Implementation	
	CARP ROAD AND HAZELDEAN ROAD	Approved by: R. Carter	Drawing No.:
	6303 HAZELDEAN ROAD PROPOSED DEVELOPMENT	Completed by: Delcan Consulting	DRI-2010-006B
		Scale N.T.S.	Date AUGUST 2010



LEGEND:

-  PROPOSED ROADWAY MODIFICATIONS
-  EXISTING TRAFFIC CONTROL DEVICES



PLANNING AND GROWTH
MANAGEMENT

**PROPOSED ROADWAY
MODIFICATIONS**

CARP ROAD AND
HAZELDEAN ROAD

6303 HAZELDEAN ROAD
PROPOSED DEVELOPMENT

Design Review and Implementation

Approved by:
R. Carter

Completed by:
Delcan Consulting

Scale	Date
N.T.S.	AUGUST 2010

Drawing No.:
DRI-2010-006C