

Technical Memorandum

To: City of Ottawa, Development Review West

Date: 2025-06-10

From: John Kingsley

Project Number: 2024-114

Re: 1700 Richardson Side Road Rural Redesignation – Transportation Considerations

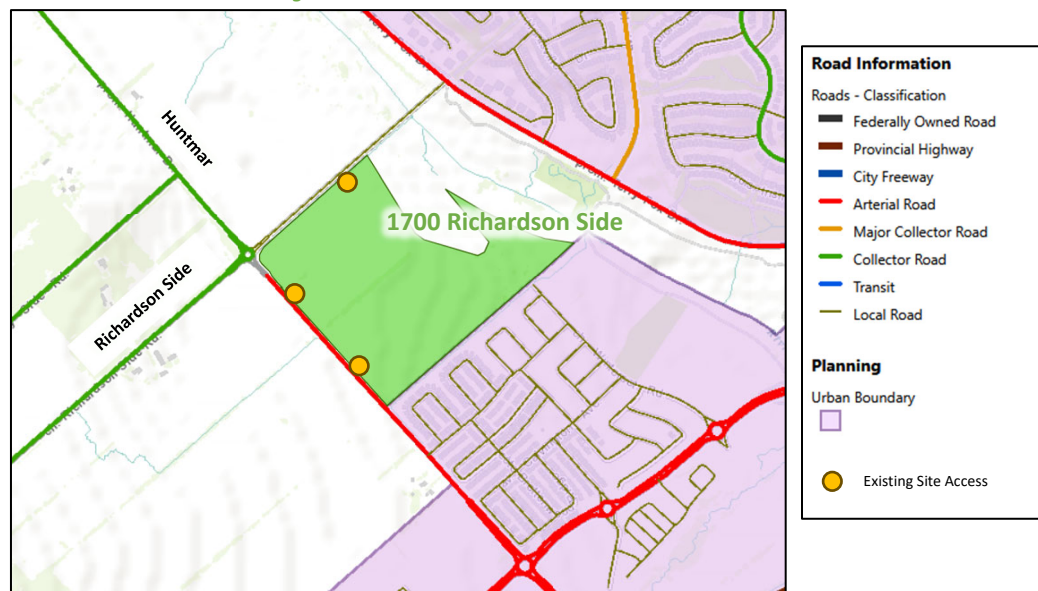
Minto Communities is seeking to redesignate the lands located at 1700 Richardson Side Road from Agricultural Resource Area to Rural Countryside in the City of Ottawa’s Official Plan. CGH has been retained to supply a memo supporting this Official Plan Amendment from a transportation perspective and inform the Planning Rationale.

With respect to transportation considerations for the redesignation, the road network context and design suitability of the existing infrastructure will be reviewed for the current designation. The site is currently open fields with two east-west treelines, one bisecting the site and one along the southern boundary.

Existing Site Access

The site is bounded by Richardson Side Road to the north, Huntmar Drive the west, the existing Arcadia community to the south, and the Carp River to the east. Site accesses to the existing fields are located on Huntmar Drive approximately 150 and 450 metres south of Richardson Side Road, and on Richardson Side Road approximately 375 metres east of Huntmar Drive. The accesses and local area road network are illustrated in Figure 1.

Figure 1: Site Access Context



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: May 15, 2025

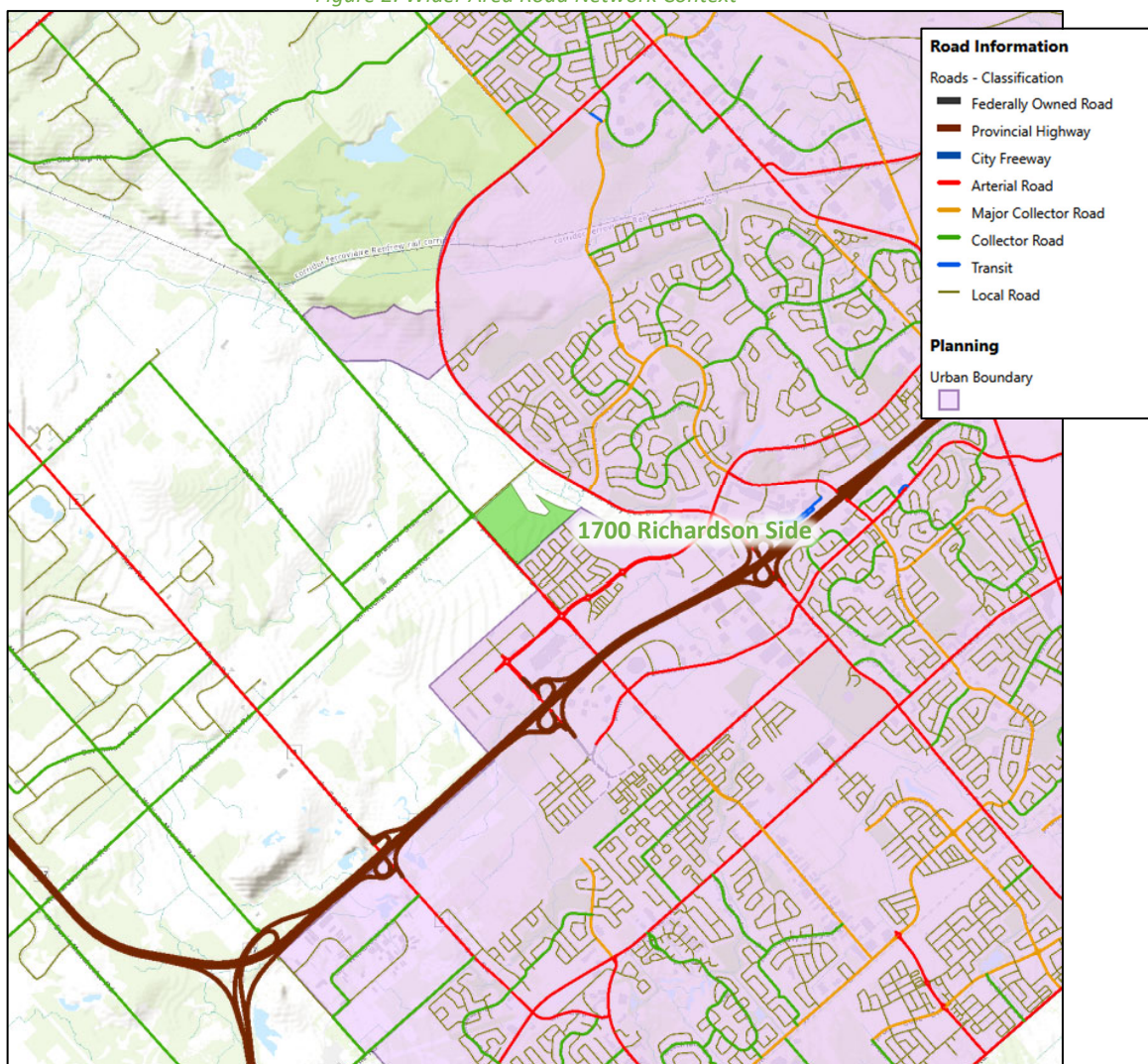
Providing immediate access to the site, Huntmar Drive south of Richardson Side Road to Maple Grove Road has a reserved right-of-way of 37.5 metres and is classified as an urban arterial, according to Schedule C16 of the Ottawa

Official Plan (2021). Richardson Side Road has a measured right-of-way of 26.0 metres and is classified as a local road east of Huntmar Drive.

Road Network Context

From a network perspective, Richardson Side Road continues as a collector road west of Huntmar Drive, Huntmar Drive continues as a collector road north of Richardson Side Road, and these roads intersect as a roundabout intersection on the northwest corner of the site. No connection to any agricultural lands via any route aside from the north and west legs of this roundabout intersection are noted for the 1700 Richardson Side Road parcel. The wider road network context and urban boundary areas are illustrated in Figure 2.

Figure 2: Wider Area Road Network Context



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: May 15, 2025

As previously noted, Huntmar Drive is classified as an urban arterial. While Schedule C16 does not provide an urban or rural designation for Richardson Side Road, this road is a link between two urban arterial roads and requires connection to the rural road network through the roundabout intersection of Richardson Side Road at Huntmar Drive. Planning for the site access roads thus considers an urban context. An agricultural parcel relying on urban roads for access results in an inconsistent policy and design framework.

Local Access for Agriculture Vehicles

Of primary transportation consideration for the redesignation of the parcel to Rural Countryside is the access requirements for agricultural vehicles supporting its existing permitted use. While the existing conditions of the segments of Huntmar Drive and Richardson Side Road along the site are not considered categorically prohibitive of agricultural access, urban road design typically limits this use. In line with its urban designation, future curbing of Huntmar Drive or provision of a raised median may constrain the roadway width, as larger agricultural vehicles may otherwise rely on the use of a shoulder to not infringe on the opposing lane.

This issue was observed with the construction of the Perth Street at Meynell Road/Oldenburg Avenue roundabout, where its initial design would result in larger agricultural vehicles requiring substantial use of the opposing lane on the approaches/departures, which may have resulted in operational and safety issues. This Village of Richmond roundabout is also illustrative of the type of design considerations required for accommodating larger agricultural vehicles, such as the mountable splitter islands required on the east and west legs for the entry/exit movements.

The assumed access to 1700 Richardson Side Road is from the north and west, where the nearby agricultural lands are present and thus where the origin point for an agricultural vehicle working the fields of the subject site is assumed, would require use of the roundabout intersection of Richardson Side Road at Huntmar Drive. Using design vehicle with criteria consistent with the analysis of the Perth Street at Meynell Road/Oldenburg Avenue roundabout, it was found through desktop review that the geometry of the existing Richardson Side Road at Huntmar Drive roundabout resulted in curb conflicts in a swept path analysis on the entry of each leg. Therefore, the agricultural use of the site is limited by the ability to convey the full range of agricultural equipment to farm the parcel. The turning templates for this review are provided in Attachment 1.

Alternatives to the Richardson Side Road at Huntmar Drive Intersection

Alternative routing options for the site result in farm equipment travelling through the urban area to the south (accessing Huntmar Drive via Hazeldean Road and Carp Road) or accessing Richardson Side Road from the urban area to the east (via Terry Fox Drive and March Road). Such routing would not be considered appropriate and likely would have safety and operational issues, considering farm equipment using multiple travel lanes on multimodal urban roads. Notwithstanding any ability for an alternative routing to physically accommodate the design vehicle, any such alternative would result in a prohibitively long detour of over 25 kilometres, considering a return trip. Thus, alternative routing of agricultural vehicles is not considered viable for the subject parcel.

Conclusion

In summary of the above findings:

1. The site accesses Huntmar Drive which is designated an urban arterial, and Richardson Side Road which is a local road that forms a link between two urban arterial roads
2. An agricultural parcel with an urban access condition results in an inconsistent policy and design framework
3. Road access from the nearby agricultural areas to this parcel is via the roundabout intersection of Richardson Side Road at Huntmar Drive
4. The design of this roundabout does not permit the full range of agricultural vehicles, as required for consideration in the design of the roundabout intersection of Perth Street at Meynell Road/Oldenburg Avenue

5. Alternative routing options are through the urban road network which, in addition to being prohibitively long detours, are anticipated to be associated with safety and operational issues and are not considered viable

Therefore, the transportation network and policy context of the site does not indicate support for the existing agricultural use of 1700 Richardson Side Road, and the redesignation of this parcel is considered appropriate from a transportation perspective.

Prepared By:



John Kingsley
Transportation Engineering-Intern

Reviewed By:



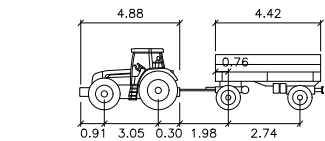
Andrew Harte, P.Eng.
Senior Transportation Engineer

Attachment 1

Turning Templates



Notes:



5m Wide Tractor+trailer			
First Unit Width	: 5.00	Lock to Lock Time	: 6.0
Trailer Width	: 3.05	Steering Angle	: 42.8
First Unit Track	: 5.00	Articulating Angle	: 70.0
Trailer Track	: 3.05		

Legend:

Curb Conflict

01	Issued for Review	EA	2025-05-16
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

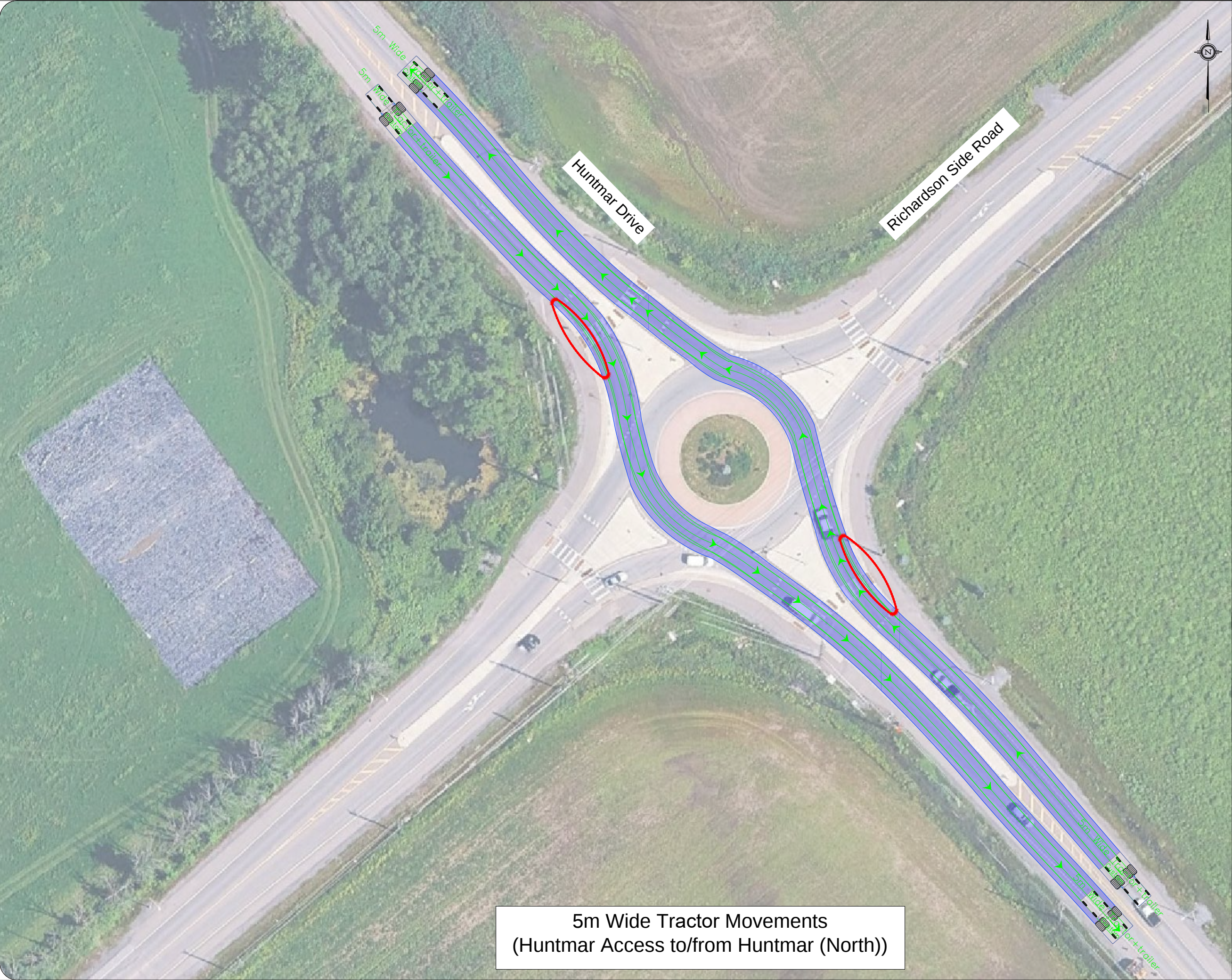
CLIENT: **Minto Communities**
200-180 Kent St.
Ottawa, ON
K1P 0B6

ARCHITECT:

SITE:
1700 Richardson Side Road

TITLE:
**RSR and Huntmar
Movement Analysis**

SCALE AT A3: NTS	DATE: 2025-05-16	DRAWN: EA	CHECKED: AH
PROJECT NO: 2024-114	DRAWING NO: 001	REVISION: 01	



Notes:

5m Wide Tractor+trailer

First Unit Width	: 5.00	Lock to Lock Time	: 6.0
Trailer Width	: 3.05	Steering Angle	: 42.8
First Unit Track	: 5.00	Articulating Angle	: 70.0
Trailer Track	: 3.05		

Legend:

Curb Conflict

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200-180 Kent St.
Ottawa, ON
K1P 0B6

ARCHITECT:

SITE: **1700 Richardson Side Road**

TITLE: **RSR and Huntmar Movement Analysis**

SCALE AT A3: NTS	DATE: 2025-05-16	DRAWN: EA	CHECKED: AH
PROJECT NO: 2024-114	DRAWING NO: 002	REVISION: 01	



5m Wide Tractor Movements
(RSR Access to/from RSR (West))



Notes:

5m Wide Tractor+trailer

First Unit Width	: 5.00	Lock to Lock Time	: 6.0
Trailer Width	: 3.05	Steering Angle	: 42.8
First Unit Track	: 5.00	Articulating Angle	: 70.0
Trailer Track	: 3.05		

Legend:

Curb Conflict

01	Issued for Review	EA	2025-05-16
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
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K1P 0B6

ARCHITECT:

SITE: **1700 Richardson Side Road**

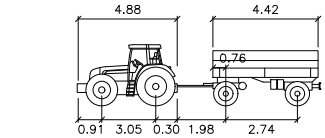
TITLE: **RSR and Huntmar
Movement Analysis**

SCALE AT A3: NTS	DATE: 2025-05-16	DRAWN: EA	CHECKED: AH
PROJECT NO: 2024-114	DRAWING NO: 003	REVISION: 01	



5m Wide Tractor Movements
(RSR Access to/from Huntmar (North))

Notes:



5m Wide Tractor+trailer

First Unit Width	: 5.00	Lock to Lock Time	: 6.0
Trailer Width	: 3.05	Steering Angle	: 42.8
First Unit Track	: 5.00	Articulating Angle	: 70.0
Trailer Track	: 3.05		

Legend:

 Curb Conflict

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Ottawa, ON
K1P 0B6

ARCHITECT:

SITE:
1700 Richardson Side Road

TITLE:
**RSR and Huntmar
Movement Analysis**

SCALE AT A3: NTS	DATE: 2025-05-16	DRAWN: EA	CHECKED: AH
PROJECT NO: 2024-114	DRAWING NO: 004	REVISION: 01	