

**CITY OF OTTAWA**  
**ROAD MODIFICATION**  
**APPROVAL UNDER DELEGATED AUTHORITY**

**DATE: 1 May 2013**

**RMA-2012-DRI-035**

**SUBJECT**

- Modifications to Huntmar Drive, 200 metres north of Hazeldean Road to accommodate a new commercial development; developer- North American (Goulbourn) Corporation.

**LOCATION**

- Huntmar Drive, 200 metres north of Hazeldean Road, Ward 6, see Attachment 1.

**PURPOSE**

- The purpose of the proposed modifications is to signalize the access of the new development on Huntmar Drive, 200 metres north of Hazeldean Road, to accommodate the new site-generated traffic.

**BACKGROUND**

- The proposed commercial development site is located on Huntmar Drive, 200 metres north of Hazeldean Road. The site is bounded by undeveloped lands to the east, residential lands to the north and west and Hazeldean Road to the south. The proposed development is comprised of retail and grocery stores.

**EXISTING CONDITIONS**

- **Road Cross-Sections**  
Huntmar Drive – 4-lane, urban, divided collector road.
- **Street Lighting**  
Huntmar Drive – Present on east and west sides.
- **Traffic Control**  
The intersection of Huntmar Drive/Iber Road and Hazeldean Road is controlled by a traffic control signal.
- **Speed Limits**  
Huntmar Drive – Posted at 60 kph from Hazeldean Road to Gallantry Way and transitioning to 50 kph north of Gallantry Way.
- **Pedestrians**  
There are sidewalks present on the east side of Huntmar Drive. During an 8-hour period on Monday, 23 July 2012 at the intersection of Huntmar Drive/Iber Road and Hazeldean Road, 8 pedestrians crossed in the north-south direction and 19 pedestrians crossed in the east-west direction.
- **Cycling**  
Huntmar Drive has designated cycling lanes on both east and west sides. During the same 8-hour survey mentioned above, 9 cyclists were observed travelling in the north-south direction and 18 cyclists were observed travelling in the east-west direction.

- **Transit**  
Bus routes 96A (regular), 261 (express) and 263 (express) currently serve Huntmar Drive in this area.
- **Highest Hourly Volume**  
During the same 8-hour survey mentioned above, between 4:00 pm and 5:00 pm, 185 northbound and 364 southbound vehicles were recorded on Huntmar Drive just north of Hazeldean Road.
- **Heavy Vehicles**  
Huntmar Drive is not designated as a truck route. Heavy vehicles comprised 4.8% and 5.5% of the total traffic in the northbound and southbound directions, respectively, during the same 8-hour survey mentioned above.
- **Collision History**  
For the period from 1 January 2007 to 1 January 2012 (5 years) on Huntmar Drive between Gallantry Way and Hazeldean Road:  
Huntmar Drive, Hazeldean Road to Gallantry Way – Total = 2, comprised of 2 single vehicle.

### **PROJECTED VOLUMES**

- Based on the Transportation Assessment prepared by D.J. Halpenny & Associates Ltd. in February 2012, the following volumes will be generated by the proposed development:
  - (a) Weekday PM Peak Hour – 654 inbound and 667 outbound.
  - (b) Saturday Peak Hour – 842 inbound and 784 outbound.
- Based on the same assessment mentioned above, the following volumes will be generated by the proposed development at the intersection of Huntmar Drive and the signalized site access, 200 metres north of Hazeldean Road:
  - (c) Weekday PM Peak Hour – 212 inbound and 219 outbound.
  - (d) Saturday Peak Hour – 259 inbound and 244 outbound.

### **PROPOSED ROAD MODIFICATIONS**

- It must be emphasized that the following road modifications (see Attachment 2) are conceptual and intended only to illustrate the proposed function. The approval of any detailed design of the road modifications stemming from this report will be subject to the City's design review process.

The specific modifications being proposed are as follows:

- New traffic control signal on Huntmar Drive, 200 metres north of Hazeldean Road.
- New northbound left-turn lane on Huntmar Drive at access located 200 metres north of Hazeldean Road.
- New sidewalk on the west side of Huntmar Drive.
- New access leg (west).

### **MODIFICATION OUTCOMES – BENEFIT AND IMPACTS**

- **Pedestrians**  
The proposed sidewalks will allow pedestrians to safely access the proposed retail development.

- **Cyclists**  
The proposed cycling lanes will allow cyclists to safely navigate Huntmar Drive and access the retail development.
- **Transit**  
No changes are proposed to the existing transit infrastructure.
- **Vehicles**  
The proposed traffic signal and left-turn lane will allow vehicles to safely and efficiently access the retail development. The proposed right-turn lane will transition the two northbound lanes from Hazeldean Road to one lane at Gallantry Way.
- **Adjacent Land Uses**  
No negative impacts are anticipated for the lands adjacent to the proposed road 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 Spring 2013. The traffic control signal will be installed once the Ministry of Transportation of Ontario traffic signal warrants are met.

### **TOTAL ESTIMATED CONSTRUCTION COSTS**

- The total estimated cost for the proposed road modifications, which includes construction, engineering, and contingencies, is \$350,000.

### **FINANCIAL COMMENTS**

- There is no cost to the City for the proposed modifications listed in the previous sections estimated at \$350,000 (construction, engineering, and contingencies).
- North American (Goulbourn) Corporation 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 \$2,200 (surface operations at \$2,000, signs and pavement markings at \$200) and will be requested in the year following completion of construction.
- North American (Goulbourn) Corporation will be required to enter into a Road Modification Agreement with the City of Ottawa, which will include but not be limited to, North American (Goulbourn) Corporation funding of all costs associated with the design and construction of the above-noted road modifications.
- Prior to construction, North American (Goulbourn) Corporation will be required to enter into a Traffic Signal Agreement with the City, which will include but not limited to the funding of all costs associated with the design, installation and maintenance of the traffic control signal. Annual signal maintenance costs estimated at \$10,024 in 2013 will be the responsibility of North American (Goulbourn) Corporation until the Ministry of Transportation of Ontario traffic signal warrants are met and City Council approves the assumption of these costs, at which time, funds will be requested in the City's operating budget for the following year.
- Annual signal maintenance costs estimated above will be the responsibility of North American (Goulbourn) Corporation only if the installation of the traffic control signal occurs prior to the Ministry of Transportation of Ontario traffic signal warrants being met.

## **COMPLIANCE WITH TRANSPORTATION MASTER PLAN**

- The proposed road modifications comply with Section 6.4 Road Design, of the Transportation Master Plan.

## **CONSULTATIONS**

- The proposed road modifications were advertised on the City's website from 4 January 2013 until 18 January 2013 with a deadline for public input on 25 January 2013.
- Preliminary approval of the proposed road modifications was granted by the Program Manager of Design Review and Implementation on 24 April 2013.
- Via e-mail on 24 April 2013, 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 24 April 2013, 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**

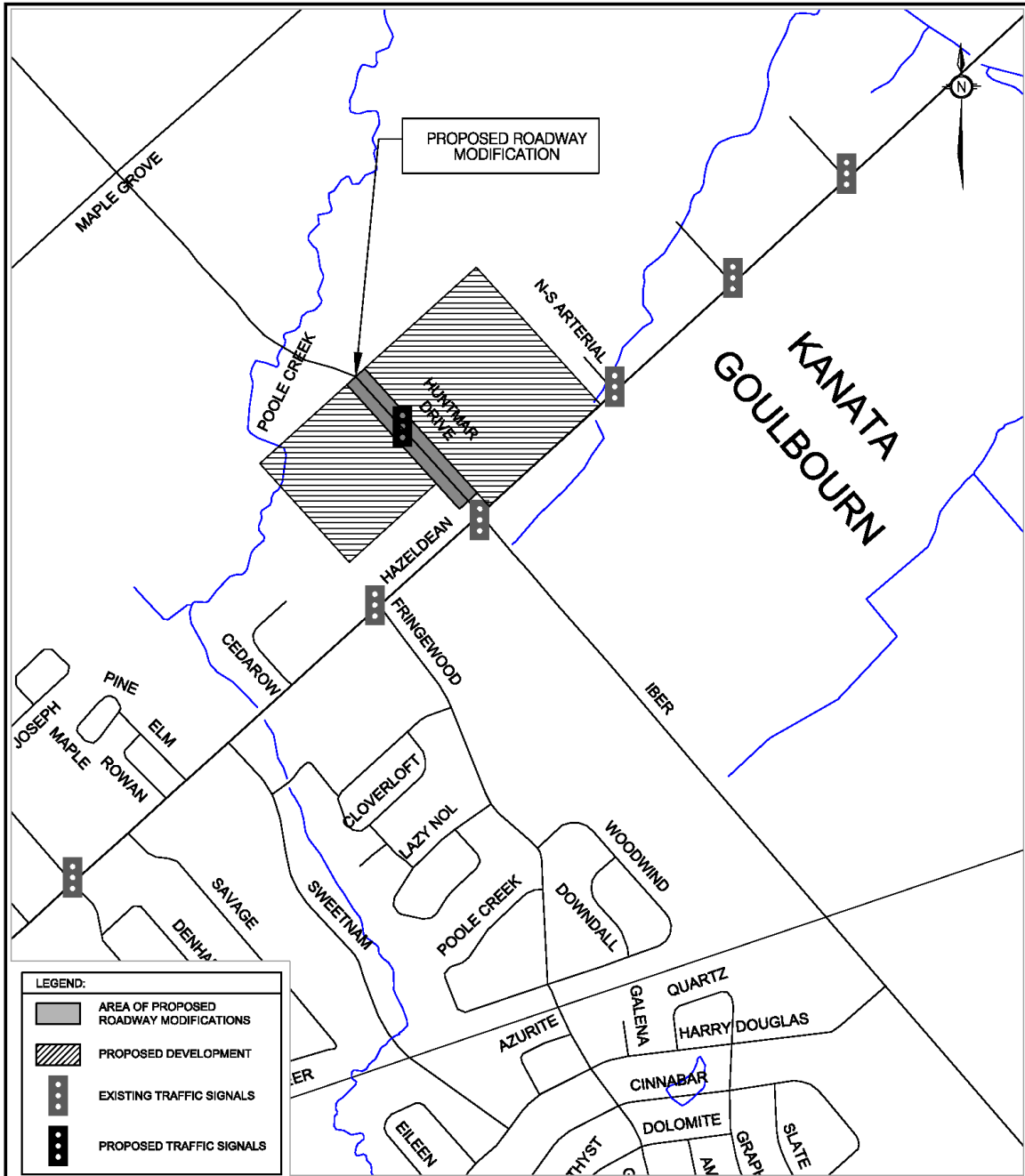
- No comments were received as a result of the online advertisement.

## **CURRENT STATUS**

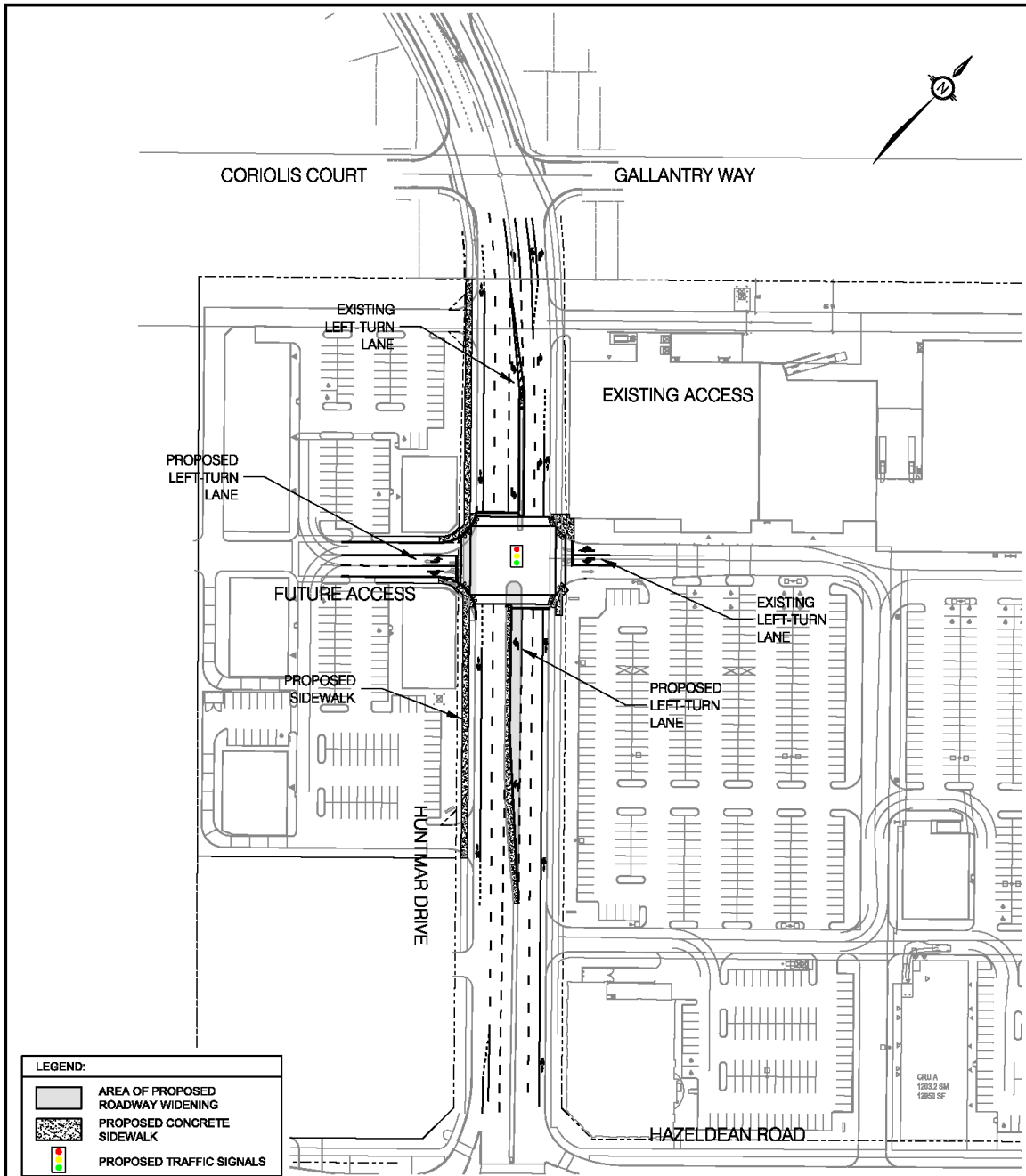
- Final approval was granted by the Manager of Development Review (Suburban Services) on 30 April 2013.


## **ATTACHMENTS**

- Attachment 1 – Key Plan DRI-2012-035A
- Attachment 2 – Proposed Road Modifications DRI-2012-035B



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|---|---|---|---------------------------|
| <p><b>Ottawa</b><br/>PLANNING AND GROWTH<br/>MANAGEMENT</p> | <p>KEY PLAN</p> <p><b>HUNTMAR DRIVE</b></p> <p>200m NORTH OF<br/>HAZELDEAN ROAD</p> | <p>Design Review and Implementation</p> |                           |
|   |   | <p>Approved By: M. GIAMPA</p>           | <p>Drawing No.:</p>       |
|   |   | <p>Completed By: IBI Group</p>          | <p><b>DRI-12-035A</b></p> |
|   |   | <p>Scale: N.T.S.</p>                    |                           |



|  |  |                       |   |                    |
|--|--|-----------------------|---|--------------------|
| <br>PLANNING AND GROWTH<br>MANAGEMENT | <b>PROPOSED ROADWAY<br/>                 MODIFICATIONS</b> |                       | <b>Design Review and Implementation</b> |                    |
|  | <b>HUNTMAR DRIVE</b>                                       |                       | Approved By:<br>M. GIAMPA               | Drawing No.:       |
|  | 200m NORTH OF<br>HAZELDEAN ROAD                            |                       | Completed By:<br>IBI Group              | <b>DRI-12-035B</b> |
|  | Scale:<br>N.T.S.   | Date:<br>MAR.<br>2013 |   |                    |