January 28, 2020

Mr. Stream Shen, MCIP RPP
Planner II, Development Review – West
Planning and Infrastructure and Economic Development Department
City of Ottawa
110 Laurier Street West
Ottawa, Ontario K1P 1J1

Re: **Site Plan Control for 5924 & 5938 Hazeldean Road, Ottawa, Ontario (D07-12-19-0089)**
OTT-00250806-A0

During the review of the site plan application, the Councillor Glen Gower has requested that the developer consider a right-in, right-out (RIRO) access from Hazeldean Road into the development.

Background

Hazeldean Road is 4 lane urban roadway with a centre shared left turn lane with a posted speed limit of 60km/hr. It has been designated as an arterial roadway on Map 6 of the City's Transportation Master Plan and on Schedule E (Urban Road Network) of the Official Plan. This section of Hazeldean Road has an average Annual Daily Traffic (AADT) of approximately 20,000 vehicles per day. This is consistent with a road on the high end of a minor arterial or in the mid-range of a major arterial.

A review of nearby properties shows that there any many driveways and accesses connecting directly onto Hazeldean Road. This may have been a result of Hazeldean Road being upgraded from two lane rural road between 2009 and 2011. Many of these small parcels do not have any other means of access or egress and a Two-Way Left-Turn Lane (TWLTL) has been introduced along the centre of Hazeldean Road to provide access to these lands.

Discussion

We have reviewed the request and we do not support the introduction of a right-in, right-out on Hazeldean Road for the following reasons:

- The RIRO access will function as an all-way access due to the two-way left turn lane (TWLTL) on Hazeldean, resulting in potential unsafe left turn movements in to and out of the site.
- Drivers may use the entrance to cross two lanes of traffic and to access the eastbound left turn lane at the Hazeldean Road / Johnwoods Street/Victor Street,
- The addition of the access may impact safety and traffic operations of the TWLTL.

- Generally, accesses along a major arterial roadway are discouraged and avoided where possible.
- Turning vehicle volumes generated by the development are very low.
- Vehicles entering the site cross a dedicated cycling facility which introduces additional conflicts and endangers to cyclists.

Median construction would be required along Hazeldean Road to prohibit the left turn into and the left turn out of the site. This construction would affect the access and egress requirements of properties north of Hazeldean Road. Also, the introduction of a median mid-block compromises the operation of the TWLTL. Without a median, an RIRO access on Hazeldean Road would function as an all-way access regardless of the design of the traffic island. Additionally, any drivers wishing to travel west on Hazeldean Road may turn left directly from the entrance and cross two lanes of traffic to avoid the left at the signalized Hazeldean Road/Johnwoods Street/Victor Street intersection.

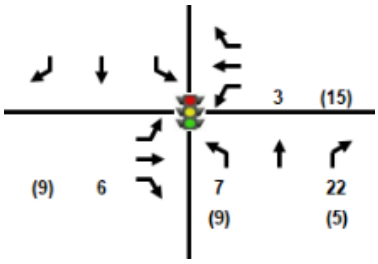
A review of the Transportation Association of Canada (TAC) guidelines Geometric Design Guide for Canadian Roads (June 2017) provides the following expectations on the function of an arterial roadway:

> *'Freeways, expressways, and arterials primarily provide for the movement of through traffic and in general are not intended to provide direct land access.' (*Section 2.6.3.2), and;
>
> *'New private accesses should not be allowed where one presently exists in a 400m section. Access via the local road should be encouraged for new developments' (*Section 8.9.3).
>
> *The City of Ottawa Official plan states that for arterial roadways 'vehicular access to adjacent properties should be controlled to minimize turning movements and to reduce conflicts between travel modes'.*

Adding additional turning vehicles and a new access point may degrade the safe operation of the TWLTL on Hazeldean. Section 8.6.3 of the TAC guide has a discussion of operational issue with TWLTL. We expect that over time traffic volumes and higher speeds will require the installation of central median to divide the roadway and increase safety. We expect that the number of accesses to adjoining lands will reduce as the road moves through the different development stages, and as lands are redeveloped.

We do not recommend a new entrance on Hazeldean since there are ten (10) existing accesses within a 400 meter section of Hazeldean Road between Springbrook Drive and Victor Street, and a safe and controlled access to the development is proposed on Victor Street and through the traffic control signal at the Victor Street / Johnwoods Street intersection with Hazeldean Road.

From our Traffic Impact Assessment (TIA), there are very few site generated trips that would use the access Hazeldean. If we assume that all eastbound right turns and westbound left turns use the proposed access on Hazeldean Road, then then we would expect 9 vehicles during the AM Peak hour and 24 vehicles during the PM peak hour at the access. That is equivalent to one vehicle turning left every 2.5 minutes in the PM Peak hour.



Another concern introduced would be from vehicles crossing the dedicated cycling lane when accessing the Site from Hazeldean Road. This additional movement introduces additional conflicts between vehicles

and cyclists. Cyclists are vulnerable especially on TWLTL roads when a driver's is focused on completing a turning movement while avoiding oncoming traffic.

Conclusion

Simply, we do not recommend a second access on to Hazeldean Road when there is an appropriate and safe alternative for access/egress from Victor Street.

Sincerely,

EXP Services Inc.

Phil Desmarais, P.Eng.
Senior Engineer
Infrastructure Services

Bruce Thomas, P.Eng.
Senior Project Manager
Infrastructure Services

CC: Jaime Posen, FOTENN
Carmine Zayoun, GNCR Developments Inc.