

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf.                   **25 23-97-R036-C**  
Your File/V/Réf.

DATE                                15 May 1997

TO/DEST.                         Co-ordinator Transportation Committee

FROM/EXP.                        Director Mobility Services and Corporate Fleet Services  
Environment and Transportation Department

SUBJECT/OBJET                   **PROPOSED EXTENSION TO THE MEDIAN ON HAZELDEAN  
ROAD (REGIONAL ROAD 36) WEST OF TERRY FOX DRIVE  
(REGIONAL ROAD 61) AT THE ACCESS TO THE CLARIDGE  
HOMES CORPORATION SUBDIVISION**

### **DEPARTMENTAL RECOMMENDATIONS**

**That the Transportation Committee recommend Council approve the drawing prepared by Novatech Engineering Consultants Limited as shown in Annex B illustrating a 30 metre westerly extension of the existing median on Hazeldean Road immediately west of Terry Fox Drive subject to Claridge Homes Corporation:**

- 1.       funding the total cost of the proposed road work;**
- 2.       executing a legal agreement with respect to (1) above.**

### **BACKGROUND**

Claridge Homes Corporation is currently developing the Westcreek Meadows subdivision, which is located to the southwest of the intersection of Regional Road 36 (Hazeldean Road) and Terry Fox Drive in the City of Kanata (Annex A). The development will contain a mixture of 259 single family and townhouse dwelling units.

The approved plan of subdivision includes two new intersections, one onto Hazeldean Road and the second onto Terry Fox Drive opposite Winchester Drive, south of Hazeldean Road. The proposed intersection with Hazeldean Road will not be signalized and is located approximately two hundred metres west of Terry Fox Drive.

One of the requirements within the Regional Subdivision Agreement was that:

“The owner acknowledges and agrees to extend at no cost to the Region the existing median on Hazeldean Road to a point 30 metres west of the centreline of Kincardine Drive, together with possible auxiliary lanes as required by a traffic assessment report.”

The purpose of the median extension is to prevent left turns to and from Kincardine Drive, thereby minimizing the potential for collisions at this new intersection. Median construction will also reduce the cost to the developer of providing auxiliary lanes on Hazeldean Road, which would otherwise be required if left turns were permitted. The missing left turn movements to and from the subdivision are provided via the second access and Terry Fox Drive.

## EXISTING CONDITIONS

### Pedestrians

Currently, there are no sidewalks on Hazeldean Road west of Terry Fox Drive. Approximately 25 pedestrians were observed over an 8-hour period in a survey conducted in August 1995 on Hazeldean Road in the vicinity of Terry Fox Drive.

### Bicycles

Hazeldean Road, west of Terry Fox Drive, is currently a two-lane rural road section with gravel shoulders. No bicycle path exists within the road allowance and there is very little bicycle traffic on this section of Hazeldean Road. Bicycle volumes (August 1995) travelling on Hazeldean Road consisted of approximately 13 over an 8-hour period.

### Transit

There is currently only one peak hour bus service (2 buses daily) and no regular bus route along this section of Hazeldean Road, west of Terry Fox Drive.

### Automobiles

Hazeldean Road, west of Terry Fox Drive, is a two-lane rural roadway with gravel shoulders. The posted speed limit is 80 km/h and the 1995 Average Annual Daily Traffic (AADT) volume consists of approximately 15,000 eastbound and westbound vehicles per day.

## DESIGN PROPOSAL

### Pedestrian

There is no change to existing conditions.

### Bicycles

There is no change to existing conditions.

Transit

There are currently proposals to expand the existing bus route schedule on Hazeldean Road.

Automobiles

There is no requirement to construct additional lanes on Hazeldean Road or provide any modifications to the existing signalized intersection at Terry Fox Drive as a result of traffic generated from the subdivision. As a requirement identified in the Regional Subdivision Agreement, the developer must extend the existing median on Hazeldean Road to a point 30 metres west of the proposed access to Hazeldean Road.

FINANCIAL STATEMENT

If Council approves this modification, the owner/developer shall assume 100% of the costs associated with this road work; therefore, there are no budget implications.

COST ESTIMATE

The following cost estimates which have been developed by Novatech Engineering are at a conceptual level and are provided solely for the information of the Transportation Committee and Regional Council. The owner/developer shall assume 100% of the costs.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$20,000
Engineering	<u>\$ 3,000</u>
TOTAL ESTIMATED COST	\$23,000

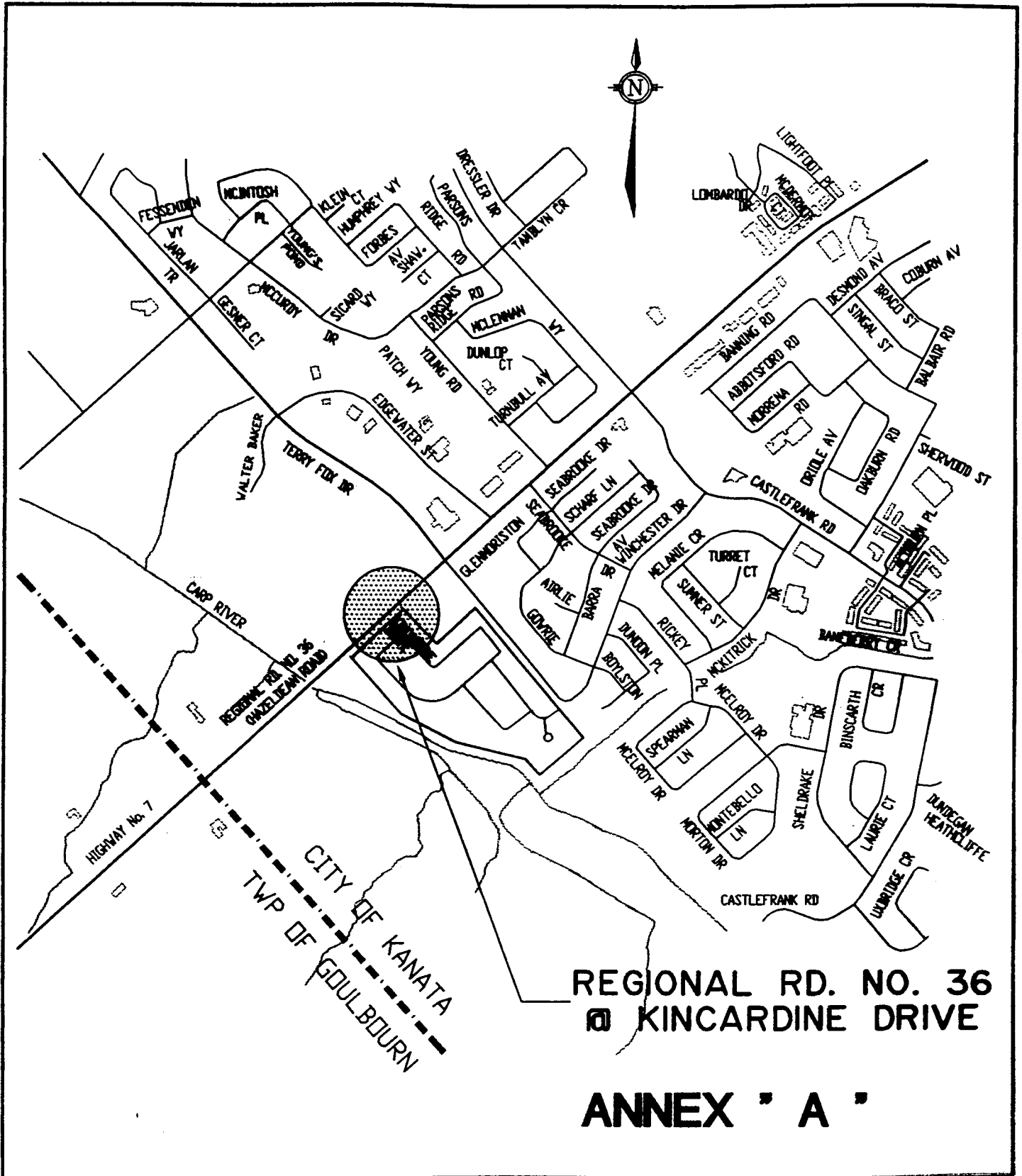
PUBLIC CONSULTATION

The proposed median modification is considered to be a minor alteration to Hazeldean Road and, as such, does not require publication and/or public hearing.

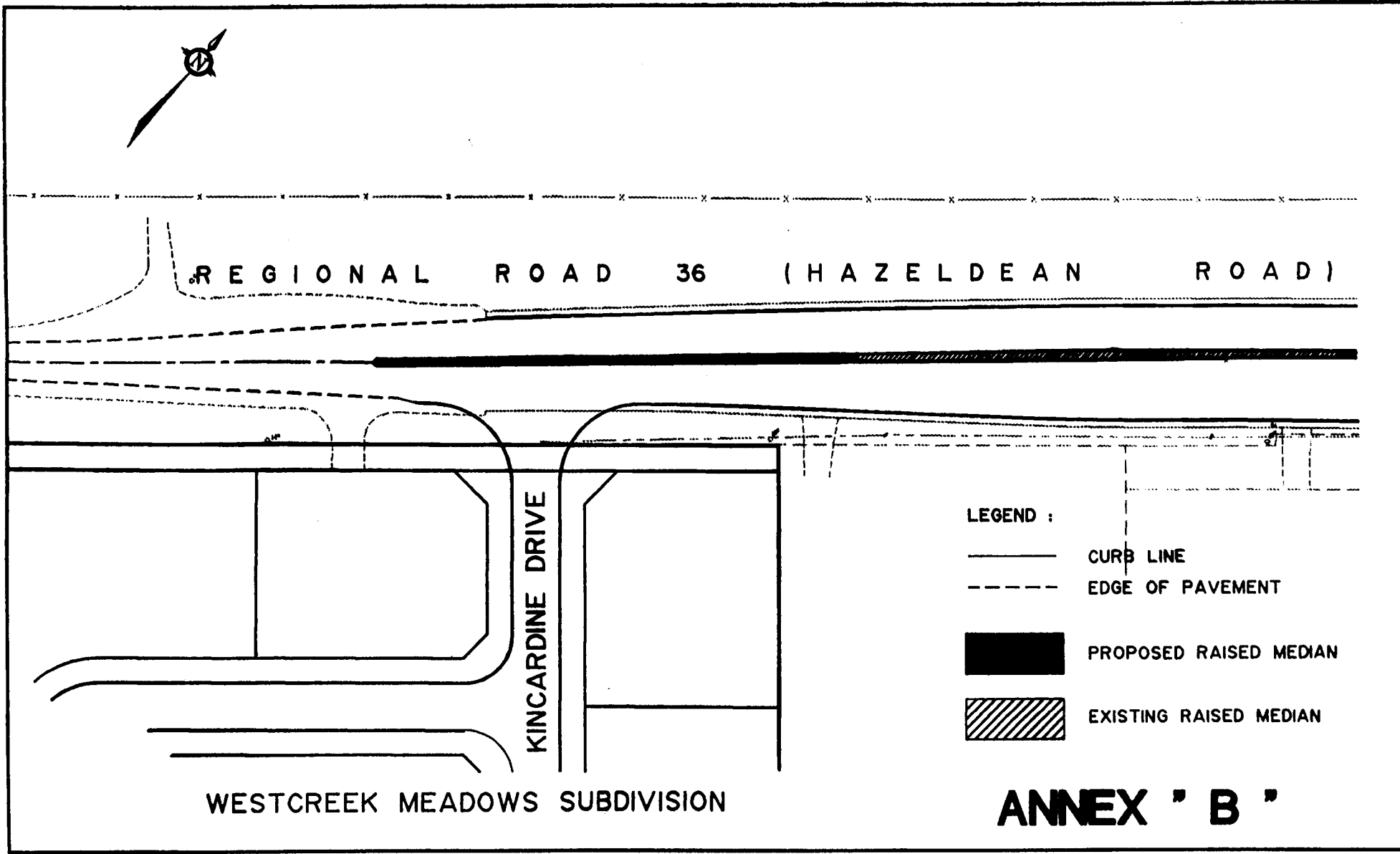
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

This report will be presented to the Regional Cycling Advisory Group at their meeting on Tuesday, 3 June 1997. Their comments will be available when this item is considered at Transportation Committee.

*Approved by  
Doug Brousseau*



**CLARIDGE HOMES CORPORATION**  
**WESTCREEK MEADOWS - LOCATION PLAN**  
 N.T.S.                      APRIL 1997                      96008



REGIONAL ROAD 36 (HAZELDEAN ROAD)


KINCARDINE DRIVE

WESTCREEK MEADOWS SUBDIVISION

LEGEND :

- CURB LINE
- - - EDGE OF PAVEMENT
- PROPOSED RAISED MEDIAN
- ▨ EXISTING RAISED MEDIAN

**ANNEX " B "**



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**CLARIDGE  
H·O·M·E·S**

**NOVATECH**

ENGINEERING CONSULTANTS LTD.

**CLARIDGE HOMES CORPORATION**

**PROPOSED MEDIAN EXTENSION  
HAZELDEAN ROAD AT TERRY FOX DRIVE**

N.T.S.                      APRIL 1997                      96008