

APPENDIX A

Sample Road Modification Approval Report

PLANNING AND GROWTH MANAGEMENT
ROAD MODIFICATIONS APPROVAL (RMA)
REPORTS UNDER DELEGATED AUTHORITY
INTERNAL ROUTING CHECKLIST

UNIT: Design Review and Implementation	FILE NUMBER: RMA-2015-DRI-001
SUBJECT: Modifications to St. Joseph Boulevard, 270 metres west of Tenth Line Road to accommodate a proposed sales center (developer- [REDACTED]).	
LOCATION: St. Joseph Boulevard, 270 metres west of Tenth Line Road.	

Preliminary/Technical Review and Approval					
	Office	<i>Revised</i>		<i>Approval</i>	
		Yes	Date	Initials	Date
1.	Report Author			[REDACTED]	[REDACTED]
2.	Specialist			[REDACTED]	[REDACTED]
Councillor Concurrence					
	Ward/Name	<i>Revised</i>		<i>Concurrence</i>	
		Yes	Date	Verified By	Date
1.	Ward 1 (Orleans) – [REDACTED]			[REDACTED]	[REDACTED]
Final Review and Approval					
	Office	<i>Revised</i>		<i>Approval</i>	
		Yes	Date	Initials	Date
1.	Financial Services			[REDACTED]	[REDACTED]
2.	Manager			[REDACTED]	[REDACTED]

CITY OF OTTAWA
ROAD MODIFICATION
APPROVAL UNDER DELEGATED AUTHORITY

DATE: 10 March 2015

RMA-2015-DRI-001

SUBJECT

- Modifications to St. Joseph Boulevard, 270 metres west of Tenth Line Road to accommodate a proposed sales center (developer- [REDACTED]).

LOCATION

- St. Joseph Boulevard, 270 metres west of Tenth Line Road, Ward 1, see Attachment 1.

PURPOSE

- The purpose of the proposed modifications is to accommodate traffic generated by a proposed sales center.

BACKGROUND

- The proposed sales center is bounded by undeveloped land to the north, residential lands to the east and west and St. Joseph Boulevard to the south.
- The proposed development is a sales center for a future [REDACTED] subdivision. The proposed subdivision will be located in the same general area as the sales center.
- The road modifications are for the sole purpose of the sales center and will be modified to accommodate the future subdivision.

EXISTING CONDITIONS

- **Road Cross-Sections**

St. Joseph Boulevard – 4-lane, urban, divided arterial road.

- **Street Lighting**

St. Joseph Boulevard – Both sides along center median.

- **Traffic Control**

The closest major intersection of St. Joseph Boulevard and Tenth Line Road is signalized.

- **Speed Limits**

St. Joseph Boulevard – posted at 60 kph.

- **Pedestrians**

There are asphalt sidewalks present on both sides of St. Joseph Boulevard. During an 8-hour period on Friday, 20 July 2012 at the intersection of St. Joseph Boulevard and Tenth Line

Road, 39 pedestrians crossed in the north-south direction on Tenth Line Road and 63 pedestrians crossed in the east-west direction on St. Joseph Boulevard.

- **Cycling**

There are no dedicated cycling lanes on St. Joseph Boulevard. During the same 8-hour survey mentioned above, 35 cyclists were observed travelling in the north-south direction and 24 cyclists travelling in the east-west direction.

- **Transit**

OC Transpo routes 120 and 136 (regular) serve St. Joseph Boulevard in this area.

- **Highest Hourly Volume**

During the same 8-hour survey mentioned above, between 4:00 pm and 5:00 pm, 421 eastbound and 395 westbound vehicles were recorded on St. Joseph Boulevard in proximity of the proposed development, respectively.

- **Heavy Vehicles**

St. Joseph Boulevard is designated as an unrestricted truck route. Heavy vehicles comprised 2.5% and 5.8% of the total traffic in the eastbound and westbound directions, respectively, during the same 8-hour survey mentioned above.

- **Collision History**

Collisions for the period from 1 January 2009 to 1 January 2014 (5 years):

St. Joseph Boulevard from Prestone Drive to Tenth Line Road: 2 collisions- 1 single vehicle and 1 sideswipe.

PROJECTED VOLUMES

- Not applicable.

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 detailed design review process.
- The detailed design review process will include requirements for roadside safety provisions, center medians, utility relocations, street lighting and other needs as deemed appropriate by the City.
- Any required easements or property requirements identified to implement the project as a result of the approved design review process will be the responsibility of the applicant to secure at their cost, to the satisfaction of the City of Ottawa.

Proposed road modifications:

- Proposed access on St. Joseph Boulevard.
- Modifications to the center median on St. Joseph Boulevard to restrict left-turn movements out of the site.

MODIFICATION OUTCOMES – BENEFIT AND IMPACTS

- **Pedestrians**
No additional sidewalk infrastructure on St. Joseph Boulevard.
- **Cyclists**
No changes to the existing cycling infrastructure on St. Joseph Boulevard.
- **Transit**
No changes to the existing transit infrastructure on St. Joseph Boulevard.
- **Vehicles**
The modifications to the center median will prevent vehicles from turning left out of the sales center access.
- **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.

TOTAL ESTIMATED CONSTRUCTION COSTS

- The total estimated cost for the proposed road modifications, which includes construction, engineering and contingencies, is [REDACTED].

FINANCIAL COMMENTS

- There is no cost to the City for the proposed modifications listed in the previous sections estimated at [REDACTED] (construction, engineering, and contingencies).
- [REDACTED] must provide financial guarantees acceptable to the City of Ottawa to cover the above-noted roadwork.
- [REDACTED] will be required to enter into a Road Modification Agreement with the City of Ottawa, which will include but not be limited to, [REDACTED] funding all costs associated with the design and construction of the above-noted road modifications.
- Total additional annual operating costs are estimated to be [REDACTED] (surface operations at [REDACTED], signs and pavement markings at [REDACTED]) and will be requested in the year following completion of construction.

COMPLIANCE WITH TRANSPORTATION MASTER PLAN

- The proposed roadway modifications comply with 7.3 (Maximize Road Network Efficiency) and 7.4 (Maximize Road Safety for All Users) of the Transportation Master Plan (2013).

CONSULTATIONS

- Via e-mail on 20 February 2015, [REDACTED] was given notice of the intention to advertise the proposed road modifications.
- The proposed road modifications were advertised on the City's website from 20 February 2015 until 6 March 2015 with a deadline for public input on 13 March 2015.

- Preliminary/technical approval was granted by the Program Manager of Design Review and Implementation on 5 March 2015.
- Via e-mail on 6 March 2015, [REDACTED] 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 6 March 2015, [REDACTED] 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.

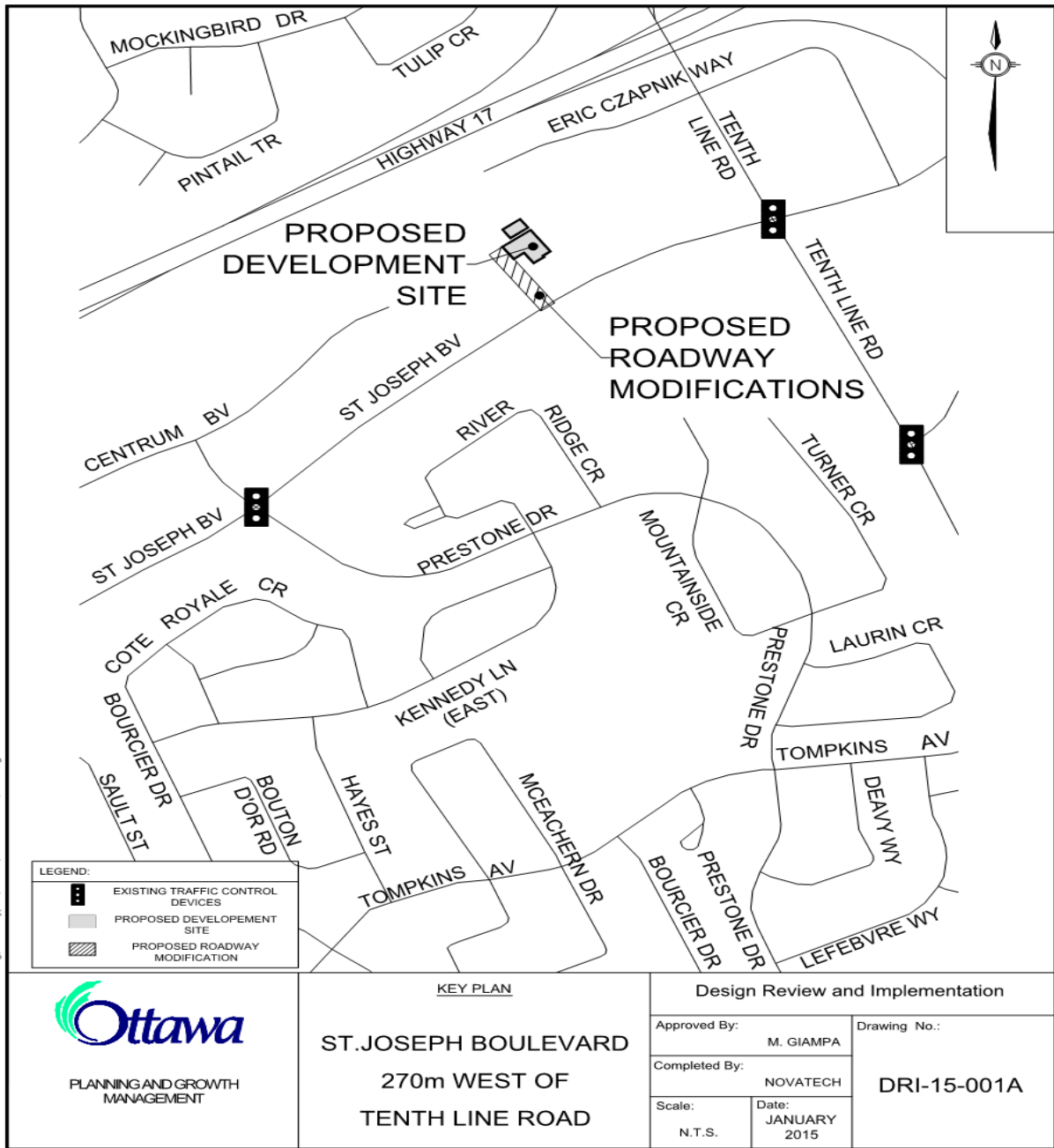
CURRENT STATUS

- Final approval was granted by the Manager of Development Review (Suburban Services) on 9 March 2015.

ATTACHMENTS

- Attachment 1 – Key Plan DRI-2015-001A
- Attachment 2 – Proposed Road Modifications DRI-2015-001B

Attachment 1



ATTACHMENT 2

