

4. MODIFICATIONS TO GREENBANK ROAD BETWEEN STRANDHERD DRIVE AND A POINT 400 M SOUTH OF STRANDHERD DRIVE - PUBLIC HEARING

COMMITTEE RECOMMENDATION

Having held a public hearing, that Council approve the installation of traffic control signals and associated roadway modifications at Greenbank Road and the Barrhaven Town Centre/Chapman Mills Marketplace site access as described in the report, subject to the proponent, Trinity Development Group Incorporated:

- 1. funding the total cost for the roadway modifications plus any associated utility relocations and the installation of traffic control signals, which would include paying the annual maintenance costs until such time as they meet the Ministry of Transportation of Ontario installation warrants and Council approves the assumption of these maintenance costs, and;**
- 2. executing legal agreements with respect to the above.**

DOCUMENTATION

- 1. Director, Mobility Services and Corporate Fleet Services report dated 16 June 2000 is immediately attached.**

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 23-00-R013-A**
Your File/V/Réf.

DATE 16 June 2000

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **MODIFICATIONS TO GREENBANK ROAD BETWEEN
STRANDHERD DRIVE AND A POINT 400 M SOUTH OF
STRANDHERD DRIVE**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve the installation of traffic control signals and associated roadway modifications at Greenbank Road and the Barrhaven Town Centre/Chapman Mills Marketplace site access as described in the report, subject to the proponent, Trinity Development Group Incorporated:

- 1. funding the total cost for the roadway modifications plus any associated utility relocations and the installation of traffic control signals which would include paying the annual maintenance costs until such time as they meet the Ministry of Transportation of Ontario installation warrants and Council approves the assumption of these maintenance costs, and;**
- 2. executing legal agreements with respect to the above.**

BACKGROUND

In November 1999, the Regional Planning and Development Approvals Department issued preliminary draft approval for a subdivision application on behalf of Trinity Development Group Incorporated who are in the process of developing a 50 acre vacant parcel of land located in the southeast quadrant of Greenbank Road and Strandherd Drive. Approximately 41,800 m² of commercial retail space will be ultimately developed on this property in the form of a campus-type shopping centre. At buildout, the

remainder of the site will primarily consist of laneways, aisles and landscaping to accommodate approximately 2,400 parking spaces. This development will require roadway modifications and traffic control signals at the main accesses to both Greenbank Road and Strandherd Drive; however, since Strandherd Drive is not a Regional road, the subject of this report is concerned with approvals for changes to Greenbank Road.

The City of Nepean, as part of their project to reconstruct Strandherd Drive from Greenbank Road east to Crestway Drive, will be modifying Strandherd Drive across the frontage of this site to accommodate this development. These modifications to Strandherd Drive are scheduled to commence in Summer 2000 and will be co-ordinated with the proposed changes to Greenbank Road.

This proposed development is shown in an area context in Annex A.

EXISTING CONDITIONS

This part of the City of Nepean is rapidly changing from a semi-rural area to a fully urbanized community as evidenced by unprecedented housing starts in the area, the recent approval of the Canadian Tire Store immediately to the north, and the previously mentioned Strandherd Drive reconstruction. Greenbank Road maintains an urban four-lane, median divided cross-section across the frontage of the proposed shopping centre site.

Pedestrians

Currently, no sidewalks exist on this portion of Greenbank Road; however, on both sides of the roadway, a 1.0 m wide asphalt maintenance strip is provided between the curb and the outer boulevard. The 3.0 m wide recreational path that exists along the west side of Greenbank Road terminates on the north side of Strandherd Drive. Other than the maintenance strip, no pedestrian facilities are provided along the Greenbank Road corridor south of Strandherd Drive.

Based on an eight-hour traffic volume survey carried out on a Monday in May 2000 at this intersection, pedestrian travel is very light along this section of Greenbank Road. During this time period, only four northbound/southbound pedestrians were detected travelling across Strandherd Drive on the east side of Greenbank Road while 14 pedestrians were counted crossing Strandherd Drive on the west side of Greenbank.

Pedestrian crossings are assisted at Greenbank Road and Strandherd Drive with the provision of push buttons that actuate a pedestrian phase in the traffic signal cycle.

Bicycles

As previously noted, along the west side of Greenbank Road, there is a fully maintained, marked, asphalt, recreational path that terminates on the north side of Strandherd Drive. On-road cycling facilities are provided in the form of widened curb lanes on Greenbank Road in this area. Over an eight-hour period, 24 cyclists were counted on Greenbank Road comprised of 8 travelling northbound and 16 travelling southbound.

Transit

Currently regular transit service is provided throughout the residential development located in the northwest quadrant of Greenbank Road and Strandherd Drive by Route #173 operating at one-half hour headways. In addition, OC Transpo provides express peak period service throughout this area with Route #73.

The nearest bus stops to this site exist on the north side and south side of Strandherd Drive immediately west of Greenbank Road.

Automobiles

As previously mentioned, Greenbank Road is an urban, four-lane, median divided roadway across the frontage of the proposed Chapman Mills Marketplace shopping centre. The following lane arrangement is provided on its northbound approach to Strandherd Drive:

1. one left-turn lane;
2. a through lane; and,
3. a combined through and right-turn lane.

All right-turning traffic approaching this signalized intersection is separated from the other vehicular movements by channelizing islands.

The speed limit along this section of Greenbank Road is 60 km/h.

Traffic volume surveys carried out in May 2000, indicate that approximately 4,400 motorists comprising 2,600 southbound and 1,800 northbound travel along this section of Greenbank Road over an eight-hour period on weekdays. About 6.5% of the total intersection volume consists of heavy trucks.

DESIGN PROPOSAL

This section of Greenbank Road will not undergo extensive modifications (e.g. road widening) to accommodate this shopping centre development. The following geometric modifications to the roadway conform to Local Plan Amendment #7 and associated secondary plan policies for the South Nepean Activity Centre as approved by Council at its meeting on 28 October 1998.

- At Greenbank Road and Strandherd Drive, remove the northbound right-turn channel and provided a corner with a simple radius.
- At Greenbank Road and the existing access to the Barrhaven Town Centre, construct a southbound left-turn lane and install traffic control signals.

These proposed modifications are illustrated in Annex B.

Pedestrians

A concrete sidewalk will be constructed along the east side of Greenbank Road across the frontage of the site.

The proposed traffic signals at the main shopping centre access to Greenbank Road will have push button actuation to assist in pedestrian crossings. In addition, audible pedestrian signals will be installed.

The removal of the northbound right-turn channel enhances pedestrian security by eliminating an uncontrolled pedestrian crossing.

Bicycles

As mentioned earlier, on-road cycling facilities are currently provided along this section of Greenbank Road in the form of widened curb lanes which is consistent with the Official Plan policy for this roadway.

The provision of traffic control signals at the shopping centre's main access provides protected crossing opportunities for ingress and egress.

Transit

Current transit operations will not be affected by the proposed roadway modifications. As development proceeds in this area, transit service will be provided where demand warrants.

Automobiles

As previously described, the roadway modifications to Greenbank Road at the main shopping centre access include the construction of a southbound left-turn lane and the installation of traffic control signals at this location. The removal of the northbound right-turn channel at Greenbank and Strandherd will compel motorists to perform slower turns.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle from the Transportation Master Plan (TMP) is the provision of a modal hierarchy with the emphasis on walking, cycling and transit usage. This principle is reflected in the following design features.

1. The construction of a sidewalk along the east side of Greenbank Road across the frontage of the site conforms to 2.2.2., item 1 of the TMP. Eliminating the northbound right-turn channel conforms to 2.2.3., item 2 of the TMP. In addition, the provision of traffic signals at the main shopping centre access will provide pedestrians with the ability to safely cross Greenbank Road.
2. The sidewalk construction will provide safe linkages to transit stops and is considered a supportive measure which conforms to 2.4.1, item 3 of the TMP.

FINANCIAL COMMENTS

Should Regional Council approve the proposed roadway modifications to accommodate the proposed site development at the southeast corner of Greenbank Road and Strandherd Drive, Trinity Development Group Incorporated will be responsible for 100% of the costs.

Cost Estimates

The following preliminary cost estimates are based on the functional design details for the roadway modifications and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Estimated Cost</u>
Construction	\$100,000
Traffic Control Signals	\$125,000
Engineering	\$ 20,000
Utilities/Contingencies	<u>\$ 25,000</u>
Total Cost before G.S.T.	\$270,000
G.S.T. @ 7%	<u>\$ 19,000</u>
TOTAL ESTIMATED COST	<u>\$289,000</u>

CONSULTATION

Notice of the proposed Greenbank Road modifications to accommodate the development of the Canadian Tire site has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun once a week for four consecutive weeks.

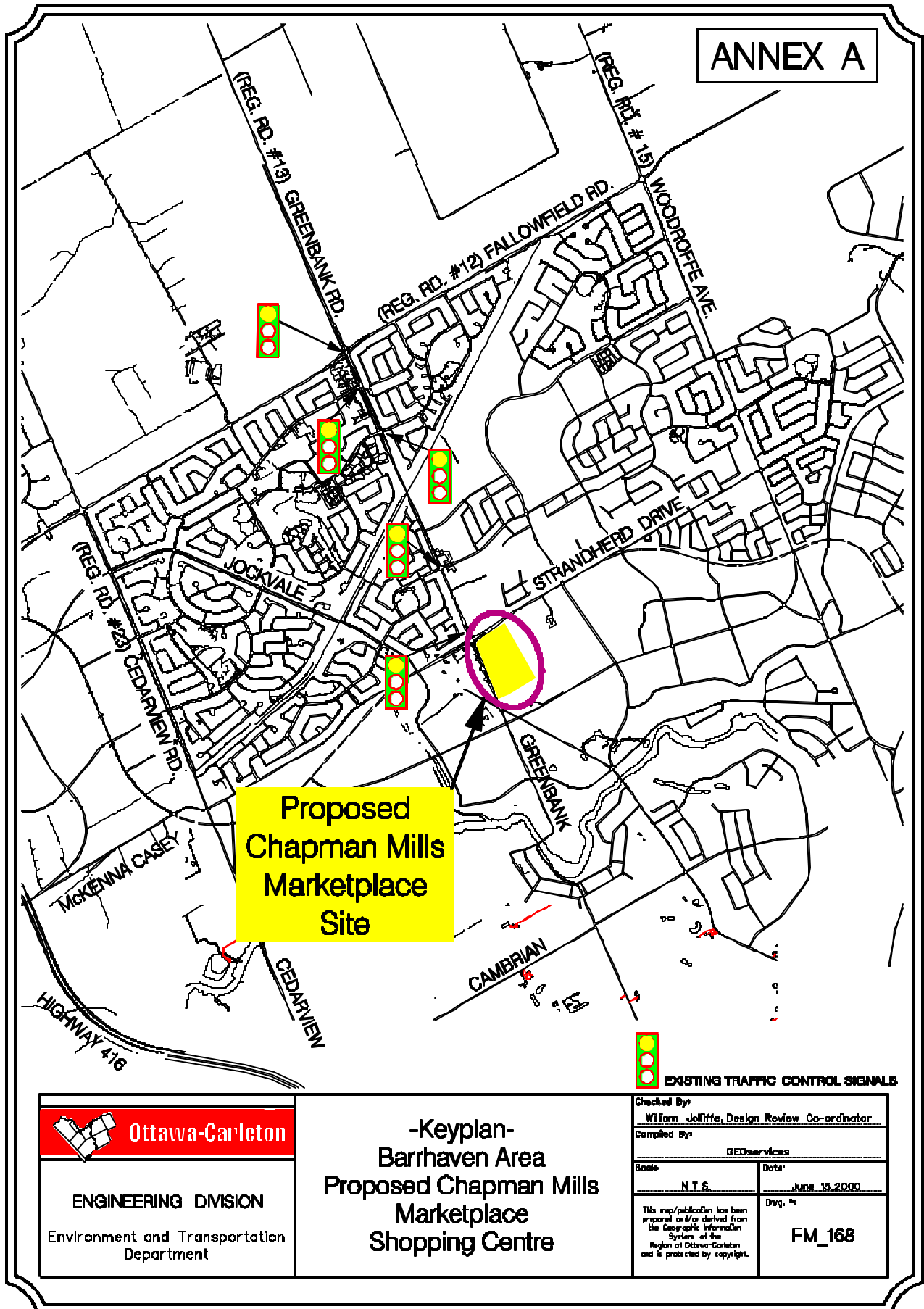
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

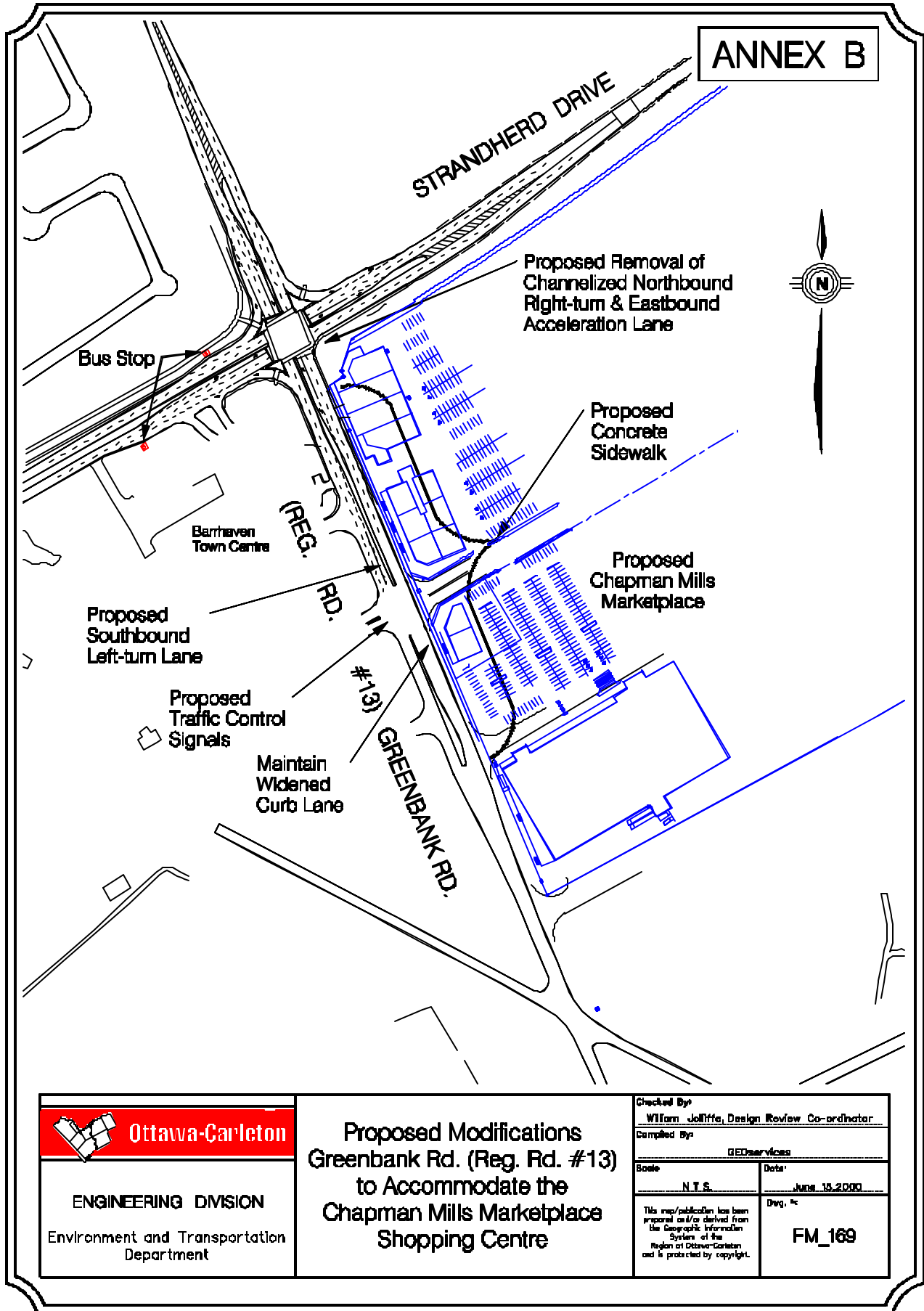
On 20 June 2000, a draft report containing a conceptual drawing of the proposed roadway modifications will be directed to the Regional Cycling Advisory Group for their consideration. Staff has requested that their comments be made available for the Transportation Committee meeting.


*Approved by
Doug Brousseau*

WJ/gc

Attach. (2)





 **Ottawa-Carleton**

ENGINEERING DIVISION

Environment and Transportation Department

**Proposed Modifications
Greenbank Rd. (Reg. Rd. #13)
to Accommodate the
Chapman Mills Marketplace
Shopping Centre**

Checked By: William Joffe, Design Review Co-ordinator	
Compiled By: GEOservices	
Scale: N.T.S.	Date: June 15, 2000
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