

2. MODIFICATIONS TO ALBION ROAD AND LESTER ROAD - EXPANSION OF THE RIDEAU CARLETON RACEWAY - PUBLIC HEARING

**COMMITTEE RECOMMENDATION AS AMENDED**

**Having held a public hearing, that Council approve the installation of traffic control signals at the intersection of Albion Road and the primary access to the Rideau Carleton Raceway as shown in Annex B, and the roadway modifications to Albion Road adjacent to the Rideau Carleton Raceway and at the intersection of Albion Road and Lester Road as described in the report and illustrated in Annexes D and E, subject to the Rideau Carleton Raceway:**

- a. **funding the total cost for the traffic control signal installation and annual maintenance costs, roadway modifications and the associated utility relocations;**
- b. **executing a legal agreement with respect to the above.**

DOCUMENTATION

1. Committee Co-ordinator report dated 28 June 1999 is immediately attached.
2. Extract of Draft Minute, Transportation Committee, 7 July 1999, immediately follows the report and includes a record of the vote.
3. The following letters are held on file with the Regional Clerk:
  - a. Centretown Citizen's Community Association letter dated 7 July 1999
  - b. City Centre Coalition letter dated 7 July 1999

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

---

Our File/N/Réf.	03 07-99-0099
DATE	28 June 1999
TO/DEST.	Transportation Committee
FROM/EXP.	Committee Co-ordinator
SUBJECT/OBJET	<b>MODIFICATIONS TO ALBION ROAD AND LESTER ROAD - EXPANSION OF THE RIDEAU CARLETON RACEWAY</b>

---

### **REPORT RECOMMENDATIONS**

**That the Transportation Committee recommend Council approve the installation of traffic control signals at the intersection of Albion Road and the primary access to the Rideau Carleton Raceway as shown in Annex B, and the roadway modifications to Albion Road adjacent to the Rideau Carleton Raceway and at the intersection of Albion Road and Lester Road as described in the report and illustrated in Annexes D and E, subject to the proponent:**

- a. funding the total cost for the traffic control signal installation and annual maintenance costs, roadway modifications and the associated utility relocations;**
- b. executing a legal agreement with respect to the above.**

### **BACKGROUND**

On 2 June 1999, the Transportation Committee recommended that staff proceed with the initiation of the public hearing process for roadway modifications required for the expansion of the Rideau Carleton Raceway/Gaming Facility, prior to Transportation Committee viewing the functional design. (Appendix I).

The project was advertised in the three daily papers on June 4, 11, 18 and 25, 1999. No objections have been received to date.

The attached report is hereby submitted for the Committee's consideration and recommendation to Council.

*Approved by*  
*Rosemary Nelson*

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf. Your File/V/Réf.	<b>50 23-99-R025-A</b>
DATE	18 June 1999
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	<b>MODIFICATIONS TO ALBION ROAD AND LESTER ROAD - EXPANSION OF THE RIDEAU CARLETON RACEWAY</b>

---

### DEPARTMENTAL RECOMMENDATIONS

**That the Transportation Committee recommend Council approve the installation of traffic control signals at the intersection of Albion Road and the primary access to the Rideau Carleton Raceway as shown in Annex B, and the roadway modifications to Albion Road adjacent to the Rideau Carleton Raceway and at the intersection of Albion Road and Lester Road as described in the report and illustrated in Annexes D and E, subject to the proponent:**

- a. funding the total cost for the traffic control signal installation and annual maintenance costs, roadway modifications and the associated utility relocations;**
- b. executing a legal agreement with respect to the above.**

### BACKGROUND

The Rideau Carleton Raceway (RCR) is located on Albion Road in the City of Gloucester. The Raceway's primary access is via two driveway connections to Albion Road. A third little used access is provided at the property's north end, and a fourth seasonal driveway connection extends easterly to Bank Street at the south end of the property. Albion Road is an undivided two-lane, rural cross-section road with a posted speed of 60 km/h adjacent to the site. In addition to providing access to the RCR, Albion Road acts as a commuter route and as an access route to area employment for those living in the south central section of the Region. People from the south use Albion Road via Lester Road to access the Ottawa-Macdonald Cartier Airport and the Airport Parkway. At its northern end, Albion Road runs through Blossom Park providing

connections to two of the Region's main commuter routes, Bank Street and Hunt Club Road. The site location is shown on Annex A.

The RCR is proposing to expand to accommodate increased gaming facilities. In addition to the current horse racing activities, the program expansion will include 1,250 slot machines, bingo, an entertainment centre and a new clubhouse. The planned capacity is approximately 7,600 people. A current version of the site plan is shown as Annex B.

To accommodate the projected activity associated with the planned expansion program, there is a need to modify Albion Road adjacent to the site and potentially a need to modify the Albion/Lester intersection located well to the north of the site. The recommended modifications are, initially, the widening of Albion Road adjacent to the site to accommodate a southbound left-turn lane. As well, the site's two primary existing driveway connections will be modified (widened) and underground traffic signal plant will be provided at the more northerly of these two driveway connections to accommodate traffic control signals in the event they become warranted.

A possible future roadway modification, depending on the facility's peaking characteristics and traffic volume generation, is the provision of an eastbound right-turn lane on Lester Road at Albion Road.

## EXISTING CONDITIONS

### Pedestrians

Sidewalks do not exist on either Albion Road or Lester Road in the location of the proposed/potential roadway modifications. Traffic surveys carried out by the Region in July 1998 at the Albion Road/Lester Road intersection reveal almost no pedestrian traffic over an eight-hour period. The total pedestrian count was four pedestrians over eight hours. Just to the south of the Raceway, the pedestrian counts at the Albion Road/Rideau Road intersection totalled zero over twelve hours.

### Bicycles

On-road cycling facilities are not currently provided on either Albion Road or Lester Road in the vicinity of the proposed/potential modifications; however, Council has approved paved shoulders in conjunction with the intersection modifications and traffic control signal installation at the intersection of Rideau Road and Albion Road approximately 500 metres to the south. The July 1998 count revealed very low bicycle volumes on Albion Road and Lester Road with a total of 19 cyclists during the eight-hour count. Just to the south of the Raceway, the bicycle count at the Albion Road/Rideau Road intersection totalled eight over a 12-hour period.

### Transit

Transit service is currently not provided to the RCR and there are no OC Transpo routes on Albion Road south of Leitrim Road.

### Automobiles

Albion Road has a two-lane rural cross-section with an approximate 7 m pavement width within an approximate 22 m right-of-way. High Road intersects Albion Road at a sharp angle and on top of a hill at the northwest corner of the subject site. The combination of this hill and the location of the intersection affect the location of driveway connections from the Raceway to Albion Road. Existing Albion Road adjacent to the site is shown as Annex C. The Region's Official Plan identifies a 30 m right-of-way protection policy for Albion Road.

The Albion/Lester intersection is traffic signal controlled with left-turn lanes on all approaches and a shared through/right-turn lane on all approaches. Both roads have a rural cross-section at this location with a total pavement width of 11.5 m.

Albion Road is a two-lane undivided rural arterial with a posted speed that varies over its length. Adjacent to the Raceway it is 60 km/h and remote from the Raceway, it is 80 km/h. Traffic counts undertaken by the Region in July 1998 revealed an afternoon peak hour volume of approximately 540 vph southbound and 300 vph northbound. The two-way daily total was estimated at 10,600 vehicles.

Lester Road is a two-lane undivided rural arterial with a posted speed of 80 km/h in the vicinity of the traffic signal-controlled Albion/Lester intersection. Traffic counts conducted by the Region in July 1998 revealed an afternoon peak hour volume of approximately 710 vph eastbound and 290 vph westbound on the west leg of the intersection. The two-way daily total was estimated at 13,000 vehicles.

### DESIGN PROPOSAL

The following design proposals are intended to accommodate the projected traffic increase in the late afternoon/early evening peak periods resulting from the proposed expansion of the RCR to accommodate increased gaming facilities.

- (1) Albion Road will be widened from High Road south along the frontage of the RCR to provide a southbound left-turn lane to accommodate southbound left turns onto the site's three southern most driveway connections. The pavement will be widened through the left-turn area with taper lengths appropriate for the design speed. The rural cross-section will be retained.

- (2) The two southern most existing driveway connections will also be widened to accommodate two-way buses and trucks, and the main central driveway to accommodate two two-lane travelways plus a median. The existing third (northern most) driveway connection will remain its current width and will become one-way outbound only due to its close proximity to the High Road intersection.
- (3) Underground traffic plant will be installed at the site's main driveway connection at the time of roadway widening. Traffic signals will be installed at the proponent's cost, if/when warranted, or if the RCR wishes to have them installed. Traffic counts will be conducted following the planned 1 October 1999 opening to determine if warrants are met.
- (4) If warranted from a level of service perspective following the post-opening monitoring program, an eastbound right-turn lane will be provided on Lester Road at Albion Road. The turning radius of the corner will be designed to accommodate a full sized tractor semi-trailer.

This widening will not be required if analysis of post-RCR expansion traffic counts reveal that an acceptable level of service and volume-to-capacity rate can be maintained with existing geometry.

The Albion Road design proposal is shown as Annex D and the Albion/Lester intersection design proposal is shown as Annex E.

### Pedestrians

Pedestrian safety and mobility will be enhanced on-site with the provision of sidewalks on both sides of the site's central driveway and along both sides of the north-south on-site spine road.

The site expansion is not anticipated to generate any pedestrian traffic on Albion Road. Sidewalks will not be provided on Albion Road adjacent to the site.

### Bicycles

In staying consistent with the Council approved modifications to the intersection of Albion Road and Rideau Road, 2 metre paved shoulders in both directions will be included with the road widening.

### Transit

There is currently no transit service to the RCR. OC Transpo may provide service to the site in the future in conjunction with continued growth in Leitrim and in the Gloucester portion of the South Urban Community (River Ridge).

The expanded RCR facility will attract organized bus packages and approximately 70 bus parking spaces will be provided on-site.

### Automobiles

The safety and mobility of motorists using Albion Road and the Albion/Lester intersection would be improved with:

- (1) the provision of the southbound left-turn lane on Albion Road adjacent to the site;
- (2) the provision of traffic signal controls at the site's main driveway connection to Albion Road, when warranted; and
- (3) an eastbound right-turn lane on Lester Road at the Albion Road intersection, if required for acceptable level of service.

### CONFORMITY TO THE TRANSPORTATION MASTER PLAN

Safety and level of service are key guiding principles of the Transportation Master Plan (TMP). This is reflected in the above-noted design features.

The provision of paved shoulders for cycling along the proposed widened portion of Albion Road conforms with the direction of the TMP Section 2.3.2.3

### FINANCIAL COMMENTS

Should Regional Council approve the proposed installation of traffic control signals, intersection modifications and associated road works on Albion Road and at the Albion Road/Lester Road intersection, the RCR will be responsible for 100% of the costs.

### Cost Estimates

The following preliminary cost estimates, prepared by Delcan Corporation, are based on the functional design details for the intersection modification at Albion and Lester, the roadway modifications to Albion Road and the installation of a traffic control signal on Albion Road at the site access. This information is provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$640,000.00
Engineering	\$64,000.00
Contingencies	<u>\$106,000.00</u>
Total Estimated Cost Before GST	\$810,000.00
G.S.T. @ 7%	\$57,000.00
TOTAL ESTIMATED COST	<u>\$867,000.00</u>

### CONSULTATION

Notice of proposed roadway modifications as a result of the expansion of the RCR have been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun for four consecutive weeks.

### COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

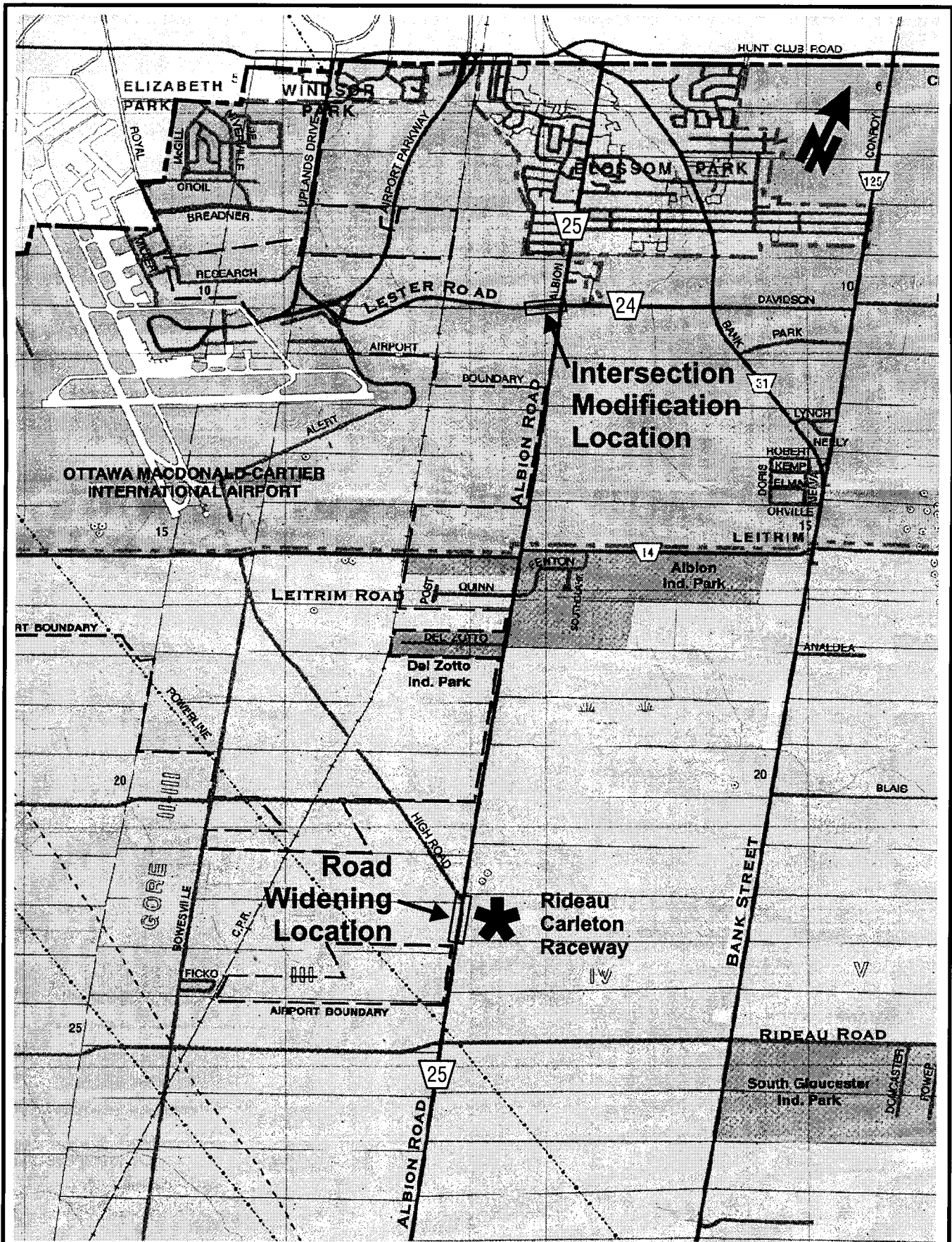
This report was provided to the Regional Cycling Advisory Group for their meeting on 06 July 1999. Staff will request that their comments be made available in time for the Transportation Committee meeting.

*Approved by  
Doug Brousseau*

JF/gc

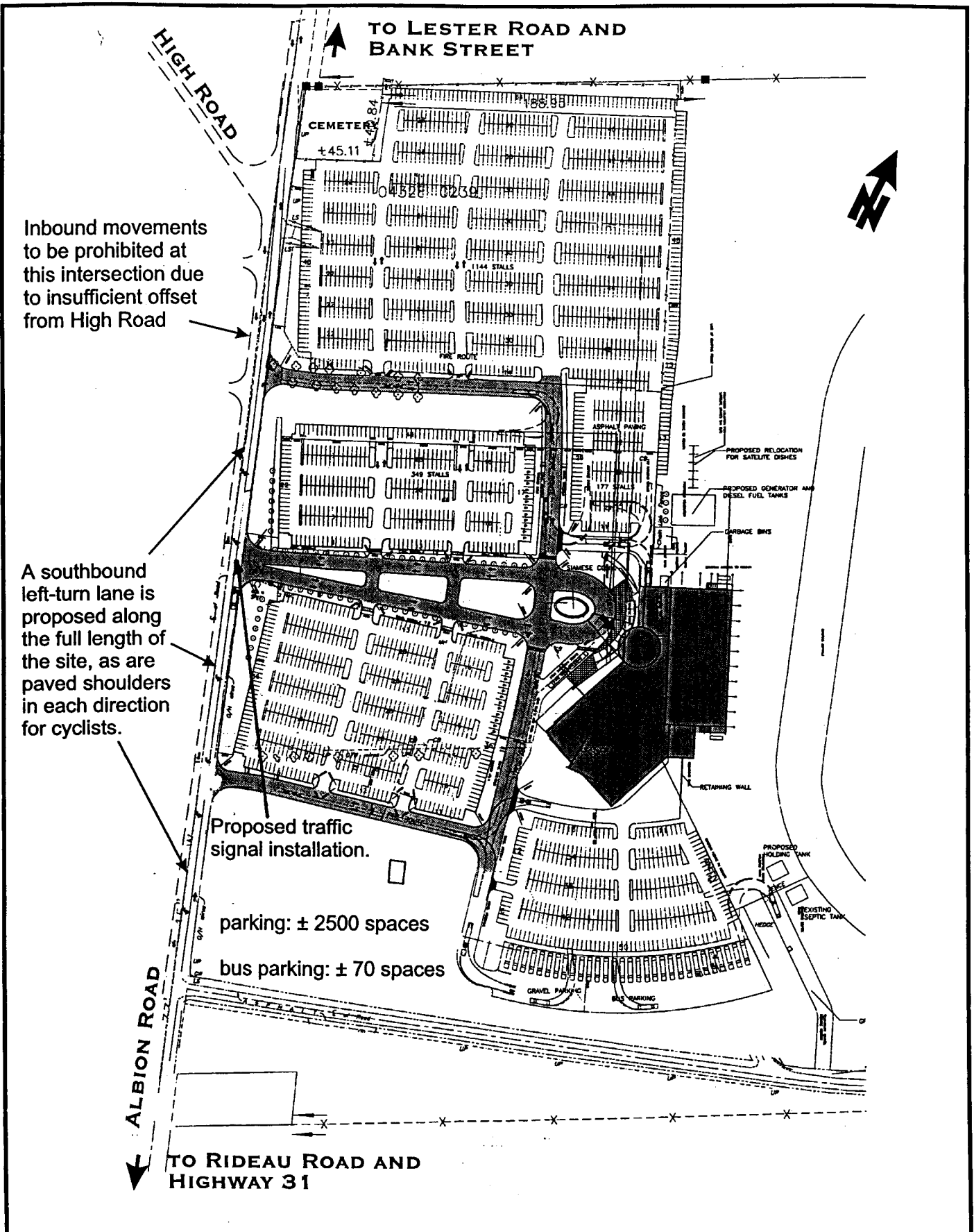
Attach. ( 5 )





**Annex A  
Site Locations**

Rideau Carleton Raceway Expansion



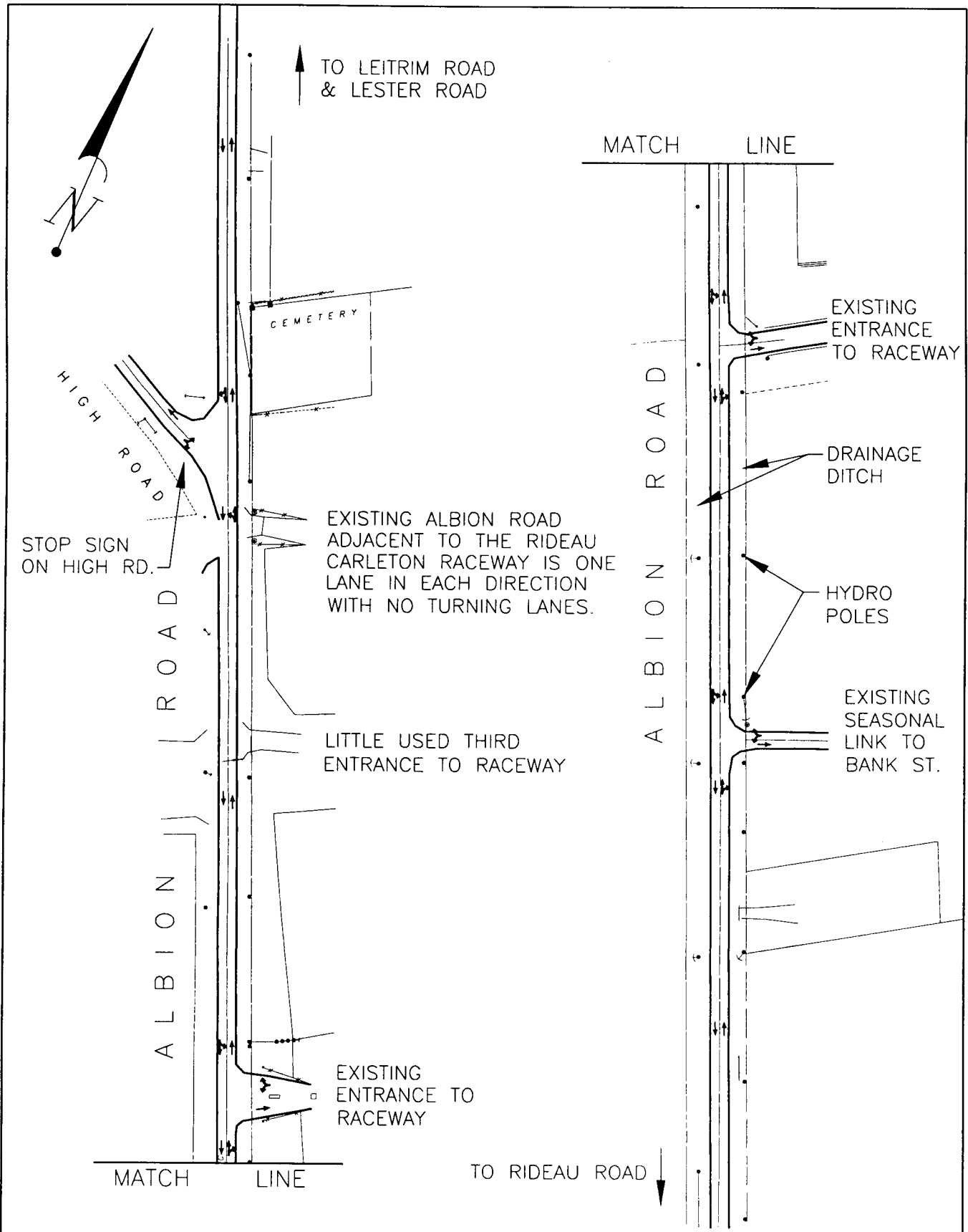
Inbound movements to be prohibited at this intersection due to insufficient offset from High Road

A southbound left-turn lane is proposed along the full length of the site, as are paved shoulders in each direction for cyclists.

Proposed traffic signal installation.  
 parking: ± 2500 spaces  
 bus parking: ± 70 spaces

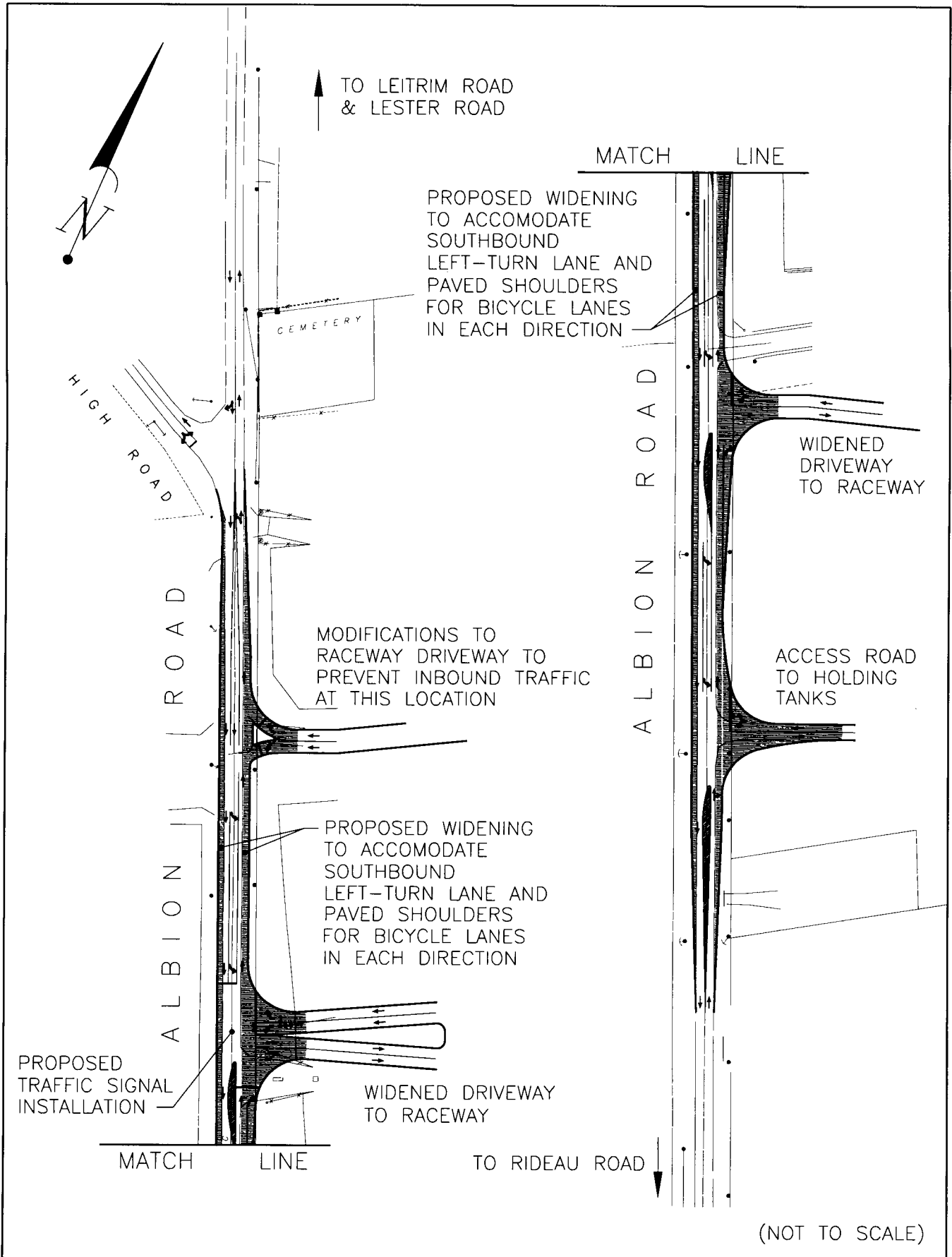
**DELCAN**

**Annex B**  
**Preliminary Site Plan**  
 Rideau Carleton Raceway Expansion

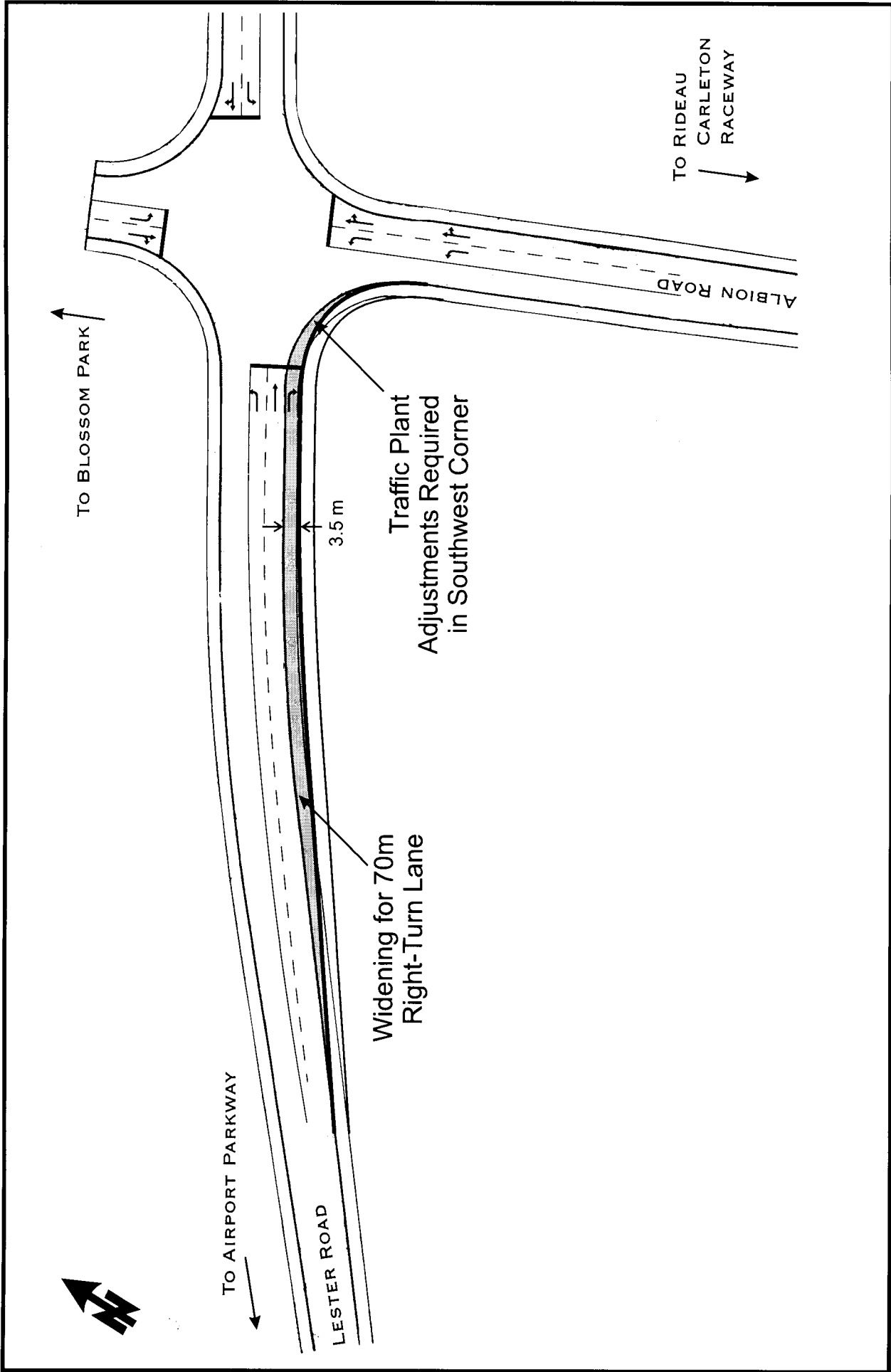


(NOT TO SCALE)

**Annex C**  
**Existing Conditions on Albion Road**  
 Rideau Carleton Raceway Expansion



**Annex D**  
**Proposed Albion Road Widening**  
 Rideau Carleton Raceway Expansion



**Annex E**  
**Proposed Widening at Albion / Lester Intersection**  
 Rideau Carleton Raceway Expansion

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf. Your File/V/Réf.	<b>50 23-99-R025-A</b>
DATE	27 May 1999
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	<b>RIDEAU CARLETON RACEWAY EXPANSION - ROADWAY MODIFICATIONS - REQUEST TO ADVERTISE FOR PUBLIC HEARING</b>

---

### DEPARTMENTAL RECOMMENDATION

**That Transportation Committee approve that staff proceed with the initiation of the public hearing process for roadway modifications required for the expansion of the Rideau Carleton Raceway/Gaming Facility prior to Transportation Committee viewing the functional design.**

### BACKGROUND

The Rideau Carleton Raceway is planning on expanding their facility to accommodate increased gaming facilities. In addition to the current horse racing activities, the program expansion will include 1,250 slot machines, bingo, an entertainment centre and a new clubhouse. The Ontario Lottery Corporation has set a deadline of 01 October 1999 for the facility to be fully operational and open to the public. In order for any roadway modifications to be in place by this deadline, approvals for any necessary roadway modifications must be in place by August 1999. Current Committee and Council schedules will not permit this deadline to be met if the "normal" approval process is to be followed.

### DISCUSSION

The last scheduled meeting of Transportation Committee and Council prior to September is 07 July 1999 and 14 July 1999 respectively.

A Traffic Impact Study has been submitted by the proponent's consultant; however the submission was not received in sufficient time for staff to adequately review the consultant's recommendations and recommend a functional design for the consideration of Transportation Committee by the 02 June meeting.

A functional design could be brought forward for the approval of Transportation Committee at the 16 June meeting; however there would be insufficient time to advertise for the legislated four consecutive weeks and hold a public hearing, if necessary, on 07 July. The public hearing would therefore not be held until the beginning of September with a final Council decision rendered in mid-September.

There is no legislative requirement for Transportation Committee or Council to review a design before it is advertised for a public hearing. To paraphrase the *Municipal Act*, a municipality may pass by-laws for widening, altering or diverting any highway but before passing such a by-law, notice of the by-law must be published at least once a week for four consecutive weeks and Council shall hear any person who claims their land will be prejudicially affected by the by-law and applies to be heard. The recommendation of this report is not in contravention of the Corporate Policy Manual or the Regional Regulatory Code. It is simply a matter of changing an established procedure.

In order to deal with this request in a timely manner, staff are requesting the approval of Transportation Committee to advertise the proposed changes to the roadway for the legislated four week period once a functional design has been finalized. The functional design along with a full report will be presented for the consideration of Transportation Committee and Council at the Public Hearing on 07 July 1999.

#### CONSULTATION

The recommendation of this report does not require consultation. However, if approved, staff will proceed with public notification of the proposed changes.

#### CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The recommendation of this report is purely administrative. The Transportation Master Plan is therefore not applicable.

#### FINANCIAL STATEMENT

There are no financial implications with the recommendation of this report.

*Approved by*  
*Doug Brousseau*

JF/gc

Extract of Draft Minute  
Transportation Committee  
7 July 1999

2. MODIFICATIONS TO ALBION ROAD AND LESTER ROAD - EXPANSION OF THE RIDEAU CARLETON RACEWAY

- Co-ordinator, Transportation Committee report dated 28 Jun 99
- D. Gladstone, Centretown Citizen's Community Association letter dated 7 Jul 99
- C. Robertson, City Centre Coalition letter dated 7 Jul 99

At the outset, the Deputy Commissioner, Doug Brousseau suggested the recommendation more appropriately should refer to the "Rideau Carleton Raceway" rather than the "proponent".

Moved by R. Cantin

**That Recommendation 1 be amended to change the word "proponent" to "Rideau Carleton Raceway".**

CARRIED

At this point in the discussion, Councillor Holmes had to leave the meeting and Councillor Legendre assumed the Chair.

Councillor Doucet did not support the staff recommendation because there has been no traffic impact study associated with the expansion of this facility. It appeared the development was not in accordance with the Region's Official Plan because it will increase car traffic, with no alternative mode of transportation being offered. It would appear, therefore, that the Region encourages car use. As a result and as referred to by the Centretown Citizens Community Association (CCCA) in their letter dated 7 July 1999, residents of Ottawa-Carleton will pay for this new car usage through declining quality of life and decreased road infrastructure. He was anxious that committee not augment what is already a difficult situation, at a time when the Region is working towards other modes of transportation i.e. light rail.

Deputy Commissioner, Doug Brousseau explained to committee that the modifications are necessary in order to make this access operate safely. He emphasized that the Region does not have a say in whether or not the expansion proceeds, noting the development will occur whether or not committee approves the staff recommendation. However, the staff recommendation ensures the road will be safe once the expansion is complete.

In response to the question of whether police officers would be assigned to help patrol the accesses, Ron Jacks, Delcan advised there have been discussions about



this for the peak periods. In response to Councillor Doucet's concerns, and while there is currently no transit service to this site, he advised that the expanded parking lot will provide for bus parking because many people are expected to come to the facility as part of a bus tour.

As eluded to in the letter from the CCCA, Acting Chair Legendre questioned whether the City of Gloucester have carried out a comprehensive planning review as part of the site plan approval for the expansion. D. Brousseau advised that site plan approvals frequently require traffic impact analysis, but it was unclear whether this expansion is significant enough that the City would want to carry out such a study. R. Jack advised that there are assumptions of how much traffic will be generated and the new accesses from Albion Road should operate safely. He admitted they needed an opportunity to monitor the site and see where the traffic comes from.

Despite what is stated in the report, D. Brousseau confirmed that traffic control signals will be installed as part of the roadway modifications.

**Having held a public hearing, that the Transportation Committee recommend Council approve the installation of traffic control signals at the intersection of Albion Road and the primary access to the Rideau Carleton Raceway as shown in Annex B, and the roadway modifications to Albion Road adjacent to the Rideau Carleton Raceway and at the intersection of Albion Road and Lester Road as described in the report and illustrated in Annexes D and E, subject to the proponent:**

- a. funding the total cost for the traffic control signal installation and annual maintenance costs, roadway modifications and the associated utility relocations;**
- b. executing a legal agreement with respect to the above.**

CARRIED as amended  
(C. Doucet dissented)