

**MODIFICATIONS TO INNES ROAD AND TENTH LINE TO ACCOMMODATE THE  
DEVELOPMENT OF THE TRINITY COMMONS SHOPPING CENTRE - PUBLIC HEARING**

**COMMITTEE RECOMMENDATIONS**

**Having held a public hearing, that Council approve:**

- 1. The installation of traffic control signals on Innes Road (Regional Road 30) at the proposed site access approximately 220 m east of Tenth Line Road (Regional Road 47), and the construction of associated roadway modifications along Innes Road and Tenth Line Road as illustrated in Annex B and C, subject to the owner, RIOTRIN Properties (Cumberland) Incorporated:**
  - a. funding the total cost of the proposed road works and traffic control signal installation which would include paying the annual maintenance costs for the traffic control signals until such time as they meet the Ministry of Transportation of Ontario installation warrants and Council approves the assumption of the costs, and;**
  - b. executing a Legal agreement with respect to (a) above.**

**DOCUMENTATION**

- 1. Committee Co-ordinator's report dated 29 July 1999 is immediately attached.**
- 2. Director, Mobility Services and Corporate Fleet Services, report dated 27 May 1999 immediately follows the above-noted report.**
- 3. Extract of Draft Minute, Transportation Committee, 15 September 1999, immediately follows the above-noted report and includes a record of the vote.**

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf. Your File/V/Réf.	03 07-99-0099
DATE	29 July 1999
TO/DEST.	Transportation Committee
FROM/EXP.	Co-ordinator, Transportation Committee
SUBJECT/OBJET	<b>MODIFICATIONS TO INNES ROAD AND TENTH LINE TO ACCOMMODATE THE DEVELOPMENT OF THE TRINITY COMMONS SHOPPING CENTRE - PUBLIC HEARING</b>

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### **REPORT RECOMMENDATION**

**That the Transportation Committee recommend Council approve:**

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  - b. executing a Legal agreement with respect to (a) above.**

### **BACKGROUND**

At its meeting on 16 June 1999, the Transportation Committee approved the attached report dated 27 May 1999 from the Director, Mobility Services and Corporate Fleet Services. The committee's recommendations were approved by Council on 23 June 1999, subject to a public hearing, if required.

REGION OF OTTAWA-CARLETON  
 RÉGION D'OTTAWA-CARLETON

REPORT  
 RAPPORT

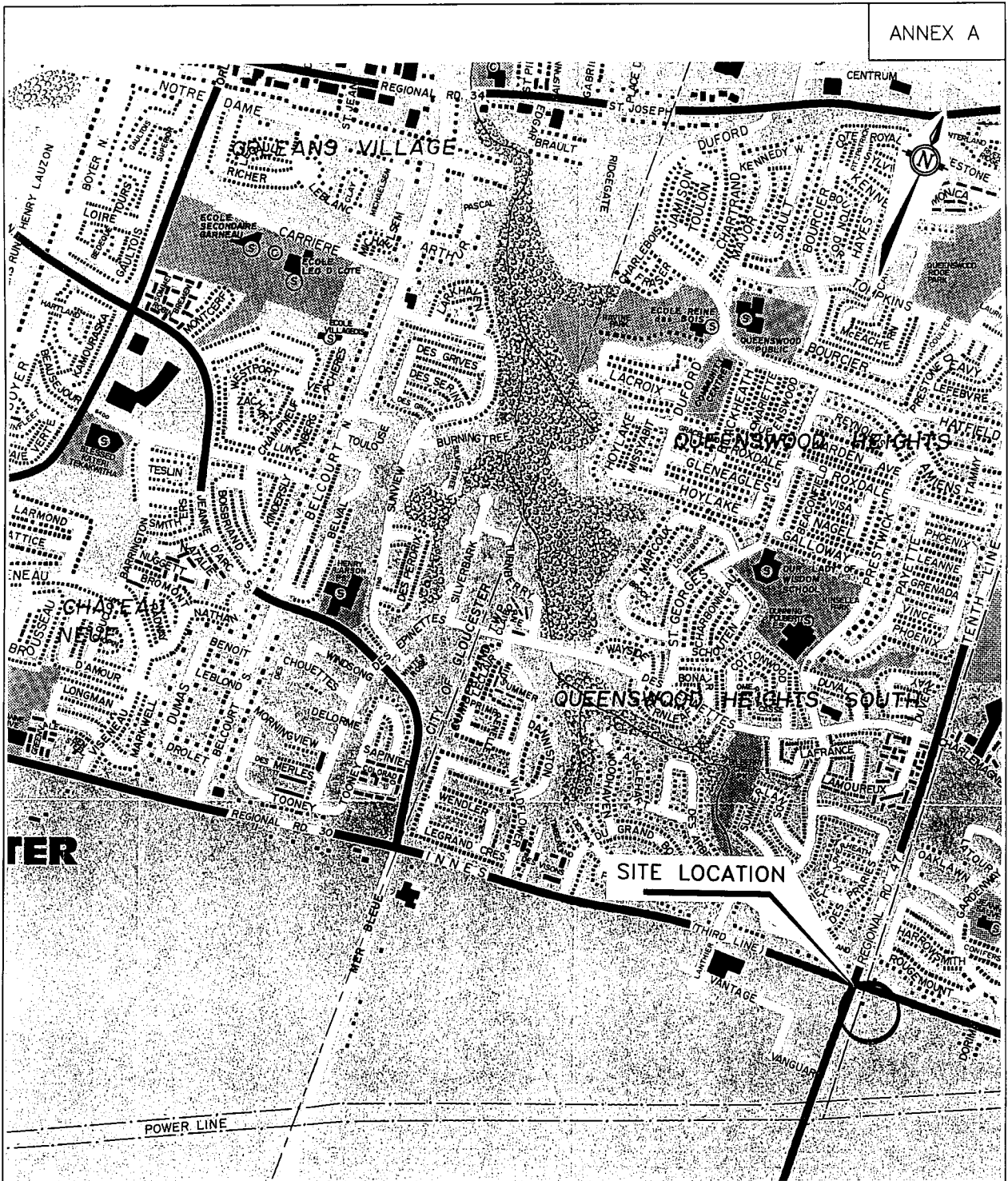
Our File/N/Réf. Your File/V/Réf.	<b>50 23-99-R030-G</b>
DATE	27 May 1999
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	<b>MODIFICATIONS TO INNES ROAD AND TENTH LINE TO ACCOMMODATE THE DEVELOPMENT OF THE TRINITY COMMONS SHOPPING CENTRE - PUBLIC HEARING</b>

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**DEPARTMENTAL RECOMMENDATIONS**

**That the Transportation Committee recommend Council approve:**

- 1. The installation of traffic control signals on Innes Road (Regional Road 30) at the proposed site access approximately 220 m east of Tenth Line Road (Regional Road 47), and the construction of associated roadway modifications along Innes Road and Tenth Line Road as illustrated in Annex B and C, subject to the owner, RIOTRIN Properties (Cumberland) Incorporated:**
  - a. funding the total cost of the proposed road works and traffic control signal installation which would include paying the annual maintenance costs for the traffic control signals until such time as they meet the Ministry of Transportation of Ontario installation warrants and Council approves the assumption of the costs;**
  - b. executing a Legal agreement with respect to (a) above, and;**
- 2. Authorize the initiation of the public hearing process as required by Section 297 and 300 of the *Ontario Municipal Act*.**



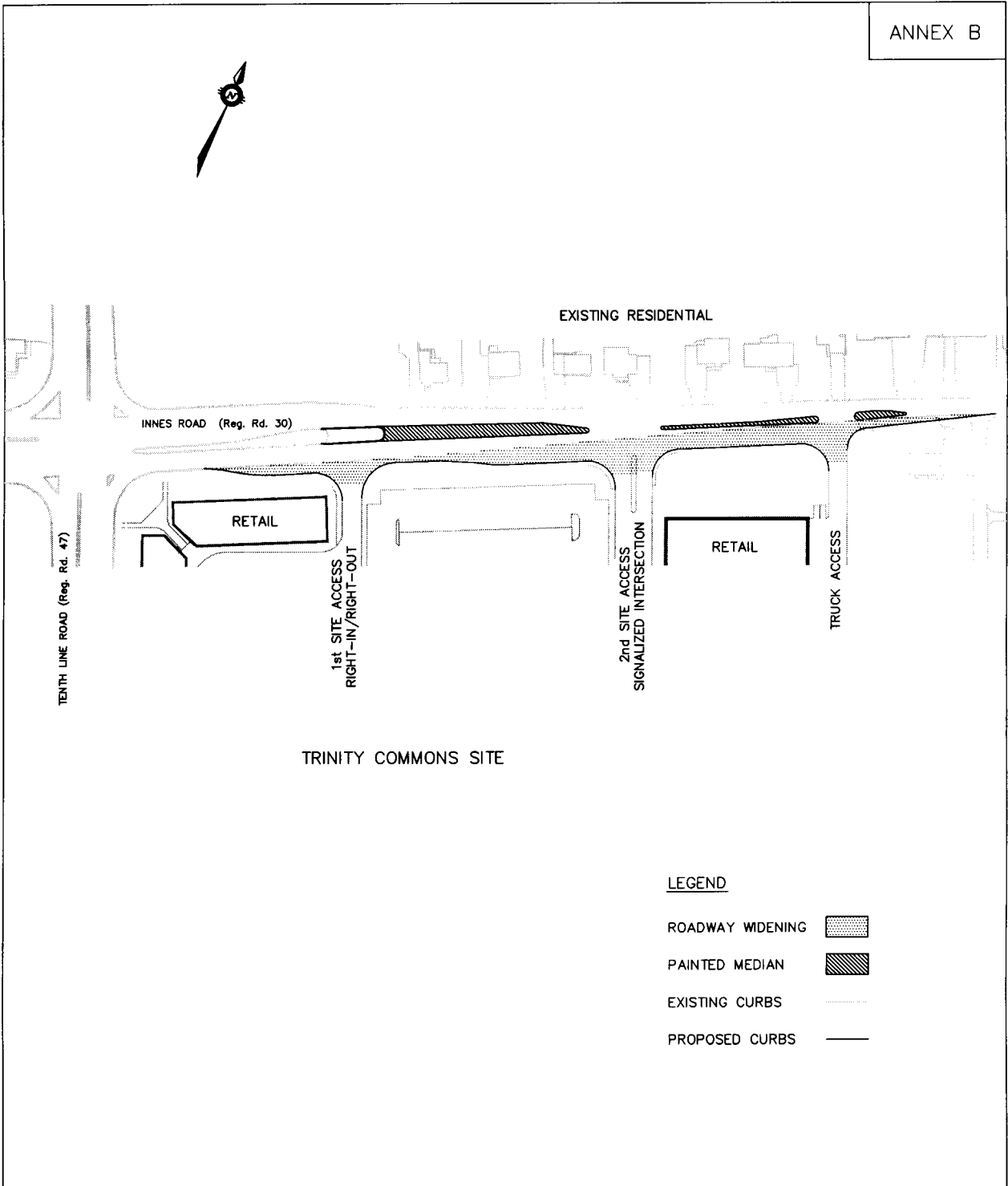
ROADWAY MODIFICATIONS  
 INNES ROAD/TENTH LINE ROAD  
 KEY PLAN



Ottawa-Carleton

DATE: MAY 1999

SCALE: N.T.S.

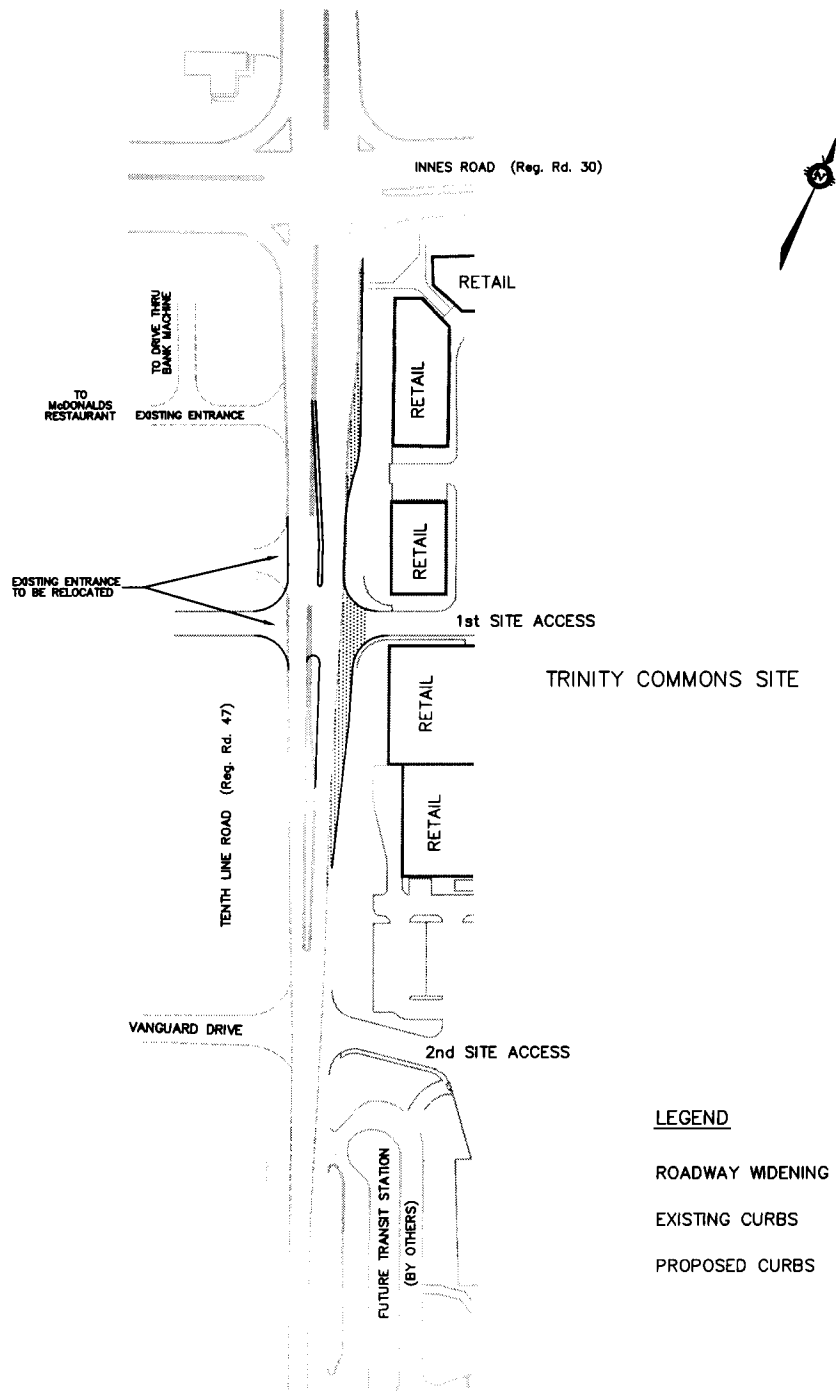



ROADWAY MODIFICATIONS  
 INNES ROAD/TENTH LINE ROAD  
 INNES ROAD MODIFICATIONS



DATE: MAY 1999

SCALE: N.T.S



ROADWAY MODIFICATIONS INNES ROAD/TENTH LINE ROAD TENTH LINE ROAD MODIFICATIONS		DATE: MAY 1999
		SCALE: N.T.S.

## BACKGROUND

RIOTRIN Properties (Cumberland) Inc. are in the process of developing an 11 hectare site located at the south-east corner of the intersection of Innes Road and Tenth Line Road, in the City of Cumberland. The site location, in an area context, is shown in Annex A.

This proposed shopping complex will consist of a grocery store, Home Depot store, and various retail stores. To assist in traffic safety and mobility, a total of five access points are proposed for this shopping centre comprised of three driveways along Innes Road and two along Tenth Line Road. Details on these proposed roadway modifications are discussed further in this report.

## EXISTING CONDITIONS

### Pedestrians

There are no sidewalks along Innes Road in this area. Along Tenth Line Road, no sidewalk exists on the east side of the roadway; however, a sidewalk is provided along the west side of the road which terminates on the north side of Innes Road.

Pedestrian activity at the intersection of Innes Road and Tenth Line Road was very light at the time of the traffic survey on 27 July 1998. Only 19 and 7 pedestrians crossed Innes Road and Tenth Line Road respectively over an eight-hour period. Although no confirmation data exists at this time, it is expected that these volumes will increase to some degree during the school months.

Pedestrian crossings at the intersection of Innes Road and Tenth Line Road are assisted by the provision of push buttons that actuate a pedestrian phase in the timing of the traffic control signals at this location.

### Bicycles

Innes Road and Tenth Line Road are routes that are identified for on-road cycling facilities in the Transportation Master Plan and the Official Plan. Currently, bicycle lanes are not provided on either roadway in the area of the proposed development.

Over an eight-hour period on 27 July 1998 at Innes Road and Tenth Line Road, the following bicycle volumes were recorded:

1. northbound - 8
2. southbound - 0
3. eastbound - 12
4. westbound - 8

### Transit

The area south of Innes Road and east of Tenth Line Road is currently not serviced by public transit. At present, regular and express routes are provided along Tenth Line Road and through the subdivisions north of Innes Road.

### Automobiles

As previously mentioned, the intersection of Innes Road and Tenth Line Road is controlled by traffic signals. Both roadways maintain a divided, urban, arterial, cross-section though the intersection with the following lane arrangements on the approaches:

1. northbound - 1 left turn, 2 through, and 1 right turn
2. southbound - 1 left turn, 2 through, and 1 right turn
3. eastbound - 2 left turn, 2 through, and 1 right turn
4. westbound - 1 left turn, 2 through, and 1 right turn

The speed limit in this area along the concerned sections of Innes Road and Tenth Line Road is 60 km/h.

Approximately 220 m east and west of Tenth Line Road, Innes Road returns to a rural, two-lane, undivided cross-section. North of Innes Road, Tenth Line Road maintains its urban, arterial, cross-section; however, approximately 270 m south of Innes, the roadway transitions into a two-lane, undivided, rural road.

Traffic volume surveys indicate that in July of 1998, approximately 2,000 motorists travel in each direction over an 8-hour period, along with approximately 750 motorists that travel in each direction along Tenth Line Road across the frontage of the proposed shopping centre.

## DESIGN PROPOSAL

### Pedestrians

The construction of sidewalks is proposed across the frontage of the site on Innes Road and on Tenth Line Road. In addition, the development has been designed to facilitate on-site pedestrian travel by providing walkways from the retail stores to access the municipal sidewalks located on Innes Road and Tenth Line Road and to the proposed Transit station on Tenth Line Road.

### Bicycles

The proposed roadway modifications include the provision of 1.5 m widening to accommodate cycling lanes along Innes Road and Tenth Line Road along the frontage of the site. The proposed site plan also identifies a number of conveniently located bicycle storage facilities within the site.

### Transit



Future transit operations on Innes Road and Tenth line Road will be enhanced with the proposed roadway modifications, most notably, future bus stops adjacent to the site will probably be located in a through lane to avoid the greater delay associated with the merging manoeuvre.

The proposed site and the Tenth Line Road access points will not affect the location and operation of the proposed OC Transpo terminal adjacent to the south limit of the development.

### Automobiles

The proposed roadway modifications consist of the following features. These are illustrated in Annexes B and C.

#### Innes Road

1. The two existing eastbound lanes starting from the east side of Tenth Line Road will be extended to the easterly extent of the site.
2. An on-road, bicycle lane starting from the east side of Tenth Line Road will be provided to the easterly extent of the site.
3. Three private approaches to the site will be constructed, of which the most westerly access consists of right-in, right-out geometry with an eastbound deceleration lane. The central access will consist of roadway geometry to accommodate all movements facilitated by an eastbound right-turn lane and a westbound left-turn lane and controlled by traffic signals. Heavy trucks are primarily intended to access the most easterly driveway which will be provided with an eastbound right-turn deceleration lane and will also accommodate all-directional movement.
4. At the most westerly access on Innes Road, the median will be extended easterly to a point sufficient to prevent northbound left-turn egress movements but will not prevent eastbound left-turning traffic from accessing the existing residences on the north side of the roadway.

#### Tenth Line Road

1. The two existing northbound lanes starting from the south side of Innes Road will be extended southwards to approximately the mid-point between the southerly and northerly accesses.
2. An on-road bicycle lane will be constructed adjacent to the extended northbound lanes.

3. Two private approaches will be provided along Tenth Line Road to access the site. The northerly access will consist of roadway geometry to accommodate all movements facilitated by a northbound right-turn lane and a southbound left-turn lane. The southerly site access is proposed opposite the intersection of Vanguard Drive and Tenth Line Road. No geometric changes to Tenth Line Road are anticipated at this secondary access.

### 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 south side of Innes Road and the east side of Tenth Line Road across the frontage of the site conforms to 2.2.2. items 1 and 2 of the TMP. To further facilitate pedestrian travel, these sidewalks link the planned walkways within the site to the nearby traffic signal at Innes and Tenth Line and at the proposed traffic signal location at the central access to the site on Innes Road.
2. Map 1 of the TMP identifies Innes Road and Tenth Line Road in this area for the provision of on-road cycling facilities. The proposed construction of these lanes across the frontage of the site directly conforms to 2.3.2 item 2 of the TMP.
3. Wherever possible, the proposed roadway modifications will incorporate “bulb outs” at intersections of the site accesses with a sufficient dimension to accommodate bus stops. The operating conditions of Innes Road and Tenth Line Road in this area are conducive to the provision of this design feature which will promote transit priority along the curb lane of these divided roadways. This action conforms directly to 2.4.3 of the TMP.

### FINANCIAL COMMENTS

Should Regional Council approve the proposed roadway modifications to Innes Road and Tenth Line Road to accommodate the Proposed Trinity Commons Site, the developer/owner, RIOTRIN Properties (Cumberland) Incorporated, will be responsible for 100% of the costs associated with the roadway modifications and the installation and maintenance of traffic control signals.

### Cost Estimates

The following preliminary cost estimates, prepared by Oliver Mangione McCalla & Associates, are based on the functional design details, and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$273,500.00
Traffic Control Signals	\$110,000.00
Engineering	\$30,700.00
Contingencies	<u>\$30,000.00</u>
Total Estimated Cost Before GST	\$444,200.00
G.S.T. @ 7%	\$31,100.00
TOTAL ESTIMATED COST	<u>\$475,300.00</u>

### CONSULTATION

The opportunity for general public input will be provided via the public hearing process.

### COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

This report will be provided to the Regional Cycling Advisory Group for their meeting on 01 June 1999. Their comments will be available at the next Transportation Committee meeting.

*Approved by Jim Bell on behalf of  
Doug Brousseau*

WJ/gc

Attach. ( 3 )

The project was advertised in the three daily papers on the following dates: July 2, 9, 16 and 23, 1999. A verbal objection was received from Mr. Marcel Bisson, who will attend the public hearing to make his views known.

Pending the results of the public hearing, the committee's recommendations will be forwarded to Council for final approval on 8 September 1999.

*Approved by  
Rosemary Nelson*

att.

Extract of Draft Minute  
Transportation Committee  
15 September 1999

**MODIFICATIONS TO INNES ROAD AND TENTH LINE TO  
ACCOMMODATE THE DEVELOPMENT  
OF THE TRINITY COMMONS SHOPPING CENTRE**

- Co-ordinator, Transportation Committee report dated 29 Jul 99

D. Brousseau, Director, Mobility Services and Corporate Fleet Services, reminder Committee the report recommendations had been previously approved by Committee. However, the item was placed on the agenda as an objection had been received under the public hearing process of the *Ontario Municipal Act*.

**Mr. Marcel Bisson, Resident**

Mr. Bisson stated Innes Road was one of the three roadways in the area that could adequately handle the movement of vehicles from east to west. He believed that by increasing the number of traffic control signals, such as that at the intersection of Highway 417 and Cyrville Road, it would create traffic blockages, and make vehicle circulation both difficult and dangerous during peak hours. Mr. Bisson stated Tenth Line Road was the only north/south regional road, other than Blair Road, that linked Highway 17 to the 417 or to the entire territory located north of Mer Bleu or north of the old CPR rail line.

Mr. Bisson continued by stating another factor was that development within the Region had no control over development east of regional boundaries such as the areas of Rockland, Clarence, Bourget, Limoges. He noted many people in those outlying areas travelling west used Regional Road 28 to Frank Kenny Road, rather than Innes Road.

Mr. Bisson pointed out that since the time the Region completed the study to justify the intersection improvement, one high school had been build as well as another school had expanded. This resulted in increased school bus traffic during the morning and night peak hours. Mr. Bisson commented the traffic control study was conducted in July, at which time the schools were closed and during the holiday period for many residents. Mr. Bisson emphasized it was important there be the fewest restrictions to slow traffic down.

The speaker indicated the Region and City of Cumberland had already provided the permits and construction was underway. He stated the request for public input at this late date was unfair.

Extract of Draft Minute  
Transportation Committee  
15 September 1999

Mr. Bisson referenced the proposed entrances in which A/Chair Legendre provided clarification. Mr. Bisson stated trucks were the cause for traffic slow down, mostly during peak hours. He pointed out there was no place that would allow the trucks to wait until traffic slowed down before turning west on Innes Road.

Mr. Bisson stated the two routes would serve to separate normal traffic. He pointed out the majority of the centre's users would come from north of Innes Road, with few coming from the south. The speaker stated 90% of the traffic would either cross Tenth Line Road or turn left (east) onto Innes Road before going into the shopping centre.

Councillor Meilleur inquired where the speaker resided in relation to the site. Mr. Bisson reported he was currently living on Mer Bleu Road, however, he owned land abutting Tenth Line Road. Mr. Bisson stated he operated a transport service and experienced the problems drivers face during peak hours, morning and night, at the intersection of Innes Road and Highway 417, as well as on Hunt Club Road and Bank Street. The speaker explained they were obliged to wait for two light changes since it was not possible to accelerate as quickly with a truck, the lights were too close together, and automobiles cut the trucks off. Mr. Bisson believed the access to shopping centres should always be via right turns, and there should be no exits on Innes Road to turn left. Councillor Meilleur suggested the option of no left turns during peak hours, however, Mr. Bisson stated that would not resolve the problem. He referenced the example of Innes Road near Cyrville Road, where the construction of a Home Depot resulted in one light at the exit of the store on Innes Road, and another light close by at Cyrville Road.

A/Chair Legendre requested a staff response to Mr. Bisson's comments regarding the increased danger as a result of the signalized entrance to the parking lot.

D. Brousseau, Director, Mobility Services and Corporate Fleet Services, explained the installation of signal light at the main entrance provided a sense of security, noting it was very important to regulate access for all vehicles. He believed the security of access was more important than the convenience of heavy trucks, noting the number of light changes would allow trucks to make the necessary turns to enter at the third entrance.

Extract of Draft Minute  
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In response to the speaker's comment regarding the incorrect timing for the traffic study and changes regarding the schools, Mr. Brousseau reported if traffic did increase because of the presence of schools, a traffic control signal at that area would improve the situation.

Mr. Bisson concluded by stating Frank Kenny Road was built specifically to re-route trucks from Navan Village. He suggested if it was difficult for heavy truck drivers to use or find Innes Road, they would use Regional Road 28 (Navan Road) as it was the only route open year round to truck traffic. Mr. Bisson believed truck volume in the area would increase referencing the industrial park located between Mer Bleu and Tenth Line Roads.

Bill Holzman, Planning Consultant for RIOTRIN Properties (Cumberland) Inc.

A/Chair Legendre provided a brief summary of the comments stated by Mr. Bisson.

Mr. Holzman stated the Regional process began in February and required conclusion in the near future. He indicated development was under construction with both the Regional and local site plan agreements signed, and financial arrangements and securities in place. Mr. Holzman reported Home Depot was scheduled to open in January 2000, therefore, it was important to quickly complete the necessary road modifications, noting the winding up of the construction season. He requested Committee to uphold their previous decision regarding the report recommendations.

Mr. Holzman reported he had met with Mr. Bisson at the site. However, he stated most of his concerns were centered on the transportation networks in the east, with some concern regarding the site, that being the signal and the location of the most easterly truck access. Mr. Holzman stated rationale had been provided to Mr. Bisson at that time.

Councillor Cantin referenced the patterns for the centre's delivery trucks, in particular the food store and Home Depot operations. The Councillor inquired about the impact those trucks would have on the traffic and the shopping patterns of the users (after hours and weekends). Mr. Holzman reviewed the proposed retail for the site. He stated the delivery trucks for the tenants would be during off peak hours and overnight.

Extract of Draft Minute  
Transportation Committee  
15 September 1999

J. Fraser, Senior Review Engineer, reviewed the traffic analysis completed by the developer's traffic consultant. He explained that using this information, staff designed the modifications required. With respect to the truck access, Mr. Fraser confirmed the proposed design was adequate to safely handle the trucks using the access. Councillor Cantin requested further clarification on the design of the east truck access lane. Mr. Fraser explained it was two lanes heading east at the intersection, however, it reduced to one lane at the easterly point of the site. Mr. Fraser confirmed the trucks moving west bound would have a left turn lane into the access, and trucks moving east bound would have a right turn lane, therefore, moving off the traveled portion of the road.

Councillor McGoldrick-Larsen inquired why there were many entrances into the commercial site, rather than fewer but larger entrances. Mr. Fraser explained the retail was spread over the perimeter of the site, therefore, making it necessary to be attentive of the pedestrian movement and allowing the vehicles to get to the site of their choice easily. He explained the numerous accesses would avoid subjecting motorists to wait and with a large site, reiterated it would allow the traffic to get to their destination more quickly without being in conflict with other motorists and pedestrians.

Mr. Holzman pointed out the population in the area was expected to continue to grow and traffic would be coming from all directions, therefore, many numerous entrances were beneficial.

In reference to the RONA site at Hunt Club and Merivale, Mr. Brousseau noted there were more accesses at the subject Trinity site. However, he explained the Merivale site had two/three signalized accesses which were not proposed at the subject site. Councillor McGoldrick-Larsen noted there was an access at the Merivale site that was intended to be a right out access onto Merivale, however, this was not respected by motorists.

Mr. Nicholas Patterson, Ottawa-Carleton Resident

Mr. Patterson expressed concern that a reputable developer such as RIOTRIN had been subjected to the lengthy delay of one year to obtain approval for the necessary road modifications. He noted Councillors did not even remark on the fact the developer was running out of time and had been working on the "minor" modifications for one year. Mr. Patterson stated he was tired of hearing about situations which demonstrated the inefficiency of government and lengthy approval



processes necessary. The speaker referenced the highest property taxes in the country, except for Montreal, and the poor police service. Mr. Patterson reiterated that he as a taxpayer was extremely frustrated by the demonstrated inefficiency of local government, noting the necessity of the “simple” road modifications. Mr. Patterson emphasized the need for Council to stop ignoring the obvious inefficiencies and voice of the taxpayer, noting they actually paid the bill.

Councillor Cantin pointed out the developer confirmed the process began in February 1999 and was near completion. The Councillor stated that considering the large project and traffic safety concerns involved, staff had done well to complete the process within seven months.

The Committee then approved the report recommendations as presented.

**That the Transportation Committee recommend Council approve:**

- 1. The installation of traffic control signals on Innes Road (Regional Road 30) at the proposed site access approximately 220 m east of Tenth Line Road (Regional Road 47), and the construction of associated roadway modifications along Innes Road and Tenth Line Road as illustrated in Annex B and C, subject to the owner, RIOTRIN Properties (Cumberland) Incorporated:**
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CARRIED