

**3. MODIFICATIONS TO INNES ROAD (REGIONAL ROAD 30) BETWEEN
DORIMA STREET TO ORCHARDVIEW AVENUE TO ACCOMMODATE
THE EAST URBAN COMMUNITY DEVELOPMENT**

COMMITTEE RECOMMENDATIONS

Having held a public hearing, that Council approve the installation of traffic control signals at the intersection of Innes Road and Orchardview Avenue and the construction of associated roadway modifications on Innes Road between Dorima Street and Orchardview Avenue as described in the report and illustrated in Annexes B, C and D, subject to the proponent, Minto Developments Incorporated:

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

DOCUMENTATION

1. Director, Mobility Services and Corporate Fleet Services report dated 2 February 2000 is immediately attached.
2. Extract of Draft Minute, Transportation Committee, 16 February 2000, will be distributed prior to Council and will include a record of the vote.

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 23-00-R030-I**
 Your File/V/Réf.

DATE 02 February 2000

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **MODIFICATIONS TO INNES ROAD (REGIONAL ROAD 30)
 BETWEEN DORIMA STREET TO ORCHARDVIEW AVENUE
 TO ACCOMMODATE THE EAST URBAN COMMUNITY
 DEVELOPMENT**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve the installation of traffic control signals at the intersection of Innes Road and Orchardview Avenue and the construction of associated roadway modifications on Innes Road between Dorima Street and Orchardview Avenue as described in the report and illustrated in Annexes B, C and D, subject to the proponent, Minto Developments Incorporated:

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

BACKGROUND

Minto Developments Inc. is in the process of developing a 56.2 hectare site located on the south side on Innes Road (Regional Road 30) between Dorima Street and Orchardview Avenue, in the City of Cumberland. The site location is shown in Annex A.

This proposed subdivision will consist of approximately 219 townhouse units and 539 single family homes. To assist in traffic safety and mobility, three access points along Innes Road are proposed for the subdivision at the existing intersections of Dorima Street and Orchardview Avenue, and at a new intersection at Street No. 16. 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. An asphalt sidewalk exists along the north side of Innes Road east of Tenth Line Road terminating just west of Dorima Street. In addition, a sidewalk is currently being constructed along the south side of Innes Road across the frontage of the Trinity Development shopping centre project, which would terminate just west of Dorima Street.

Pedestrian activity at the intersection of Innes Road and Orchardview Avenue was very light at the time of the most recent traffic survey on 28 June 1995. Only one and three pedestrians crossed Innes Road and Orchardview Avenue 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.

Bicycles

Innes Road is identified for on-road cycling facilities in the Transportation Master Plan (TMP) and the Official Plan. Currently, bicycle lanes are not provided in the area of the proposed development.

Over an eight-hour period on 28 June 1995 at Innes Road and Orchardview Avenue, the following bicycle volumes were recorded:

1. southbound - 5;
2. eastbound - 7; and
3. westbound - 13.

Transit

Peak-hour routes #27, #30 and #35 are provided along Innes Road in both directions, with routes #27 and #35 accessing the subdivisions on the north side of Innes Road by way of Orchardview Avenue.

Automobiles

In the vicinity of the proposed subdivision, Innes Road is an undivided two-lane rural roadway that intersects with Dorima Street and Orchardview Avenue as T intersections. No auxiliary turning lanes are provided on Innes Road at either intersection and stop signs face traffic on the minor street approach.

Currently, a posted speed limit of 60 km./h. is provided along this section of Innes Road; however, based on a survey carried out in June 1997, the average speed of motorists on this section of roadway exceeded 74 km./h. and 77 km./h. during the late morning and afternoon respectively.

A traffic volume survey conducted on this section of Innes Road in August 1998 indicates that approximately 2,000 motorists travel in each direction over a selected eight-hour period and over 3,700 motorists in a 24-hour period.

DESIGN PROPOSAL

The road section between Dorima Street and Orchardview Avenue is part of an overall environmental assessment that is currently being undertaken for the portion of Innes Road between Highway 417 and Blair Road (Regional Road 27) and, the portion between Orleans Boulevard (Regional Road 56) and Trim Road (Regional Road 57). This latter portion of Innes Road is identified for reconstruction from the current two-lane rural cross-section to an urban four-lane median divided cross-section that is to take place somewhere between 2006 and 2021. In light of this, the following design proposals are viewed as interim measures to accommodate the immediate future needs of the growing urbanization in this area.

Pedestrians

The construction of an asphalt sidewalk is proposed across the frontage of the site on the south side of Innes Road.

Bicycles

The proposed modifications to this section of Innes Road include a pavement widening to accommodate an eastbound cycling lane along the south side of the roadway.

Transit

As the development of the subdivision proceeds, the requirement for transit service along this roadway should increase. The proposed roadway modifications should not adversely affect O. C. Transpo services in this area.

Automobiles

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

Innes Road and Dorima Street:

1. An exclusive left-turn lane will be provided on the westbound approach to the intersection.

2. Northbound left-turn and right-turn lanes will be provided that will be controlled by stop signs.

Innes Road and Street No. 16 Intersection:

1. This is a new intersection that will be constructed with the northbound approach on Street No. 16 consisting of a left-turn and a right-turn lane controlled by a stop sign.
2. A westbound slip-around lane will be provided so that westbound through motorists will be able to safely bypass left-turning vehicles.

It should be noted that since this intersection serves a small residential enclave generating a minor traffic volume of traffic, the operation of this intersection will probably change to right-in/right-out operation when Innes Road is reconstructed.

Innes Road and Orchardview Avenue (Street No. 1) Intersection:

1. Orchardview Avenue will be continued south of Innes Road (referred to as Street No. 1) to form a four-legged intersection.
2. Eastbound and westbound left-turn lanes will be constructed.
3. An eastbound right-turn lane will be provided.
4. Traffic control signals will be installed at the intersection.

DISCUSSION

The proponent, Minto Developments Incorporated, takes issue with the requirement for their company to fund a road widening for a bicycle lane along the south side of Innes Road across the frontage of its development at those locations where no intersection modifications are proposed. This amounts to approximately 400 m of mid-block roadway. It is their contention that not only should bicycle lanes be funded directly through Regional Development Charges, other residential developers in the area were not required to fund the construction of a bicycle lane on a Regional Road that crosses the frontage of their sites.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN (TMP)

The guiding principle from the 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 across the frontage of the site conforms to 2.2.2., items 1 and 2 of the TMP.

2. Map 1 of the TMP identifies Innes Road in this area for the provision of an on-road cycling facility. The proposed pavement widening of this section of Innes Road to accommodate an eastbound cycling lane conforms to 2.3.2, item 2 of the TMP.
3. The above-mentioned 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 STATEMENT

Should Regional Council approve the proposed roadway modifications to Innes Road to accommodate the proposed Minto Developments Inc. subdivision, the developer/owner will be responsible for 100% of the roadway modification and traffic control signal installation costs.

Cost Estimates

The following preliminary cost estimates 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 Estimates</u>
Construction	\$185,000.00
Traffic Control Signals	80,000.00
Engineering	20,000.00
Contingencies	<u>20,000.00</u>
Total Estimated Cost Before GST	\$305,000.00
GST @ 7%	21,350.00
TOTAL ESTIMATED COST	<u>\$326,350.00</u>

CONSULTATION

Notice of the proposed Innes Road modifications to accommodate the development of the East Urban Subdivision has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun for four consecutive weeks.

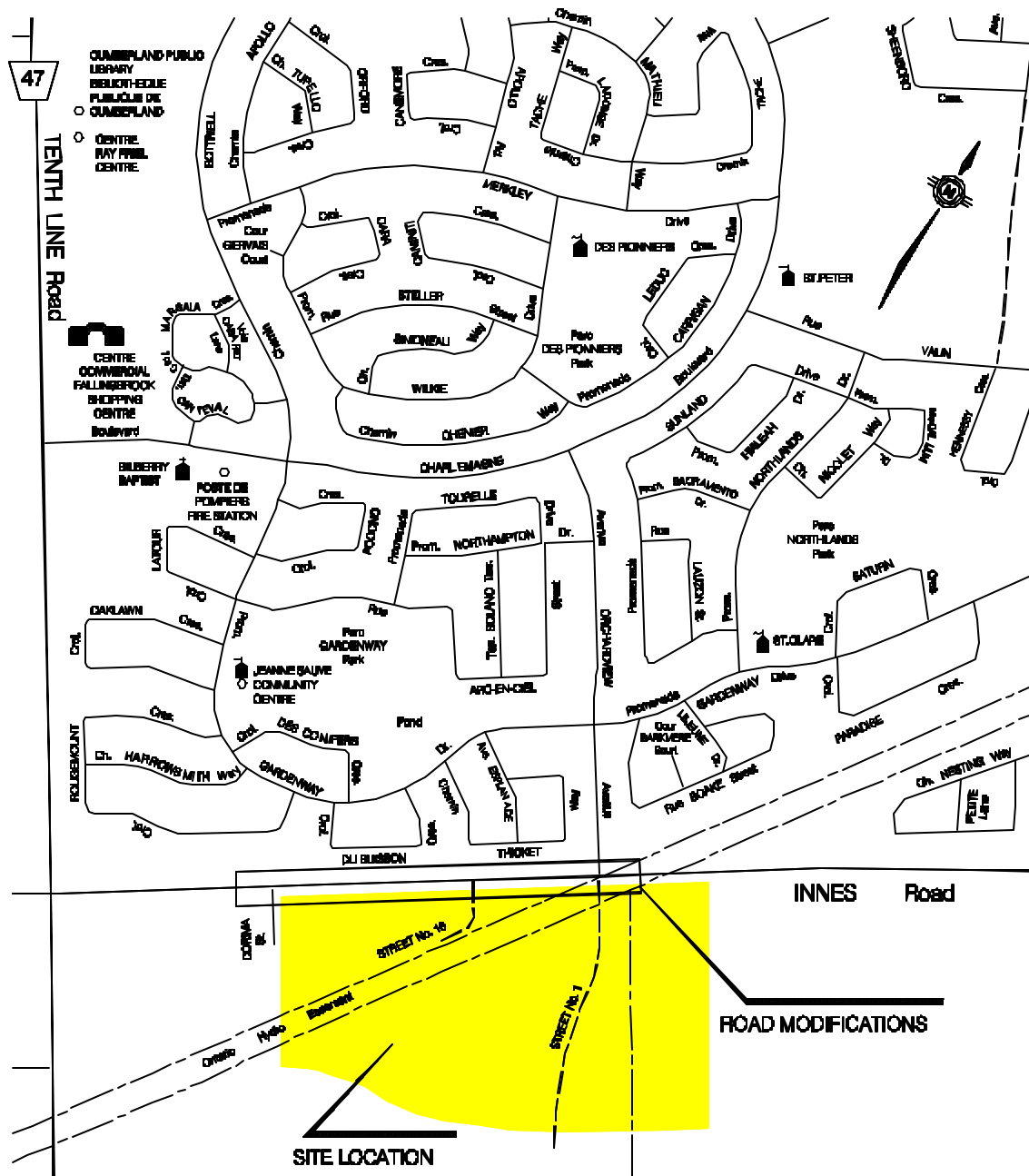
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

A draft conceptual drawing of the proposed roadway modifications was provided to the Regional Cycling Advisory Group for their meeting on 01 February 2000. Staff has requested that their comments be made available for the Transportation Committee meeting.

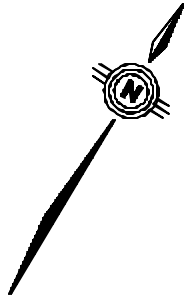
*Approved by
Doug Brousseau*

WJ/gc

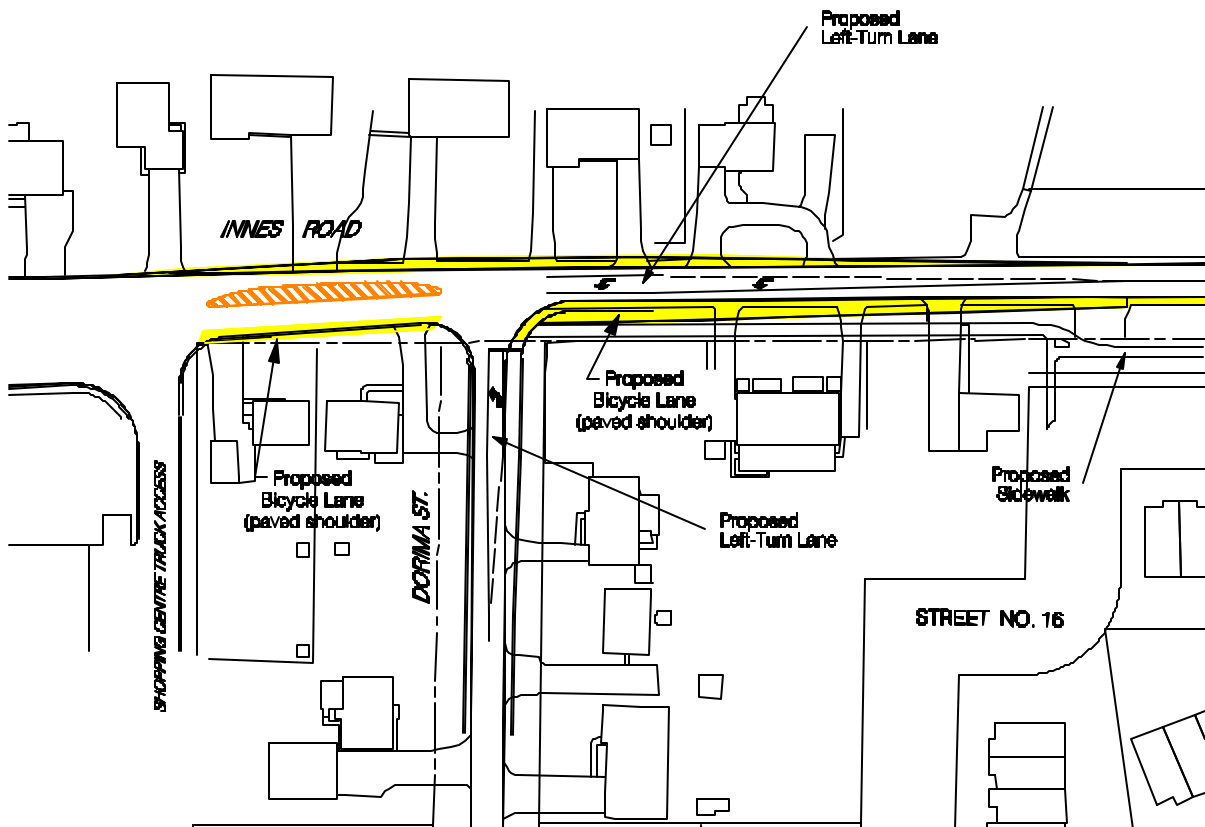
Attach. (4)




ANNEX B



ROAD WIDENING	
PAINTED MEDIAN	
NEW EDGE OF ROAD	
NEW CURBS	



 **Ottawa-Carleton**

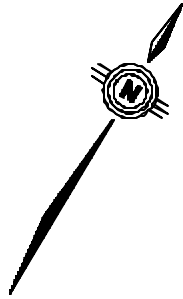
ENGINEERING DIVISION

Environment and Transportation
Department

INNES ROAD MODIFICATIONS DORIMA STREET Minto Developments Inc.

Checked By: William J. White, Design Review Co-ordinator	
Compiled By: GEOservices	
Dated: N.T.S.	Dated: February 2, 2000
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ANNEX C



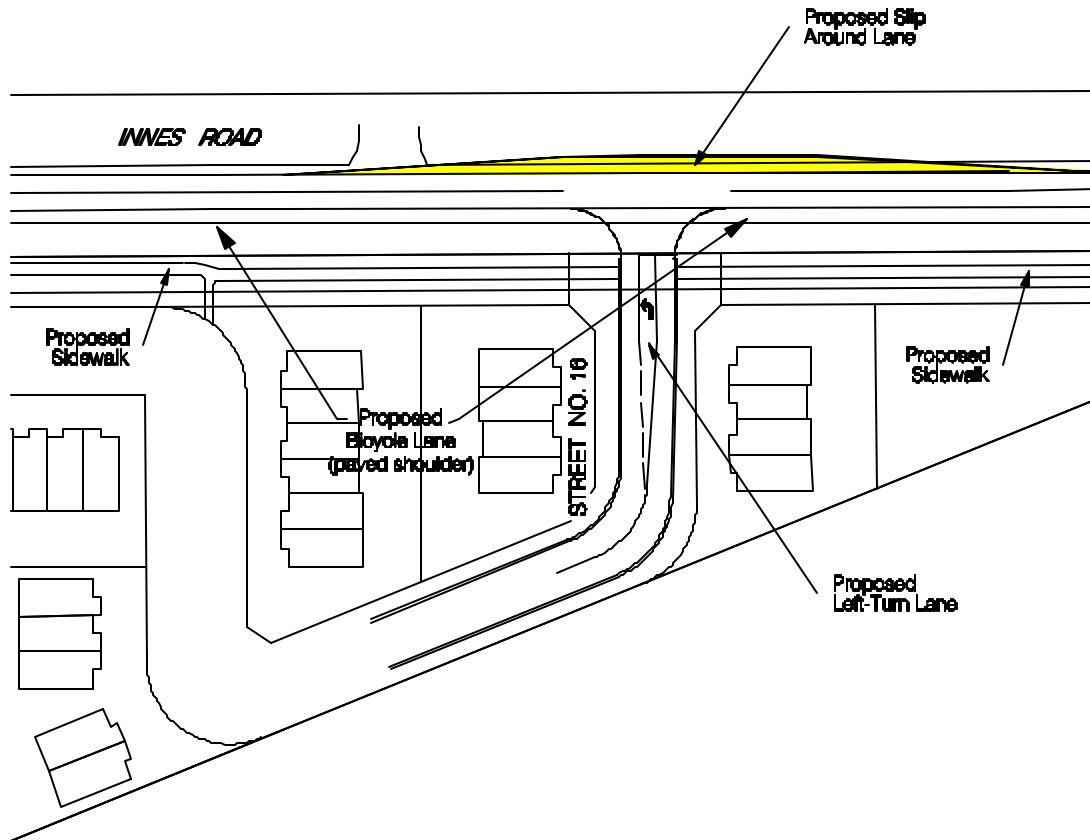
ROAD WIDENING




NEW EDGE OF ROAD

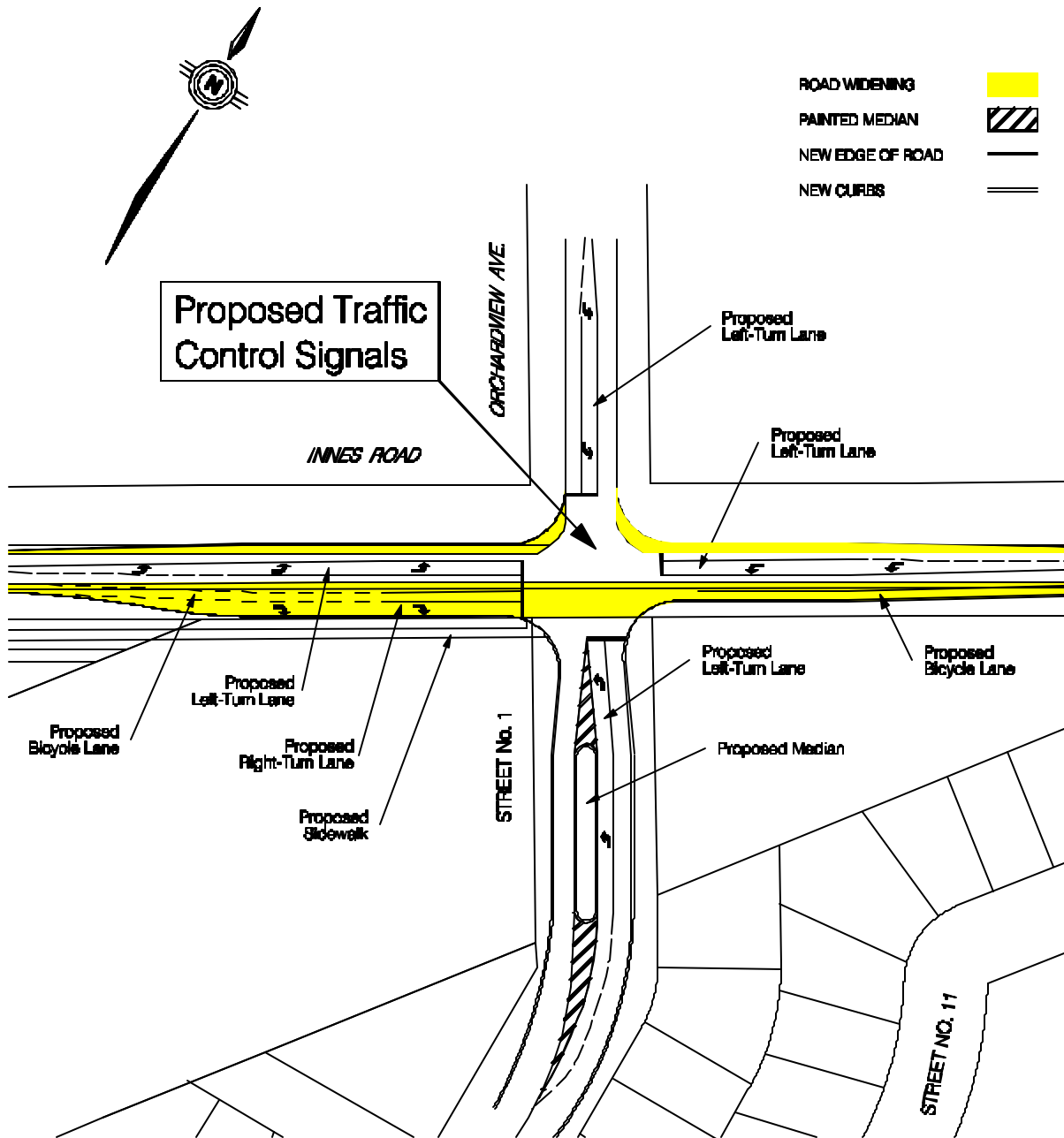



NEW CURBS



 Ottawa-Carleton ENGINEERING DIVISION Environment and Transportation Department	INNES ROAD MODIFICATIONS STREET No. 16 Minto Developments Inc.	Checked By: William Joliffe, Design Review Co-ordinator	
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ANNEX D



 Ottawa-Carleton	INNES ROAD MODIFICATIONS STREET No. 1 Minto Developments Inc.	Checked By: William Jeliffe, Design Review Co-ordinator	
ENGINEERING DIVISION Environment and Transportation Department		Compiled By: G.E. Overviews	
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