

1. MARCH ROAD RECONSTRUCTION - PHASE II - SOLANDT ROAD TO KLONDIKE ROAD - NEW INTERSECTION - PUBLIC HEARING

COMMITTEE RECOMMENDATIONS AS AMENDED

Having held a Public Hearing, that Council approve the following:

1. **Endorse an amendment to the 1994 Environmental Study Report (ESR) for March Road from the Queensway to Dunrobin Road whereby an additional signalized intersection would be constructed to service the rapidly developing lands on March Road between Solandt Road and Terry Fox Drive;**
2. **That provision for bus bays be removed from the design;**
3. **If discussions to provide private access to 525 March Road via the Bowling Alley (Kanata Klassic Bowl) fail, that staff entertain, among other ideas, the widening of the median in front of 525 March Road to allow storage space for left-turning vehicles and, if needed, limit trucks to off-peak periods, with a report to come back to the Transportation Committee.**

DOCUMENTATION

1. Co-ordinator, Transportation Committee report dated 8 January 1998 is immediately attached.
2. Extract of Draft Minute, Transportation Committee 4 February 1998 immediately follows the report and includes a record of the vote.

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
 MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
RAPPORT

Our File/N/Réf. 03 07-98-0099

DATE 8 January 1998

TO/DEST. Transportation Committee

FROM/EXP. Co-ordinator, Transportation Committee

SUBJECT/OBJET **MARCH ROAD RECONSTRUCTION - PHASE II**
SOLANDT ROAD TO KLONDIKE ROAD - NEW
INTERSECTION - PUBLIC HEARING

REPORT RECOMMENDATION

That the Transportation Committee recommend Council endorse an amendment to the 1994 Environmental Study Report (ESR) for March Road from the Queensway to Dunrobin Road whereby an additional signalized intersection would be constructed to service the rapidly developing lands on March Road between Solandt Road and Terry Fox Drive.

BACKGROUND

At its meeting on 19 November 1997, the Transportation Committee approved the attached report dated 3 November 1997 from the Transportation Department, subject to the public hearing process.

The project was advertised in the three daily papers on the following dates: November 29 and 30 and December 6, 7, 13, 14, 20 and 21, 1997. No objections have been received to date.

Staff have submitted the following Addendum report dated 14 January 1998 which details the proposals for the new intersection.

Approved by
Rosemary Nelson

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
 MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
RAPPORT

Our File/N/Réf. **25 12-97-R049**
 Your File/V/Réf.

DATE 3 November 1997

TO/DEST. Co-ordinator
 Transportation Committee

FROM/EXP. Director Engineering Division

SUBJECT/OBJET **MARCH ROAD RECONSTRUCTION - PHASE II**
 SOLANDT ROAD TO KLONDIKE ROAD
 NEW INTERSECTION

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council:

- 1. Endorse an amendment to the 1994 Environmental Study Report (ESR) for March Road from the Queensway to Dunrobin Road whereby an additional signalized intersection would be constructed to service the rapidly developing lands on March Road between Solandt Road and Terry Fox Drive;**
- 2. Authorize the initiation of the public hearing process, as required under the Municipal Act (Ontario).**

BACKGROUND

In October 1990, Regional Council appointed the firm of A.J. Robinson and Associates Inc., Consulting Engineers, to undertake a functional design and prepare an Environmental Study Report (ESR) for the project from the Queensway to Dunrobin Road (Regional Road 9), for a total length of 8.5 kms.

Two Public Information Centres (PIC) and a Public Hearing as per Municipal and Provincial requirements were held as part of the ESR Requirements. The first and second PIC were held in December 1990 and November 1991 respectively. Notices were published in the local newspapers and were also mailed to the community associations, condominium corporations, companies, businesses, internal and external agencies and Regional Councillors who represented

the area, as well as hand-delivered to each resident and/or property owner along the roadway within the project limits and within approximately 200 metres of March Road both to the east and west.

The Region encouraged the public and officials to provide their comments and to complete and submit 'comment' sheets by mail.

Representatives of both RMOC and the Consultant met with all owners abutting this section of the project to explain the proposed construction requirements and the impacts of the project on their properties, including the need for property acquisitions and easements.

Phase I of March Road between the Queensway and Solandt Road was completed in 1996. Construction of the Phase II of the project from Solandt to Klondike began in September 1997 and is expected to be complete in December 1998. Work began on the east side of March Road and included rock blasting and removal, storm sewer installation, watermain installation and roadworks. If the weather is co-operative it is possible to have traffic shifted from the detour on the west side to the newly constructed easterly two lanes for the winter months. Construction of the westerly two lanes of March Road will commence in May/June 1998.

With respect to the Phase II construction contract, an open house was held on 14 August 1997 at the Old Town Hall on March Road in which RMOC staff reviewed the proposed work and responded to inquiries regarding the project.

DISCUSSION

Since the completion of the ESR for March Road in March 1994, the amount of commercial building space and numbers of new employees has grown enormously on March Road in this location. Due to the explosive growth in the area the Region and Kanata have re-evaluated the requirements for this portion of March Road.

The preferred option to service the rapidly expanding high tech sector east of March Road is a new access approximately mid-way between Solandt Road and Terry Fox Drive. The attached drawing shows the location of the proposed intersection. RMOC supports this proposal as the safest and best traffic management solution to the traffic movements generated by commercial properties in this area. This proposal also has the advantage of being compatible with future development west of the intersection and it therefore has the support of the City of Kanata.

The traffic volumes at this new location warrant that traffic signals be installed simultaneously with construction of the intersection.

CONSULTATION

Under the Municipal Act (Ontario) this modification must be advertised for four (4) consecutive weeks. If objections are received, a public hearing will be scheduled.

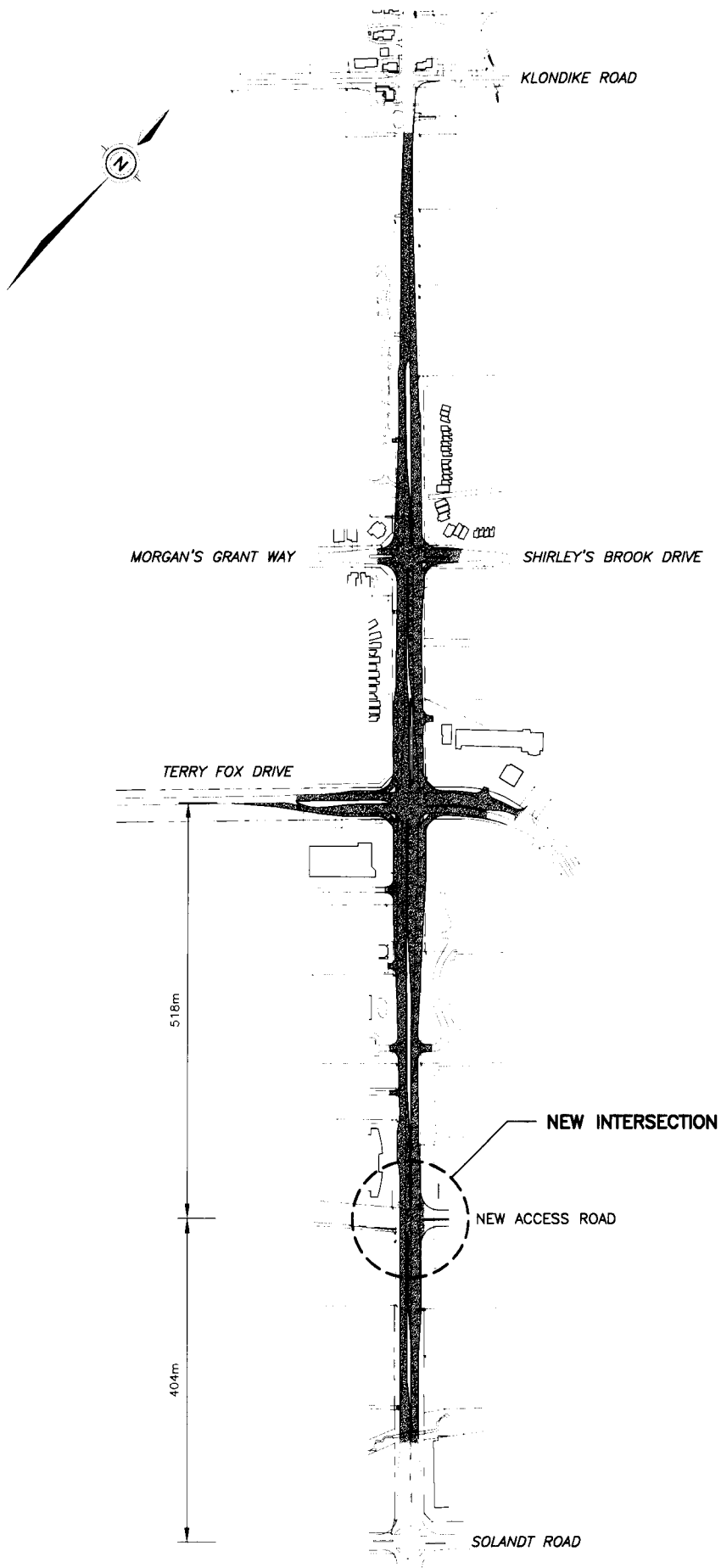
An amendment to the ESR must be filed with MOEE in accordance with the Class Environmental Assessment for Municipal Roads Projects allowing 30 days for responses.

FINANCIAL IMPLICATIONS

The additional cost of this work, estimated to be \$190,000, is available within contingencies provided for in Contract 97-522, Account No. 912-30741, March Road (Solandt to Klondike).


*Approved by
J. Miller, P. Eng.*

JM/lm



Date: **November 1997**

Scale: 80m 0 80m 160m



 **Ottawa-Carleton**

MARCH ROAD RECONSTRUCTION
SOLANDT ROAD TO KLONDIKE ROAD - NEW INTERSECTION

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
RAPPORT

Our File/N/Réf. **25 12-98-R049**
Your File/V/Réf.

DATE 14 January 1998

TO/DEST. Co-ordinator
 Transportation Committee

FROM/EXP. Director Engineering Division
 Environment and Transportation Department

SUBJECT/OBJET **MARCH ROAD RECONSTRUCTION - SOLANDT ROAD TO
KLONDIKE ROAD - NEW INTERSECTION - ADDENDUM
REPORT**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee and Council receive this information report as part of the public hearing process.

DISCUSSION

The proposed intersection, as requested by Newbridge Networks Corporation, is located at station 9+600 of the reconstruction project.

This location is 525 metres south of Terry Fox Drive and 400 metres north of Solandt Road.

The intersection has been designed to accommodate anticipated growth in the Kanata Research Park and to accept access to both existing and potential development on lands to the west of March Road and north of Solandt Road.

Initially there is no access provided to the lands west of the intersection; however, a submission has been received from several property owners requesting that access be permitted as and when a joint-use agreement between the parties is reached. This is anticipated in 1998.

The remainder of the intersection is designed to provide all-directional movement with full pedestrian and traffic signal control.

OC Transpo has requested a far-side bus stop location for northbound transit service and that has been incorporated into the design.

A bus stop has been located approximately 100 metres north of the intersection for southbound transit service. This location was approved in the initial ESR design.

Asphalt sidewalks abutting the curb will be constructed along both sides of March Road between Solandt Road and Morgan's Grant Way. Curb and sidewalk depressions will be constructed at all required locations within the new intersection.

Until such time as the east side access is constructed to RMOC standards by Newbridge (or others), the intersection will not be operational. The proposed left-turn lanes and the right-turn lane will be physically closed. Above-ground traffic signal plant will not be erected until required.

The transit stop for northbound service will become operational with the completion of the roadway reconstruction contract regardless of the status of the new intersection.

Should access from the west be approved prior to the east side access being completed and operational, the west side access would be permitted as a right-in/right-out only. Traffic signal control would not be required for this movement.

*Approved by
J. Miller, P.Eng.*

RJS/gc

Attach. (1)

1. MARCH ROAD RECONSTRUCTION - PHASE II - SOLANDT ROAD
TO KLONDIKE ROAD - NEW INTERSECTION - PUBLIC HEARING
- Co-ordinator, Transportation Committee report dated 8 Jan 98

Following a brief staff presentation on the proposals for this intersection, Councillor Legendre questioned why the bus stop on the west side of the road will not be closer to the intersection to better facilitate transit users. Staff advised there will be no pedestrian crossing until the intersection is signalized and when that occurs, it is expected that OC Transpo will request the relocation of the bus bay to the far side of that intersection. The councillor thought the Region was trying to move away from using bus bays on Regional roads, but staff indicated that although OC Transpo have expressed opinions both ways, they are in favour of putting in the bus bay as part of this design.

Councillor Legendre was concerned about the variety of lanes and islands pedestrians must cross to get to the other side of the intersection and was somewhat surprised to see staff recommending such a design, especially given previous committee opposition to such designs. Staff indicated the main traffic and pedestrian flow along this section of March Road will be into the site and they believed the proposed design is the best compromise between large tractor trailers and their need to make a turn into the facility, and pedestrians having to use the same intersection.

Gary and Janice Swatton, Capricorn Data explained they did not realize a median would be constructed on March Road until just prior to them buying their property. Unable to get out of their lease, they attempted negotiations with the adjacent business to the north, for a shared rear access via Hines Road. They were not successful in convincing the other business and so attempted to negotiate for a shared access across the front of the property where Kanata Klassic Bowl is situated.

Although they did not object to the proposed new intersection, they indicated it does leave them with a very serious access problem and were requesting committee to purchase a small portion of land in order to provide a depressed median in front of their property. Failing that, they would see if they could facilitate some kind of agreement with the owner of the bowling lanes which has its entrance into the intersection. Mrs. Swatton confirmed the owners of that business are willing to co-operate, but would appreciate any assistance from the Region with respect to these negotiations.

The Director of Engineering, Jim Miller indicated that after the initial discussions between Kanata Klassic Bowl and Capricorn Data, staff did look at some kind of road going through there and have no difficulty looking further into this option. However, anything beyond that would require further assessment to determine specific details and costs.

Councillor Cantin suggested that something should be done to help out this small business and although he agreed it was incumbent on the Region to have safe roads, it should also ensure small businesses have decent access to their properties. He acknowledged the extenuating circumstances as explained by the Swattons and felt the success of their business will bring development. He also made note of the fact that large vehicles have to access their site as part of their business and he urged committee members to endorse a direction to staff to do everything they can to assist; if discussions fail, he wanted staff to review the location of the bus bays.

Councillor Legendre proposed that approval of the bus bays be removed because he believed that once a bus has pulled into one of these facilities, it often has difficulty merging again with traffic. He explained this is not in keeping with the Transportation Master Plan (TMP) which includes mass transit as a priority. The councillor further proposed that the pedestrian island be removed and the intersection redesigned to afford better crossing capabilities for pedestrians. He was particularly concerned because motorists leaving the site in the right-turn channelization lanes may not be looking for pedestrians crossing from the curb to the island. Staff advised that removing the islands would lengthen the crossing distance for pedestrians and the Department is proposing a pedestrian-safe design, recognizing the compromise on the radius.

Councillor Kreling questioned what the turning movements would be at this intersection and staff explained that very large vehicles will access the new development and therefore staff are recommending a design with a turning radius suitable to large vehicles; if the radius is reduced, there is an impact on the safety of pedestrians and possibly other vehicles. When questioned how many pedestrians are anticipated to use this intersection, Mike Sheflin, Environment and Transportation Commissioner advised staff were hopeful a significant number of employees working at the new campus will come to work by bus. The councillor further questioned whether bus bays are considered a safety feature on high-speed travelled roads and staff advised that bus bays are used on four-laned arterials, which is safer for the loading and unloading of passengers. In light of these comments, Councillor Kreling could not support the amendments because of the carrying capacity requirement of this improvement and the speed of the road in

general. He preferred that buses be given an opportunity to pull away from the travelled portion of the road as necessary and that large vehicles be able to make turning movements safely.

Councillor Meilleur also voiced her opposition to the removal of the bus bays, stating that if a bus is stopped on a roadway where vehicles are travelling at 80 km/h, motorists will often try to pull out from behind a stopped bus and this can become a safety hazard.

Councillor Legendre emphasized that motorists would see a bus slowing down to stop and would therefore avoid being trapped behind and firmly believed removing the bus bays would not present a safety hazard. He agreed that if the pedestrian islands were removed the turning radius would have to be tightened and if this causes difficulty for large trucks, then he suggested the new development should be using smaller vehicles.

Councillor Cantin argued that using smaller trucks in the suburban areas is not practical and while he agreed with what the councillor was trying to do to make the intersection safe, stated that some people prefer to have a refuge as they cross the road e.g. the visually impaired, because it shortens the crossing distance for them.

Moved by J. Legendre

That provision for bus bays be removed from the design.

CARRIED

YEAS: W. Byrne, L. Davis, C. Doucet, D. Holmes, J. Legendre....5

NAYS: R. Cantin, H. Kreling, M. McGoldrick-Larsen,
M. Meilleur....4

Moved by J. Legendre

That the pedestrian islands be removed from the design and an appropriate redesign for a pedestrian-friendly intersection be resubmitted.

LOST

YEAS: L. Davis, C. Doucet, D. Holmes, J. Legendre....4

NAYS: W. Byrne, R. Cantin, H. Kreling, M. McGoldrick-Larsen,
M. Meilleur....5

Councillor Cantin proposed that “if discussions to provide private access to Capricorn Data via Kanata Klassic Bowl fail, that staff entertain the widening of the median in front of 525 March Road to allow storage space for left-turning vehicles and, if needed, limit trucks to off-peak periods.” The Committee Chair suggested and the councillor agreed to include the words “among other ideas” and “with a report to come back to the Transportation Committee” to his Motion. Councillor Cantin explained that what he is suggesting is a depressed median. Recognizing the construction schedule, J. Miller confirmed staff would meet with the business owners and report back to committee as soon as possible. If anything can be done, it was agreed it would be incorporated at the time the road is widened.

Councillor Legendre proposed that the median be removed from the design, noting this was a request previously made via a petition submitted at a previous meeting from the tenants of Kerscott Plaza. Councillor Kreling could not support the Motion because the issue of median breaks on March Road had previously been considered and dealt with by committee. He expected staff to report back on discussions they have with the two businesses with respect to a shared access, but he did not want the committee to be redesigning the roadway.

Councillor McGoldrick-Larsen supported staff working with the business owners, but had grave concerns about breaking the median. She believed this would set a precedent for other businesses to come forward and request the same treatment. She relied on the staff expertise to design the road and saw this as an opportunity for both levels of government to work more closely with abutting land owners to provide better access. The Commissioner advised Regional staff will contact the City of Kanata with respect to this issue.

Moved by J. Legendre

That the median be removed from the design.

LOST

YEAS: W. Byrne, L. Davis, C. Doucet, J. Legendre....4
NAYS: R. Cantin, D. Holmes, H. Kreling, M. McGoldrick-Larsen,
M. Meilleur....5

Moved by R. Cantin

That if discussions to provide private access to 525 March Road via the bowling alley (Kanata Klassic Bowl) fail, that staff entertain, among other ideas, the widening of the median in front of 525 March Road to allow storage space for left-turning vehicles and, if needed, limit trucks to off-peak periods, with a report to come back to the Transportation Committee.

CARRIED

YEAS: W. Byrne, R. Cantin, L. Davis, C. Doucet, D. Holmes, J. Legendre
M. Meilleur....7
NAYS: H. Kreling, M. McGoldrick-Larsen....2

Having held a public hearing, that the Transportation Committee recommend Council endorse an amendment to the 1994 Environmental Study Report (ESR) for March Road from the Queensway to Dunrobin Road whereby an additional signalized intersection would be constructed to service the rapidly developing lands on March Road between Solandt Road and Terry Fox Drive.

CARRIED as amended