

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf.	50 23-98-R036
Your File/V/Réf.	
DATE	12 August 1998
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	RICHMOND ROAD (REGIONAL ROAD 36) AND STAFFORD CENTRE ACCESS - PROPOSED CONNECTION TO NORTHSIDE ROAD

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

- 1. The modification to the traffic control signals at Richmond Road and Stafford Centre Shopping Mall and the construction of associated changes on Richmond Road to provide a new road link to Northside Road as described in the report and illustrated in Annex B, subject to the City of Nepean funding the total cost of the traffic signal modifications and the proposed road works;**
- 2. The initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

BACKGROUND

The Public Works Committee of the City of Nepean, at its meeting on 26 May 1998 upheld a resolution passed on 14 April 1998 which approved the conceptual design of the proposed road connection from Northside Road to Richmond Road. In addition to improving access between Richmond Road and the existing and planned commercial development adjacent to Northside Road, this proposal is intended, by the City of Nepean, to better facilitate the existing residential community of Lynwood Village. Annex A shows the location of the proposed road connection in an area context. The conceptual design for the proposed connection is provided in Annex B.

At the City of Nepean's request, the Region has been involved with this proposal since the spring of 1995 to the extent of reviewing various proposals for the connection in order to determine

what, if any, would be an acceptable design specifically in regard to its impact on Richmond Road. This project is not without controversy at the local and neighbourhood level; however, it must be emphasized that the Department neither supports nor opposes this proposed road connection. The Environment and Transportation Department will not deny access to Regional roads as long as it can be shown that the proposed design will operate safely, conforms to our standards, meets with ROC planning objectives and follows the prescribed avenues for public scrutiny. Our position is that if it is the expressed desire of the Council of the City of Nepean to access Richmond Road at this point, Regional staff is committed to doing its best to accommodate these wishes which may result in acceptance or rejection of the proposed design at Regional Council. Extensive public consultation has taken place over the past two years which is summarized further in this report.

EXISTING CONDITIONS

Pedestrians

Asphalt sidewalks exist on the south side of Richmond Road, east and west of the proposed road connection, and on the east side of the Northside Road to Richmond Road on-ramp. Concrete sidewalks exist on the south side of Northside Road, east and west of the proposed road connection and on the south side of the Richmond Road to Northside Road off-ramp. Pedestrian volumes are in the range of 100 to 150 per day on the sidewalks adjacent to the proposed road connection.

Bicycles

Bicycle lanes are not provided on either side of Richmond Road in the vicinity of the proposed road connection. Richmond Road is designated as an on-road cycling facility in the Regional Transportation Master Plan Cycling Network. Bicycle volumes on Richmond Road adjacent to the proposed road connection are in the range of 100 to 150 per day.

Transit

Transit service is provided throughout the area by OC Transpo with a regularly-scheduled local route (Route 118) on Richmond Road and on Northside Road (Route 166). These routes operate at regular intervals with peak period routes (Route 179 and Route 69) operating along Richmond Road on typical headways.

Existing bus stops in the area of the proposed road connection are located on Richmond Road west of the intersection of Richmond Road and Stafford Road and on the Richmond Road to Northside Road off-ramp adjacent to the Larkspur Road (West)/Northside Road intersection.

Automobiles

Richmond Road (Regional Road 36) is a four-lane divided arterial road way with a posted speed of 60 km/hr adjacent to the proposed road connection. Current volumes are approximately 24,000 vehicles per day.

Northside Road is a 2-lane local road with a posted speed of 40 km/hr and current volumes of approximately 3,700 vehicles per day.

DESIGN PROPOSAL

Pedestrians

New concrete sidewalks will be constructed on the south side of Northside Road to replace the existing sidewalks which will have to be removed to accommodate the construction of proposed modifications to Northside Road. In addition, a concrete sidewalk will be constructed on the west side of the new road connection, between Northside Road and Richmond Road.

Currently, northbound and southbound pedestrians are restricted from crossing Richmond Road on the east side of the access to the Stafford Centre. With the proposed connection to Northside Road, this prohibition will be rescinded and a crosswalk will be provided to facilitate pedestrian crossings on the east of this intersection. The construction of a new connecting roadway will also require a crosswalk for east-west pedestrians on the south side of this intersection. At the intersection of Northside Road and the proposed road connection, a pedestrian crosswalk will be provided on the west side of the intersection. Curb depressions will be provided at the junctions of all sidewalks and crosswalks.

Bicycles

With a safe and convenient access to the new road connection via the Richmond Road/Stafford Centre Driveway/Northside Road Connection intersection mobility for cyclists in the area will be enhanced.

Transit

Transit service and accessibility will not change and will not be compromised by the proposed road connection. Flexibility will be provided for transit services to utilize the new road connection in future possible route modifications.

Automobiles

The conceptual design for the road connection between Richmond Road and Northside Road proposes the following geometric and operational changes to the existing signalized intersection on Richmond Road at the Stafford Centre Driveway:

1. the construction of a westbound left-turn lane and taper on Richmond Road;
2. revised lane markings on the southbound approach to the intersection to remove the dual left-turn lane and provide a left-turn lane, a through-lane and a right-turn lane;

3. the provision of a southerly leg to this intersection opposite the existing Stafford Centre access that will accommodate northbound left turns, and combined through and right-turn movements along with southbound movements from Richmond Road;
4. the removal of the existing northbound channelized right turn from Northside road to Richmond Road; and,
5. the prohibition of eastbound right-turning traffic at the intersection.

The following modifications to Northside Road are required to safely accommodate the proposed connection to Richmond Road:

1. the realignment of Northside Road further south;
2. the introduction of an all-way stop control at the Northside Road/Larkspur (West)/Richmond Road East Bound Off-Ramp intersection;
3. the restriction of traffic accessing Thorncliff (West) at Richmond Road, to southbound movements only; and,
4. the introduction of two-way stop control for eastbound and westbound movements at the Northside Road/Northside Road Connection intersection.

The above components of the conceptual design are illustrated in Annex B.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle from the Transportation Master Plan (TMP) is the provision of a travel modal hierarchy with the emphasis on walking, cycling and transit usage. This principle is reflected in the proposed intersection geometry of Richmond Road and the access to the Stafford Centre which increases the mobility options for pedestrians and cyclists alike by providing the following features:

1. the rescission of the north-south pedestrian prohibition on the east side of the intersection;
2. fully maintained, all season, sidewalks along the new connections which link pedestrians to the Northside Road area;
3. the removal of the existing northbound channelized right turn from Northside road to Richmond Road; and,
4. reduced corner radii in the south-west and south-east quadrants.

FINANCIAL COMMENT

Should Regional Council approve the proposed intersection and traffic signal modifications, the City of Nepean will be responsible for 100 percent of all the costs.

The following cost estimates, which have been developed by Cumming Cockburn Limited are at a conceptual stage and may vary after further analysis. These estimates relate to only the modifications identified in the Regional right-of-way and other associated road works and are provided solely for the information of Transportation Committee and Council:

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$165,000
Traffic Control Signal Modifications	\$ 50,000
Utilities	\$ 25,000
Engineering	\$ 25,000
Contingencies	\$ <u>25,000</u>
Total Cost Estimate (before GST)	\$ 290,000
GST @ 7%	\$ <u>20,300</u>
Total Cost Estimate (including GST)	\$ <u>310,300</u>

PUBLIC CONSULTATION

The following is a summary of the public consultation that has taken place concerning this proposed connection to Richmond Road. It should be noted that further opportunity for general public input on this proposal (Northside connection to Richmond Road) will be provided via the public hearing process.

- 23 November 1995 - Open House hosted by the Nepean Public Works Department (NPWD) at Bell's Corners Public School - presentation of initial concept plan.
- 30 May 1996 - Open House hosted by NPWD at Nepean Creative Arts Centre - presentation of study on development potential of area lands.
- 11 June 1996 - City of Nepean Public Works Committee (PWC) presentation on initial concept.
- 21 May 1997 - Public meeting hosted by NPWD at Bell High School - presentation of current concept.
- 03 November 1997 - Consultation meeting held by NPWD with resident groups opposed to the proposed connection.

- 28 January 1998 - Consultation meeting held by NPWD with resident groups opposed to the proposed connection.
- 14 April 1998 - PWC presentation of the current concept - approved by committee subject to reconsideration at the 05 May 1998 PWC meeting.
- 26 May 1998 - Concept approved by PWC.

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

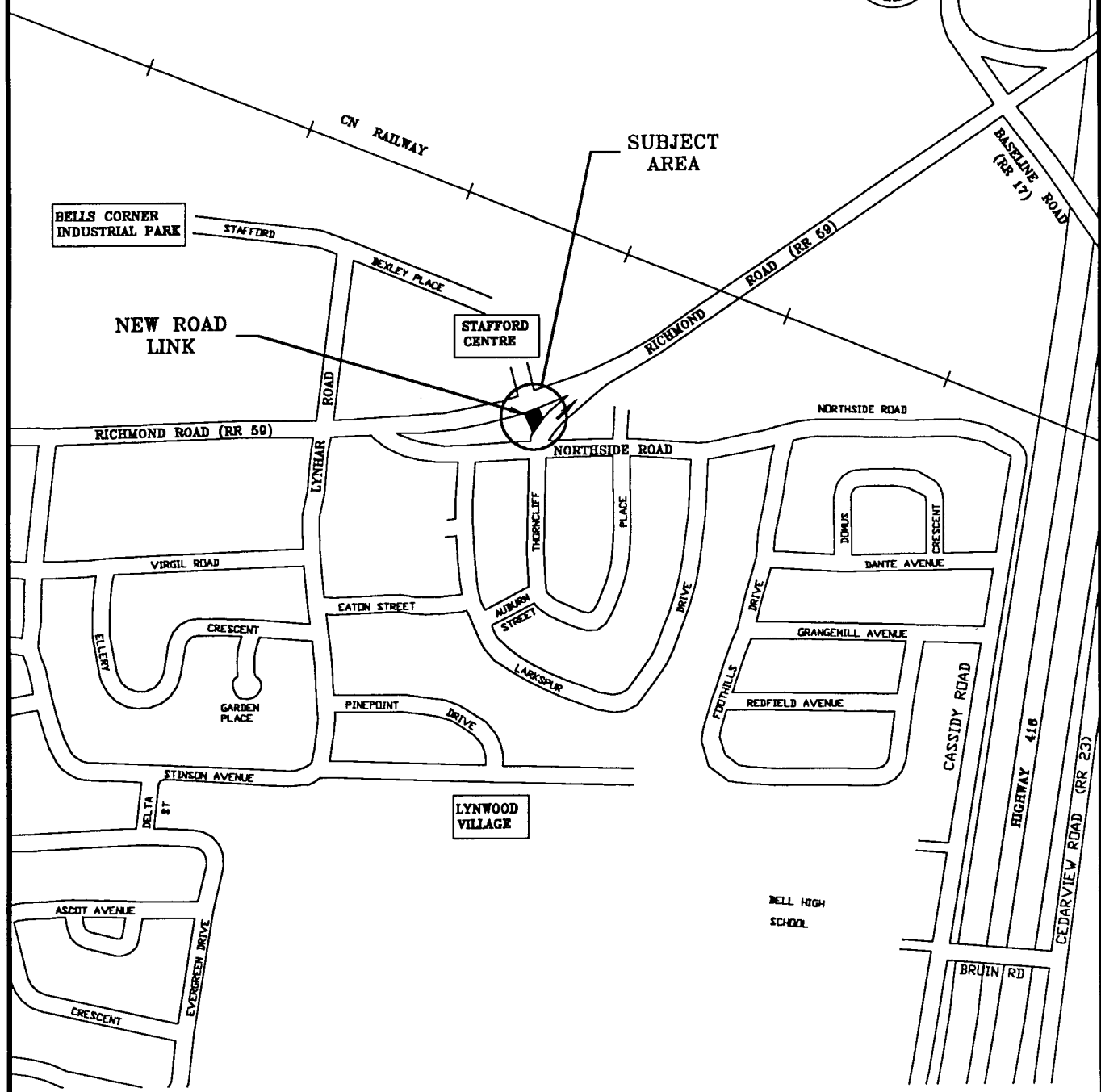
This report will be presented to the Regional Cycling Advisory Group (RCAG) at their meeting of 01 September 1998. Although this report is being considered by Transportation Committee on 02 September 1998, RCAG will have ample opportunity for input through the public hearing process should they have any concerns with any of the proposals in this report.

*Approved by Grant Malinsky on behalf of
Doug Brousseau*


WJ/

Attach. (2)

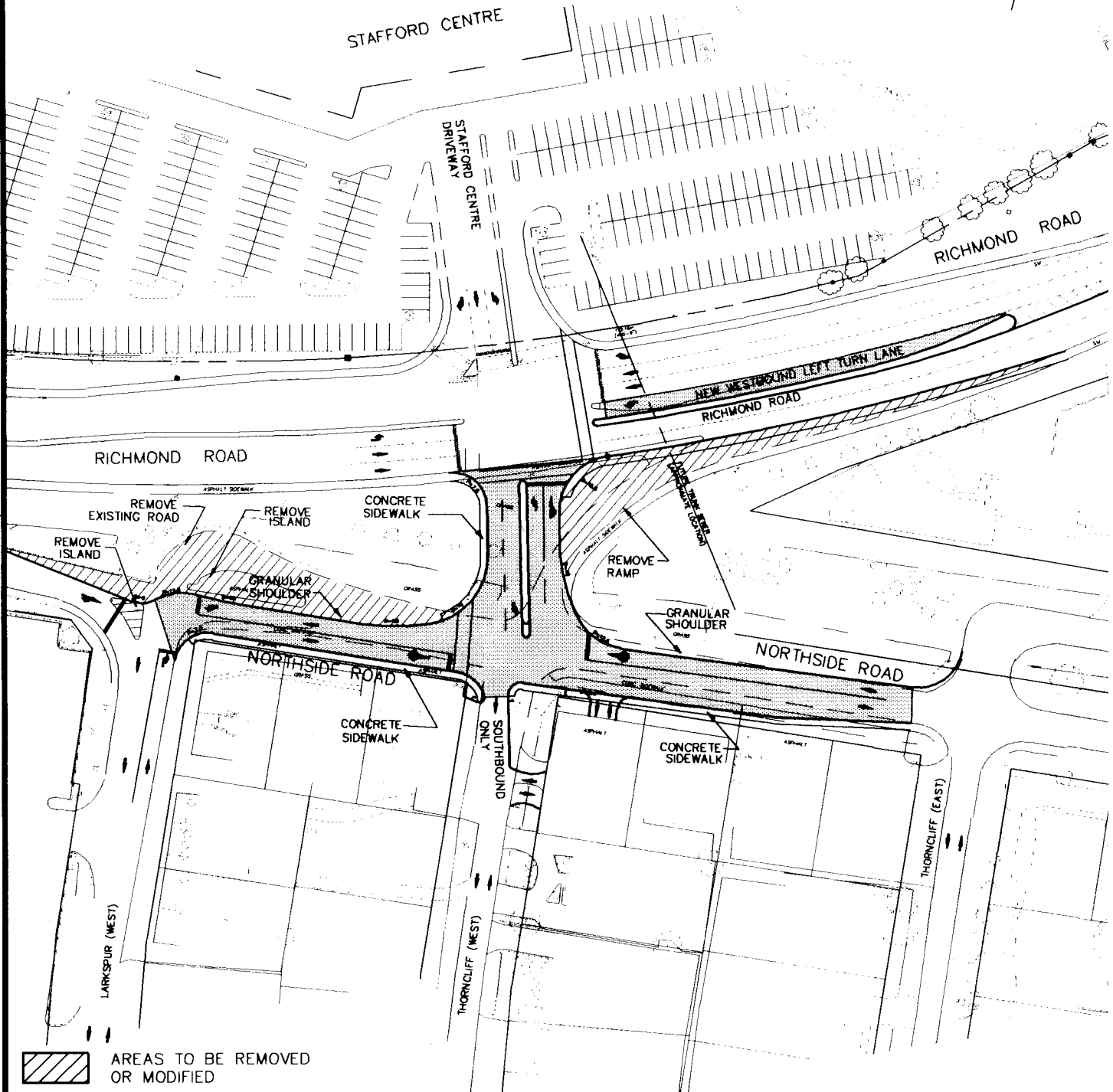
**ANNEX A
LOCATION PLAN**




**PROPOSED ROAD CONNECTION
NORTHSIDE ROAD TO RICHMOND ROAD
CITY OF NEPEAN**


 **Cumming Cockburn Limited**
Quality, Safety, Service, and Environmental Stewardship

ANNEX B
CONCEPTUAL DESIGN



 AREAS TO BE REMOVED OR MODIFIED

PROPOSED ROAD CONNECTION
NORTHSIDE ROAD TO RICHMOND ROAD
CITY OF NEPEAN

 **Cumming Cockburn Limited**
Consulting Engineers, Planners, and Environmental Scientists