

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 23-00-R013-B**
Your File/V/Réf.

DATE 16 March 2000

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **MODIFICATIONS TO GREENBANK ROAD (REGIONAL ROAD
13) FROM STRANDHERD DRIVE TO A POINT
APPROXIMATELY 380 M. NORTH OF STRANDHERD DRIVE
TO ACCOMMODATE THE PROPOSED DEVELOPMENT OF A
CANADIAN TIRE STORE**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve the installation of traffic control signals at the intersection of Greenbank Road and the Canadian Tire Site Access and the construction of associated roadway modifications on Greenbank Road from Strandherd Drive to a point approximately 380 m. north of Strandherd Drive as described in the report subject to the proponent, Canadian Tire Real Estate Limited:

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

BACKGROUND

Canadian Tire Real Estate Limited is in the process of seeking approval for the development of a vacant parcel of land located in the northeast quadrant of Greenbank Road and Strandherd Drive. A 7,430 m² store is proposed for this site that will comprise retail space, office/warehouse space, an auto service

centre, a gas bar and a garden centre. The remainder of the site will primarily consist of laneways, aisles, and landscaping to accommodate 407 parking spaces. Although this development will have driveways to both abutting roadways, the main access will be located at the northerly end of the site on Greenbank Road and will be controlled by traffic signals.

This proposed development is shown in an area context in Annex A.

EXISTING CONDITIONS

The land use in the surrounding area was, until recently, predominantly rural and is now a rapidly growing urban community with vacant parcels of land awaiting residential/commercial development. This change is reflected in the transition of this section of Greenbank Road, along the frontage of the proposed development, from a rural two-lane highway to a four-lane median divided roadway on its approach to Strandherd Drive. Annex B illustrates the existing roadway geometry along the frontage of this development site.

Pedestrians

Currently, there are no sidewalks on either side of Greenbank Road in this area except along the corners of the intersection with Strandherd Drive where an asphalt maintenance strip is provided. An approximate 3.0 m. wide recreational path exists along the west side of Greenbank Road, and it is maintained throughout the year.

Based on an eight-hour traffic volume survey carried out on a Tuesday in June 1999 at this intersection, pedestrian travel is very light along this section of Greenbank Road. During this time period, only four northbound/southbound pedestrians were detected travelling across Strandherd Drive on the east side of Greenbank Road while 33 pedestrians were counted crossing Strandherd Drive on the west side of Greenbank.

Pedestrian crossings are assisted at Greenbank Road and Strandherd Drive with the provision of push buttons that actuate a pedestrian phase in the traffic signal cycle.

Bicycles

This section of Greenbank Road is identified in the Transportation Master Plan as a route for on-road cycling facilities. The shoulders of the roadway have been paved to accommodate cycling.

As previously noted, along the west side of Greenbank Road, there is a marked asphalt recreational path that is maintained year round. Ditches and/or boulevards of varying width separate this pathway from the roadway travel lanes.

Over an eight-hour period, 20 cyclists were counted on Greenbank Road comprising 6 travelling northbound and 14 travelling southbound.

Transit

Currently regular transit service is provided along this section of Greenbank Road by Route # 173 operating at one-half hour headways. In addition, OC Transpo provides express peak period service on Greenbank Road and throughout this area with Route # 73.

The nearest bus stop to this site exists on the north side of Strandherd Drive immediately west of Greenbank Road.

Automobiles

As previously mentioned, Greenbank Road changes in cross-section from a two-lane rural highway to a four-lane, median divided roadway with the following lane arrangement on its northbound and southbound approach to Strandherd Drive:

1. one left-turn lane;
2. two through lanes; and,
3. one right-turn lane.

All right-turning traffic approaching this signalized intersection is separated from the other vehicular movements by channelizing islands.

The speed limit along this section of Greenbank Road is 60 km./h.

Traffic volume surveys carried out in June 1999, indicate that approximately 4,100 motorists comprising 2,200 southbound and 1,900 northbound travel along this section of Greenbank Road over an 8-hour period on weekdays. About 8% of the total vehicular volume consists of heavy trucks.

DESIGN PROPOSAL

Access to Greenbank Road from the proposed Canadian Tire Corporation store will be provided approximately 230 m north of Strandherd Drive at the extreme north end of the site. It is intended that this will be the main driveway to both the Canadian Tire site, and the major access to a future commercial development located immediately to the north. In view of this, the following modifications are proposed for Greenbank Road to accommodate future site traffic and background growth up to the horizon year of 2005.

Traffic Control Signal Installation

Traffic control signals are proposed for this driveway intersection with Greenbank Road. The projected Canadian Tire site volumes, by themselves, do not meet the Ministry of Transportation of Ontario (MTO) installation warrants at this time. It is anticipated that TCS will become numerically warranted at

this location when the commercial site immediately to the north is developed and the additional traffic from that site uses the driveway. TCS will enhance the safety of traffic egressing the site and pedestrians wishing to cross the road at this point.

Roadway Widening

A left-turn lane and a through lane will be constructed on the southbound approach to the access. On the northbound approach, two lanes will be provided consisting of a through lane and a combined through and right-turn lane.

North of this intersection, the right-hand through lane will be tapered to merge into the existing single northbound lane.

Pedestrians

An asphalt sidewalk will be constructed along the east side of Greenbank Road across the frontage of the site.

The TCS at the Canadian Tire Corporation driveway access will have push button actuation to assist in pedestrian crossings. A link will be constructed connecting the west-side recreational path to the signals. Audible pedestrian signals will also be installed.

Bicycles

The proposed road modifications will maintain the paved shoulders along this section of Greenbank Road. As previously mentioned, a link will be constructed connecting the recreation path to the site's main access at the time TCS are activated at this intersection.

With the provision of a northbound combined through and right-turn lane at the site's access, cyclists will not be exposed to motor vehicle traffic passing on both sides as they approach the intersection.

Transit

Current transit operations will not be affected by the proposed roadway modifications. As development proceeds in this area, transit service will be provided where demand warrants.

Automobiles

As previously described, the roadway modifications to Greenbank Road at the main Canadian Tire access include the construction of a southbound left-turn lane and a combined northbound through and right-turn lane. The access driveway will be comprised of two inbound lanes and two outbound lanes separated by a median.

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 east side of Greenbank Road across the frontage of the site conforms to 2.2.2., item 1 of the TMP.
2. In addition to the existing, fully maintained recreational path on the west side of Greenbank Road, Map 1 of the TMP identifies this roadway in this area for the provision of on-road cycling facilities. As mentioned earlier, the existing roadway maintains paved shoulders that are compatible with cycling activities; however, as yet, no marked bicycle lanes are provided. These paved shoulders will be maintained along this section of Greenbank Road.
3. The sidewalk construction will provide safe linkages to transit stops combined with the proposed connections from the recreational path to the TCS (when activated) and is considered a supportive measure which conforms to 2.4.1, item 3 of the TMP.

FINANCIAL COMMENTS

Should Regional Council approve the proposed roadway modifications to accommodate the proposed site development at the northeast corner of Greenbank Road and Strandherd Drive, Canadian Tire Real Estate Limited 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 roadway modifications and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$105,000.00
Traffic Control Signals	\$100,000.00
Engineering	\$ 20,000.00
Utilities	\$ 8,000.00
Contingencies	<u>\$ 20,000.00</u>
Total Cost before G.S.T	\$253,000.00

G.S.T. @ 7% \$ 18,000.00

TOTAL ESTIMATED COST \$271,000.00

CONSULTATION

Notice of the proposed Greenbank Road modifications to accommodate the development of the Canadian Tire Site has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun once a week for four consecutive weeks.

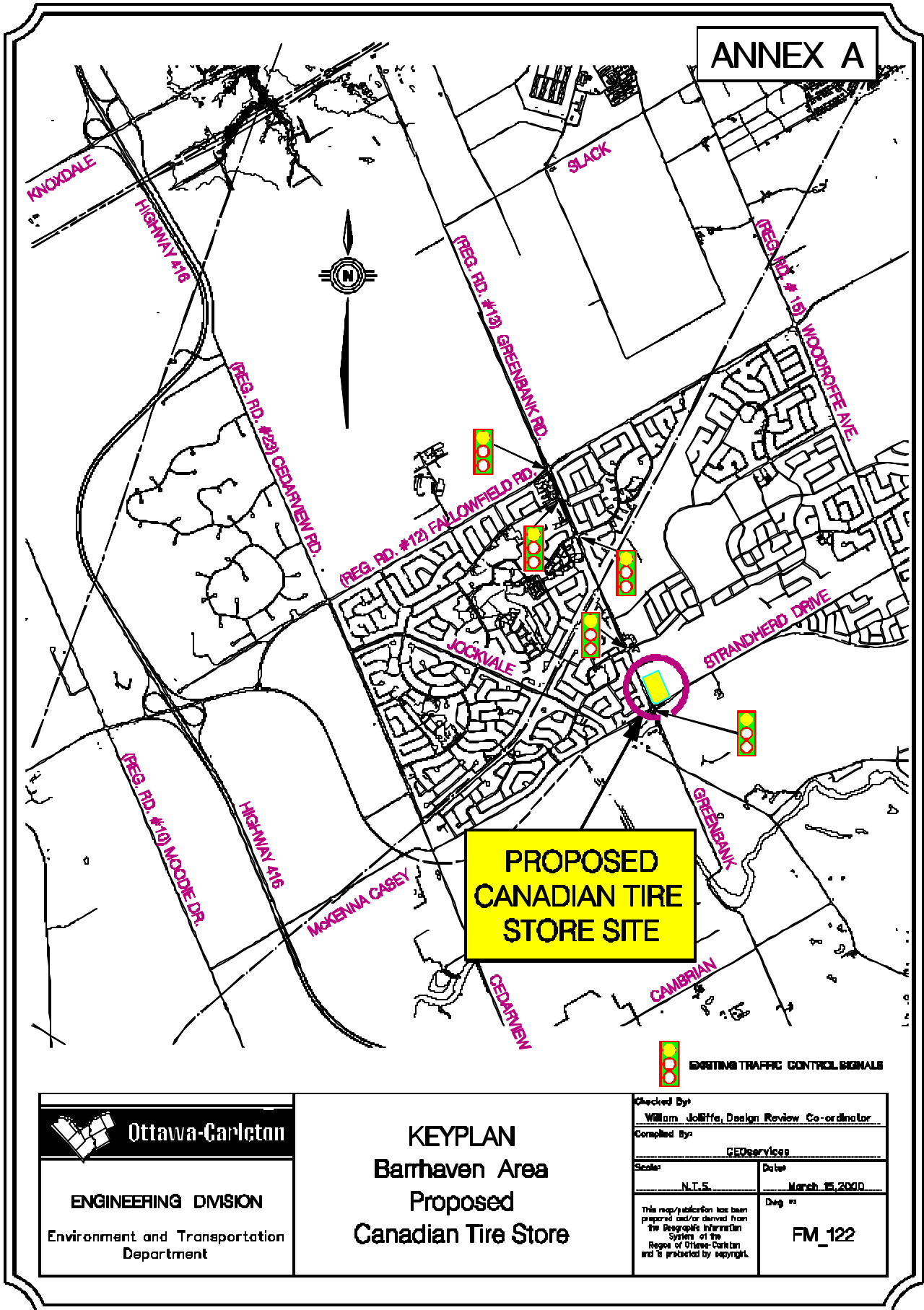
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

On 15 March 2000, a draft report containing a conceptual drawing of the proposed roadway modifications was directed to the Regional Cycling Advisory Group for their consideration. Staff has requested that their comments be made available for the Transportation Committee meeting.

*Approved by
Doug Brousseau*

WJ/gc


Attach. (3)



ANNEX A

**PROPOSED
CANADIAN TIRE
STORE SITE**

 EXISTING TRAFFIC CONTROL SIGNALS

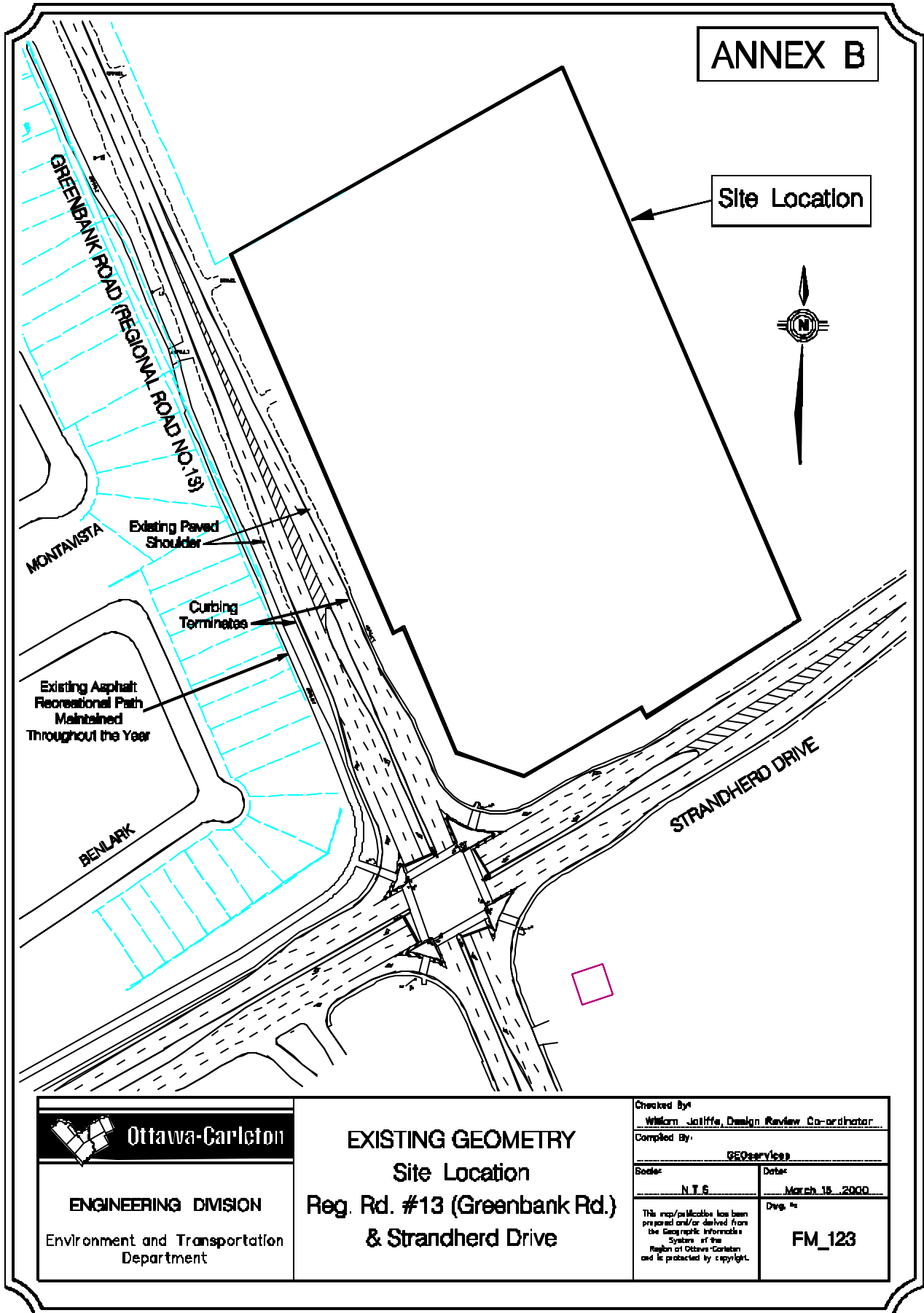
 **Ottawa-Carlton**


ENGINEERING DIVISION

Environment and Transportation
Department

KEYPLAN
Barrhaven Area
Proposed
Canadian Tire Store

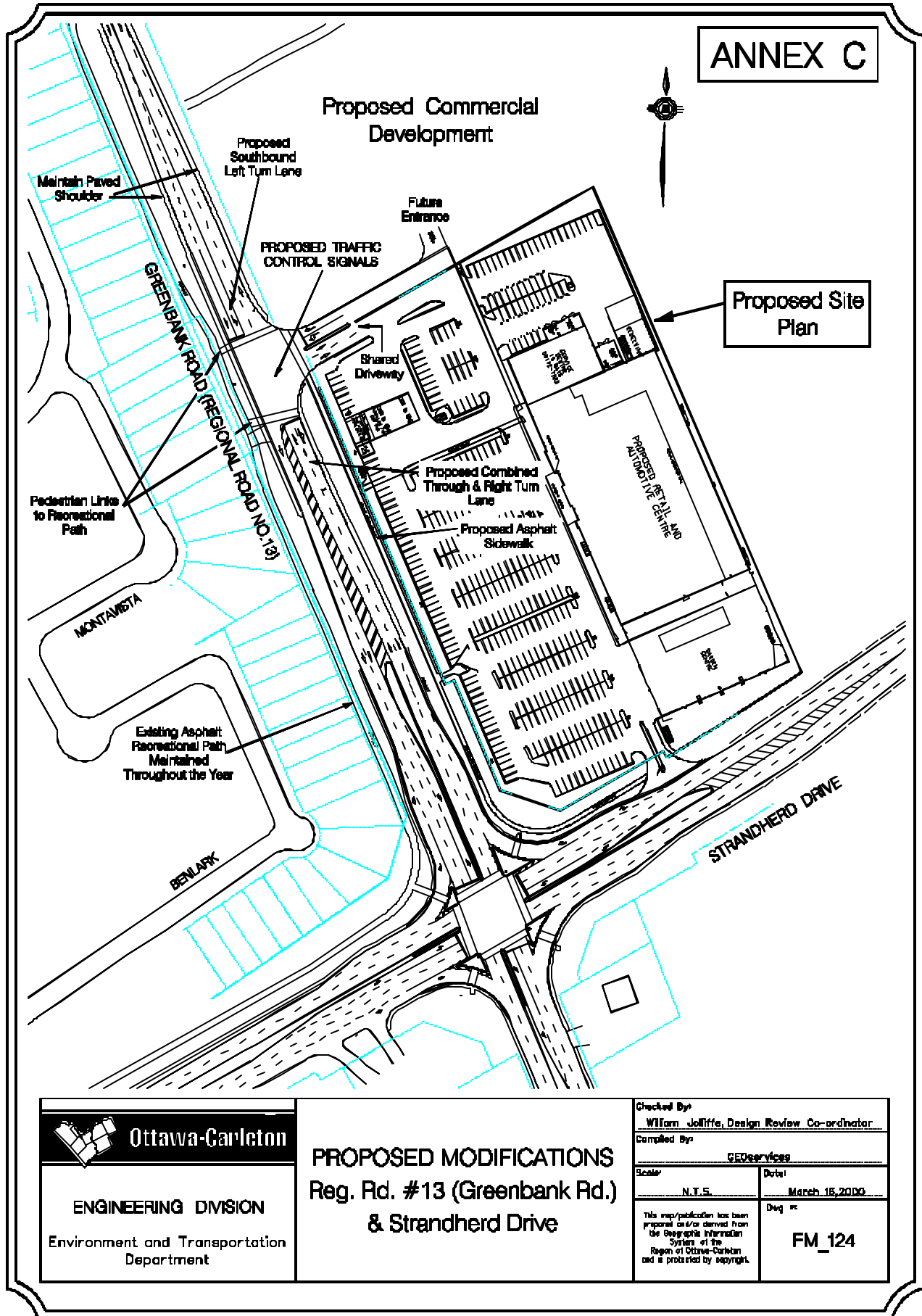
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 Ottawa-Carleton

EXISTING GEOMETRY
Site Location
Reg. Rd. #13 (Greenbank Rd.)
& Strandherd Drive

Checked By:	
William Joffe, Design Review Co-ordinator	
Compiled By:	
GEOservices	
Scale:	Date:
N.T.S.	March 18, 2000
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Ottawa-Carleton

ENGINEERING DIVISION

Environment and Transportation
Department

PROPOSED MODIFICATIONS
Reg. Rd. #13 (Greenbank Rd.)
& Strandherd Drive

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