

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

REPORT
RAPPORT

Our File/N/Réf. **25 23-97-R030**
Your File/V/Réf.

DATE 23 July 1997

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 CYRVILLE ROAD (REGIONAL ROAD 128) AND
STONEHENGE CRESCENT (WEST) TO ACCOMMODATE
THE PROPOSED TRINITY PLAZA**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council:

- 1. Approve the installation of traffic control signals at Innes Road and Stonehenge Crescent (west intersection) and the construction of the associated roadway modifications along Innes Road as illustrated in Annex B, subject to the owner, Trinity Development Group;**
 - a. funding the total cost of the proposed road works 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 approve 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.**

BACKGROUND

Trinity Development Group Inc. is currently developing a 46,500 square foot retail plaza and a 3000 square foot drive-through restaurant on the property located on the south side of Innes Road between Cyrville Road (Regional Road 128) and Stonehenge Crescent (west intersection). The site location, in an area context, is shown on Annex A.

The proposed development provides for four driveway connections to the adjacent roads comprised of two accesses off of Innes Road and two accesses off of Cyrville Road. A drawing showing the site plan, the proposed accesses to Innes Road and Cyrville Road, and the intended roadway modifications is provided in Annex B.

EXISTING CONDITIONS

Pedestrians

Sidewalks exist on both sides of Innes Road across the frontage of the site; however, no sidewalks are provided along the site's frontage on Cyrville Road. Pedestrian volumes recorded in June 1996 at Cyrville and Innes are very low.

Over an 11-hour period, 33 pedestrians were counted crossing Innes Road on the east side of Cyrville Road while during the same time period, 36 pedestrians crossed Cyrville Road on the south side of Innes Road.

Bicycles

Currently, cyclists share the curb lanes on Innes Road. Bicycle volumes recorded in June 1996 on Innes Road across the frontage of the site consist of 60 eastbound and 23 westbound cyclists over an 11-hour period. During the same time period, 6 northbound and 39 southbound cyclists were observed travelling on Cyrville Road approaching Innes Road.

Transit

There is currently full bus service on Innes Road.

Automobiles

Innes Road is a four-lane divided urban arterial roadway. Traffic volumes recorded in June 1996 indicate an Annual Average Daily Traffic (AADT) of 16,300 and 18,900 eastbound and westbound respectively across the frontage of the site. A concrete median, approximately 1.5 m in width, separates eastbound and westbound traffic and delineates back-to-back, left-turn lanes westbound at Cyrville Road and eastbound at Stonehenge Crescent. Traffic is controlled by signals at Innes and Cyrville; however, at Stonehenge Crescent and Innes, this current 'T' intersection is controlled by stop signs facing southbound traffic.

South of Innes Road, Cyrville Road consists of two southbound and two northbound lanes separated by a median stub 23 m in length. Approximately 50 m south of Innes Road, an access to the site is proposed which is located directly opposite the existing access to the Price Club Warehouse.

DESIGN PROPOSAL

Pedestrians

A sidewalk along the south side of Innes Road in front of the site will be maintained. In addition, a new sidewalk is proposed on the east side of Cyrville Road extending from Innes Road 50 m south to the site's access. Pedestrians will greatly benefit with the additional opportunity to safely cross Innes Road in this area if the installation of traffic control signals is approved at Innes Road and Stonehenge Crescent (west intersection).

Bicycles

Cyclists' safety and mobility in this area will benefit with the provision of a widened eastbound curb lane on Innes Road across the frontage of the site.

Transit

Transit service will not change with this proposal. Safety and accessibility to the bus stops on Innes Road adjacent to the site will be significantly improved with the proposed signalization of the westerly intersection of Innes Road and Stonehenge Crescent.

Automobiles

Trinity Development Group Incorporated, the owners of the site, requests the Transportation Committee approve the following proposed intersection and roadway modifications as illustrated in Annex B. In conjunction with these proposed geometric changes, the owner/developer also requests approval for the installation of traffic control signals at Innes Road and Stonehenge (west)/Trinity Access.

Innes Road and Cyrville Road

1. The northerly edge of the channelizing island in the southwest quadrant will be cut back to allow eastbound through movement which should induce the majority of eastbound motorists destined to the site to use the central access off of Innes Road instead of using the access off of Cyrville Road.
2. The northbound approach on Cyrville Road will be widened to four lanes consisting of two left-turn lanes, one through lane and one right-turn lane. This will improve the safety of the intersection by ensuring that the relatively high volume northbound right-turning traffic will not be impeded and thereby greatly reducing potential traffic conflicts at the site's northerly access to Cyrville Road.

Innes Road between Cyrville Road and Stonehenge Crescent

1. An additional eastbound lane will be constructed across the frontage of the site which will be of sufficient width to accommodate a shared use for bicycles and motor vehicles.

2. Approximately midway between Cyrville Road and the westerly intersection of Stonehenge Crescent a right-in/right-out driveway will be provided to further facilitate safe access to the Trinity Development.

Innes Road and Stonehenge Crescent (west intersection)

1. The southerly leg to this intersection will be formed by the most easterly access to the Trinity site. This access will consist of a northbound and southbound lane with simple corner radii of sufficient dimension to accommodate the turning path of a single unit truck (fire truck) without adjacent lane encroachment.
2. The median on Innes Road east side of the intersection will be modified to provide for a protected westbound left-turn lane.
3. Traffic control signals will be installed at this intersection.

FINANCIAL STATEMENT

Should Regional Council approve the proposed roadway modifications, traffic control signal installation and related works, the owner/developer, Trinity Development Group Incorporated, will be responsible for 100% of all costs. The owner/developer will also be responsible for the annual operation and maintenance costs of the proposed traffic control signals at the intersection of Innes Road and Stonehenge Crescent (west)/Trinity Access until such time as the Ministry of Transportation of Ontario traffic signal installation warrants are met and Regional Council approves the assumption of these costs.

COST ESTIMATE

The following cost estimates which have been developed by Novatech Engineering Consultants Limited are at a conceptual stage and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$120,000
Traffic Control Signals	\$100,000
Utilities	\$ 30,000
Engineering	\$ 19,500
<u>Contingencies</u>	<u>\$ 27,000</u>
TOTAL ESTIMATED COST	\$296,500

CONSULTATION

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

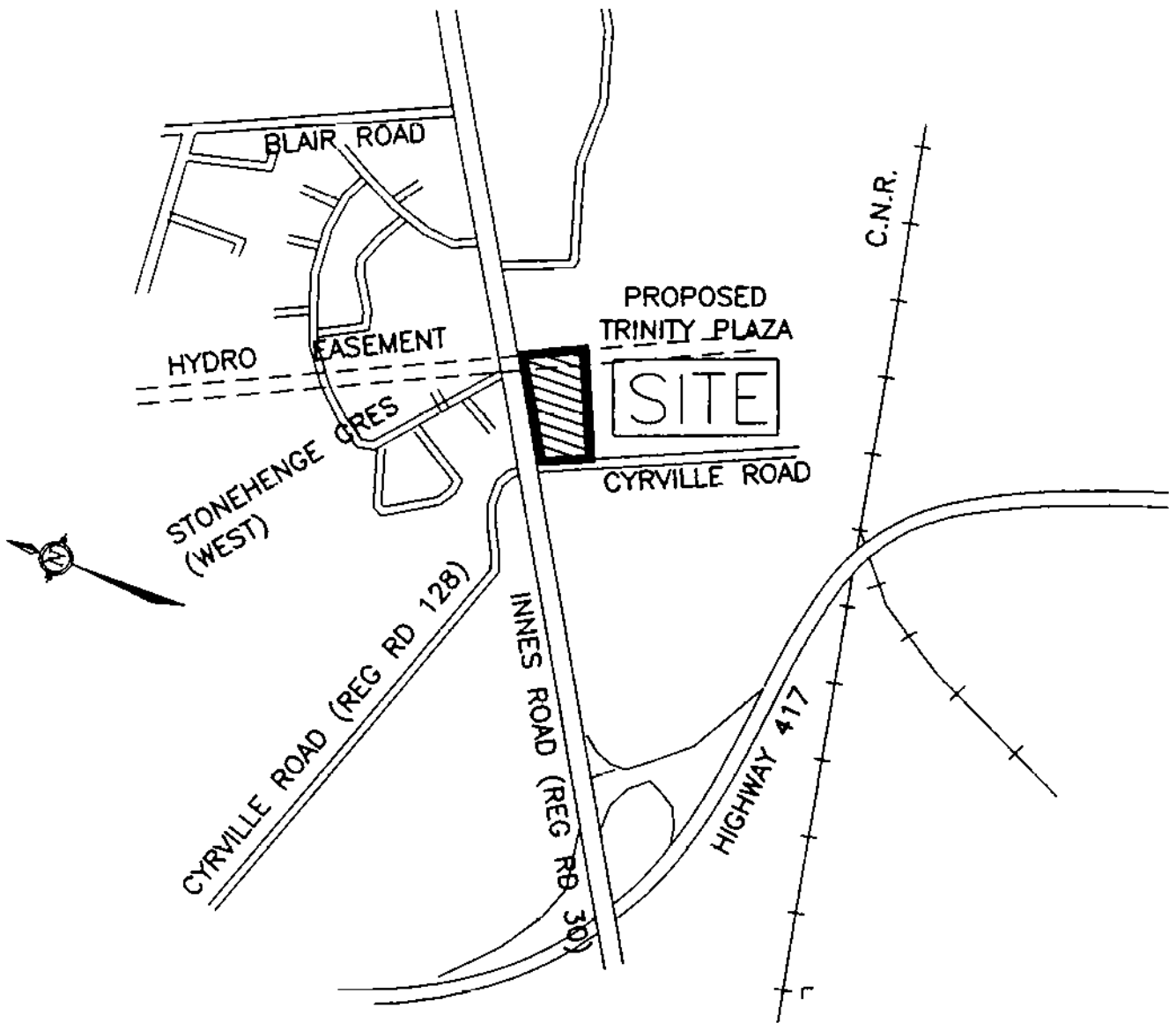
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

This report will be presented to the Regional Cycling Advisory Group (RCAG) at their meeting on 12 August 1997. Any concerns that they may have will be dealt with at the public hearing.

*Approved by
Doug Brousseau*

WJ/

Attach. (2)



TRINITY PLAZA
LOCATION PLAN

**Regional Municipality of
Ottawa - Carleton**
ENVIRONMENT AND TRANSPORTATION
DEPARTMENT

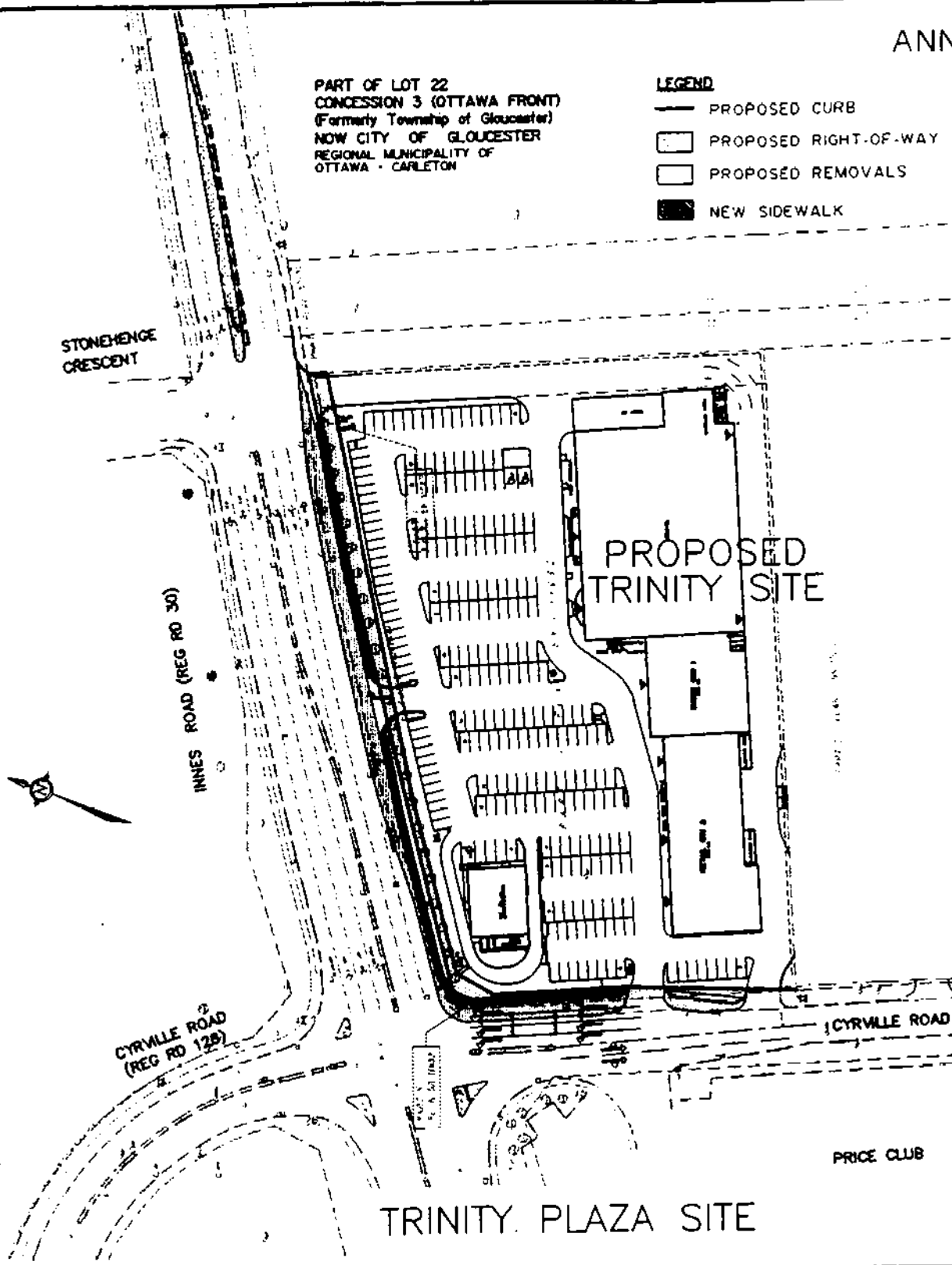
NOVATECH
ENGINEERING CONSULTANTS LTD.
OTTAWA, ONTARIO

ANNEX 'B'

PART OF LOT 22
CONCESSION 3 (OTTAWA FRONT)
(Formerly Township of Gloucester)
NOW CITY OF GLOUCESTER
REGIONAL MUNICIPALITY OF
OTTAWA - CARLETON

LEGEND

- PROPOSED CURB
- PROPOSED RIGHT-OF-WAY WIDENING
- PROPOSED REMOVALS
- NEW SIDEWALK



STONEHENGE
CRESCENT

INNES ROAD (REG RD 30)

CYRVILLE ROAD
(REG RD 128)

PROPOSED
TRINITY SITE

CYRVILLE ROAD

PRICE CLUB

TRINITY PLAZA SITE

**Regional Municipality of
Ottawa - Carleton**
ENVIRONMENT AND TRANSPORTATION
DEPARTMENT

NOVATECH
ENGINEERING CONSULTANTS LTD.
OTTAWA, ONTARIO