

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 23-00-R032-M
DATE	01 June 2000
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	ROADWAY MODIFICATIONS ON WEST HUNT CLUB ROAD - MERIVALE ROAD TO A POINT 255 M EAST - SPRINGCRESS DEVELOPMENT SITE

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve the construction of roadway modifications on West Hunt Club Road from Merivale Road to a point 255 m. east of Merivale Road subject to the proponent, Springcress Properties Incorporated:

- 1. funding the total cost of the roadway modifications plus any associated utility relocations, and;**
- 2. executing a legal agreement with respect to the above.**

BACKGROUND

Springcress Properties Incorporated is in the final stages of receiving site-plan approval for the development of a site in the City of Nepean located in the southeast quadrant of Merivale Road and West Hunt Club Road. This proposed development will consist of a combined gas bar/car wash/convenience store, a motorcycle sales and service facility, and a fast-food restaurant with a drive through for a combined, overall floor space of approximately 2720 m². Currently the westerly portion of this site is occupied by an existing restaurant served by a right-in only access on Merivale Road and a right-in/right-out access on West Hunt Club Road. With the proposed increase in the depth of the property, the Merivale Road access will be relocated 15 m. to the south which will enable right-out

manoeuvres as well. Access to West Hunt Club Road will also change. This is described in the following paragraphs.

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

EXISTING CONDITIONS

The predominant land use in the surrounding area is commercial with industrial uses further to the east and south. This proposed development site is located across from the major retail shopping centres of Costco/Price Club and Crossroads which are large traffic generators. The presence of these generators is reflected in the relatively high speed, arterial road design of West Hunt Club Road and Merivale Road that is required to accommodate traffic in this area. These are described in the following paragraphs.

West Hunt Club Road is a four-lane, median-divided, arterial roadway that maintains an 80 km/h. speed limit through this area. The following lane configuration is provided on its approaches to Merivale Road.

Eastbound:

- two left-turn lanes;
- one through lane; and,
- one combined right-turn and through lane.

Westbound:

- one left-turn lane;
- two through lanes; and,
- one combined through and right-turn lane.

A 60 km/h. speed limit is maintained on Merivale Road, also a four-lane, median-divided, roadway that provides the following lane configurations on its approaches to West Hunt Club Road.

Southbound:

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

Northbound:

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

This intersection is controlled by traffic signals; however, all the right turns are channelized and controlled by yield signs.

Annex B illustrates the existing roadway geometry along the frontage of the site.

Pedestrians

Sidewalks exist on both sides of West Hunt Club Road, east of Merivale Road and on both sides of Merivale Road, south of West Hunt Club Road.

Based on an eight-hour traffic volume survey recently carried out on a Friday in May 2000 at the intersection of West Hunt Club Road and Merivale Road, 29 pedestrians were observed crossing Merivale Road on the south side of the intersection and 18 pedestrians were observed crossing West Hunt Club Road on the east side of the intersection.

Pedestrian crossings are assisted at the intersection of West Hunt Club Road and Merivale Road with the provision of push buttons that actuate a pedestrian phase in the traffic signal cycle.

Bicycles

On-road cycling facilities have been identified in the Transportation Master Plan (TMP) for West Hunt Club Road throughout its length and for Merivale Road from West Hunt Club Road to its southerly terminus at Old Highway 16 (Regional Road 73).

Two metre wide bicycle lanes are provided on both sides of West Hunt Club Road, west of Merivale Road. On Merivale Road and on West Hunt Club Road east of Merivale Road, widened curb lanes have been provided to aid cyclist travel.

Over an eight-hour period in May 2000, 53 cyclists were recorded on Merivale Road comprised of 20 northbound and 33 southbound. Eastbound and westbound on West Hunt Club Road, 28 and six cyclists respectively were counted.

Transit

Transit service is provided to the area by OC Transpo with one "regular" route (Route 176 -operating on Merivale/West Hunt Club/Cleopatra) and two "peak period" routes (Route 116, north and south on Merivale Road, and Route 185 on Merivale Road/West Hunt Club Road) travelling on typical 30 minute headways. A special service route (serving JDS Uniphase at the South Merivale Business Park) during selected time periods operates on West Hunt Club Road west of Merivale Road. Existing bus stops are located on Merivale Road.

Automobiles

Traffic volumes recorded over an eight-hour period in May 2000 indicate a traffic volume on West Hunt Club Road of approximately 9,600 vehicles westbound and 9,200 vehicles eastbound on the section of road adjacent to the site.

Traffic volumes recorded over an eight-hour period in 1999 indicate a traffic volume on Merivale Road of approximately 7,800 vehicles northbound and 9,700 vehicles southbound on the section of road adjacent to the site.

DESIGN PROPOSAL

A median opening and left-turn lane is proposed on West Hunt Club Road approximately 200 m. east of Merivale Road to facilitate westbound traffic destined to the development. This opening will be designed specifically to prevent northbound left-turning traffic out of the site.

To aid eastbound traffic entering the site, the existing northbound-to-eastbound, right-turn/acceleration lane will be extended eastward across the frontage of the development along the south side of West Hunt Club Road. Parallel to this lane, a 2 m. cycling lane is also planned.

It is proposed that the site's existing right-in only access on Merivale Road be relocated adjacent to the southerly limit of the site and operate as a right-in/right-out driveway.

These proposed modifications are illustrated in Annex B.

Pedestrians

Current pedestrian operations will not be adversely affected by the proposed roadway modifications.

Bicycles

The 2 m. cycling lane on the south side of West Hunt Club Road that currently terminates immediately east of Merivale Road will be extended 250 m. across the frontage of the site as previously described.

Transit

Transit service and accessibility will not change and will not be compromised by the proposed modifications to serve the site.

Automobiles

As noted above, roadway modifications to West Hunt Club Road include the provision of a median opening and associated westbound left-turn lane approximately 200 m. east of Merivale Road opposite the proposed driveway. In addition, a roadway widening is planned on the south side of West Hunt Club Road that will include cycling and deceleration lanes across the frontage of the site.

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 extension of the eastbound cycling lane that conforms to 2.3.4, item 2 of the TMP.

FINANCIAL COMMENTS

Should Regional Council approve the above-noted proposed roadway modifications, Springcress Properties Incorporated will be responsible for 100% of the costs.

Cost Estimates

The following preliminary cost estimates, prepared by McLean Transportation Consultants Limited, 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	\$160,000
Engineering	\$ 15,000
Utilities/Contingencies	<u>\$ 20,000</u>
Total Cost before G.S.T.	\$195,000
G.S.T. @ 7%	<u>\$ 14,000</u>
TOTAL ESTIMATED COST	<u>\$209,000</u>

CONSULTATION

As required by the *Municipal Act of Ontario* regarding Public Hearings, a notice of the proposed West Hunt Club Road modifications has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun for four consecutive weeks.

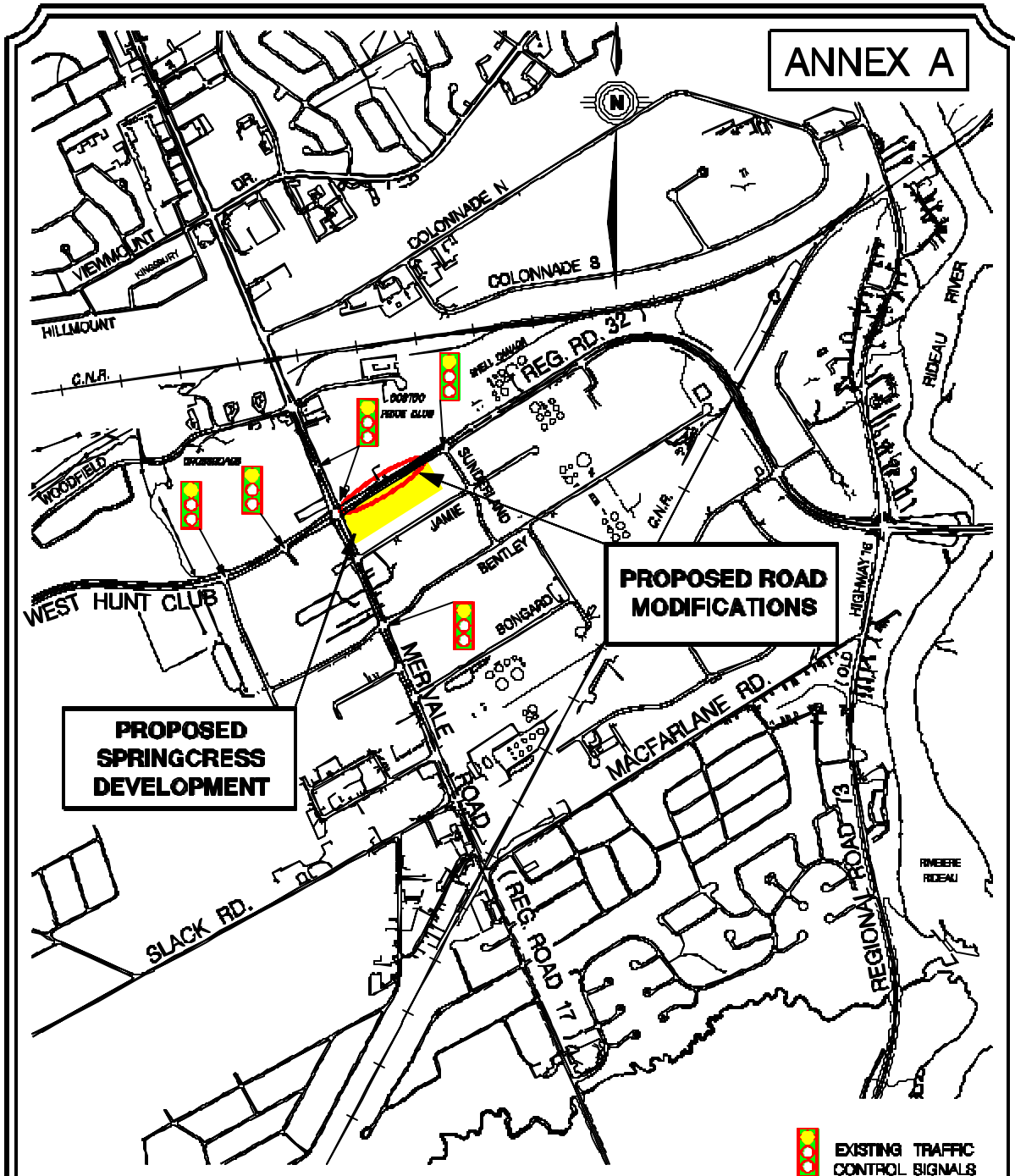
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

On 09 June 2000 a draft report containing a conceptual drawing of the proposed roadway modifications will be 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. (2)




ANNEX A

PROPOSED ROAD MODIFICATIONS

PROPOSED SPRINGCRESS DEVELOPMENT

 **EXISTING TRAFFIC CONTROL SIGNALS**

 **Ottawa-Carleton**

ENGINEERING DIVISION

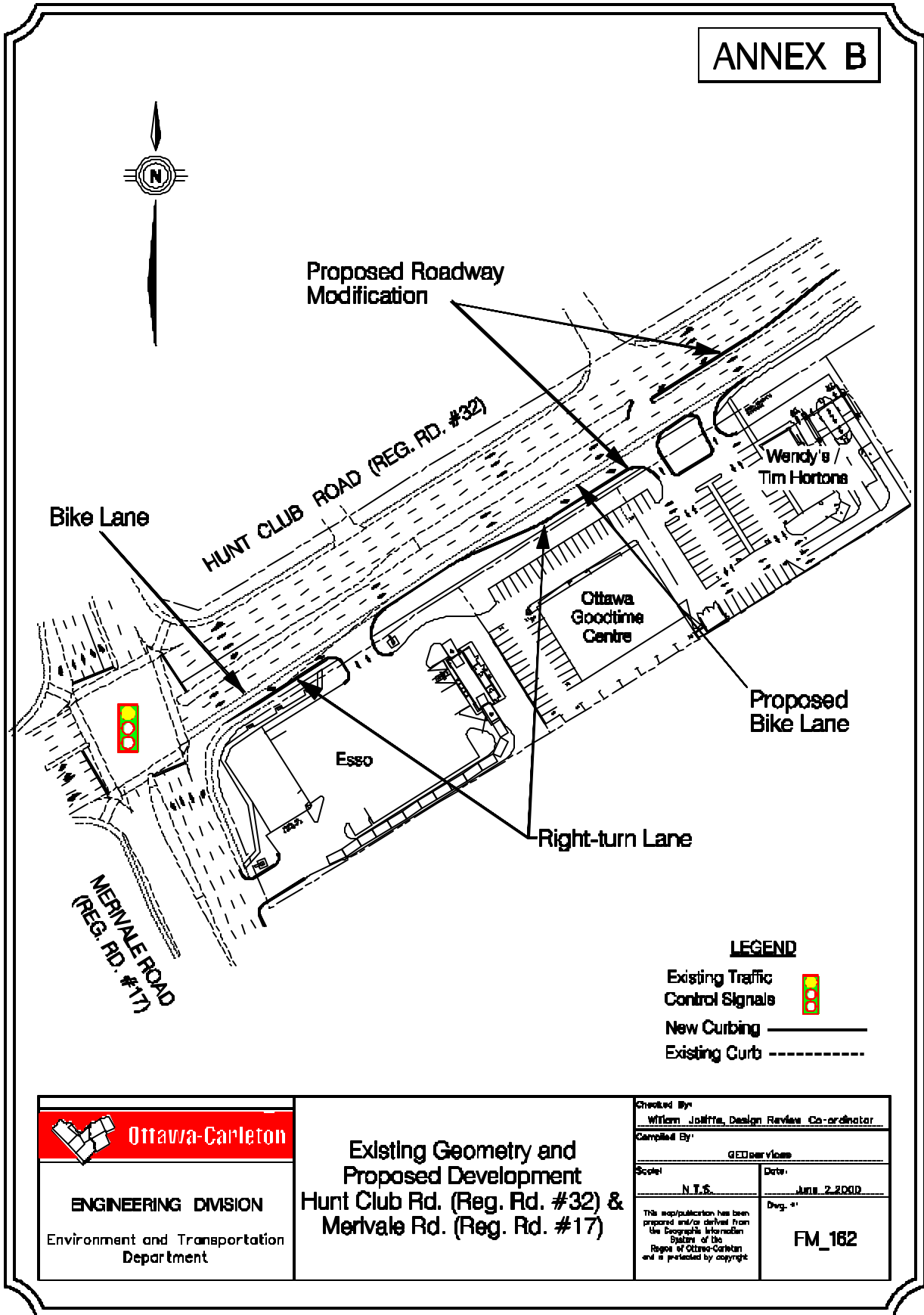
Environment and Transportation
Department

KEY PLAN

Proposed Road Modifications to
West Hunt Club Road (Reg. Road 32)
between Merivale Road (Reg. Road 17)
and a point 250m east to accommodate
Commercial Redevelopment

Checked By: Winters-Jeffs, Design Review Coordinator	
Completed By: DECE/avj	
Date: N.T.S.	Date: July 2, 2002
This specification has been prepared and checked for compliance with the System of the Region of Ottawa-Gatineau and is protected by copyright.	Dep. # FM_161

ANNEX B



Ottawa-Carleton

ENGINEERING DIVISION

Environment and Transportation
Department

**Existing Geometry and
Proposed Development**
Hunt Club Rd. (Reg. Rd. #32) &
Mervale Rd. (Reg. Rd. #17)

Checked By: William Joffe, Design Review Co-ordinator	
Compiled By: GED services	
Scale: N.T.S.	Date: June 2, 2000
This application has been prepared and/or derived from the Geographic Information System of the Region of Ottawa-Carleton and is protected by copyright.	
FM_162	