

2. MODIFICATIONS TO INDUSTRIAL AVENUE IMMEDIATELY WEST OF ST. LAURENT BOULEVARD TO ACCOMMODATE THE DEVELOPMENT AT 911 INDUSTRIAL - ADDENDUM REPORT

COMMITTEE RECOMMENDATION AS AMENDED

That Council approve that temporary access be limited to right-in/right-out only.

DOCUMENTATION

1. Director, Mobility Services and Corporate Fleet Services report dated 1 November 1999 is immediately attached.
2. Extract of Draft Minute, Transportation Committee, 1 March 2000, immediately follows the report and includes a record of the vote.

Our File/N/Réf. **50 23-99-R030-F**
Your File/V/Réf.

DATE 01 November 1999

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **MODIFICATIONS TO INDUSTRIAL AVENUE IMMEDIATELY
WEST OF ST. LAURENT BOULEVARD TO ACCOMMODATE
THE DEVELOPMENT AT 911 INDUSTRIAL AVENUE**

DEPARTMENTAL RECOMMENDATIONS

Having held a public hearing, that the Transportation Committee recommend Council approve the roadway modifications to Industrial Avenue, immediately west of St. Laurent Boulevard as described in the report and illustrated in Annex B, subject to the proponent, Malaway Investments Limited:

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

BACKGROUND

Malaway Investments Limited is developing a site located on the north side of Industrial Avenue immediately west of the intersection with St. Laurent Boulevard that will include at build-out, two separate independent fast food drive-through restaurants. The site location, in an area context, is shown on Annex A while, roadway modifications to accommodate the site plan for the proposed commercial development is illustrated in Annex B.

To facilitate safe operations for traffic accessing this site, an eastbound left-turn lane and the extension of the existing westbound right-turn acceleration lane/bus bay are proposed at the site access on Industrial Avenue. Details on these proposed roadway modifications are discussed further in this report.

EXISTING CONDITIONS

Industrial Avenue, in this area, is classified as a four-lane, urban, arterial roadway with a speed limit of 70 km/h. The roadway is median divided along the eastern portion of the site's frontage that transitions into an undivided cross-section further west on Industrial Avenue.

The proposed site access will utilize an existing break in the median that currently services an office tower building on the south side of Industrial Avenue.

Pedestrians

Although sidewalks are located on both sides of Industrial Avenue within the limits of the proposed commercial site development, pedestrian traffic is relatively light along the north side. From traffic surveys undertaken in July 1999 at the nearby intersection of Industrial Avenue and St. Laurent Boulevard it is estimated that over an 11-hour period, 30 pedestrians travel along the north side of Industrial Avenue in this area.

Bicycles

Industrial Avenue, from St. Laurent Boulevard to Coronation Avenue, is identified in the Regional Transportation Master Plan and the Official Plan as a roadway with an on-road cycling facility. Currently, no separate lanes for bicycles are provided on this portion of Industrial Avenue.

Bicycle volumes recorded at Industrial Avenue and St. Laurent Boulevard indicate that over an 11-hour period, 52 bicyclists travelled along the north side of Industrial Avenue while 36 bicyclists over the same period travelled along the south side of Industrial Avenue.

Transit

Industrial Avenue, within the limits of the proposed commercial development, is currently served by a regular #125 bus route. Peak period bus routes are not provided along Industrial Avenue.

St. Laurent Boulevard, immediately to the east of the proposed commercial development, is currently served by three regular bus routes (routes 85, 111 and 112). No peak period bus routes are provided along this section of St. Laurent Boulevard.

Automobiles

As previously mentioned, Industrial Avenue is a four-lane, urban arterial roadway that is median-divided along the eastern half of the site's frontage that transitions to an undivided roadway along the western half of the site. Traffic volumes recorded in July 1999 indicate an average daily volume of approximately 18,300 vehicles.

Morning peak hour volumes recorded in July 1999 total approximately 470 eastbound and 920 westbound vehicles per hour were recorded during the morning peak hours. Afternoon peak hour volumes are comprised of approximately 700 and 450 vehicles per hour travelling eastbound and westbound respectively.

DESIGN PROPOSAL

The following design features are intended to provide safe operations for traffic entering and exiting the site and to enhance cycling on this portion of Industrial Road:

1. the construction of an eastbound left-turn lane at the site's access on Industrial Road;
2. the extension of the existing westbound right-turn acceleration lane/bus bay to the site's access; and,
3. the provision of a bicycle lane along the site's frontage on the north side of Industrial Avenue.

These design proposals are illustrated in Annex B.

Pedestrians

Pedestrian mobility will be unchanged with the maintenance of the existing sidewalk along the north side of Industrial Avenue. Safe and convenient access to the site will be provided for pedestrians.

Bicycles

Safety for westbound cyclists on Industrial Road will be significantly enhanced with the introduction of a north-side bicycle lane across the frontage of the development site.

Transit

Transit service will not be affected by the proposed roadway modifications to accommodate the development of this site.

Automobiles

To maintain a safe standard for motorist ingress and egress at this site, the following roadway modifications are proposed:

1. the provision of exclusive eastbound left-turn lane; and,
2. the provision of a westbound right-turn deceleration lane.

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 continuation of a depressed sidewalk across the site access that will emphasize the pre-eminence of safe pedestrian right-of-way as defined in section 2.2.3 of the TMP; and,
2. The installation of a bicycle lane on the north side of Industrial Avenue across the frontage of the site which conforms to section 2.3.2 of the TMP.

FINANCIAL COMMENTS

Should Regional Council approve the proposed roadway modifications to accommodate the development of the site at 911 Industrial Avenue, Malaway Investments Limited will be responsible for 100% of the costs.

Cost Estimates

The following preliminary cost estimates, prepared by Novatech Engineering Consultants Ltd., 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	\$90,000.00
Engineering	\$10,000.00
Utilities	\$5,000.00
Contingencies	<u>\$5,000.00</u>
Total Cost before G.S.T	\$110,000.00
G.S.T. @ 7%	\$7,700.00
TOTAL ESTIMATED COST	<u>\$117,700.00</u>

CONSULTATION

Notice of the proposed roadway modifications to accommodate the development at 911 Industrial Avenue has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun for four consecutive weeks.

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

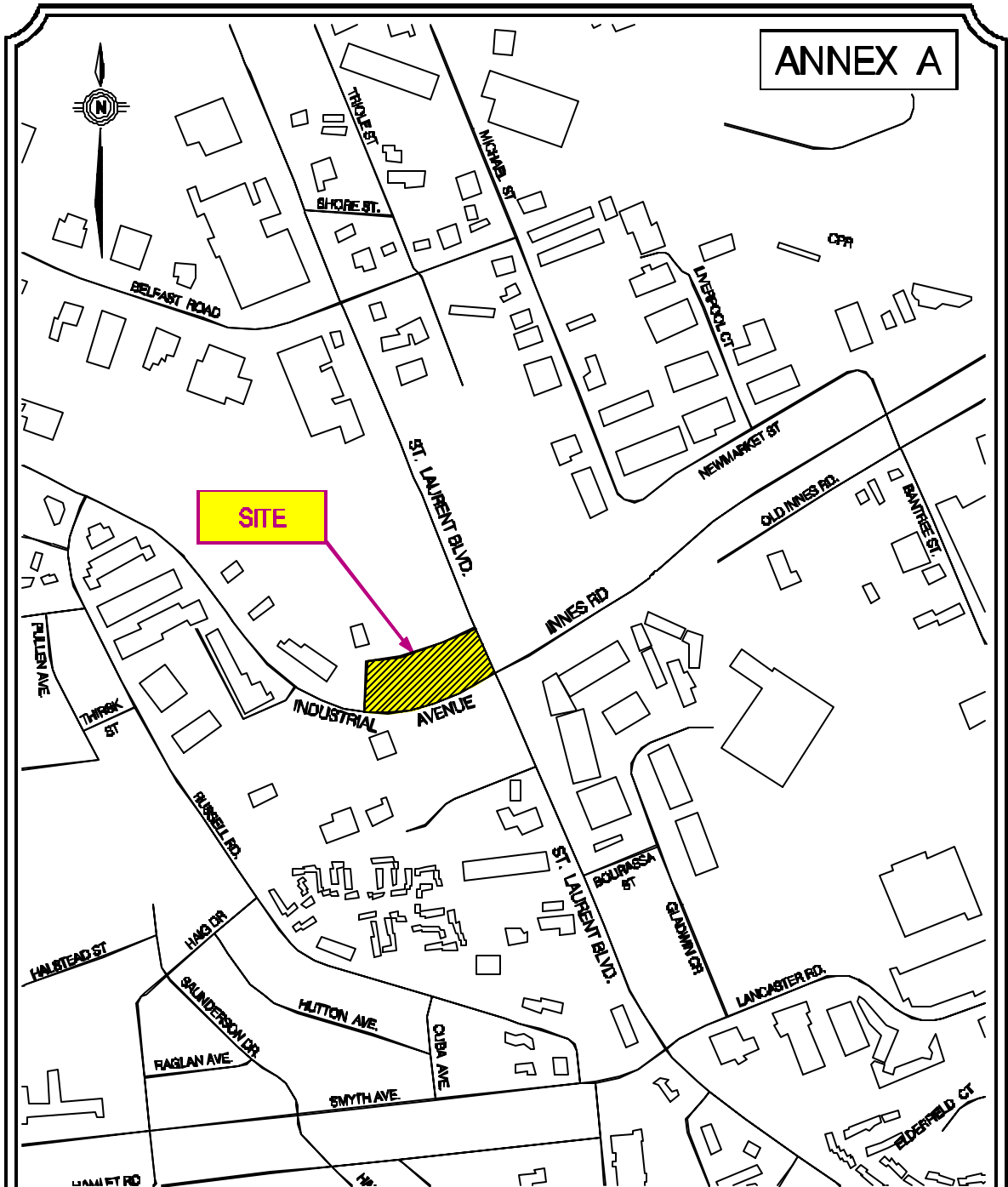

A draft conceptual drawing of the proposed roadway modifications was provided to the Regional Cycling Advisory Group for their meeting on 02 November 1999. Staff has requested that their comments be made available for the Transportation Committee meeting.

*Approved by
Doug Brousseau*

WJ/gc

Attach. (2)

ANNEX A

Ottawa-Carleton

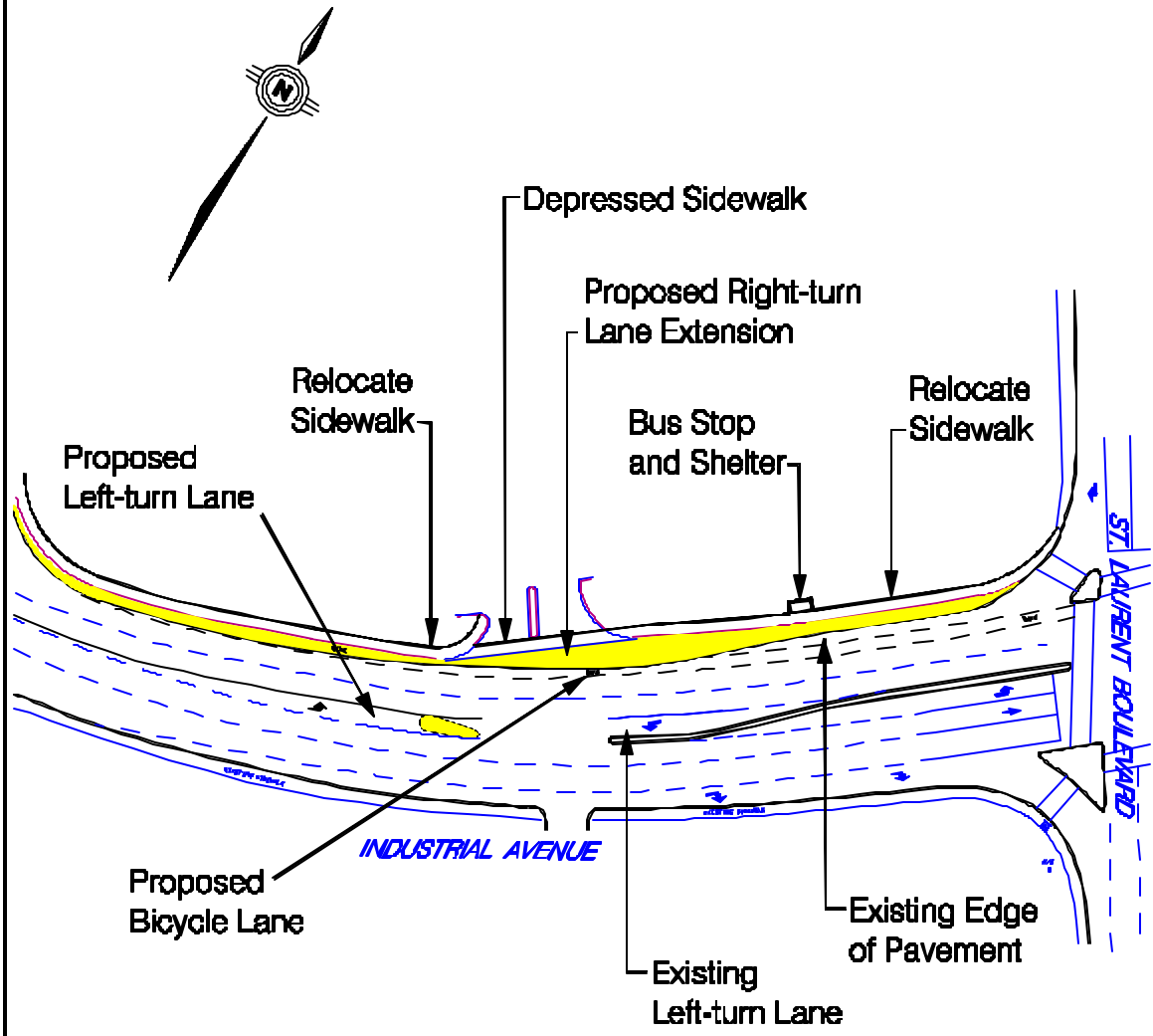
ENGINEERING DIVISION

Environment and Transportation
Department


**Industrial Avenue
Roadway Modifications
- Key Plan -**

Checked By: William J. Miller, Design Review Co-ordinator	
Compiled By: Cindy Hanna, Novatech Engineering	
Scale: N.T.S.	Date: October 29, 1999
<small>The map/publication has been prepared and/or derived from the Geographic Information Systems of the Region of Ottawa-Carleton and is protected by copyright.</small>	
FM_109	

ANNEX B



Removals

 <p>Ottawa-Carleton</p>
<p>ENGINEERING DIVISION</p> <p>Environment and Transportation Department</p>

**Proposed Modifications
to
Industrial Avenue**
 – Functional Engineering Design –

Checked By: William Joffe, Design Review Co-ordinator	
Completed By: Cindy Harris, Novatich Engineering	
Scale: N.T.S.	Date: October 28, 1999
<small>The map/plan/section has been prepared and/or derived from the Geographic Information System of the Region of Ottawa-Carleton and is protected by copyright.</small>	
Draw #: FM_110	

PUBLIC HEARINGS

3. MODIFICATIONS TO INDUSTRIAL AVENUE IMMEDIATELY WEST OF ST. LAURENT BOULEVARD TO ACCOMMODATE THE DEVELOPMENT AT 911 INDUSTRIAL AVENUE

- Director Mobility Services and Corporate Fleet Services report dated 1 Nov 99

Councillor Legendre made reference to the fact the report referred to the westbound right-turn acceleration lane also as a bus bay, even though at a previous committee meeting dealing with the removal of bus bays on Baseline Road, staff explained these lanes are not to be used for that function. John Fraser, Senior Review Engineer explained that in this situation, the lane functions as an acceleration lane when a bus is not there. The example provided by the councillor was not a channelized turning lane, as it is in this case, and Baseline Road was an existing condition, whereas this is a new entrance into a development.

In light of the fact this is one of the worst intersections in the Region, Councillor Cantin found it difficult to believe that a new development has been approved, which will bring in two fast-food restaurants, with drive-thrus. He opined that the intersection will undoubtedly fail under the strain of the additional traffic volumes generated. D. Brousseau advised that staff are asked to provide access to the Regional road once the development occurs and their job is to try and enhance safety to and from the site. In response to the councillor's concern about additional traffic being attracted to this site, J. Fraser explained that a lot of the drive-through traffic is already on the road and therefore did not believe the development will generate new traffic.

When he discovered that left turns would be permitted out of the site, Councillor Cantin expressed his concern about the traffic that would be added to the already congested intersection and suggested staff examine this in more detail prior to the report being brought forward to Council. He added that there is a bank situated across the street and with the current congestion, it is nearly impossible to leave that site during peak periods. He proposed that egress be limited to right-turn out movements only during the peak hours.

When the committee learned there was no time constraint on this project, it was suggested the item be referred to staff with a request that they report back on the impact this development will have on the intersection, with the possibility of limiting turns out of the development during peak periods. It was asked that the report include comments from OC Transpo as well as those of the Transit Priority Task Force with respect to the bus bay. Councillor McGoldrick-Larsen added that she would like to see a response from police also.

Having held a public hearing, that the Transportation Committee recommend Council approve the roadway modifications to Industrial Avenue, immediately west of St Laurent Boulevard as described in the report and illustrated in Annex B, subject to the proponent, Malaway Investments Limited:

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

REFERRED TO STAFF

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 23-00-R030-F**
Your File/V/Réf.

DATE 11 February 2000

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **MODIFICATIONS TO INDUSTRIAL AVENUE IMMEDIATELY
WEST OF ST. LAURENT BOULEVARD TO ACCOMMODATE
THE DEVELOPMENT AT 911 INDUSTRIAL AVENUE -
ADDENDUM REPORT**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve the modifications to Industrial Avenue as presented at the public hearing for this proposal at its meeting on 30 November 1999.

STAFF RESPONSE TO COMMITTEE DIRECTION

At its meeting on 01 December 1999, Transportation Committee, after consideration of the proposed modifications to Industrial Avenue immediately west of St. Laurent Boulevard to accommodate the development at 911 Industrial Avenue, directed staff to comment on several issues. These issues and the staff response are outlined below.

Level of Service (LoS) at Innes Road/Industrial Avenue and St. Laurent Boulevard

Traffic volumes that this development will generate brought into question whether the nearby intersection of Innes Road/Industrial Avenue and St. Laurent Boulevard would fail from the burden of this extra traffic.

Currently, the intersection of Innes Road/Industrial Avenue and St. Laurent Boulevard operates at a satisfactory level of service (LoS E) during the a.m. and p.m. peak hours. The main factor in

determining whether this intersection fails is in its ability to service the heavy westbound approach volume.

In this regard, based on the directional distribution of traffic, 25% of the estimated 145 vehicles projected to enter the site during the p.m. peak hour would be coming from the east and another 40% would be approaching from the south. This means that during this hour, of the total westbound straight and northbound left-turning motorists at this intersection, approximately 100 are travelling to this site. Of these 100 motorists, 45% are considered to be “pass-by” traffic; that is to say, traffic that is already turning left to travel to its prime destination and would be on the roadway in any case.

It is estimated that a combined total of approximately 55 westbound through and northbound left-turning vehicles are added to the current peak-hour volume and that would equate to about one vehicle on each of these approaches for every signal cycle. Considering the relatively minor volume of added northbound left-turning traffic, the current LoS at this intersection will not be affected to any noticeable degree.

Investigation of Site Access Peak Hour Left-turn Restrictions

Staff were requested to review the operation of the existing driveway situated on the south side of Industrial Avenue immediately opposite the proposed site access to determine if peak-hour left-turn restrictions should be considered for this location.

On 02 February 2000, the existing access was surveyed during the peak-hour periods (7:00 a.m. to 9:00 a.m. and 15:30 p.m. to 17:30 p.m.). The following are the results of this survey:

1. Over the above-noted four-hour period, 66 motorists were using this driveway of which 33 were entering and 33 were exiting.
2. The visibility conditions for these northbound motorists exiting the site are excellent.
3. The maximum delay observed for a northbound left-turning motorist before safely proceeding was 20 seconds. For northbound right-turning motorists, the maximum observed delay was 45 seconds.

From 01 January 1995 to 31 December 1997 (three years) four collisions were reported on Industrial Avenue that were associated with this driveway. Of these collisions, three involved westbound left-turning vehicles into the site of which two occurred during the p.m. peak period. It should be emphasized that no accidents involved, either directly or indirectly, any northbound motorist exiting the site.

In view of the results of the traffic survey and the three-year accident experience at this location, it is advised that no action be taken at this time with regard to turn restrictions at the existing or the proposed accesses. Staff will monitor the operation of this location after the construction of the proposed modifications and if problems develop that are associated with these accesses, appropriate action will be taken.

Comments from OC Transpo and the Transit Priority Task Force

The proposed extension of the westbound auxiliary lane that would terminate at the development site access brought into question the affects that this modification would have on the existing bus bay. It was requested that comments be provided from OC Transpo as well as those from the Transit Priority Task Force.

A copy of the report and the Extract of Draft Minute was sent to staff at OC Transpo attached to a request for their comments. After reviewing the documents, OC Transpo staff had no negative comment. The request and accompanying material was then forwarded to the Transit Priority Projects Manager for a response. The following has been excerpted from the Transit Priority Projects Manager's comments which summarizes their position on this matter.

“Since the auxiliary lane will provide longer space for buses to accelerate and merge into the westbound through lane, bus operation will not be affected adversely with this modification.”

Comments from the Ottawa-Carleton Regional Police Service

It was further requested by Committee that a response from the Ottawa-Carleton Police Service be provided regarding these proposed roadway modifications.

Staff met with Sergeant Doug Kirkland on 13 January 2000 to discuss the proposed modifications to Industrial Avenue. Following a review of the 1995 to 1997 collision experience on this section of Industrial Road, it was agreed that the safest location to access this site is as shown in Annex B of the 01 December 1999 report. It was pointed out that traffic operations at this location will be monitored and, as previously mentioned, should problems arise appropriate action will be taken at that time.

*Approved by
Doug Brousseau*

WJ/gc

2. MODIFICATIONS TO INDUSTRIAL AVENUE IMMEDIATELY WEST OF ST. LAURENT BOULEVARD TO ACCOMMODATE THE DEVELOPMENT AT 911 INDUSTRIAL - ADDENDUM REPORT
 - Director, Mobility Services and Corporate Fleet Services report dated 1 Nov 99
 - Addendum to report dated 11 Feb 00

Councillor Legendre noted the reference to the level of service (LoS) in the report, but recalled that during consideration of the Regional Official Plan and the Transportation Master Plan, it was agreed there would be more emphasis on something other than LoS and the only measure used was to be by counting people. He was unable to find the reference in either of those documents and suggested it might be in one of the many subsidiary documents related to them. Doug Brousseau, Director of Mobility Services clarified that one of those many documents speaks to the issue of traffic system management and this deals with total person delay as well as vehicle capacity ratio. He added that the LoS referred to in the report relates to the traffic control signals and how well they will operate at this location. The councillor simply wanted to remind staff of the standard adopted by Council and hoped future reports would be written accordingly.

Councillor Bellemare asked whether the collision statistics from 1998 to 1999 were available and staff agreed to provide the councillor with a copy, noting they would probably be very similar to those recorded between 1995 and 1997. The councillor made note of the fact there are already a number of conflicts in this area, which he believed would only multiply if committee approved the modifications. In response to a question posed by the councillor, staff advised that northbound vehicles exiting the development (a bank) on the opposite side of Industrial Avenue would be permitted to drive straight across into the driveway of the new development; motorists travelling in the southbound direction and exiting the new development would be allowed to make the same movement. Staff provided an overhead drawing of the proposed roadway modifications and the various turning movements that exist and would exist once the development is complete. Councillor Bellemare believed that with the variety of movements at this location, it would appear to be very dangerous, especially considering the number of lanes involved. D. Brousseau agreed there is potential for conflict, but noted there are not a lot of motorists at this location now.

Councillor Bellemare questioned whether traffic control signals would be installed at the entrance to the new development and D. Brousseau confirmed it would be an uncontrolled access, although the westbound turning lane does provide some storage capacity. He explained that staff have to determine the safest way to provide access to ensure the road functions and while they cannot deny access to the Regional road (Industrial Avenue), they do have the ability

to limit access to right-in and right-out only. Part of the challenge for staff is to help make this a viable business and it is intended that this entrance be monitored to see if problems occur.

Councillor Bellemare questioned whether extending the median across the entrance was an option and D. Brousseau advised this would make it difficult for the businesses across the road which have enjoyed full access. It was further added that there is no alternative access for this business and it would become landlocked without access to the Regional road.

The councillor questioned who would be financially responsible for making the corrections at this location if it becomes problematic and was advised by staff that the Region would pay, unless another development comes along that provides an opportunity to address those problems. While he understood staff's position on this matter and taking into account the Region's responsibility to provide access to a business on this road, the councillor indicated he would dissent on the staff recommendation.

Councillor Cantin was also concerned about the access and egress from this site, especially since it is 100 metres away from the intersection of St. Laurent Boulevard. He questioned whether there could be a proviso added to the agreement for the modifications, that should collisions become unreasonable, the developer be responsible for paying for the closure of the median. D. Brousseau advised that committee's decision is how to serve the business needs at what might be considerable risk. The councillor then suggested that the developer be asked to install traffic control signals and D. Brousseau explained that staff had not examined that option and therefore did not know if it would be viable. Councillor Cantin noted there will be two fast-food restaurants built at this site and questioned what the projected traffic counts would be when they are opened. The Project Manager, Bill Jolliffe, indicated that 145 vehicles are anticipated to exit this site during the p.m. peak hour. The councillor proposed the following:

That the entrance to the site be moved west as far as possible from St. Laurent and that the developer agrees to the installation of traffic control signals at their cost.

Councillor Bellemare noted that the intersection of St. Laurent and Industrial operates at LoS E during the a.m. and p.m. peak hours, although the map provided today by staff indicates that it operates at LoS F. Staff confirmed the level of service should be "F". With respect to the aforementioned Motion, the councillor believed these were two possibilities the committee needs further information on and suggested the report and the Motion be referred to staff for consideration. B. Jolliffe advised that staff have already addressed the option of moving the entrance further west, but such consideration did not include the provision of signals. He added

that approval of the roadway modifications is on the basis of further investigation to see how it functions and if there are problems, staff would provide certain measures to mitigate those, which may include traffic control signals. The Director believed it would probably take another month to look at the situation as suggested by the Motion.

Councillor Bellemare did not like the idea of moving ahead on this on a trial and error basis and proposed that committee refer the report and the Motion back to staff for further information.

Councillor Cantin believed the basis for referral is flawed, noting staff have already advised that the entrance is too close to the intersection to be considered for the installation of traffic control signals. He urged committee members to support his direction to staff to negotiate with the developer.

Moved by M. Bellemare

That the report and the following Motion be referred to staff for review and a report back:

That the entrance to the site be moved west as far as possible from St. Laurent and that the developer agrees to the installation of traffic control signals at their cost.

CARRIED

YEAS: M. Bellemare, W. Byrne, L. Davis, C. Doucet, H. Kreling, J. Legendre,
M. Meilleur....7

NAYS:R. Cantin, D. Holmes....2

The Director asked whether committee would approve temporary access to this development site. When questioned what the legal ramifications were, the Solicitor advised that the committee can choose to deny access until it is satisfied it is safe. Councillor Bellemare therefore proposed that no access be provided.

Councillor Cantin questioned whether that Motion could be amended to say “until staff come to an agreement with the developer”. What ensued was a brief discussion about the length of time involved before staff could report back and based on the fact there may be a lengthy time delay, Councillor Bellemare agreed to withdraw his Motion. Instead, he recommend that committee approve that temporary access be permitted, but restricted to right-in and right-out movements only.

Extract of Draft Minute
Transportation Committee
1 March 2000

Moved by M. Bellemare

That temporary access be limited to right-in/right-out only.

CARRIED
(D. Holmes dissented)

The Solicitor later confirmed with the Co-ordinator that only the above-noted Motion has to go forward to Council because the prior Motion speaks to referral.