

4. MARCH ROAD RECONSTRUCTION - PHASE II SOLANDT TO KLONDIKE ROAD - ACCESS TO 525 MARCH ROAD
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**COMMITTEE RECOMMENDATION**

**That Council receive this report for information.**

**DOCUMENTATION**

1. Director, Engineering Division report dated 8 April 98 is immediately attached.
2. Extract of Minute, Transportation Committee 20 May 98 immediately follows the report and includes a record of the vote.

REGIONAL MUNICIPALITY OF OTTAWA CARLETON  
 MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT  
RAPPORT

Our File/N/Réf.           **50 12-98-R049**  
 Your File/V/Réf.

DATE                        8 April 1998

TO/DEST.                 Co-ordinator Transportation Committee

FROM/EXP.                Director, Engineering Division  
 Environment and Transportation Department

SUBJECT/OBJET           **MARCH ROAD RECONSTRUCTION - PHASE II SOLANDT  
 TO KLONDIKE ROAD - ACCESS TO 525 MARCH ROAD**

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### DEPARTMENTAL RECOMMENDATION

**That Transportation Committee and Council receive this report for information.**

### DISCUSSION

At the Regional Council meeting of 25 February 1998, the following resolution was passed:

“If discussions to provide private access to 525 March Road via the Bowling Alley (Kanata Klassic Bowl) fails, that staff entertain, among other ideas, the widening of the median in front of 525 March Road to allow storage space for left-turning vehicles and, if needed, limit trucks to off-peak periods with a report to come back to Transportation Committee”.

Further to the above resolution, staff have met with owners of the Bowling Alley and Capricorn Data (525 March Road) and the City of Kanata over the past several weeks to develop an access for vehicles to access 525 March Road from the south across the Bowling Alley lands. This process has been a long and difficult one, however access to 525 March Road can be achieved using the various options outlined below and as shown on the attached sketches:

Vehicles travelling northbound on March Road can access 525 March Road as follows:

- 1) Vehicles may exit March Road at Solandt and travel via Solandt, Leggett and Terry Fox to March Road. Vehicles then turn south on March Road and enter 525 March Road via the driveway. This option is also available for vehicles accessing properties at 591 March Road and 555 March Road which also have an entranceway with no median break (Fig. 1).

- 2) Vehicles stay on March Road to the intersection of March Road and Terry Fox. Then make a U-turn, on a dedicated left-turn signal, and travel south on March Road to enter 525 March Road (Fig. 2).
- 3) Attempts were made to provide a third option for access to 525 March Road via the new intersection and the Bowling Alley as per Council direction. The agreed upon solution is shown on Fig. 3. The estimated cost for these improvements is broken down into the following elements:
- i) Access extension on Canadian Legion land (assuming rock) \$100,000
  - ii) Modifications to Kanata Klassic Bowl parking lot to permit smooth flow of traffic (assuming rock and connections to Legion and Capricorn Data) 95,000
  - iii) Modifications to Capricorn Data (assuming no rock) 25,000
- TOTAL \$220,000

Unfortunately negotiations between the private owners are at a stalemate and this solution is no longer available.

Vehicles travelling southbound on March Road can access 525 March Road directly via the driveway.

The resolution also requests staff to consider the widening of the median in front of 525 March Road to allow adequate storage space for left turn vehicles (similar to the median break in front of Nordion further south on March Road). This option has been evaluated and in order for turning movements to be handled safely at this location the design engineer is recommending a full intersection (Fig. 4). A median break in this location represents a safety hazard on a high speed arterial road and this location falls below the minimum spacing requirement recommended by the Transportation Association of Canada Design Guidelines.

The new intersection would require the redesign of the roadway to allow sufficient width to be added to the median (5 M.) for the intersection configuration, more property, a resubmission to Transportation Committee and public hearing showing the new intersection and curb lines and a change order to the current construction contract. This work is estimated to require eight months to implement as well as cost an additional \$285,000.

	<u>ESTIMATE \$</u>
Property	40,000
Road Works	100,000
Drainage	15,000
Illumination	30,000
Underground Ducts	20,000
Signals	<u>80,000</u>
TOTAL	285,000

*Approved by  
Jim Miller, P. Eng.*

WB/cpv/rk

Attach. ( 4 )

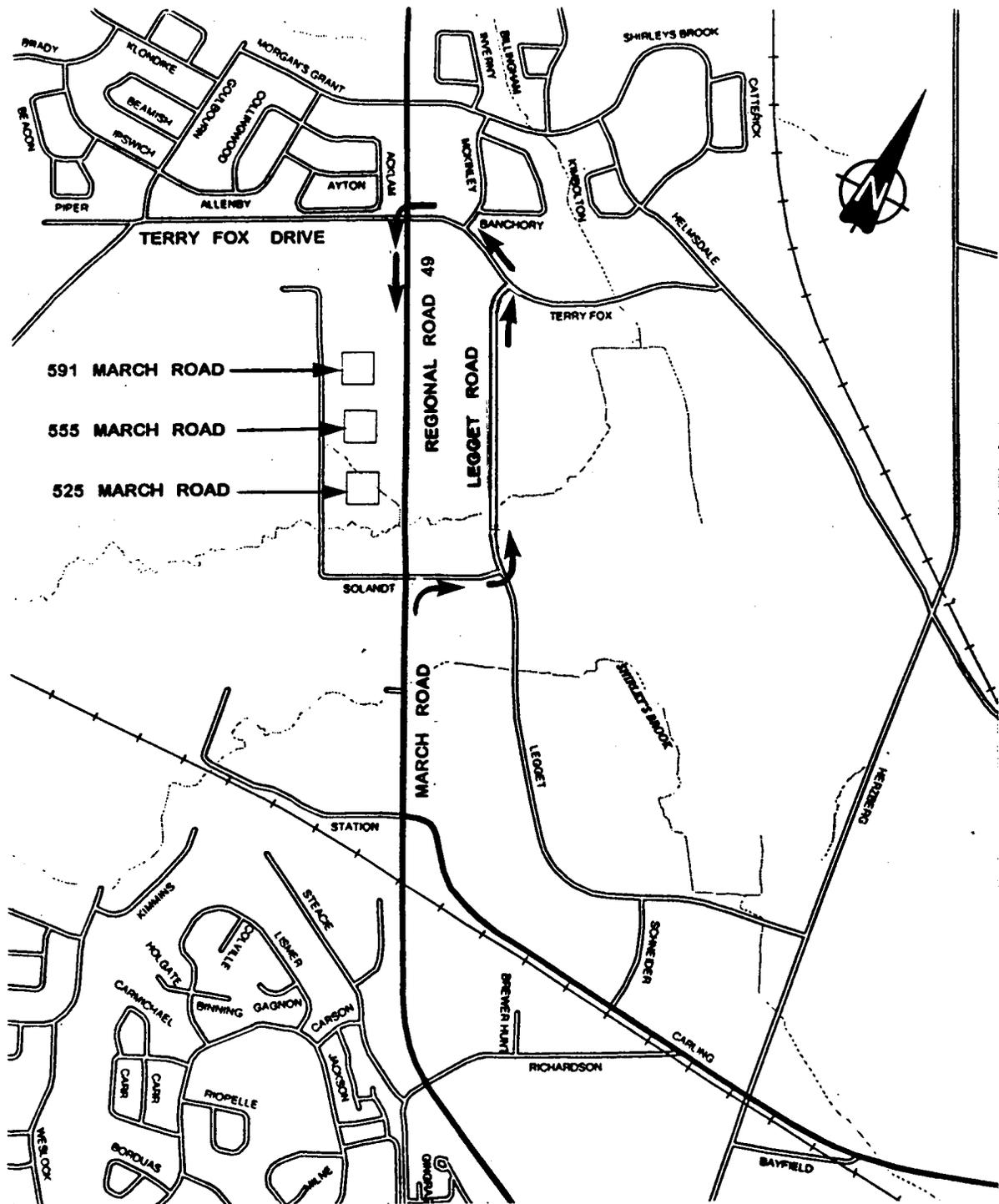


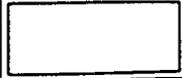
FIGURE 1

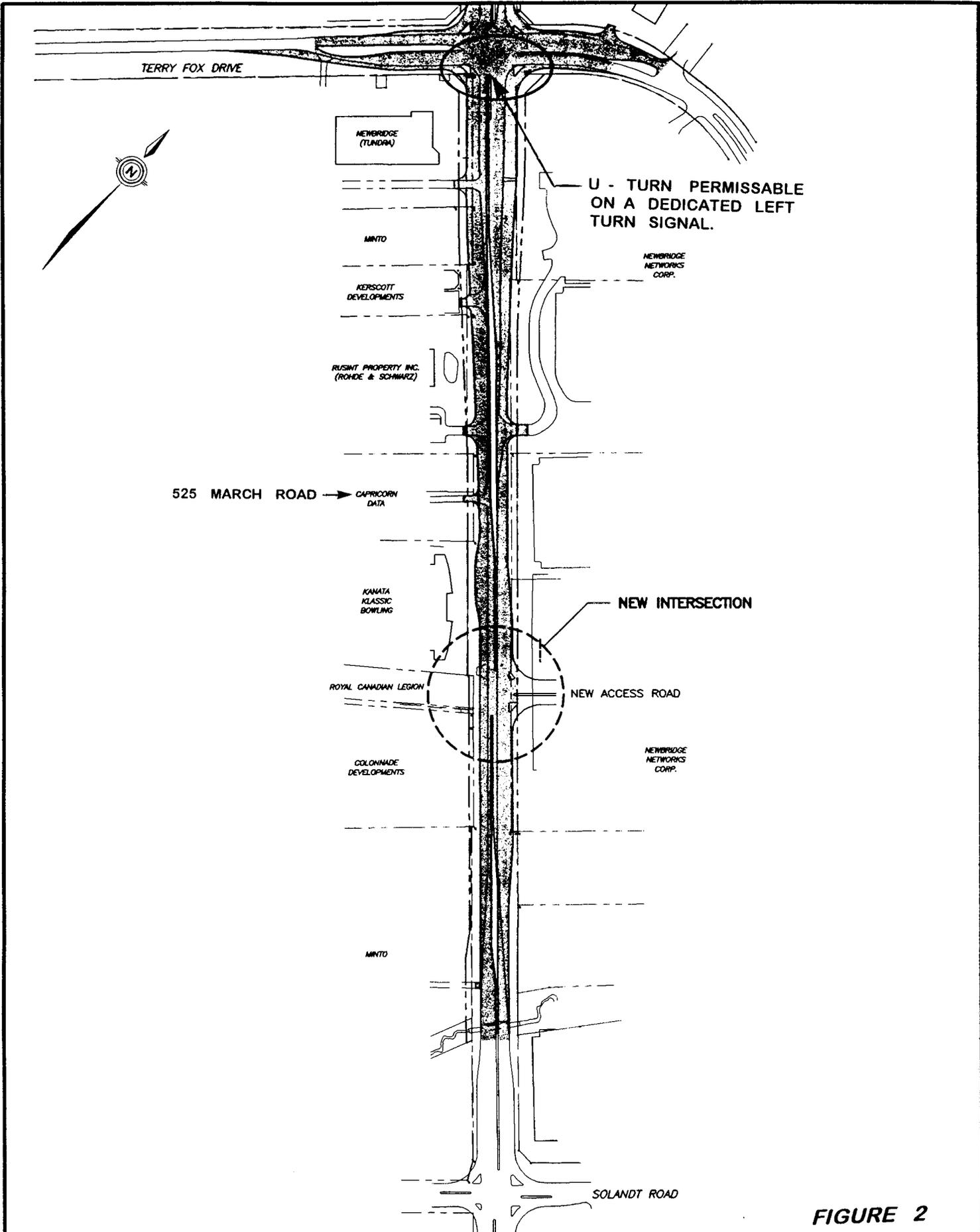
OTTAWA-CARLTON  
 Environment &  
 Transportation Department

Drawn: \_\_\_\_\_ Date: \_\_\_\_\_  
 Chk'd: \_\_\_\_\_ Scale: \_\_\_\_\_

ENGINEERING DIVISION

W. Bennett, P.Eng.  
 Manager Transportation Projects





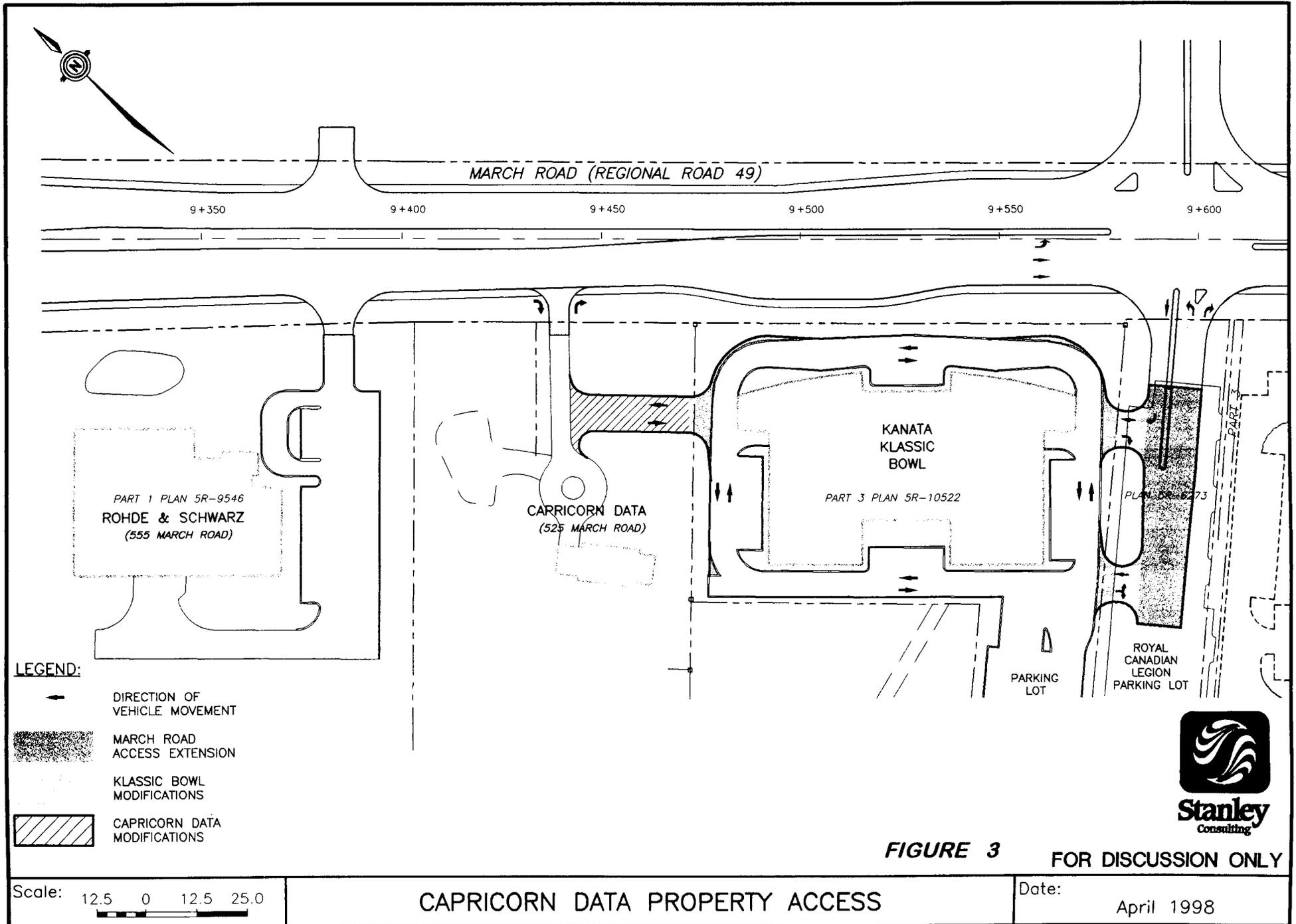
**FIGURE 2**

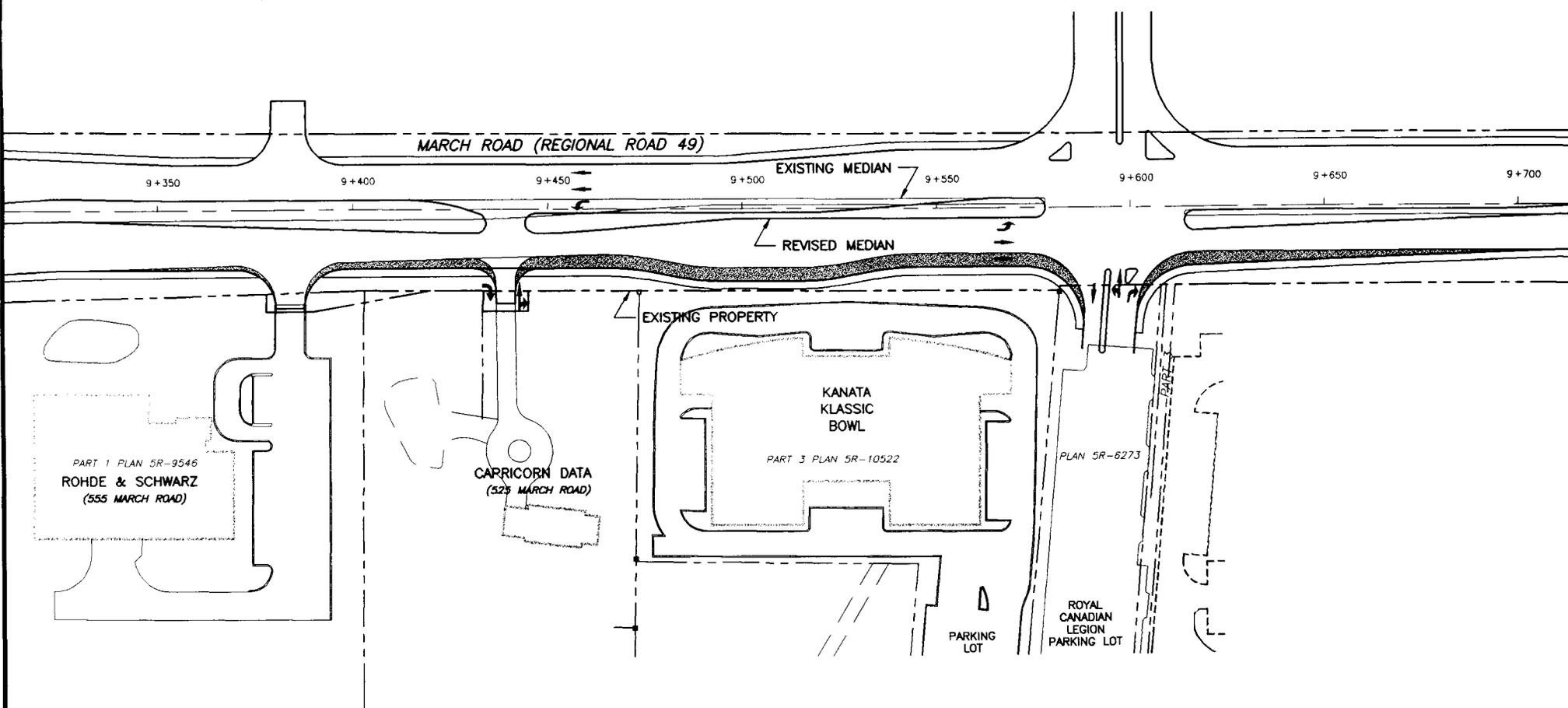
Date: **November 1997**



Scale: 40m 0 40m 80m

**MARCH ROAD RECONSTRUCTION  
SOLANDT ROAD TO KLONDIKE ROAD**





**LEGEND:**  
 DIRECTION OF VEHICLE MOVEMENT  
 MARCH ROAD WIDENING FOR ENTRANCE ACCESS



**FIGURE 4 FOR DISCUSSION ONLY**

Scale: 15.0 0 15.0 30.0  


**CAPRICORN DATA PROPERTY ACCESS**

Date: April 1998

4. MARCH ROAD RECONSTRUCTION - PHASE II SOLANDT TO KLONDIKE ROAD - ACCESS TO 525 MARCH ROAD  
- Director, Engineering Division report dated 8 April 1998

Jim Miller, Director of Engineering advised that the agreement between the Kanata Klassic Bowl and Capricorn Data did not take place and staff have therefore prepared an option (Figure 4) for the committee's consideration.

*Stu Moxley, City of Kanata* advised that the City does not support median breaks on Regional roads, except at fully signalized intersections. He advised that March Road carries a tremendous volume of traffic and businesses want assurance their employees can readily get to work and that the roadway is there for their use. While he recognizes there are businesses that are impacted by a median, they should have right-in/right-out access.

*Janice Swatton, Capricorn Data*, spoke to committee with respect to their request for a second option which had been recommended in February of this year, which has a break in the median to provide access to their property. Capricorn Data would be willing to share the cost of any maintenance for that break and stressed that the building they are located in has been there for several decades, before any other businesses were built and have always enjoyed full access until now. She emphasized there will not be a tremendous amount of traffic using their access, but they still need it.

Discussion arose on the median opening to some businesses south of this location and it was questioned why these have been permitted while the one at Capricorn Data has been denied. Staff advised that very little traffic uses the break and so there is little potential for collision. The Director of Mobility Services added that the break at that location was agreed to by committee and Council, in the environmental assessment process; however, he strongly recommended not providing such access again because it is not a wise use of the median. He stated that if committee wants to create an access on March Road, it should be concerned about the potential for demands from other businesses along March Road; if an access is provided through the median, there is also a potential for new development to occur and this brings a greater potential of conflict.

Questions arose on process and at what point the medians had become part of the roadway reconstruction design. Staff confirmed they were part of the original environmental study report to address safety issues and capacity. Councillor Legendre noted the median is now in place in front of 525 March Road, although there is a temporary break at this business until the issue has been resolved. He

Extract of Minute  
Transportation Committee  
20 May 1998

believed the median could remain open and be closed later on if there are safety problems. The Commissioner advised that the median break could not be put in now without redesigning the road.

Councillor Cantin noted staff's proposal in Figure 4, but felt it was somewhat extensive when the same access could be provided without such an extreme modification. Staff indicated that it provides for two-lane capacity plus a safe left-turn into the northbound lane. The councillor noted the proposal to widen the median will allow safe storage of northbound vehicles, but questioned why this could not be accommodated by widening the other side of the road instead. Staff indicated that construction on that side of the road is already complete - utilities have been relocated, curbs have been pored and the sidewalk is now under construction. Councillor Cantin was quite distressed to hear this information because he recalled being told by staff previously that nothing would be done until the issue of a median break for Capricorn Data was resolved. The Commissioner advised that the contract was awarded and staff were never given instruction to stop that process and incur the additional cost.

Councillor Legendre proposed that the median break in front of the entrance/exit to 525 March Road remain in place; that it be unsignalized and that the reconstruction be completed with no other road widenings or median changes.

*David Makin, President, March Rural Community Association* was opposed to a median break at this location, citing the fact that March Road is the community's main arterial connection and is also used by school buses transporting children to and from school. He stated there are buildings and residents on this road that are far older than any of the businesses there today and the people of the community have participated in this planning process for many years. He believed the actual number of people who will access 525 March Road via the median break would be minimal and realized that staff were recommending against a break because of the travelled speed of the road. He therefore felt the accident potential is too great to even consider a break at this location. He pointed out the owners of Capricorn Data knew when they bought the property that there would be a median down the length of the road in front of their business and yet still bought there.

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Councillor Cantin proposed:

*That access through a median at 525 March Road be maintained;*

*That staff undertake the work described on Figure 4 and on page 29 of the report save and except the traffic control signals;*

*That Capricorn Data agrees to pay \$50,000 towards the project;*

*That Capricorn Data agree that, should development occur on the site and traffic control signals be required, they would fund them at that time.*

Mrs. Swatton was in agreement with this proposal.

Councillor Munter noted the additional costs associated with a median break and wanted assurance that approval of this would not jeopardize the installation of noise attenuation fencing at Morgan's Grant which will also be paid for as part of the road reconstruction. If there was any chance one might suffer over the other, he preferred the fencing was done first. Staff advised that if committee approves the break, staff would request approval from Council for an increase in the funds for the road reconstruction to cover both projects.

*Allan Whitton, Kanata Klassic Bowl*, clarified that he has spoken with Regional staff and the Royal Canadian Legion about the possibility of a shared access for three properties in this location. He concurred that several months ago there was a verbal agreement with the Legion to this effect; however, it fell through and they are still negotiating on that basis. He concurred they had provided Capricorn Data with a letter indicating that subject to a definitive agreement they could provide access; however in the interim, they were approached about the possibility of converting their building into office space which is something they are currently investigating. In addition, Kanata Klassic Bowl also has an agreement of purchase and sale for the property to the west, which has direct frontage onto Hines Road. He indicated that if there was a willingness to provide Regional dollars to the access to Capricorn Data, would there also be funds available to assist the construction of the access onto the Royal Canadian Legion property which would be shared by them and another nearby. If that was the case and if their premises were converted to office space, consideration should be given to providing funds for the access onto the Legion which could potentially assist Capricorn Data with an access.

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In response to his last comments, the Commissioner advised that any changes after the approval through the full public process are paid for by the proponents. Staff further advised that it has not been the Region's practice to get involved with such development proposals.

Based on the last delegation's comments about a possible shared access, Councillor Munter believed there is still a good chance an agreement can be reached between Capricorn Data and Kanata Klassic Bowl.

Councillor McGoldrick-Larsen questioned where capital monies would go to if they were not spent as part of the March Road reconstruction. The Commissioner advised that any net "plus" is sent to the Finance Department and their recommendation usually is to apply those unused funds to reduce debt. The councillor noted the safety concerns expressed by staff with respect to capacity and questioned what the volumes of traffic are currently on the road and how they would compare to other major Regional roads. D. Brousseau stated those volumes are not yet comparable to those on other major roadways, but stated they would be in the future because the traffic will double before the year 2003. The councillor could not support a median break based on these facts and the fact it would set a precedent for other businesses to request the same treatment.

Councillor Kreling reminded committee there has already been ample public consultation and meetings to discuss this issue and he did not believe it appropriate to make alterations to the median now, so late in the process. It is unfortunate that one property is affected adversely because they do not have the same access they have today, but he presumed there would be some improvement for them given the upgrade of the road.

Councillor Legendre could not accept the argument about safety because there are some median breaks existing for businesses immediately south of Solandt Road. He realized these were approved during a time when the process would allow it, however, now a business will suffer and it seems nothing can be done, which he found to be unacceptable. He agreed there was no need to fix the problem at such a high cost and opted to withdraw his Motion in favour of the one put forward by Councillor Cantin.

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Transportation Committee  
20 May 1998

Moved by R. Cantin

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**That staff undertake the work described on Figure 4 and on page 29 of the report save and except the traffic control signals;**

**That Capricorn Data agrees to pay \$50,000 towards the project;**

**That Capricorn Data agree that, should development occur on the site and traffic control signals be required, they would fund them at that time.**

LOST

YEAS: R. Cantin, J. Legendre....2

NAYS: M. Bellemare, W. Byrne, L. Davis, C. Doucet, D. Holmes, H.  
Kreling

M. McGoldrick-Larsen, M. Meilleur....8

**That Transportation Committee and Council receive this report for information.**

RECEIVED