

4. MODIFICATIONS TO RIVERSIDE DRIVE BETWEEN UPLANDS DRIVE AND KIMBERWICK CRESCENT TO ACCOMMODATE COGNOS EXPANSION

COMMITTEE RECOMMENDATION

Having held a public hearing, that Council approve the construction of a right-turn lane on Riverside Drive at the Cognos driveway located approximately 130 m. south of Uplands Drive as described in the report subject to the proponent, Cognos Incorporated:

- a. funding the total cost for the roadway modification plus any associated utility relocations, and;**
- b. executing legal agreements with respect to the above.**

DOCUMENTATION

- 1. Director, Mobility Services and Corporate Fleet Services report dated 30 March 2000 is immediately attached.**

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

| | |
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| Our File/N/Réf. Your File/V/Réf. | 50 23-00-RO19-C |
| DATE | 30 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 RIVERSIDE DRIVE BETWEEN UPLANDS DRIVE AND KIMBERWICK CRESCENT TO ACCOMMODATE COGNOS EXPANSION |

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve the construction of a right-turn lane on Riverside Drive at the Cognos driveway located approximately 130 m. south of Uplands Drive as described in the report subject to the proponent, Cognos Incorporated:

- 1. funding the total cost for the roadway modification plus any associated utility relocations, and;**
- 2. executing legal agreements with respect to the above.**

BACKGROUND

Cognos Incorporated currently occupies a 7,600 m² building located in a 2.5 hectare property at the southeast corner of Riverside Drive and Uplands Drive. The site has two driveway connections to Riverside Drive. One of them is located at Kimberwick Crescent (south intersection) that permits all-directional movement, and the other is situated 130 m. south of Uplands Drive that only allows right-in/right-out movement. The site, shown in an area context, is provided in Annex A.

The City of Ottawa has approved a plan for an additional 16,500 m² of office space to be constructed. To accommodate this expansion, a 774 space parking garage will be built, the site's internal circulation will be improved, a new access will be provided to Uplands Drive via Bowesville Road, and a right-turn

lane will be constructed at the central Riverside Drive access. The existing and proposed geometry for Riverside Drive at the site's central access is illustrated in Annex B.

EXISTING CONDITIONS

Pedestrians

Along the site's Riverside Drive frontage, an asphalt sidewalk is provided adjacent to the curb. Based on a traffic survey carried out in July 1998 at Riverside Drive and Uplands Drive, an estimated 56 pedestrians travelled on this sidewalk over an eight-hour period.

Bicycles

According to the above-mentioned survey over an eight-hour period, a total of 112 cyclists were counted on Riverside Drive which comprised 39 travelling northbound and 73 travelling southbound. Although this portion of Riverside Drive is not identified in the Regional Transportation Master Plan for an on-road cycling facility, widened curb lanes exist to provide greater lateral clearance between the cyclists and the motorized traffic.

Transit

Currently regular transit service is provided to this site via the intersection of Uplands Road and Riverside Drive by Route #87 operating on relatively frequent headways. In addition, OC Transpo provides peak period service at this intersection with Route #41.

The nearest bus stop to this site exists on the north side of Uplands Drive immediately east of Riverside Drive.

Automobiles

Traffic volume surveys carried out in August 1999, indicate that approximately 9,600 motorists comprised of 5,300 southbound and 4,300 northbound travel along this section of Riverside Drive over an 11-hour period on weekdays. About 3% of the total vehicular volume consists of heavy trucks.

The speed limit along this section of Riverside Drive is 60 km/h.

DESIGN PROPOSAL

Access to Riverside Drive to the expanded Cognos site will continue to be provided at the existing driveways. As previously stated, the site expansion includes the construction of a 774 space parking garage that will more than triple the current average of 115 northbound motorists turning right into the site during the a.m. peak hour. Because of the parking garage's northerly site location it is expected that

the northerly Riverside driveway will be the main access to facilitate 270 of the total projected 370 northbound right-turning vehicles into the site during the a.m. peak hour. In view of the need to accommodate this significant increase in right-turning volume, a right-turn lane on Riverside Drive is proposed at the northerly Cognos driveway. In addition, along the parallel section of the proposed right-turn lane a marked bicycle lane will be provided. Annex B illustrates this proposed roadway modification.

Pedestrians

The existing asphalt sidewalk will be depressed (as opposed to being discontinued) across both driveways on Riverside Drive to emphasize to right-turning motorists the pre-eminence of pedestrian travel.

Bicycles

The proposed road modification will potentially expose northbound bicyclists to motorized traffic on both sides; therefore, as mentioned earlier, a marked lane will be provided along the parallel section of the right-turn lane. This measure will increase the distance between the cyclist and the motorized vehicles.

Transit

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

Automobiles

As previously described, the roadway modification to the expanded Cognos site access consists of the provision of a northbound right-turn lane at the northerly driveway on Riverside Drive.

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 depressed sidewalk and curb at the two site driveways on Riverside Drive conforms to 2.2.3., item 2 of the TMP.
2. The provision of a cycling lane along the parallel section of the proposed northbound right-turn lane conforms to 2.3.2, item 3 of the TMP.

FINANCIAL COMMENTS

Should Regional Council approve the construction of a right-turn lane at the northerly site driveway on Riverside Drive, Cognos Incorporated 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 | \$ 75,000 |
| Engineering | \$ 15,000 |
| Contingencies/Utilities | <u>\$ 13,000</u> |
| Total Estimated Cost Before GST | \$103,000 |
| G.S.T. @ 7% | \$ 7,200 |
| TOTAL ESTIMATED COST | <u>\$110,200</u> |

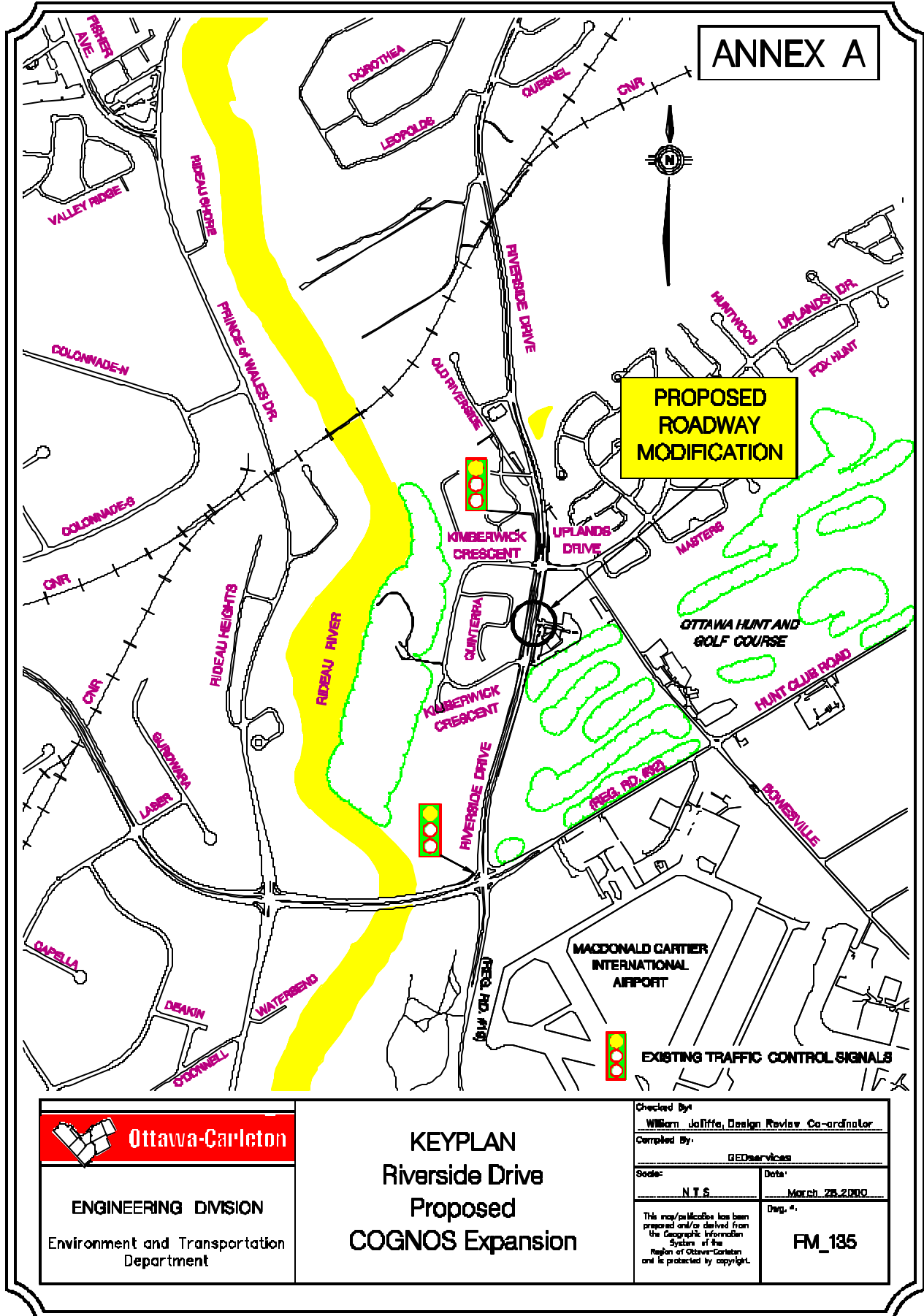
CONSULTATION

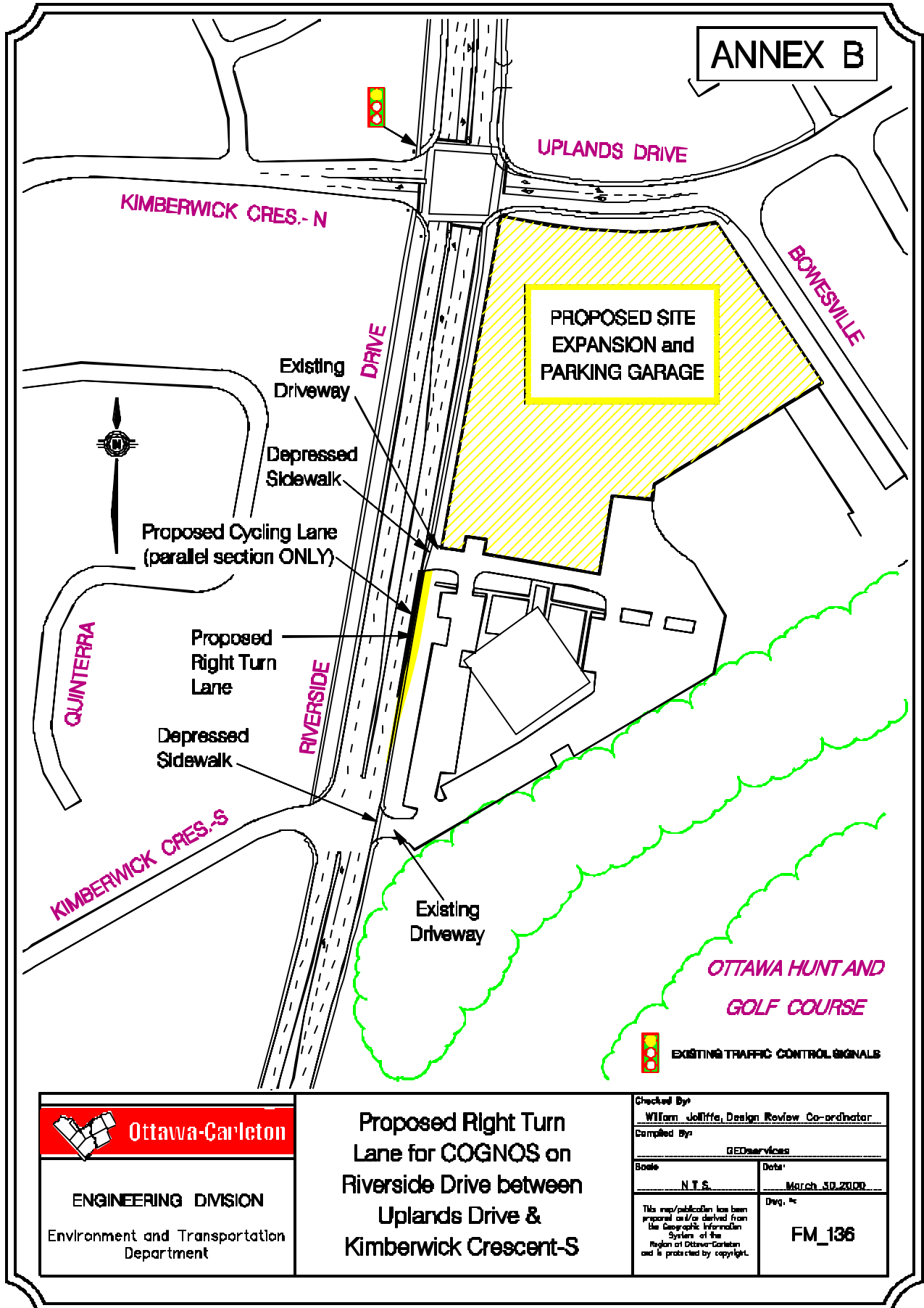
Notice of the proposed Riverside Drive modifications to accommodate the expansion of Cognos Incorporated has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun once a week for four consecutive weeks.


COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

On 31 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*





 **Ottawa-Carleton**

ENGINEERING DIVISION
Environment and Transportation
Department

Proposed Right Turn Lane for COGNOS on Riverside Drive between Uplands Drive & Kimberwick Crescent-S

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|---|-------------------------|
| Checked By: William Joffe, Design Review Co-ordinator | |
| Compiled By: GEOservices | |
| Scale: N.T.S. | Date: March 30, 2002 |
| This map/publication has been prepared on and/or derived from the Geographic Information System of the Region of Ottawa-Carleton and is protected by copyright. | |
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