

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

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

DATE                                14 July 2000

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 AND BLAIR ROAD  
INTERSECTION TO ACCOMMODATE THE CONSTRUCTION  
OF THE INNES CENTRE**

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### DEPARTMENTAL RECOMMENDATIONS

**That the Transportation Committee recommend Council approve the modifications to the traffic control signals at the intersection of Innes Road at Stonehenge Crescent east and Innes Road at Blair Road and associated roadway modifications along Innes Road between Stonehenge Crescent west and Blair Road as illustrated in Annexes B and C, subject to the owner, Canril Corporation:**

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

### BACKGROUND

Canril Corporation is in the process of developing an 8.1 hectare site located on the south side of Innes Road, bounded by Blair Road to the east and Stonehenge Crescent West on the west side, in the City of Gloucester. The site location is shown in Annex A. The development will consist of a variety of retail establishments with approximately 22,271 square metres of retail space. At build out the remainder of the site will primarily consist of laneways, aisles, landscaping and accommodate approximately 986 parking spaces

Innes Road is a four-lane divided roadway between Stonehenge Crescent West and Blair Road. The owner/developer is committed to construct an auxiliary third eastbound lane plus a bicycle lane from a location at Stonehenge Crescent West to Blair Road intersection. This additional lane forms part of the road works being undertaken by Canril Corporation as detailed in the functional plan in this report (Annex B and Annex C). The development proposal includes the construction of three accesses to the site:

- a) A right-in/right-out access onto Innes Road midway between Stonehenge Crescent west and Stonehenge Crescent east (Annex B);
- b) An access adjacent to Stonehenge Crescent east (Annex B); and,
- c) An access at Blair Road (Annex C).

Modifications to the traffic control signals are required at the Stonehenge Crescent east and Blair Road due to the road widening and intersection modifications.

## EXISTING CONDITIONS

### Pedestrian

There are existing sidewalks along both sides of Innes Road in the vicinity of the site. A concrete sidewalk exists adjacent to the site along the northern side of Innes Road. The pedestrian volumes during the afternoon peak hour shows that 10 pedestrians crossed the Innes Road/Blair Road intersection, and 11 pedestrians crossed at the Innes Road/ Stonehenge Crescent east intersection. Pedestrian activated traffic control signals exist at both intersections.

### Bicycles

Innes Road is a designated route in the Cycling Transportation Network. Bicycle volumes during the afternoon peak hour show 11 bicycles passing through these intersections.

### Transit

There are six OC Transpo bus routes operating on Innes Road and Blair. In addition, bus bays for east and westbound buses are currently located adjacent to the proposed development.

### Automobiles

Innes Road is a four-lane divided roadway with a posted speed limit of 80 km/h. Blair Road is a two-lane roadway with a rural cross-section and a posted speed limit of 70 km/h. Both roads are under the jurisdiction of the Region. Existing 1999 traffic volumes for Innes Road between Blair Road and Stonehenge Crescent east for the weekday P.M. peak indicate approximately 1,052 and 2,390 vehicles travelled westbound and eastbound respectively.

### DESIGN PROPOSAL

The modifications contained in the following paragraphs will outline the benefits for improved safety and traffic operations along this section of Innes Road. Annexes B and C illustrate the proposed modifications.

#### Road Modifications

1. The construction of an additional eastbound lane and bicycle lane across the frontage of the site on Innes Road between the Innes Road/Blair Road intersection and Innes Road/ Stonehenge Crescent west intersection.
2. Provide a new westbound left-turn lane in the existing median of the Innes Road/ Stonehenge Crescent east intersection. Construct a full movement access opposite Stonehenge Crescent east at the Stonehenge Crescent east/Innes Road intersection with one inbound and three outbound lanes.
3. The construction of a new right-in/right-out site access from Innes Road at the west side of the site. The radius of the corners of the new access have been designed to accommodate the turning movements of large tractor semi-trailers.
4. Provide an exclusive new southbound lane in the northern leg of the Innes Road/Blair Road intersection. Utilize the existing westbound left-turn and eastbound right-turn lanes. Construct a full movement access opposite Blair Road at the Blair Road/Innes Road intersection with one inbound and three outbound lanes.

#### Pedestrians

Pedestrians on the south side of Innes road will be able to cross the signalized intersections at Blair Road and at Stonehenge Crescent east.

The proposed modifications to Innes Road will include the construction of a new sidewalk on the south side of Innes Road across the entire frontage of the site. Crossing distances for pedestrians crossing Innes Road at both the Blair Road/Innes Road and Stonehenge Crescent east intersections will be slightly longer due to the construction of the auxiliary lane and bicycle lane.

The site has been designed to provide the efficient movement of pedestrians from the site, to the municipal sidewalk system on Innes Road which provides access to the public transportation system.

### Bicycles

The proposed roadway widening and modifications include the provision for a 2.0 m eastbound cycling lane on Innes Road across the frontage of the site

### Transit

Transit operations on Innes Road will not be affected by the widening or the installation of traffic control signalization. OC Transpo will advise on the final location of bus stops along Innes Road and Blair Road in the vicinity of the site.

### Automobiles

Analysis based on projections shows that with the proposed roadway modifications, Innes Road adjacent to the site and in the vicinity of the site will operate at an acceptable level of service and safety.

## 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 detail features.

1. The construction of a sidewalk across the frontage of the site on the south side of Innes Road conforms to 2.2.2, items 1 and 2 of the TMP.
2. The provision for on-road cycling facilities along the proposed widened portion of Innes Road adheres to the direction outlined in the TMP which designates this portion of Innes Road as part of the Cycling Transportation Network

## FINANCIAL COMMENT

Should Regional Council approve the proposed roadway modifications to Innes Road to accommodate the proposed Canril Development, the developer/owner will be responsible for 100% of the cost of the sidewalk, bicycle lane, roadway widening and traffic control signal modification costs. A site plan agreement will not be signed until such time that Canril Corporation become the property owners.

Cost Estimates

The following preliminary cost estimates are based on functional design details, and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$248,000
Traffic Control Signals & Utility Relocations	230,000
Engineering	40,000
Contingencies	51,000
Total Estimated Cost Before GST	<u>\$569,000</u>
GST @ 7%	39,830
TOTAL ESTIMATED COST	<u>\$608,830</u>

CONSULTATION

Notice of the proposed Innes Road modifications to accommodate the development of the commercial site has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun for four consecutive weeks.

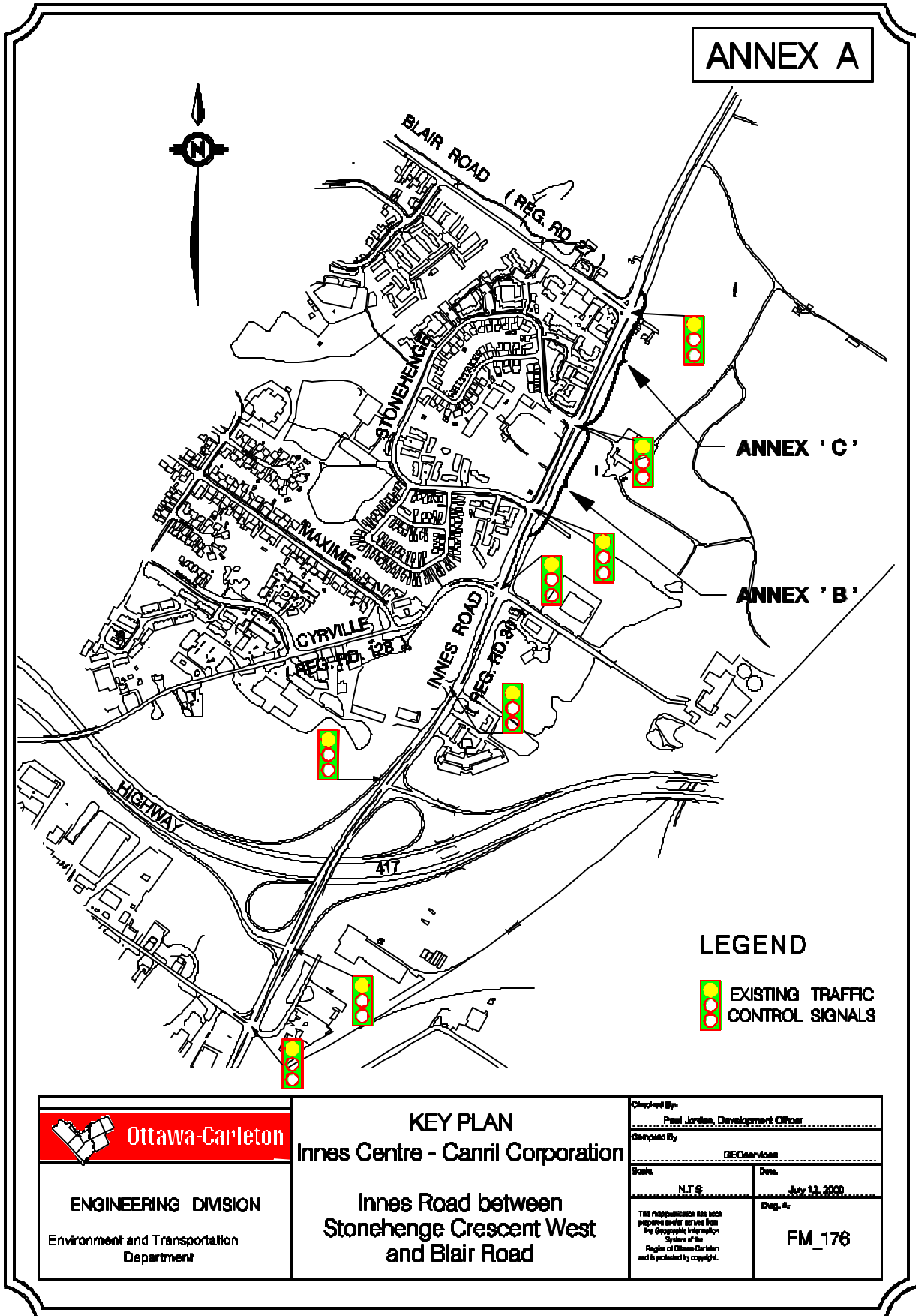
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

A draft of this report has been circulated to the Regional Cycling Advisory Group (RCAG) for comments. RCAG'S comments will be available at the Public Hearing.

*Approved by*  
*Doug Brousseau*

PJ/gc

Attach. ( 3 )



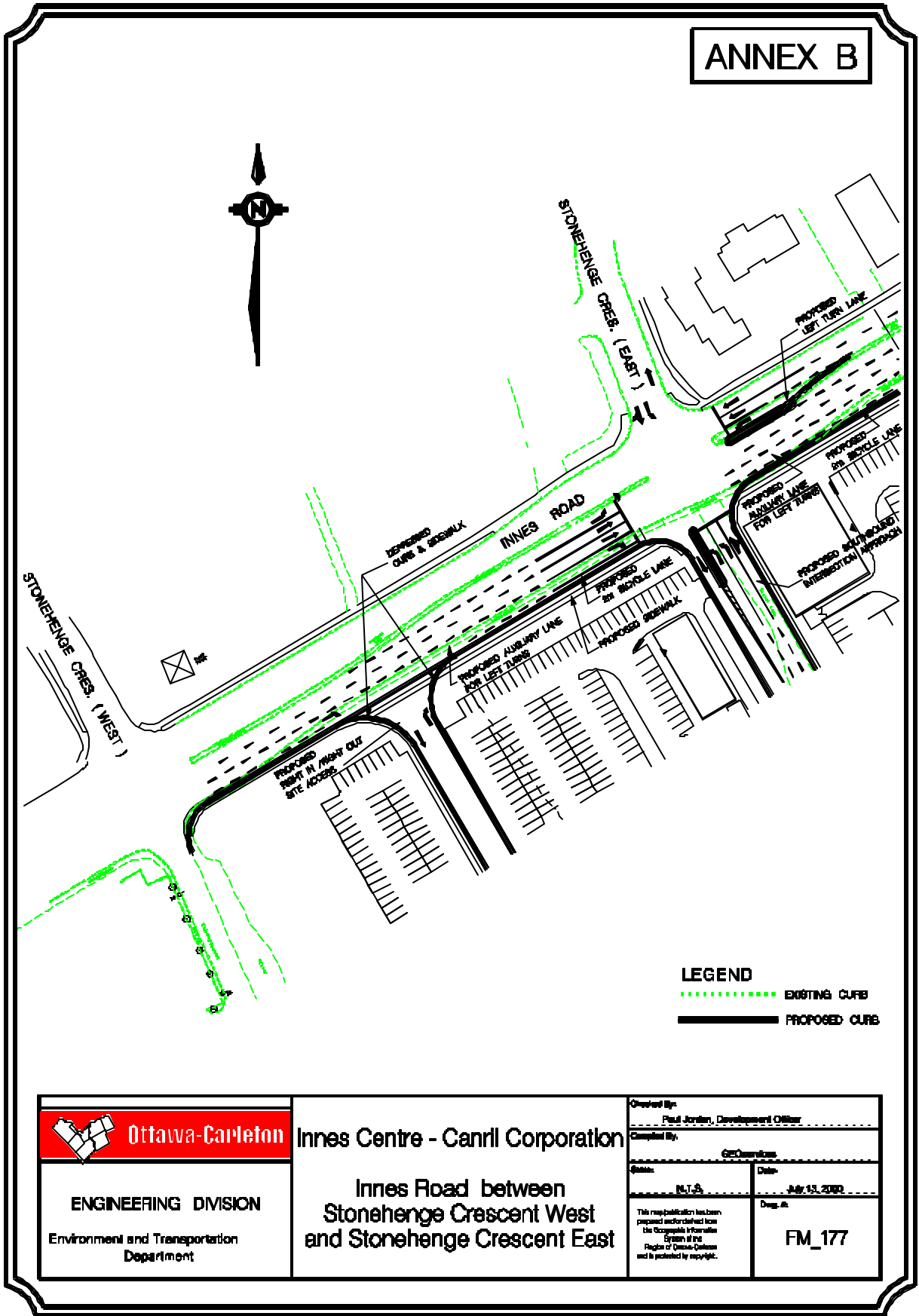
**Ottawa-Carleton**

**ENGINEERING DIVISION**  
Environment and Transportation  
Department

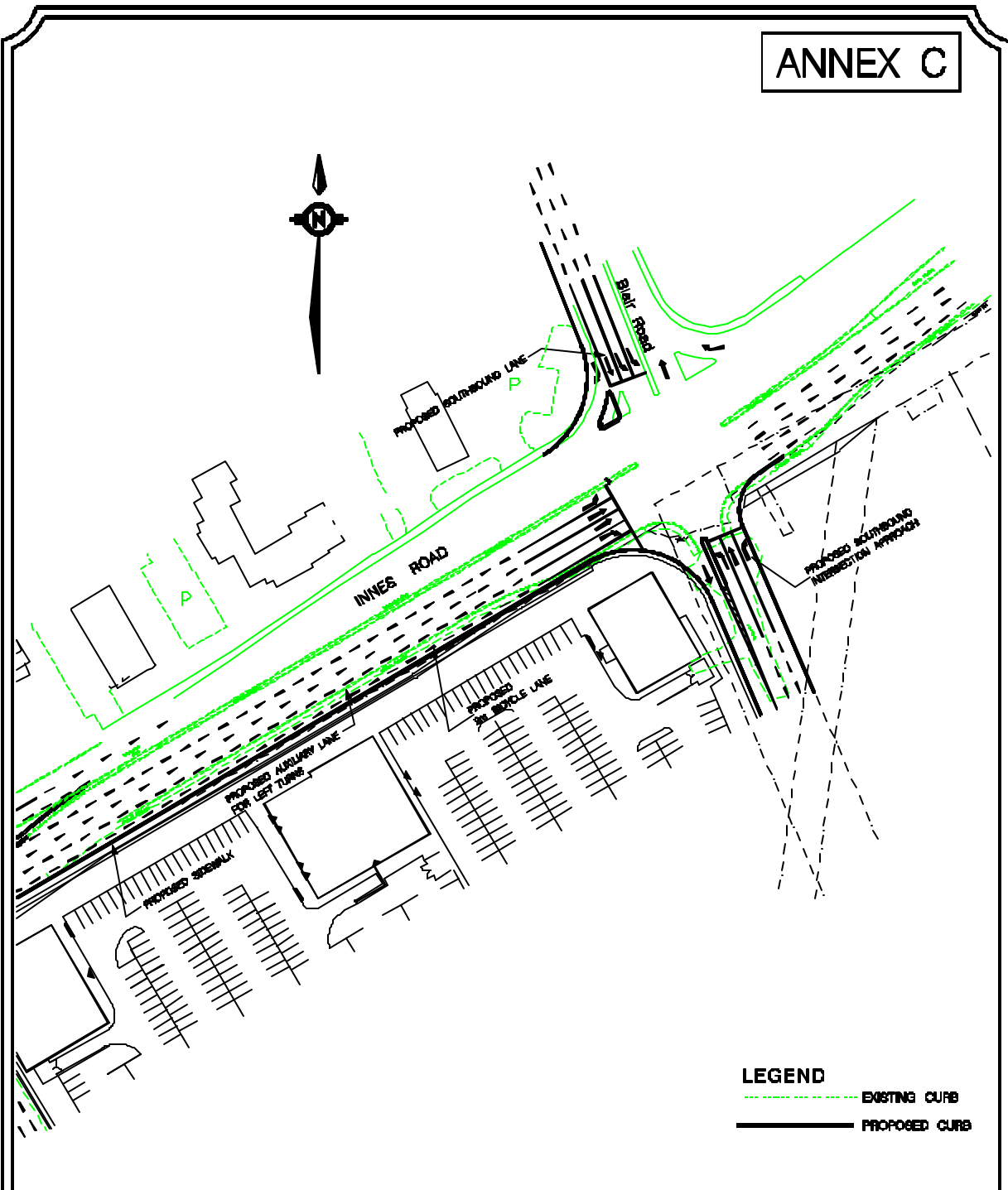
**KEY PLAN**  
**Innes Centre - Carril Corporation**

**Innes Road between  
Stonehenge Crescent West  
and Blair Road**

Checked By: Paul Jordan, Development Officer	
Designed By: DEClearview	
Scale: N.T.S.	Date: July 12, 2000
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<b>FM_176</b>	



**ANNEX C**



**LEGEND**  
 - - - - - EXISTING CURB  
 \_\_\_\_\_ PROPOSED CURB

 <p><b>Ottawa-Carleton</b></p>	<p><b>Innes Centre - Carril Corporation</b></p>	<p>Checked By: Paul Jordan, Development Officer</p>	
<p><b>ENGINEERING DIVISION</b>                  Environment and Transportation Department</p>		<p><b>Innes Road at Blair Road</b></p>	<p>Checked By: DEC/overseer</p>
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