

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf.	03 07-98-0099
DATE	25 August 1998
TO/DEST.	Transportation Committee
FROM/EXP.	Co-ordinator, Transportation Committee
SUBJECT/OBJET	PROPOSED INTERSECTION MODIFICATIONS TO KIRKWOOD AVENUE AND HAMPTON PARK PLAZA/SWITZER AVENUE - HAMPTON PARK PLAZA REDEVELOPMENT - PUBLIC HEARING

REPORT RECOMMENDATION

That the Transportation Committee recommend Council approve the modifications to the traffic control signals at Kirkwood Avenue and Hampton Park Plaza/Switzer Avenue and the construction of associated changes to the roadway along Kirkwood Avenue as described in the report and illustrated in Annex C, subject to the owners, London Life Insurance Company and Devan Properties Limited:

- a) **funding the total cost of the traffic signal modifications and the proposed road works;**
- b) **executing a legal agreement with respect to the above.**

BACKGROUND

At its meeting on 21 July 1998, the Transportation Committee approved the attached report dated 8 July 1998 from the Environment and Transportation Department.

The Committee agreed to commence the advertising of this item immediately and to schedule a public hearing on 2 September 1998. Accordingly, the project was advertised in the three daily papers on the following dates: August 1, 2, 8, 9, 15, 16, 22 and 23, 1998. No objections have been received to date.

*Approved by
Rosemary Nelson*

Our File/N/Réf. **50 23-98-R067**
 Your File/V/Réf.

DATE 8 July 1998

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **PROPOSED INTERSECTION MODIFICATIONS TO
 KIRKWOOD AVENUE AND HAMPTON PARK
 PLAZA/SWITZER AVENUE - HAMPTON PARK PLAZA
 REDEVELOPMENT**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

- 1. the modifications to the traffic control signals at Kirkwood Avenue and Hampton Park Plaza/Switzer Avenue and the construction of associated changes to the roadway along Kirkwood Avenue as described in the report and illustrated in Annex C, subject to the owners, London Life Insurance Company and Devan Properties Limited;**
 - a) funding the total cost of the traffic signal modifications and the proposed road works;**
 - b) executing a legal agreement with respect to the above; and;**
- 2. the initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

BACKGROUND

Hampton Park Plaza is a retail development which has existed for over forty years in the north-east quadrant of Carling Avenue and Kirkwood Avenue. This newly renovated shopping center consists of 10,075 square metres of retail and office space that includes a revised site circulation plan. In addition to this, a 500 square metre drive-through restaurant (currently under site plan review by the City of Ottawa) is proposed for the southwest corner of the site. On-site circulation

is hampered by the existing traffic operations at the main signalized access to the plaza. The owners of the plaza wish to improve ingress and egress at this access which will have a corresponding benefit to traffic safety both on Kirkwood Avenue and on the plaza site.

The location of the site, shown in an area context, is provided as Annex A. The existing intersection geometry is illustrated in Annex B, while the proposed geometry to accommodate an additional westbound left-turn from the plaza is shown in Annex C.

EXISTING CONDITIONS

The portion of Kirkwood Avenue north of Carling Avenue and south of Dovercourt Avenue/Sebring Avenue is bounded on both sides, for the most part, by commercially zoned property. North of Dovercourt/Sebring, residential properties exist along this section of Kirkwood Avenue. This major collector roadway has a maximum speed limit of 50 km/h.

Pedestrians

Pedestrian facilities in this area consist of concrete sidewalks along both sides of Kirkwood Avenue with marked crosswalks across each leg of the intersection. In addition, the traffic signals are equipped with push buttons so that eastbound and westbound pedestrians wishing to cross Kirkwood Avenue can actuate the signals.

On a Friday in July 1996, a total 432 pedestrians were recorded over an 8 hour period using these crosswalks. Of the 259 eastbound and westbound pedestrians that crossed Kirkwood Avenue during this time period, 177 (68%) crossed on the north side of Switzer Avenue/Hampton Park Plaza Access. Approximately 72% (124) of the remaining 173 over the same 8 hours involved northbound/southbound pedestrians crossing Switzer Avenue/Hampton Park Plaza access on the west side of Kirkwood Avenue.

From 1 January 1994 to 31 December 1996 (3 years), no collisions involving pedestrians have been reported at this intersection.

Bicycles

Kirkwood Avenue is not identified in the Cycling Network of the Transportation Master Plan for on-road cycling facilities; however, pavement markings on Kirkwood Avenue north of Dovercourt Avenue were recently reapplied to provide for widened curb lanes. South of Dovercourt and in the area of the plaza, the pavement markings on Kirkwood remain unchanged.

Between 1 January 1994 and 31 December 1996 (3 years), no bicycle collisions have been reported on this section of Kirkwood Avenue.

Transit

The local bus Route 155 travels daily on Kirkwood Avenue in this area on normal half-hour headways. A major stop for the regional Routes 85 and 99 buses that travel more frequently is located at Carling Avenue and Kirkwood Avenue.

Automobiles

Along the frontage of Hampton Park Plaza, Kirkwood Avenue is a four-lane roadway divided by a concrete median from the main plaza access south to Carling Avenue. In addition to these through lanes, a northbound right-turn lane is provided for motorists entering the plaza. Kirkwood Avenue, north of the plaza entrance, continues as a four-lane undivided roadway which transitions to a two-lane roadway divided by a painted median that provides left-turn lanes at the cross streets.

The main access to this shopping center is located on the east side of Kirkwood at the intersection with Switzer Avenue and consists of two lanes inbound and two lanes outbound separated by a concrete median. A secondary access allowing only northbound right-turning traffic into the site is provided on Kirkwood Avenue approximately 28 m south of the main access. Switzer Avenue is a local dead-end street opposite to the main plaza entrance located on the west side of Kirkwood Avenue.

Traffic volumes recorded in 1996 at the intersection of Kirkwood and Sebring/Hampton Park, indicate an average 24 hour entering volume of 18,382 vehicles that is comprised of 7,358 northbound vehicles and 7,265 southbound vehicles on Kirkwood Avenue and 3,759 coming from Switzer Avenue/Hampton Park Plaza.

Afternoon peak hour volumes recorded at this intersection consist of 715 northbound, 631 southbound, 456 westbound, and 20 eastbound vehicles. Of the 456 westbound vehicles exiting the plaza, 295 turned left, 156 turned right and 5 went straight through.

From 1 January 1994 to 31 December 1996, a total of 15 collisions were reported at this intersection. Of this total, 8 (53%) involved either a northbound or southbound left-turning motorist colliding with an opposing through vehicle. Also, it is important to note, that two collisions involved a northbound right-turning tractor trailer colliding with a traffic signal pole.

DESIGN PROPOSAL

The proposed modifications at Kirkwood Avenue/Switzer Avenue intersection consist of the following changes:

1. the provision of an additional lane to provide a dual westbound left turn;
2. the provision of northbound and southbound left-turn lanes;
3. the increase in the corner radius in the northeast and southeast quadrants of the intersection;

4. the modification to the median on Kirkwood Avenue south of the plaza entrance; and
5. the modification to the traffic control signals.

These changes are illustrated in Annex C.

Pedestrians

Existing pedestrian safety and mobility will be maintained at this intersection.

Bicycles

The proposed addition of northbound and southbound left-turn lanes will provide cyclists with a greater degree of safety when they are accessing either the plaza or Switzer Avenue.

Transit

Transit operations will not change at this intersection.

Automobiles

The additional westbound left-turn lane from the plaza will increase the available on-site, left-turn storage and help prevent conflicts with vehicles accessing the parking stalls that are located immediately to the north which, in turn, will generally improve overall site circulation.

The increased corner radii will improve safety by providing northbound right-turning transport trucks access to the site without obstructing lanes or encroaching on curb and sidewalk areas.

The construction of the proposed northbound and southbound left-turn lanes will significantly reduce the frequency of collisions involving left-turning vehicles colliding with opposing through vehicles.

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 will be reflected in the proposed intersection modifications and changes to the pavement marking scheme on Kirkwood Avenue between Dovercourt Avenue/Sebring Avenue and Carling Avenue.

Although Kirkwood Avenue has not been identified in the Summary of Roadway Projects (Table 10) of the TMP for any modifications, the recent lane reduction, painted median and widened through lanes on this roadway north of Dovercourt/Sebring promotes the use of bicycles and furthers road safety by reducing motorist speeds. By providing a safer transition from commercial to residential adjacent development, the proposed changes to Kirkwood Avenue south of Dovercourt/Sebring is complementary to the existing operations on the northerly portion of this roadway.

FINANCIAL COMMENT

Should Regional Council approve the proposed intersection modifications and traffic signal installation, London Life Insurance Company and Devan Properties Limited will be responsible for 100 percent of all the costs.

The following cost estimates, which have been developed by Oliver, Mangione and McCalla and Associates, are at a conceptual stage and may vary after further analysis. These estimates relate only to the roadway modifications identified in the Regional right-of-way and are provided solely for the information of the Transportation Committee and Regional Council:

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$30,000
Traffic Control Signals	\$80,000
Engineering	\$10,000
Utilities	\$10,000
Contingencies	<u>\$20,000</u>
Total Estimated Cost	\$150,000

CONSULTATION

The opportunity for comment from the general public will be provided via the public hearing process.

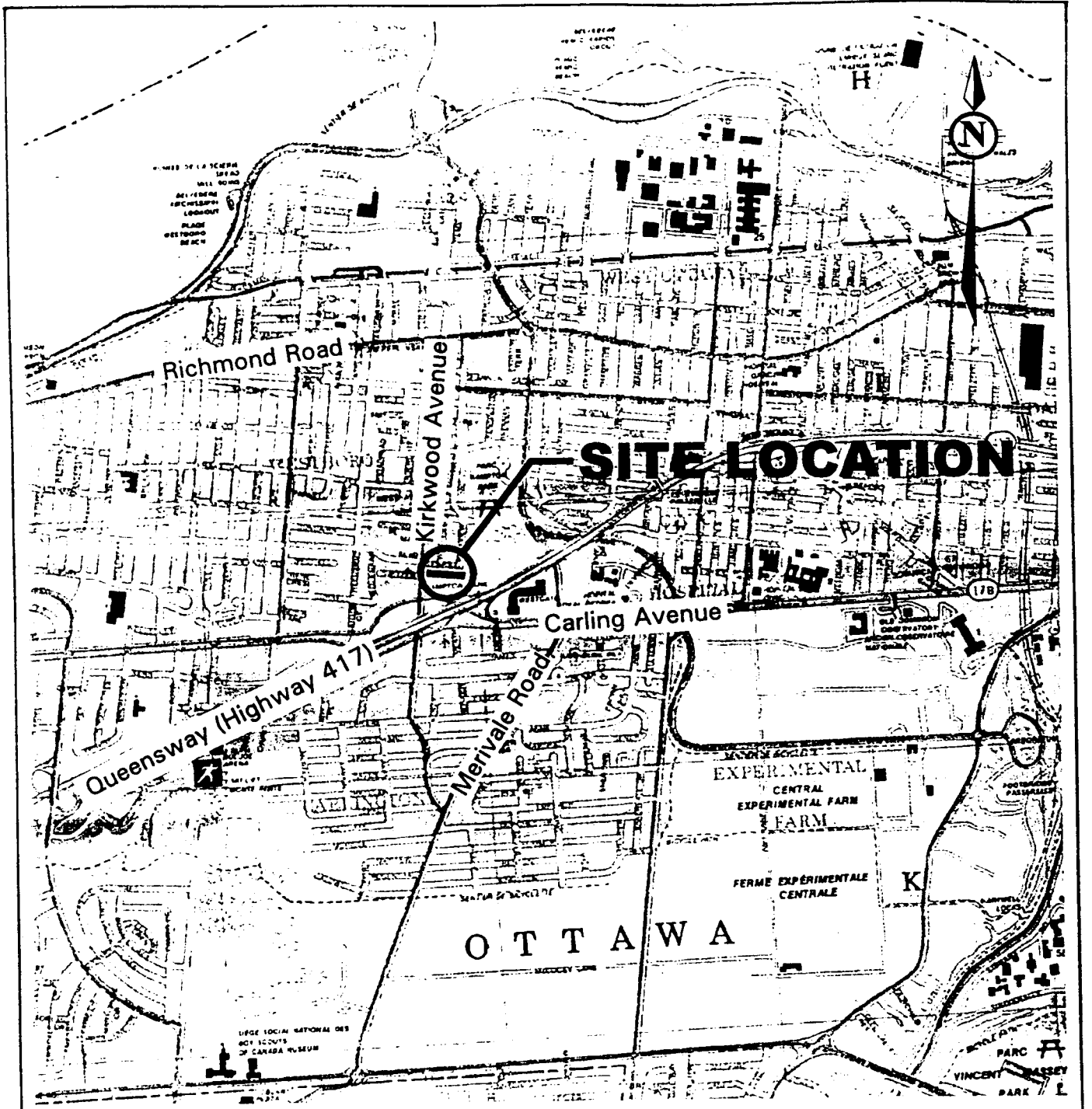
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

This report will be presented to the Regional Cycling Advisory Group (RCAG) at their meeting of 11 August 1998. Although this report is being considered by Transportation Committee on 21 July 1998, RCAG will have ample opportunity for input through the public hearing process should they have any concerns with any of the proposals in this report.

*Approved by
Doug Brousseau*

WJ/js

Attach. (3)



ANNEX A
Proposed Modifications
Kirkwood Ave and Switzer Ave

DOVER COURT
AVENUE



SEBRING AVENUE

HAMPTON PARK PLAZA

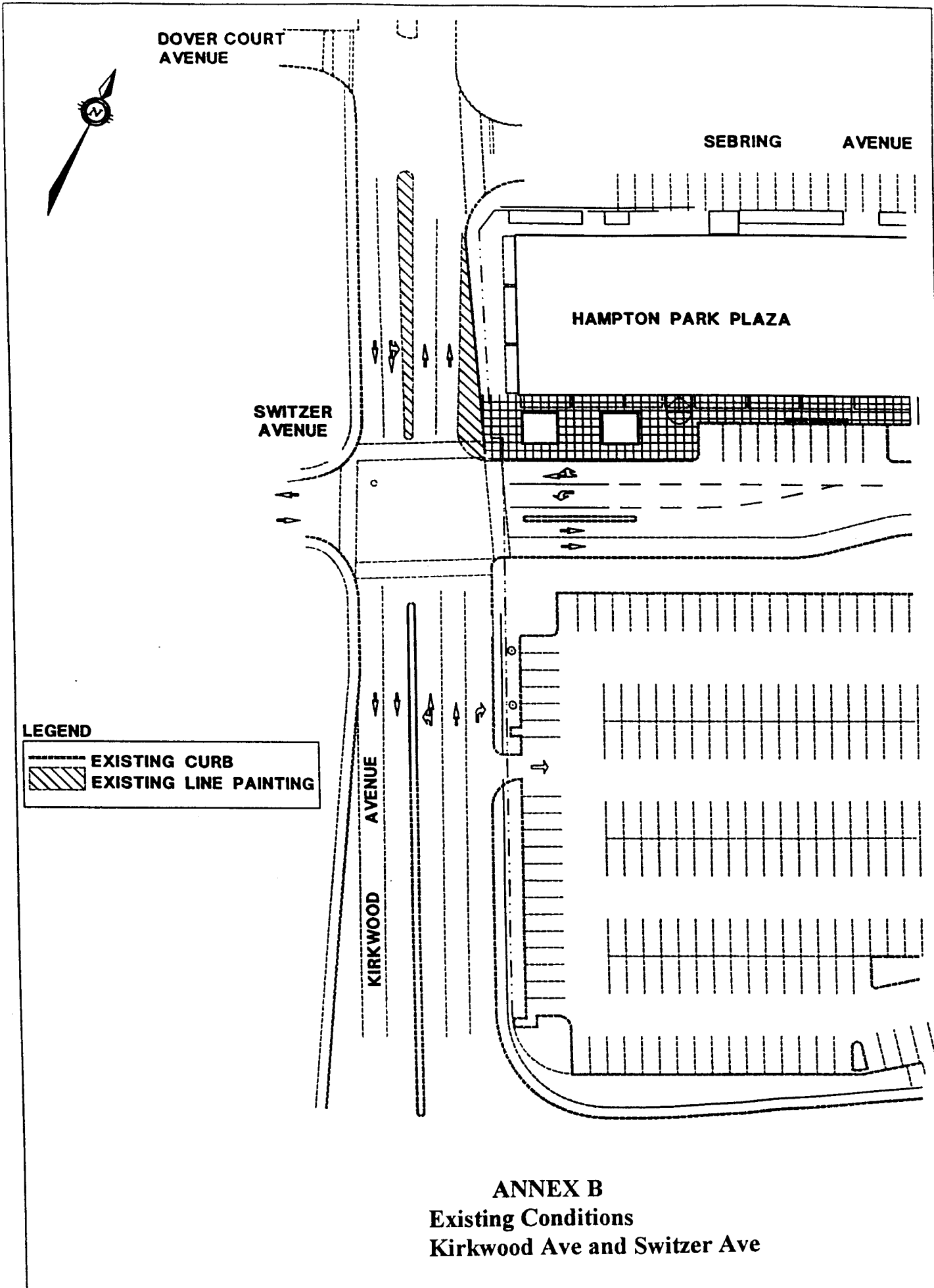
SWITZER AVENUE

LEGEND

-  EXISTING CURB
-  EXISTING LINE PAINTING

KIRKWOOD AVENUE

ANNEX B
Existing Conditions
Kirkwood Ave and Switzer Ave



DOVER COURT
AVENUE





SEBRING AVENUE

HAMPTON PARK PLAZA

SWITZER AVENUE

LEGEND

-  PROPOSED CURB
-  PROPOSED LINE PAINTING

KIRKWOOD AVENUE

ANNEX C

**Proposed Modifications
Kirkwood Ave and Switzer Ave**