

Our File/N/Réf. **25 10-96-R4902**
Your File/V/Réf.

DATE 27 June 1996

TO/DEST. Coordinator, Transportation Committee

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

SUBJECT/OBJET **MEDIAN OPENING ON EAGLESON ROAD (REGIONAL
ROAD #49) JUST SOUTH OF FORMER C.P. RAILWAY, FOR A
PROPOSED DEVELOPMENT AT 105 DENZIL DOYLE COURT**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council reject the application for a median opening on Eagleson Road for a proposed development at 105 Denzil Doyle Court.

BACKGROUND

The site is on a parcel of land that is currently vacant and is located adjacent to a funeral home to the South and the former C.P.R. right-of-way now owned by the Region to the north. The general location of the site is indicated in Exhibit 1. The site has a frontage on Eagleson Road and a local street, Denzil Doyle Court.

Eagleson Road near the site is a four lane divided arterial roadway with a continuous median between Michael Cowpland/Stonehaven and Rothesay/Palomino which are signal controlled intersections. There are no driveways connected to Eagleson Road from the east side and there are three driveways, with right in and right out traffic only because of the median, serving the existing developments on the west side.

The owner of the site, Gray Pynn and Associates Inc., has submitted a rezoning application to the City of Kanata to develop a business park which include various uses totalling 36,000 square feet (automotive, gas bar, convenience store, restaurant, offices). The owner, through his engineering consultant, McLean Transportation Engineering Consultants Ltd., has submitted a traffic impact study to the Region which recommends a median opening on Eagleson Road so that traffic can make left turns into and out of the site.

DISCUSSION

The major concern the Environment and Transportation Department has with median breaks to accommodate left-turning traffic is the introduction of an additional point of conflict for vehicular traffic which inevitably leads to an increase in accident frequency and interruptions to the traffic flow on Eagleson Road.

Egleson Road is the major north/south arterial in the City of Kanata with the primary function of moving traffic and a secondary function of providing accesses to adjacent developments. In the Environmental Study Report for the widening of Eagleson Road, prepared by A. J. Robinson and Associates in June 1989, the traffic carrying function was emphasized in Section 4.3.7 Property Access.

“...In order for the road to function as intended, access must be restricted to the intersections and therefore median breaks must be eliminated wherever possible. In order for adequate access into and out of these properties, “U” turns will be permitted at all intersections...”

The ESR study was approved by Council and Eagleson Road was subsequently reconstructed based on the principles established in the Study with no depressed median provided, except for the City of Kanata Fire Station and Kanata Hydro Substation.

Referring to Exhibit 2, the site was part of an industrial subdivision which was developed respecting the access restrictions of Eagleson Road and following the hierarchy of the road network. Traffic destined to Eagleson Road will travel via the local street, Denzil Doyle Court, to the collector road, Michael Cowpland Drive, and then go north and south through the signalized intersection at Eagleson Road. Alternatively, traffic can use the right in and right out access on Eagleson Road and make “U” turns at the signalized intersections at Eagleson-Rothesay/Palomino and Eagleson-Michael Cowpland/Stonehaven.

If a median break is granted, adjacent developments south of the site will likely also make similar requests to break the existing median. The proliferation of median breaks will substantially undermine the intended arterial function of Eagleson Road.

In addition, the site is immediately adjacent to a rail/transportation corridor where an underpass may be required in the future. Visibility and safety may become a concern if an access with a median break is installed.

EXISTING CONDITIONS

a) Pedestrians

A 1.5 m asphalt sidewalk exists on the east side of Eagleson Road between Rothesay/Palomino and Michael Cowpland/Stonehaven, pedestrian volumes in the vicinity are low.

b) Bicycles

Bicycle riders on Eagleson Road may use the curb lanes. Some bicycle riders use the 0.75 metre wide asphalt area immediately adjacent to the curb on the west side of Eagleson Road. Bicycle volumes are not available for the immediate vicinity of the site.

c) Transit

OC Transpo operates a number of all-day bus routes on Eagleson Road between Rothesay/Palomino and Michael Cowpland/Stonehaven. As well, peak period bus service is provided. Bus stops are located at Michael Cowpland/Stonehaven and at Rothesay/Palomino. There are also mid-blockstops on the west and east side of Eagleson Road in the vicinity of the site.

d) Automobiles

Eagleson Road is a four lane divided arterial roadway with a posted speed of 60 km/h. Traffic volumes recorded in 1995 indicate that the annual average traffic volume was 13,300 vehicles per day in each direction on this section of the road.

FINANCIAL STATEMENT

In the event that the Committee and Council approve a median break the developer will be responsible for 100% of the construction cost of the median break including the installation of traffic control signals. The estimated cost being:

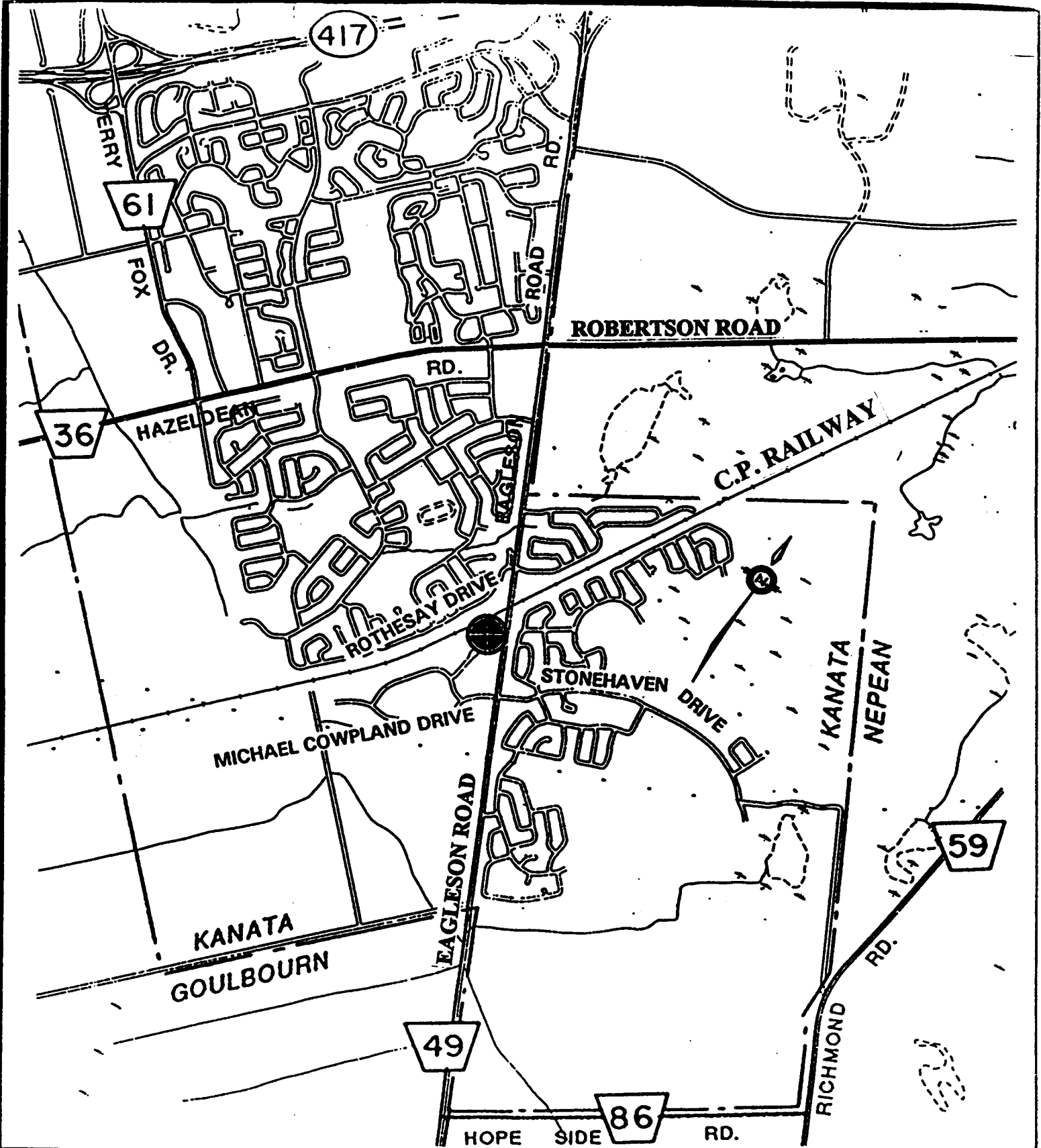
\$ 45,000 for the roadworks plus
\$ 80,000 for traffic control signals.

CONCLUSIONS

Eagleson Road has been reconstructed to a divided arterial with a median to enhance safety to the motoring public. The subject site will be well served by the right in right out access to Eagleson Road where U turns can be made at the signalized intersections at Rothesay/Palomino and Michael Cowpland/Stonehaven. Additionally, access can be gained through the local street Denzil Doyle Court. A median break therefore is not required.

Approved by
L. Shallal, P.Eng., Ph.D.

AF/st
Attach.(2)



LEGEND




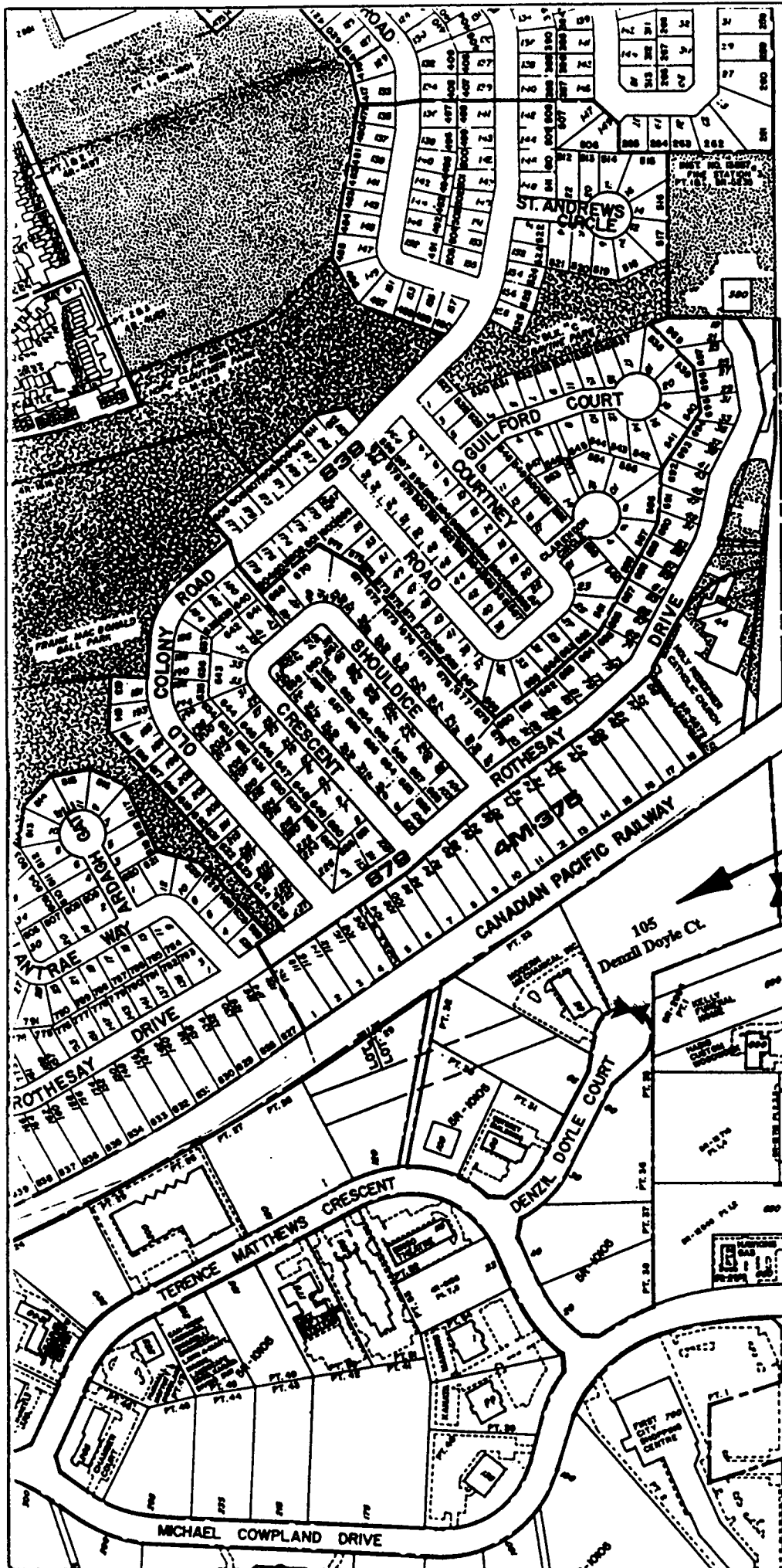
-  REGIONAL ROADS
-  PROVINCIAL HIGHWAYS
-  SUBJECT SITE

EXHIBIT 1
KEY PLAN



PALOMINO DR

EAGLESTON ROAD

ST. ANDREWS CIRCLE

GUILFORD COURT

PALOMINO DR.

SITE LOCATION

CANADIAN PACIFIC RAILWAY

105 Demill Doyle Ct.

LOT 22, CONC. 6 R.F.
LOT 21, CONC. 6 R.F.

STONEHAVEN DRIVE

LEGEND
 = Vehicular Access to Site

EXHIBIT 2

SITE LOCATION