

Our File/N/Réf. **25 23-98-R050**
Your File/V/Réf.

DATE 20 October 1998

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **MODIFICATIONS TO OGILVIE ROAD (REGIONAL ROAD 50)
AND CITY PARK DRIVE TO ACCOMMODATE THE
CONSTRUCTION OF THE TRINITY CITY CENTRE**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend that Council:

- 1. Approve the installation of traffic control signals on Ogilvie Road at the proposed north site access (approximately 185 metres east of Bathgate Drive/City Park Drive intersection), and the construction of associated roadway modifications along Ogilvie Road as illustrated in Annex B, subject to the owner, Riotrin Properties (Gloucester 2) Inc.;**
 - a) funding the total cost of the proposed road works and traffic control signal installation, including paying the annual maintenance costs for the traffic control signals until such time as they meet the Ministry of Transportation of Ontario installation warrants and Council approves the assumption of the costs;**
 - b) executing a Legal agreement with respect to (a) above;**
- 2. Authorize the initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

BACKGROUND

Riotrin Properties (Gloucester 2) Inc. are in the process of developing a 9.24 hectare site located on the south side of Ogilvie Road, bounded by City Park Drive, in the City of Gloucester. The

site location is shown in Annex A. The development will consist of a 16 screen theatre complex, and a variety of retail and restaurant establishments.

Ogilvie Road is a four lane divided roadway, with an additional third eastbound lane constructed between City Park Drive (east) and Blair Road. The owner/developer is committed to construct a third eastbound lane from a location west of City Park Drive/ Bathgate Drive, to the City Park Drive (east) intersection. This additional lane forms part of the road works being undertaken by Riotrin Properties (Gloucester 2) Inc. as detailed in the functional plan in this report (Annex B). The development proposal includes the construction of a new site access point onto Ogilvie Road at the north portion of the site. Traffic control signals are proposed for this access which will allow all movements into and out of the site.

EXISTING CONDITIONS

Pedestrian

There are existing concrete sidewalks along both sides of Ogilvie Road in the vicinity of the site. Concrete sidewalks are also present adjacent to the site along both the east and west portions of City Park Drive. The pedestrian volumes during an 8-hour traffic count conducted on 22 June 1998 shows that 56 pedestrians crossed Ogilvie Road at Bathgate Drive/City Park Drive (west) intersection, and 67 pedestrians crossed at the City Park Drive (east) intersection. Pedestrian activated traffic control signals exist at both intersections.

Bicycles

Ogilvie Road is designated as a primary route in the Cycling Transportation Network and has 1.2 m cycling lanes in each direction across the frontage of this property. Bicycle volumes recorded in June 1998, determined that 100 cyclists travelled westbound and 120 cyclists travelled eastbound on Ogilvie Road during the 8-hour count.

Transit

One regular transit route exists along this portion of Ogilvie Road and one route travels along City Park Drive crossing Ogilvie Road at the west intersection. In addition, there is an OC Transpo transit station at the Gloucester Centre shopping plaza located on the east side of City Park Drive (east).

Automobiles

Ogilvie Road is a four lane divided roadway with a posted speed limit of 60 km/hr. An additional third eastbound lane has been constructed between City Park Drive (east) and Blair Road. City Park Drive is a two-lane collector roadway with a posted speed limit of 40 km/hr. City Park Drive is a municipal roadway under the jurisdiction of the City of Gloucester, which intersects Ogilvie Road at both the west boundary of the proposed Trinity City Centre, and the east boundary of the site. Traffic volume records indicate that in June of 1998, approximately 5,800

and 6,900 vehicles travelled westbound and eastbound respectively on Ogilvie Road over an 8-hour period.

DESIGN PROPOSAL

Pedestrians

Pedestrians will be provided with a new signalized crossing of Ogilvie Road at the north side access. The crossing distance on the east side of this intersection has been minimized with a bulb-out feature that retains the two eastbound travel lanes on Ogilvie Road at the intersection, rather than expanding to three lanes across the entire frontage.

The proposed modifications to Ogilvie Road will not affect the existing sidewalks along the roadway. Crossing distances for pedestrians crossing Ogilvie Road at both the Bathgate Drive/ City Park Drive (west) and City Park Drive (east) intersections will remain as they are today.

The site has been designed to provide the efficient movement of pedestrians from the theatre and retail stores, to the municipal sidewalk system on Ogilvie Road and City Park Drive which provides access to the public transportation system and the OC Transpo transit station.

Bicycles

The proposed roadway widening and modifications include the provision of a two metre (2.0 m) cycling lane eastbound on Ogilvie Road across the frontage of the site. As well, the proposed design of the bulb-out feature on the east side of the new access will minimise the conflict between accelerating northbound right turning vehicles from the site and cyclists.

Transit

Transit operations on Ogilvie 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 Ogilvie Road and City Park Drive in the vicinity of the site.

Automobiles

Riotrin Properties (Gloucester 2) Inc., the owners of the site, requests the Transportation Committee approve the following proposed intersection and roadway modifications as illustrated in Annex B. The roadway modifications consist of the following:

- a) The construction of an additional eastbound lane across the frontage of the site on Ogilvie Road, between Bathgate Drive/City Park Drive (west) and City Park Drive (east).
- b) Increasing the length of vehicular storage for the westbound left turn lane from Ogilvie Road onto City Park Drive (east) intersection.

- c) The construction of a new site access onto Ogilvie Road at the north portion of the site. This access would provide full vehicular movements, and would include the construction of a westbound left-turn lane, and the installation of traffic control signals. The radius of the corners of the new access have been designed for the turning movement of a tractor semi-trailer.
- d) The closure of an existing median break on Ogilvie Road approximately 110 m east of the Bathgate Drive/City Park Drive (west) intersection.

Analysis based on year 2006 projections, shows that, with the above-noted modifications and the implementation of traffic control signals at the north site access, Ogilvie Road in the vicinity of the site will operate at an acceptable level of service.

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 detailed intersection design which will incorporate cycling facilities, traffic control signals and simple intersection geometry.

Implementing the bulb-out designs at the both intersections of Ogilvie Road and the new site access and Ogilvie Road at Bathgate Drive/City Park Drive adheres to the direction outlined in Section 2.2 of the TMP by minimizing the crossing distances on one side of the intersection, increasing the pedestrian storage area and increasing the visibility of pedestrian before they cross the road.

The provision of wider on-road cycling facilities along the proposed widened portion of Ogilvie Road adheres to the direction outlined in Section 2.3 of the TMP which designates this portion of Ogilvie Road as part of the Cycling Transportation Network. As well the above-noted bulb-out features will minimize weaving conflicts between vehicles and cyclists.

FINANCIAL COMMENT

Should Regional Council approve the proposed roadway modifications to Ogilvie Road, the developer/owner will be responsible for 100% of the cost of roadway widening and installation and maintenance of traffic control signalization.

Cost Estimates

The following cost estimates, prepared by Oliver Mangione McCalla & Associates, are preliminary 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	\$167,000
Traffic Control Signals & Utility Relocations	226,000
Engineering	20,000
Contingencies	39,000
Total Estimated Cost Before GST	<u>\$452,000</u>
GST @ 7%	31,640
TOTAL ESTIMATED COST	<u>\$483,640</u>

CONSULTATION

A summary of the comments will be provided at the Public Hearing. The opportunity for general public input will be provided via the public hearing process.

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

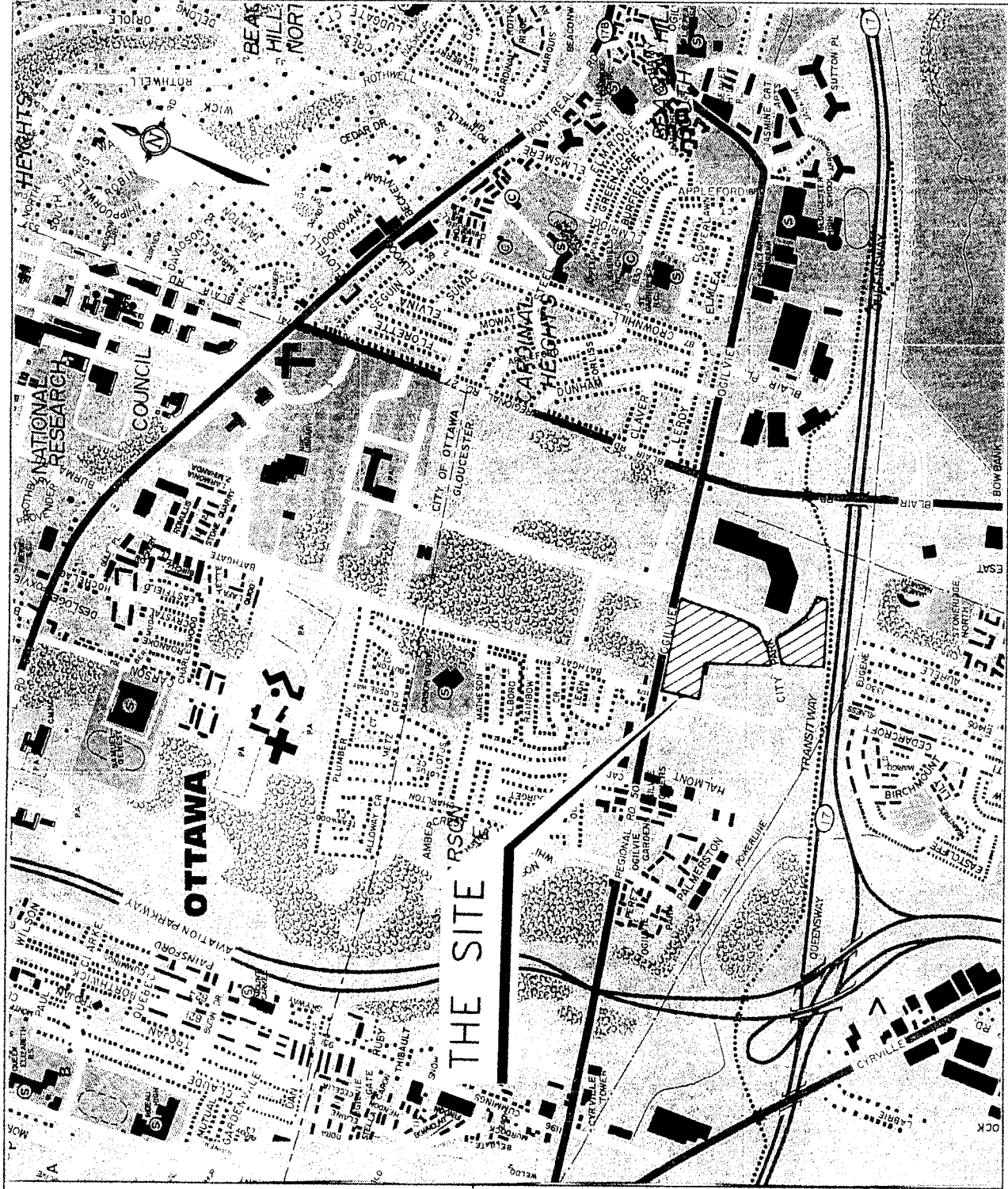
This report will be presented to the Regional Cycling Advisory Group (RCAG) at its meeting of 3 November 1998.

As in the past, Department staff will work with RCAG for their comments on this new intersection as part of the detailed design review process.


*Approved by
Doug Brousseau*

JAF/sf

Attach. (2)



TRINITY CITY CENTRE
 KEY PLAN
 OGILVIE ROAD – ROADWAY MODIFICATIONS

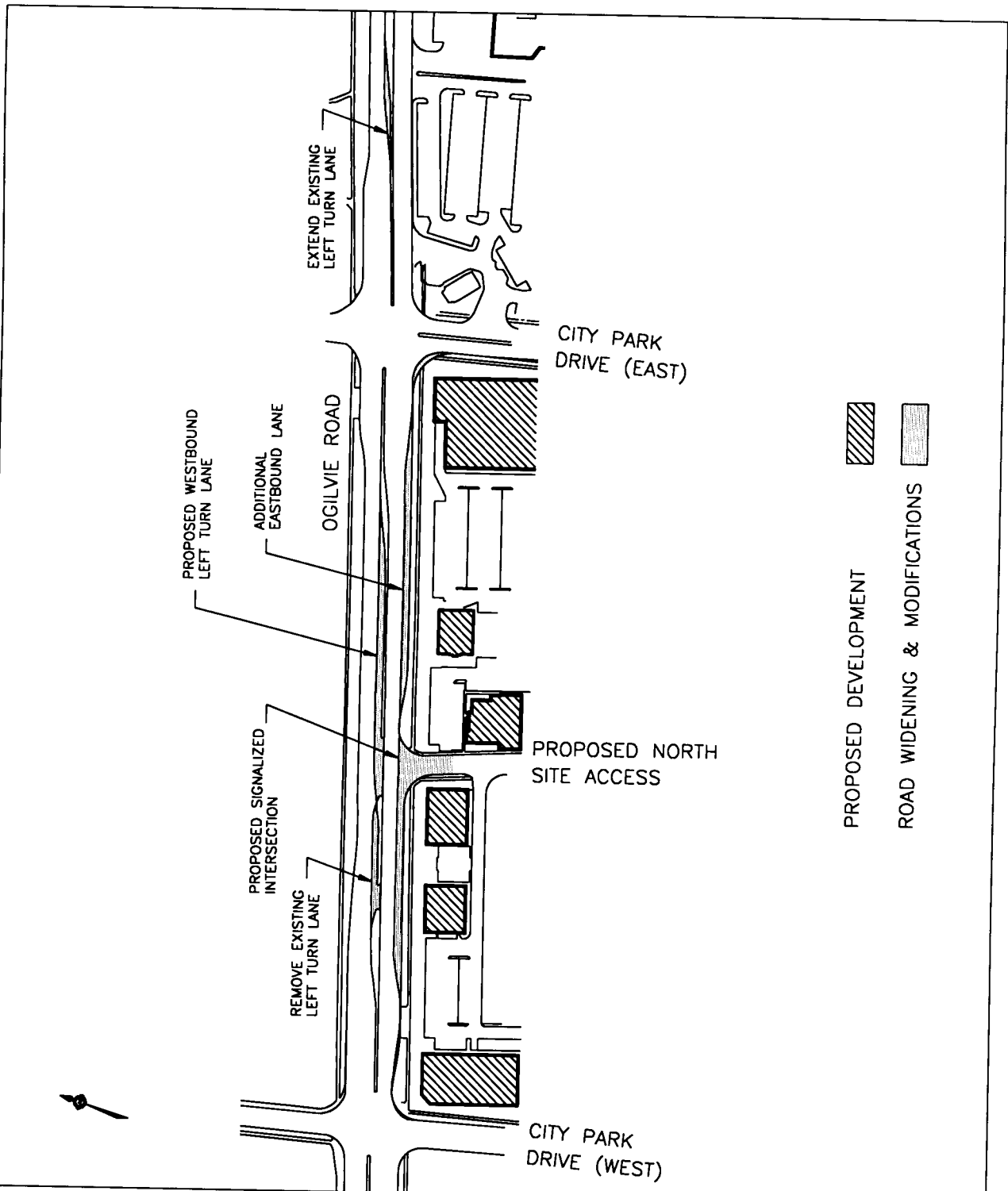


Ottawa-Carleton

D. J. Halperny & Associates Ltd.

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DATE: SEPT 1998
 SCALE: N.T.S
 ANNEX A



TRINITY CITY CENTRE
 FUNCTIONAL PLAN
 OGILVIE ROAD - ROADWAY MODIFICATIONS



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DATE: SEPT 1998

SCALE: N.T.S.

ANNEX B