

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

REPORT
RAPPORT

Our File/N/Réf. **25 RG16-20, RG16-20B**
Your File/V/Réf.

DATE 17 February 1997

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **MODIFICATIONS TO TOWNGATE SHOPPING CENTRE
ACCESS ON BANK STREET 80 M SOUTH OF HUNT CLUB
ROAD**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve the installation of traffic control signals at the access to the Towngate Shopping Centre on Bank Street 80 m south of Hunt Club Road subject to the owner:

- 1. paying the total cost of the signal installation, related road works and the modifications to the existing signals at the intersection of Bank and Hunt Club, and;**
- 2. executing a legal agreement with respect to 1. above;**

and authorize the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act.

BACKGROUND

Towngate Shopping Centre, a medium-sized plaza of 8,750 m² (94,200 ft²) with approximately 500 parking spaces, is located in the southwest quadrant of Bank Street and Hunt Club Road. The site location is illustrated in Annex A, [Site Location, McLean Transportation Engineering consultants (MTEC Drawing No. 107)]. Since the centre's opening, its patrons have experienced difficulties with the traffic operations related to this site. As a result, Truscan Realty Limited, the owner of the shopping centre, is pursuing the possibility of improving the traffic circulation associated with this site.

This shopping centre's physical orientation with the surrounding developments on Bank Street and on Hunt Club Road is exhibited in Annex B, [Site Plan and Adjacent Development (MTEC Drawing No. 108)]. In addition, this drawing shows the existing driveways to these developments and the operational requirements for motorists entering and exiting the Towngate Shopping Centre.

EXISTING CONDITIONS

Pedestrians

Concrete sidewalks exist on both sides of Bank Street and on Hunt Club Road in the vicinity of the Towngate Shopping Centre. Pedestrian volumes in this area are relatively low. While no counts of pedestrian volumes are available in the immediate vicinity of the site, crossing volumes were recorded in May and August 1996 at Bank Street and Hunt Club Road with the following results.

1. Crossing Bank Street, on the south side of Hunt Club Road, pedestrian volumes range from an average of 4 per hour in May to an average of 19 per hour in August.
2. Crossing Hunt Club Road, on the west side of Bank Street, pedestrian volumes range from an average of 26 per hour in May to an average of 31 per hour in August.

When compared with other Bank Street intersections with similar dimensions and vehicular volumes, pedestrian volumes are very low, particularly those crossing Bank Street.

Bicycles

Bicycle lanes are not provided for cyclists either on Bank Street or on Hunt Club Road in the area of this shopping centre. Bicycle volumes are not available for the immediate vicinity of the site; however, based on traffic surveys completed in May and August 1996 at the intersection of Bank and Hunt Club the following bicycle volumes were recorded.

The volume of eastbound bicycles on Hunt Club Road approaching Bank Street ranged from an average of 4 per hour in May 1996 to an average of 2 per hour in August 1996.

Southbound on Bank Street past the Towngate Shopping Centre, the volume of cyclists ranged from an average of 4 per hour in May 1996 to an average of 3 per hour in August 1996. It should be mentioned that the volume of northbound cyclists on Bank Street in this area is even lower than the southbound cyclist volume.

Transit

Bank Street has both peak period and all-day transit service travelling in both directions on the section between Hunt Club Road and Albion Road. Hunt Club Road has both peak period and all-day transit service travelling in both directions on the section between the Towngate Shopping Centre and Bank Street. Of the four bus stops that serve this shopping centre, two are located on Hunt Club Road, one

eastbound near side at Bank Street (immediately west of the Towngate Shopping Centre driveway) and one westbound on the far side of Bank Street and two are found on Bank Street, one northbound on the far side of Hunt Club Road and one southbound on the near side of Hunt Club Road.

Automobiles

Hunt Club Road is a four lane divided arterial roadway with a posted speed limit of 60 km/h. Traffic volumes recorded in 1996 indicate an annual average daily traffic volume of 11,450 westbound vehicles and 12,450 eastbound vehicles on this section of road.

A continuous median, nominally 5 m in width, exists on Hunt Club Road between Bank Street and Bridle Path. Approximately 100 m west of Bank Street there is a median break to serve a small retail plaza on the northwest corner of the intersection of Bank Street and Hunt Club Road.

Bank Street is a four lane divided arterial roadway with a posted speed limit of 60 km/h. Traffic volumes recorded in 1996 indicate an annual average daily traffic volume of 11,200 northbound vehicles and 12,250 southbound vehicles on this section of road.

On Bank Street, south of Hunt Club Road, the median is approximately 1.5 m in width and has breaks for the Towngate Shopping Centre on the west side of Bank Street and the Southgate Shopping Centre on the east side of Bank Street (this median break also serves the automobile dealership).

Currently, at the Bank Street access to the Towngate Shopping Centre, vehicular traffic movements are restricted to right-in, right-out and left-in manoeuvres. Motorists entering the shopping centre appear to have little difficulty; however, leaving the shopping centre via the Bank Street driveway to proceed easterly, northerly or westerly, without making an illegal manoeuvre, is a significant problem.

Also, at the present time, motorists using the access on Hunt Club Road are restricted to right-in and right-out manoeuvres. Entering the shopping centre from the east is possible by turning left at Bank Street and using the Bank Street driveway.

DESIGN PROPOSAL

To safely facilitate eastbound left turns out of the shopping centre, the proposed modifications at the shopping centre's Bank Street access include the reshaping of the channellizing island and the installation of traffic control signals.

If, in the future, these proposals are approved and carried out and problems with traffic flow develop on the Regional roads in this area as a consequence of the above-noted assumptions, the Environment and Transportation Department will take corrective action, at the expense of the owner/developer, which may be detrimental to the traffic operations associated with and disadvantageous to the Towngate Shopping Centre. In addition, this Department recommends that, should the Transportation Committee fail to approve all of the proposals contained in the following sections Automobiles and Pedestrians, this report will be referred back to the Department for review and reconsideration.

Automobiles

The developer/owner requests the Transportation Committee approve the proposed island modifications as illustrated in Annex C, [Proposed Modifications, Bank Street Vicinity of Towngate Shopping Centre (MTEC Drawing No. 109)]. In conjunction with the proposed island modification, the developer also requests the installation of traffic control signals at the intersection of Bank Street and the Towngate Shopping Centre subject to the following conditions.

1. The proposed traffic control signal installation at the intersection of Bank Street and the Towngate Shopping Centre will be equipped with programmable traffic signal heads, as required, which will allow the signal heads to be "focused" on specific zones on the approach to the traffic signal.
2. The existing traffic control signal installation at Bank Street and Hunt Club Road will be modified to replace selected traffic signal heads with programmable traffic signal heads, as required, which will allow the signal heads to be "focused" on specific zones on the approach to the traffic signal.
3. The developer agrees to pay all costs associated with the operation and maintenance of the proposed traffic control signals at the intersection of Bank Street and Towngate Shopping Centre until such time as the traffic volumes satisfy the installation warrants from the Ontario Ministry of Transportation and Regional Council approves the assumption of the operation and maintenance costs.
4. Southbound vehicles on Bank Street will be prohibited from turning left at the intersection of Bank Street and the Towngate Shopping Centre.
5. The developer removes the existing concrete gutter located in the northbound left-turn lane on Bank Street approaching the Towngate Shopping Centre access.

Pedestrians

1. Pedestrians, protected by traffic control signals, will be provided with a new facility to safely cross Bank Street. The distance for pedestrians to cross Bank Street is significantly higher on the north side of this intersection than it is on the south side which means a substantial increase in exposure to vehicular traffic. In addition, there is a probability for queued northbound left-turning motorists to obstruct pedestrians crossing on the north side. In light of these threats to pedestrian safety, pedestrians will be prohibited from crossing Bank Street on the north side of the intersection at the access to the Towngate Shopping Centre.
2. Since a concrete sidewalk exists on the east side of Bank Street between Hunt Club Road and Albion Road, a modification is proposed to provide "curb returns" at the Petro-Canada driveway to clearly define to pedestrians the need to exercise caution in crossing the driveway since the pedestrian movements will be controlled by a traffic control signal.

Bicycles

The existing bicycle system will not be affected and bicycle riders will have convenient access to the site from Bank Street.

Transit

Transit service and accessibility will not change and will not be compromised by the proposed Bank Street driveway modifications to serve the site.

FINANCIAL STATEMENT

Should Regional Council approve the proposed island modification along with the installation of traffic control signals and related road works, the developer, Truscan will be responsible for 100% of all costs.

COST ESTIMATE

The following cost estimates which have been developed by McLean Transportation Engineering Consultants are at a conceptual stage and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$ 25,000
Traffic Control Signals (including modifications to the existing signals at Bank Street and Hunt Club Road)	\$100,000
Engineering	\$ 10,000
<u>Contingencies</u>	<u>\$ 5,000</u>
TOTAL COST ESTIMATE	\$140,000

ENVIRONMENTAL ASSESSMENT

Regional road modifications required to accommodate the site development are identified as Schedule "A" projects (localized operational improvements) under the environmental assessment process for municipal road projects.

Schedule "A" projects are deemed to be approved projects and, as such, subject to all other approvals, the proponent may proceed to the design and construction stages for the proposed works without further reference to the class environmental assessment planning and design process.

CONSULTATION

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

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

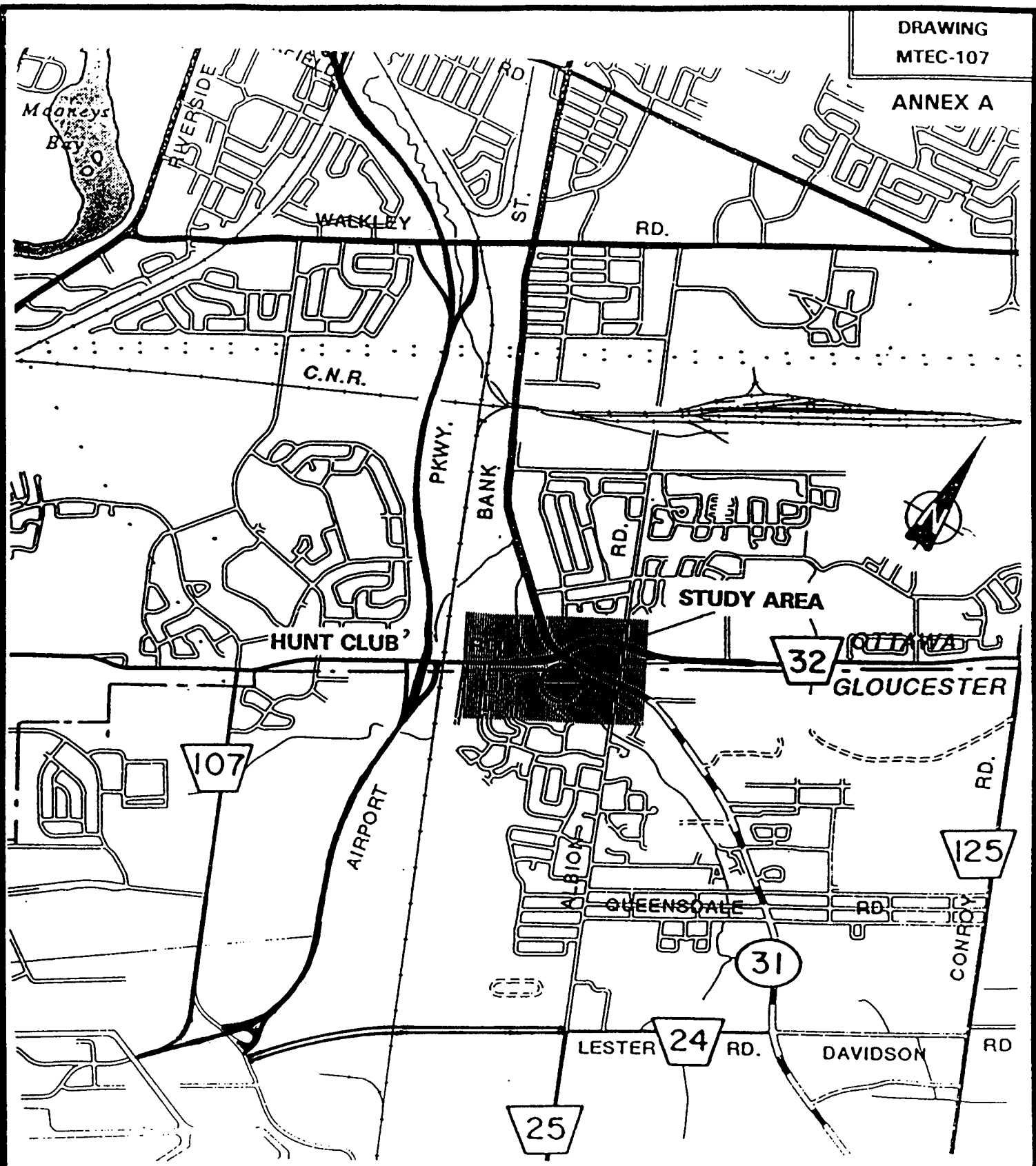
This report was presented to the Regional Cycling Advisory Group (RCAG) at their meeting on Tuesday, 4 February 1997. Their comments will be available when this item is considered at Transportation Committee.

Indications are that there is general agreement with the design proposal.

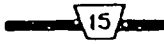
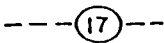

*Approved by
Doug Brousseau*

WJ/sc

Attach. (3)

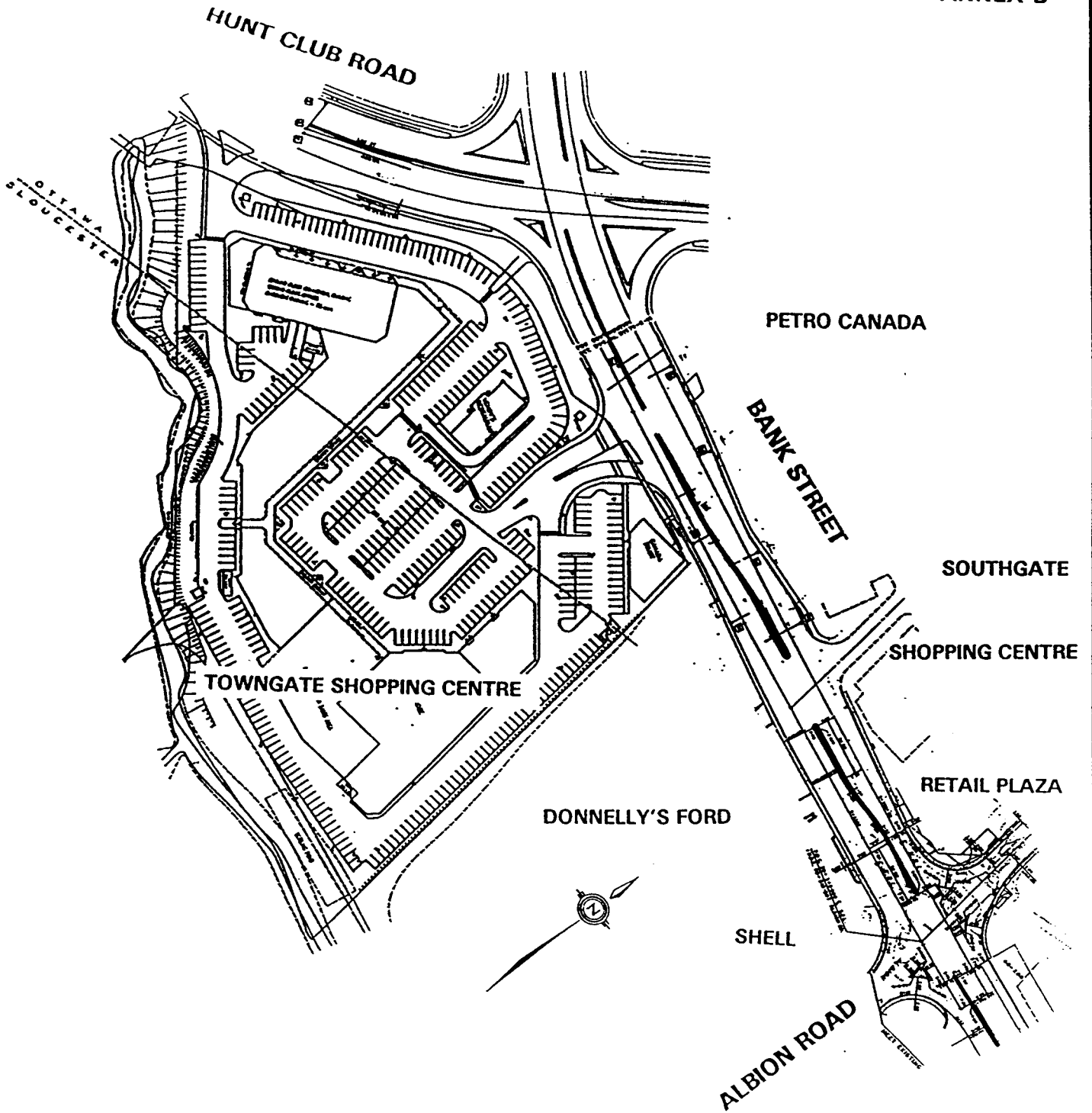


LEGEND

-  REGIONAL ROADS
-  PROVINCIAL HIGHWAYS
-  TOWNGATE SHOPPING CENTRE

TOWNGATE SHOPPING CENTRE

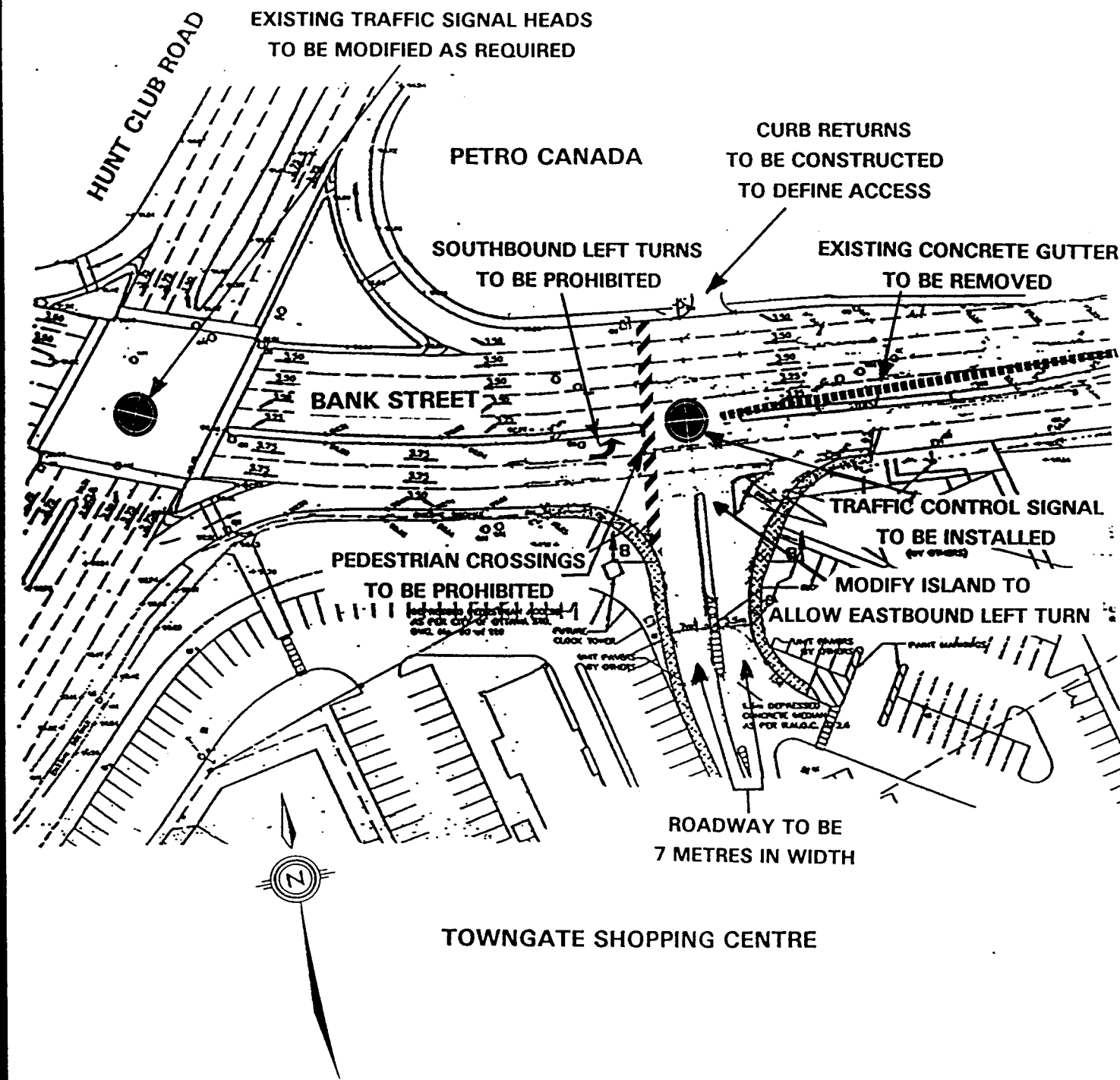
SITE LOCATION



**TOWNGATE SHOPPING CENTRE
SITE PLAN AND
ADJACENT DEVELOPMENT**

NOT TO SCALE

McLEAN TRANSPORTATION ENGINEERING CONSULTANTS



NOT TO SCALE

TOWNGATE SHOPPING CENTRE
PROPOSED MODIFICATIONS, BANK STREET
VICINITY OF
TOWNGATE SHOPPING CENTRE
McLEAN TRANSPORTATION ENGINEERING CONSULTANTS