

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf.                   **50 23-00-R05-I**  
Your File/V/Réf.

DATE                               18 August 2000

TO/DEST.                         Co-ordinator Transportation Committee

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

SUBJECT/OBJET                 **MODIFICATIONS TO MAIN STREET (REGIONAL ROAD 5A)  
BETWEEN CARP ROAD (REGIONAL ROAD 5) AND NEIL  
AVENUE TO ACCOMMODATE THE AMBERLAKES  
DEVELOPMENT**

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**DEPARTMENTAL RECOMMENDATION**

**That the Transportation Committee recommend Council approve the modification to the traffic control signal at the intersection of Main Street and Carp Road and the construction of associated roadway modifications on Main Street between Carp Road and Neil Avenue as described in the report and illustrated in Annexes B, C, and D, subject to the proponent, T. L. Properties IV Ltd.:**

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

**BACKGROUND**

T. L. Properties IV Ltd. are in the process of developing a 17.3 hectare site located on the east side on Main Street (Regional Road 5A) between Carp Road (Regional Road 5) and Neil Avenue, in the Township of Goulbourn. The site location is shown in Annex A.

This proposed development will consist of a commercial development at the south portion of the site, and approximately 107 townhouse units which are planned as an adult life style community at the north portion of the site. To assist in traffic safety and mobility, access to the commercial development will be at the intersection of Main Street and Carp Road, and two additional access points north of the intersection. Access to the residential subdivision will be at the intersection of Main Street and Neil Avenue. Details on these proposed roadway modifications are discussed further in this report.

## EXISTING CONDITIONS

### Pedestrians

There are sidewalks along only the west side of Main Street in this area. Pedestrian activity at the intersection of Main Street and Carp Road was light at the time of the most recent traffic survey on 6 July 1999. Only 4 pedestrians crossed Main Street, and 74 pedestrians crossed Carp Road at the west approach over an eight-hour period.

### Bicycles

Main Street in the vicinity of the site is identified for on-road cycling facilities in the Transportation Master Plan and the Official Plan. Currently, bicycle lanes are not provided in the area of the proposed development.

Over an eight-hour period on 6 July 1999 at Main Street and Carp Road, the following bicycle volumes were recorded:

1. northbound - 18;
2. southbound - 21; and,
3. eastbound - 4.

### Transit

Public transit has limited service in the Village of Stittsville. Only peak hour express service to major transit stations is available, with routes along Carp Road and Main Street south of the Main/Carp intersection.

### Automobiles

In the vicinity of the proposed development, Main Street is an undivided two-lane urban roadway that intersects with Carp Road and Neil Avenue at T intersections. The intersection of Main Street and Carp Road has traffic control signals, with auxiliary left-turning lanes at the northbound and eastbound approaches. The intersection of Main Street and Neil Avenue has stop controls at the eastbound Neil

Avenue approach, with no auxiliary turn lanes. Currently, a posted speed limit of 60 km/h is provided along Main Street and Carp Road in the vicinity of the site. A traffic volume survey conducted on the section of Main Street adjacent to the site in July 1999, indicates that approximately 2,900 motorists travel in each direction over a selected eight-hour period and over 4,750 motorists in a 24-hour period.

### DESIGN PROPOSAL

The following design features are intended to provide safe operations for traffic entering and exiting the commercial and residential sites and to enhance cycling on this portion of Main Street:

1. Provide a new westbound approach to the intersection of Main Street and Carp Road, and the necessary modifications to the existing traffic signalization.
2. Provide a new central access to the proposed commercial site, restricting vehicles to right-in/right-out turning movements.
3. Provide a full movement access to the proposed commercial development at the northern limit of the commercial site.
4. Provide a new westbound approach to the proposed residential development at the intersection of Main Street and Neil Avenue, and install stop control signs at the new approach.

### Pedestrians

The construction of a 2.0 m concrete sidewalk is proposed across the frontage of the site on the east side of Main Street.

### Bicycles

The proposed modifications to this section of Main Street include pavement widenings to accommodate cycling at the north access to the commercial site and at the intersection of Main Street and Neil Avenue consistent with what already exists to accommodate the residential portion of the site.

### Transit

As the development of the subdivision proceeds, the requirement for transit service along this roadway should increase. The proposed roadway modifications should not adversely affect OC Transpo services in this area.

## Automobiles

The proposed roadway modifications consist of the following features. These are illustrated in Annexes B, C, D and E.

### Main Street and Carp Road Intersection

1. An exclusive left-turn lane will be provided on the southbound approach to the Main Street/Carp Road intersection.
2. A new westbound approach will be provided for access/egress to the commercial development. The approach will be comprised of an exclusive westbound left-turn lane and a shared through/right-turn lane. The existing traffic signalization will be modified to accommodate the new westbound intersection approach (Annex B).

### Central Site Access/Egress

1. This access will provide right-in/right-out access to the commercial development. Turning movements at this access point will be controlled by the installation of a concrete median along the centreline of Main Street in front of the access (Annex C).

### North Site Access/Egress

1. This access will be a full movement access with an exclusive Main Street southbound left- turn lane.
2. Shared cycling lanes will be provided along both sides of Main Street at the intersection (Annex D).

### Main Street and Neil Avenue Intersection

1. A new westbound approach will be provided for access/egress to the residential development. The approach will be comprised of a shared left/through/right lane.
2. The intersection will be controlled by stop signs installed at the eastbound Neil Avenue approach and the new westbound intersection approach for the residential development.
3. Shared cycling lanes will be provided on both sides of Main Street at the intersection (Annex E).

## 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 features.

1. The construction of a sidewalk along the east side of Main Street across the frontage of the site conforms to 2.2.2, items 1 and 2 of the TMP.
2. Map 1 of the TMP identifies Main Street in this area for the provision of an on-road cycling facility. The proposed pavement widenings of this section of Main Street to accommodate shared cycling lanes conform to 2.3.2, item 2 of the TMP.

## FINANCIAL STATEMENT

Should Regional Council approve the proposed roadway modifications to Main Street to accommodate the proposed T. L. Properties IV Ltd. development, the developer/owner will be responsible for 100% of the roadway modifications and traffic control signal modification costs.

### Cost Estimates

The following preliminary cost estimates are based on the 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	101,000.00
Traffic Control Signal Modifications	35,000.00
Engineering	20,000.00
Contingencies	<u>20,000.00</u>
Total Estimated Cost Before GST	\$176,000.00
GST @ 7%	<u>12,320.00</u>
<b>TOTAL ESTIMATED COST</b>	<b><u>\$188,320.00</u></b>

CONSULTATION

Notice of the proposed Main Street modifications to accommodate the development of the commercial and residential sites has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun for four consecutive weeks.

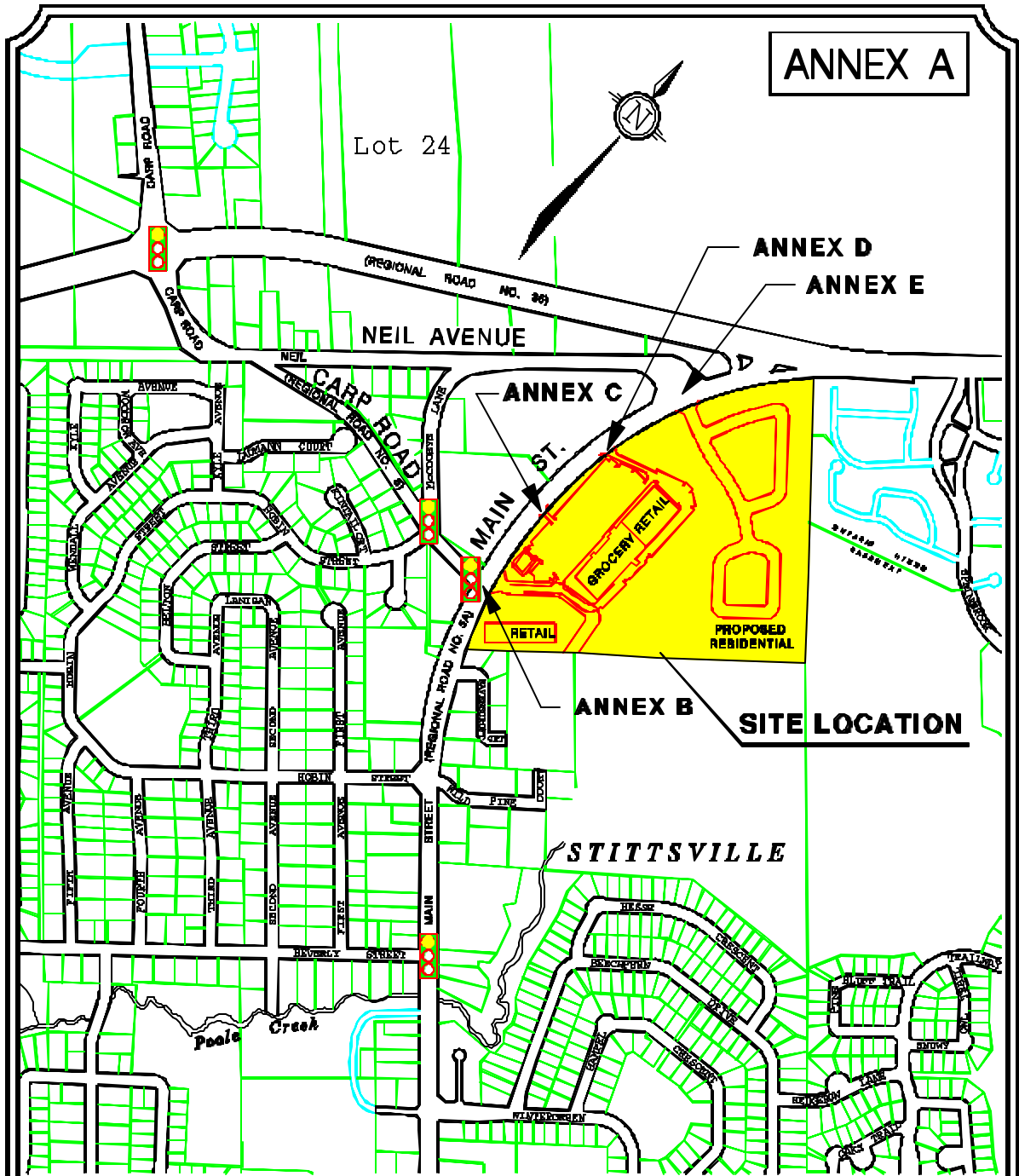
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

The Regional Cycling Advisory Group met on 16 August 2000 and reviewed the cycling component of the Main Street road modifications and are in full agreement with the proposed 4.5 m wide shared curb lanes in both directions along Main Street.

*Approved by  
Doug Brousseau*

PJ/gc

Attach. ( 5 )



ANNEX A

ANNEX D  
ANNEX E

ANNEX C

ANNEX B  
SITE LOCATION

STITTSVILLE

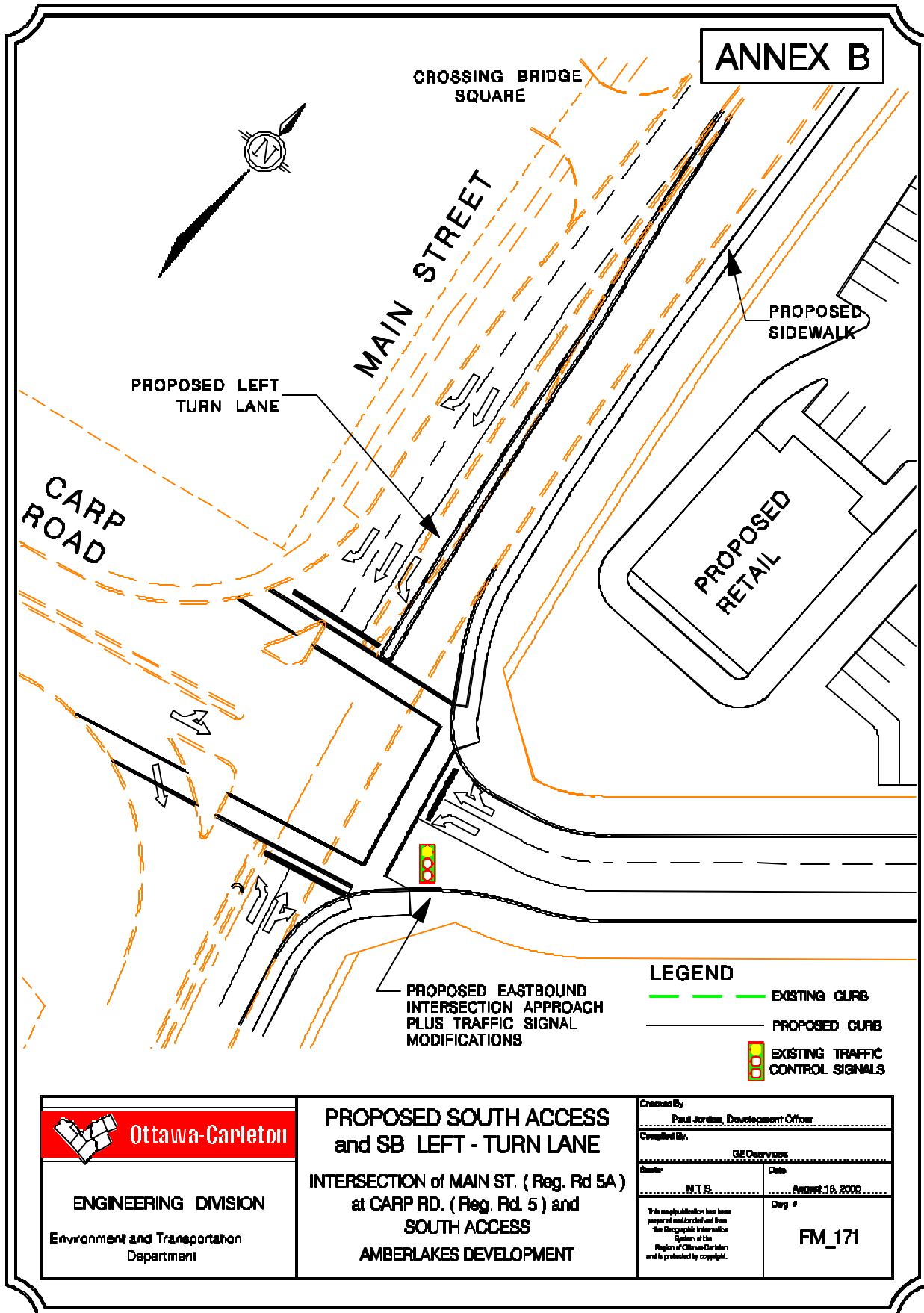

EXISTING TRAFFIC CONTROL SIGNALS

**Ottawa-Carleton**

**ENGINEERING DIVISION**  
Environment and Transportation  
Department

**KEY PLAN**  
**PROPOSED INTERSECTION**  
**MODIFICATIONS TO**  
**MAIN STREET ( Reg. Rd. 5A )**  
**from NEIL AVE. to CARP RD. ( Reg Rd. 5 )**  
**for AMBERLAKES DEVELOPMENT**

Created By Paul Jordan, Development Officer	
Compiled By GEO Overviews	
Scale N.T.S.	Date August 16, 2000
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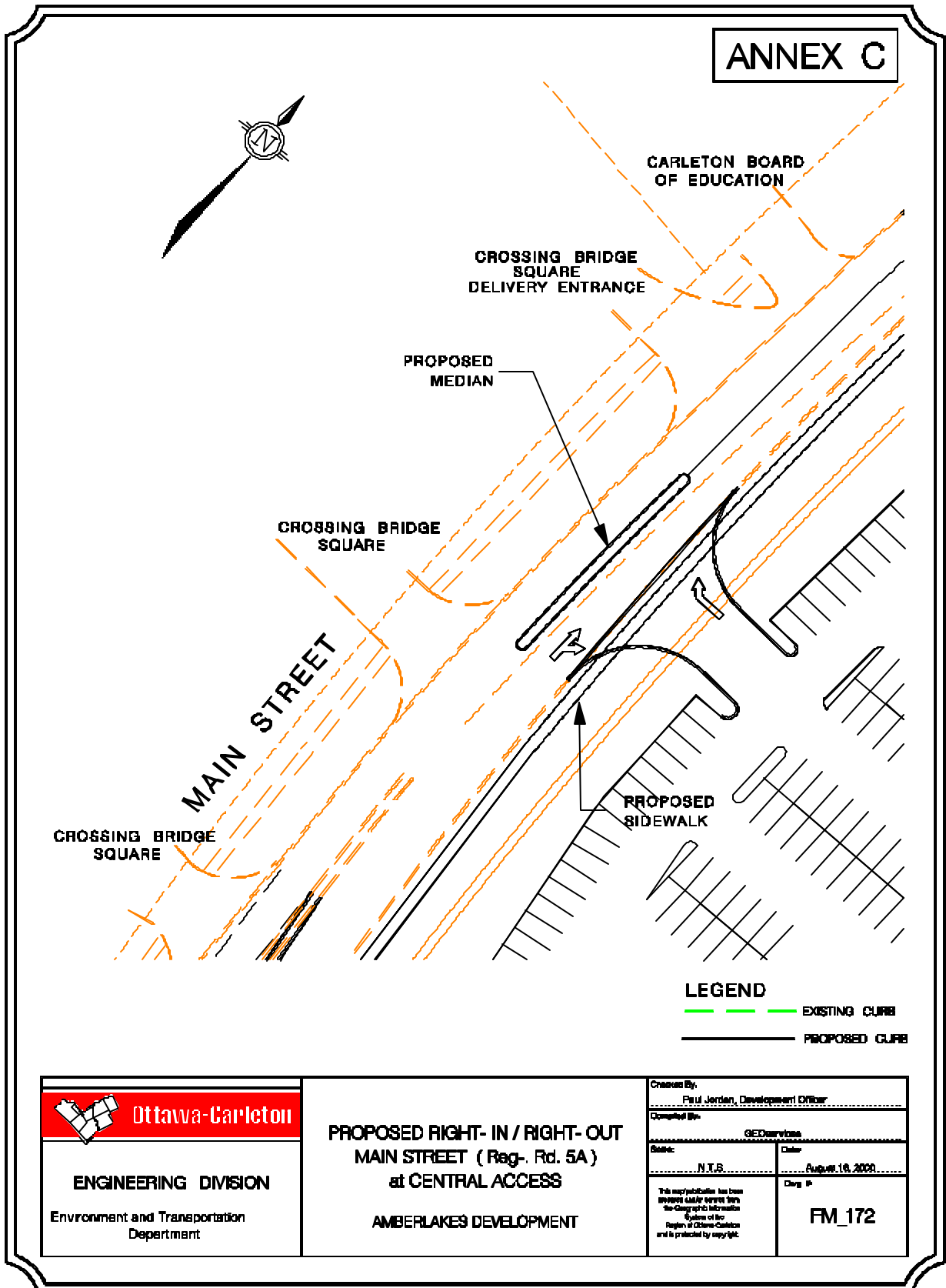
**PROPOSED SOUTH ACCESS  
and SB LEFT - TURN LANE**


INTERSECTION of MAIN ST. ( Reg. Rd 5A )  
at CARP RD. ( Reg. Rd. 5 ) and  
SOUTH ACCESS

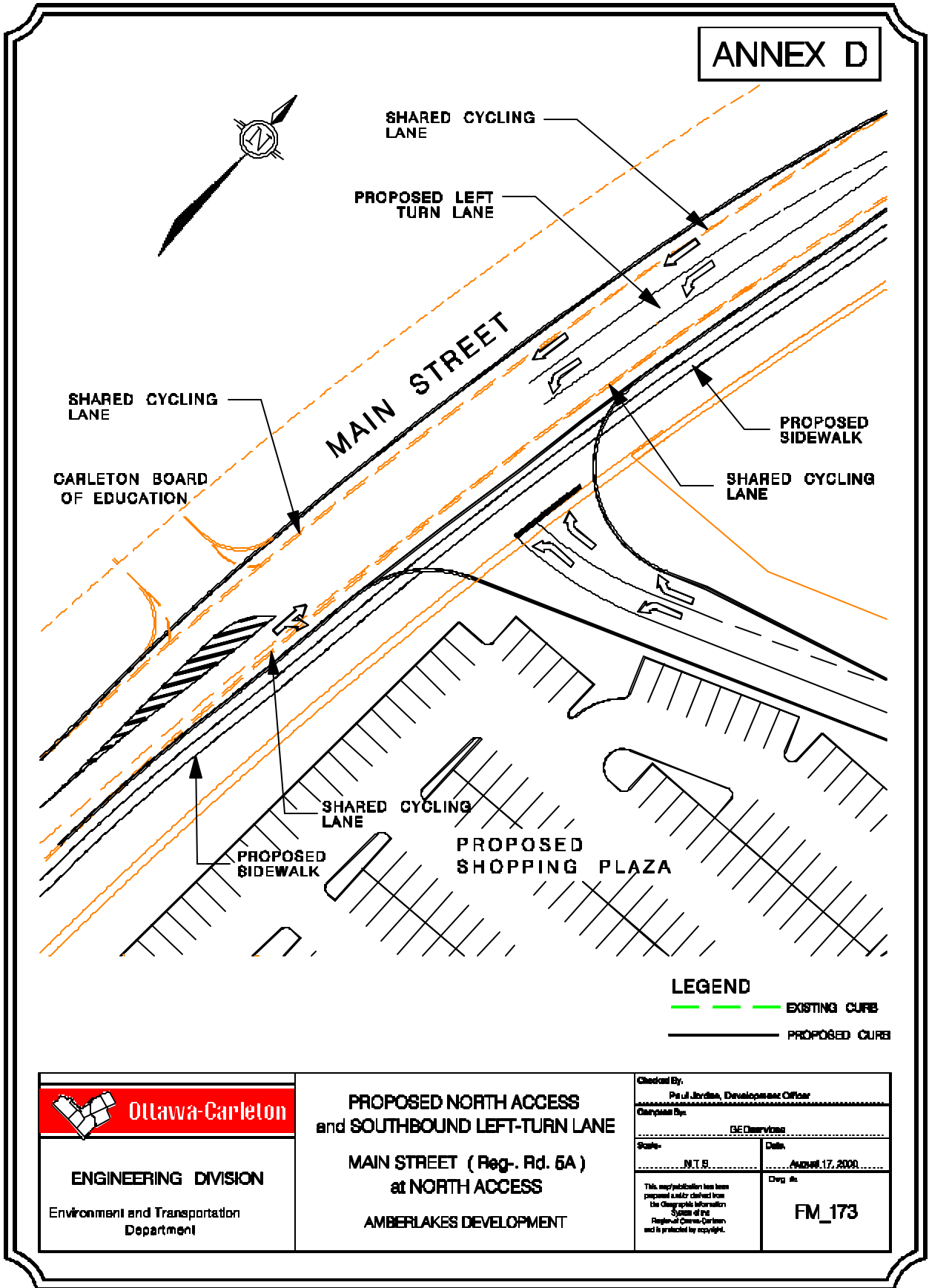
**AMBERLAKES DEVELOPMENT**

Created By Paul Jordan, Development Officer	
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GE Drawings	
Sheet N.T.S.	Date August 16, 2000
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 <p><b>Ottawa-Carleton</b></p>	<p><b>PROPOSED RIGHT-IN / RIGHT-OUT MAIN STREET (Reg. Rd. 5A) at CENTRAL ACCESS</b></p> <p><b>AMBERLAKES DEVELOPMENT</b></p>	<p>Checked By: _____ Paul Jordan, Development Officer</p>	
		<p>Completed By: _____ GEO/Urbanism</p>	
<p><b>ENGINEERING DIVISION</b></p> <p>Environment and Transportation Department</p>		<p>Scale: _____</p> <p>N.T.S.</p>	<p>Date: _____</p> <p>August 16, 2009</p>
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**ANNEX D**

 **Ottawa-Carleton**

**ENGINEERING DIVISION**  
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**PROPOSED NORTH ACCESS  
and SOUTHBOUND LEFT-TURN LANE**

**MAIN STREET (Reg. Rd. 5A)  
at NORTH ACCESS**

**AMBERLAKES DEVELOPMENT**

Checked By: Paul Jordan, Development Officer	
Checked By: BEG/Services	
Date: N.T.B.	Date: August 17, 2000
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