

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 23-00-R072-C**
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 **PROPOSED MODIFICATIONS TO THE SMYTH ROAD/NDMC
ACCESS ROAD INTERSECTION TO ACCOMMODATE
CANADA LANDS COMPANY LIMITED'S PROPOSED
SUBDIVISION ON THE FORMER RIDEAU VETERANS SITE
(363 SMYTH ROAD - OTTAWA)**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve the construction of the modifications at the Smyth Road/NDMC Access Road intersection as described in the report and shown on Annex B, subject to the proponent:

- 1. funding the total cost of the roadway modifications plus associated utility relocations which would include paying the total cost for the traffic control signal installation and their annual maintenance costs until such time as the signals meet the Ministry of Transportation of Ontario installation warrants and be in accordance with Council policy; and,**
- 2. executing a legal agreement with respect to the above.**

BACKGROUND

Canada Lands Company Ltd. has acquired the 8.55 ha site of the former Rideau Veterans Home located on Smyth Road in the City of Ottawa. The site and its area context, are shown as Annex A.

The proposed development is comprised of 17 single-family lots along Smyth Road, 99 two-story semi-detached and townhouse units internal to the site, 115 senior citizen units and a three story (5460 m²) office building.

On 24 March 2000 the Region's Planning and Environment Committee recommended that Council give draft approval to the proposed subdivision, subject to conditions. Council gave this approval on 26 April 2000 and the appeal period expired on 26 May 2000.

The subdivision's primary access will be to Smyth Road via the existing National Defence Medical Centre (NDMC) Access Road. The NDMC Access Road will become a public street and its intersection with Smyth Road will be signalized (Annex B). In addition, an eastbound left-turn lane will be provided on Smyth Road to accommodate traffic entering the site.

EXISTING CONDITIONS

The site is bounded on the south by Smyth Road and on the east by the General Hospital Ring Road. The NDMC Access Road, which "T" intersects with Smyth Road, divides the site. East of the NDMC Access Road is the proposed residential and west is the proposed office. The NDMC Access Road's approach to Smyth Road is STOP sign controlled.

Pedestrians

Concrete sidewalks (1.5 m) exist on both sides of Smyth Road adjacent to the site. Based on a July 1999 traffic survey at the adjacent Alta Vista/Smyth intersection, over 160 pedestrians travelled on these sidewalks over an eight-hour period. A sidewalk also exists on the east side of the NDMC Access Road.

Bicycles

Smyth Road adjacent to the site is identified in the Official Plan as an on-road cycling facility. Delineated bicycle lanes are not provided, but wider curb lanes exist. Based on the above-noted survey, over an eight-hour period, a total of 275 bicycles were counted on Smyth Road comprising 109 eastbound and 166 westbound.

Transit

Bus routes 16 and 85 currently operate on Smyth Road and there are three transit stops in each direction adjacent to the site. Routes 8 and 86 operate on Alta Vista Drive, with three transit stops in each direction from Smyth Road north to the north end of the NDMC Access Road.

Automobiles

The above-noted survey reveals a two-way weekday morning and afternoon peak hour volume of approximately 2000 vph. The 24-hour volume is approximately 21,000 vehicles spent evenly between eastbound and westbound.

A 15 October 1998 survey on the NDMC Access Road revealed a morning peak hour volume of 95 vph and an afternoon peak hour volume of 150 vph on this road immediately north of its intersection with Smyth Road. The speed limit along this section of Smyth Road is 50 km/h.

DESIGN PROPOSAL

With the additional eastbound left-turning traffic related to the proposed residential and office development, there is a need for modifications at the Smyth Road/NDMC Access Road intersection to provide the required capacity, minimize queue lengths and safely accommodate all traffic movements. The modifications include widening of Smyth Road to accommodate an eastbound left-turn lane and signalization of the Smyth Road/NDMC Access Road intersection.

Pedestrians

The existing 1.5 m sidewalk on the north side of Smyth Road will be replaced with a 2.0 m sidewalk where the right-of-way permits. The new signalized intersection, with pedestrian cross-walks, will enable pedestrians to cross both roadways at this location in a protected manner.

Bicycles

A wide 4.25 m shared-use curb lane will be provided on westbound Smyth Road through the area of modifications to accommodate bicycle and vehicular traffic.

Transit

Current transit operations will not be adversely affected by the proposed roadway modifications. With the provision of traffic signals, transit patrons needing to cross either Smyth Road or the NDMC Access Road will be able to do so in a more protected manner.

Automobiles

The combination of the eastbound left-turn lane and traffic control signals will allow traffic to enter and exit the site in a safe and efficient manner while providing the necessary capacity for the overall intersection to operate at an acceptable level of service.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle from the Transportation Master Plan 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 provision of wider a 2.0 m sidewalk, where possible.
2. The provision of wider than the minimum shared-use lanes adjacent to the curb to better accommodate cyclists.

FINANCIAL COMMENTS

Should Regional Council approve the construction of the proposed roadway modifications to Smyth Road to accommodate the proposed development, Canada Lands Company Ltd. will be responsible for 100% of the costs.

Cost Estimates

The following preliminary cost estimates, prepared by Delcan Corporation, are based on the functional design details for the roadway modifications and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$ 75,000
Traffic Control Signals	\$ 100,000
Engineering	25,000
Contingencies/Utilities	<u>\$ 100,000</u>
Total Estimated Cost Before GST	\$ 300,000
G.S.T. @ 7%	<u>\$ 21,000</u>
TOTAL ESTIMATED COST	<u>\$ 321,000</u>

CONSULTATION

Notice of the proposed Smyth Road modifications to accommodate the proposed development has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun once a week for four consecutive weeks.

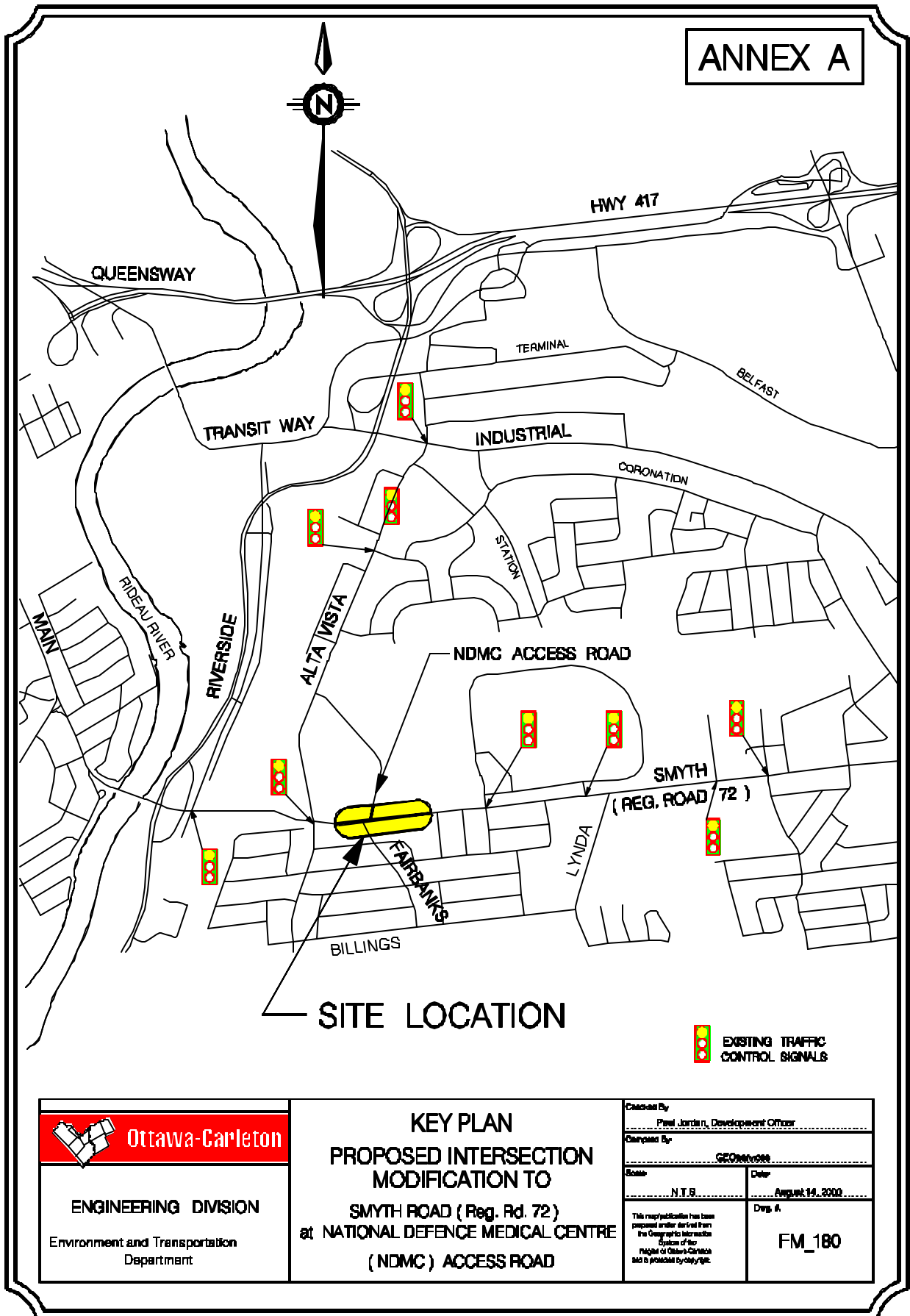
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

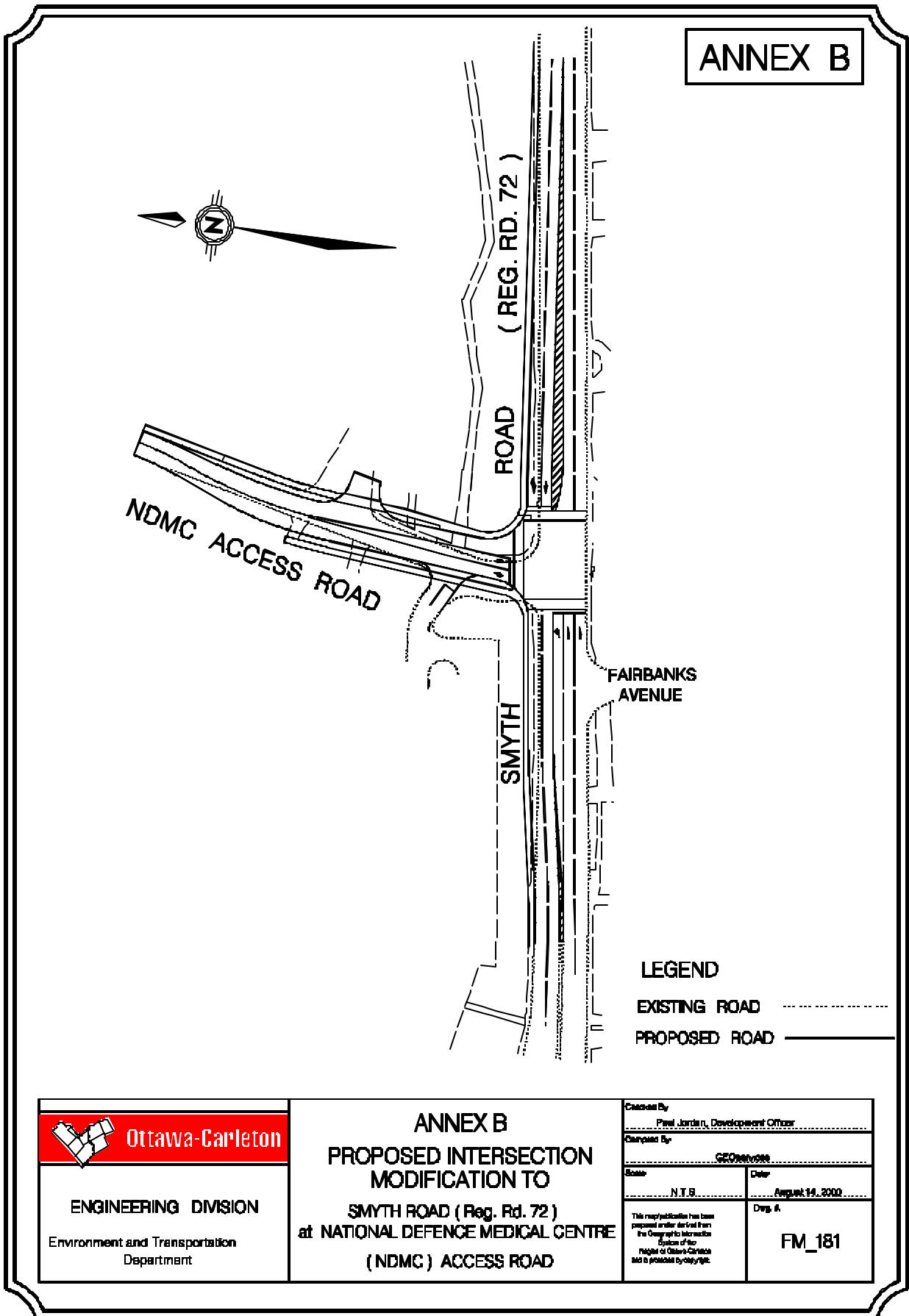
The Regional Cycling Advisory Group has reviewed the proposed road modifications and is in agreement providing the Regional standard for the widths of shared lanes (from 4.0 to 4.5 m) be met for the curb lane. Consequently both curb lanes are designed to accommodate 4.1 m wide shared lanes, which meets the standard.


*Approved by
Doug Brousseau*

PJ/gc

Attach. (2)





 **Ottawa-Carleton**

ENGINEERING DIVISION

Environment and Transportation
Department

ANNEX B

**PROPOSED INTERSECTION
MODIFICATION TO**

**SMYTH ROAD (Reg. Rd. 72)
at NATIONAL DEFENCE MEDICAL CENTRE
(NDMC) ACCESS ROAD**

Checked By Paul Jordan, Development Officer	
Designed By GEOnetworks	
Scale N.T.S.	Date August 14, 2002
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Dwg. # FM_181	