

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf.	03 07-99-0099
Your File/V/Réf.	
DATE	19 March 1999
TO/DEST.	Transportation Committee
FROM/EXP.	Committee Co-ordinator
SUBJECT/OBJET	WEST HUNT CLUB ROAD REALIGNMENT AT MOODIE DRIVE - PUBLIC HEARING

REPORT RECOMMENDATIONS

That Transportation Committee recommend Council:

1.
 - a. **Approve the preliminary design subject to a public hearing for the project as detailed in the presentation drawings;**
 - b. **Approve the scope of works contained in this project report;**
 - c. **Authorize the Department to initiate property transfer/acquisition from the National Capital Commission;**
 - d. **Authorize the Department to proceed with relocation of utilities to be determined at the detailed design stage;**
2. **Approve the implementation of traffic movement restrictions on Moodie Drive, north of West Hunt Club Road as approved by the Public Works Committee of the City of Nepean.**

BACKGROUND

At its meeting on 17 February 1999, the Transportation Committee approved the attached report dated 14 December 1998 from the Director, Engineering Division.

The project was advertised in the three daily papers on the following dates: February 27 and March 5, 12 and 19, 1999. An ad was also placed in the Kanata Standard-Courier, Nepean This Week and The Clarion on 27 February. One written objection was received and is attached.

Pending the results of the public hearing, the committee's recommendations will be forwarded to Council for final approval on 14 April 1999.

*Approved by
Rosemary Nelson*

att.

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 12-98-R032**
Your File/V/Réf.

DATE 14 December 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Engineering Division
 Environment and Transportation Department

SUBJECT/OBJET **WEST HUNT CLUB ROAD (REGIONAL ROAD 32)
REALIGNMENT AT MOODIE DRIVE (REGIONAL ROAD 11)
PUBLIC CONSULTATION UNDER THE *ONTARIO MUNICIPAL
ACT* AND CLASS ENVIRONMENTAL ASSESSMENT
FOR MUNICIPAL ROAD PROJECTS**

DEPARTMENTAL RECOMMENDATIONS

That Transportation Committee recommend Council:

- 1 a. **Approve the preliminary design subject to a public hearing for the project as detailed in the presentation drawings;**
- b. **Approve the scope of works contained in this project report;**
- c. **Authorize the Department to initiate property transfer/acquisition from the National Capital Commission;**
- d. **Authorize the Department to proceed with relocation of utilities to be determined at the detailed design stage;**
2. **Receive the Environmental Assessment report for this project, subject to the 30 day review period for public input, and authorize the Department to issue 'Notice of Completion' for this project (Schedule 'B') required under the Provincial Environmental Assessment Act;**
3. **That the 30 day review period and public notice requirements for the Environmental Assessment process noted above be combined with the 30 day public review/input period and public notice requirements for public hearing process under Sections 297 and 300 of the Ontario Municipal Act;**
4. **Authorize the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act;**

5. **That traffic movement restrictions be implemented on Moodie Drive, north of West Hunt Club Road as approved by the Public Works Committee of the City of Nepean.**

INTRODUCTION AND PROJECT JUSTIFICATION

The intersection of West Hunt Club Road and Moodie Drive is located within the National Capital Greenbelt near the western limit of the City of Nepean, south of Bells Corners. The existing configuration consists of a two-lane rural arterial road with a posted speed of 80 km/hr. The intersection is comprised of two 'Tee' intersections at Moodie Drive separated by approximately 55 metres.

The section of Moodie Drive north of West Hunt Club Road is under the jurisdiction of the City of Nepean.

The significant traffic volume moving through the intersection combined with inadequate roadway geometry results in major congestion during peak period traffic hours and unsafe driving conditions. As a result, this offset intersection is rated as one of the high priorities for improvement for traffic operations. The recent traffic volumes and traffic accidents are outlined in Annexes 'C' and 'D' respectively.

The realignment of West Hunt Club Road at Moodie Drive, with the installation of new traffic control signals, is required for safe and efficient traffic operations at these two 'Tee' intersections.

The firm of Robinson Consultants has prepared an Environmental Assessment report (Federal and Provincial) and a preliminary design. A copy of the final report dated January 1999 is on file with the Committee Secretary and is available for the Committee.

EXISTING CONDITIONS (ANNEX 'A')

The D. Aubrey Moodie Intermediate School and a Church (Mosque) are located near the southern limit of Bells Corners, approximately 0.7 km north of the intersection. Several residences are located in the immediate area on Moodie Drive, north of West Hunt Club Road.

There is an existing parking lot on the south side of West Hunt Club Road some 300 m east of the intersection which provides access to the recreational trails located on both sides of the road. These trails are used for hiking and cross-country skiing.

This intersection provides an important link to the many businesses in the Bells Corners area and to the Nortel Complex near Carling Avenue. The Bells Corners Community is located north of the intersection.

West Hunt Club Road and Moodie Drive are designated truck routes.

Natural Environment

This intersection is located within Stoney Swamp, one of the five 'Core Natural Areas' identified in the Greenbelt Master Plan.

There are six distinct natural habitats; Rock Barren, Upland Mixed Forest, Upland Deciduous Forest, Marsh, Thicket Swamp, and Deciduous Forest, identified in the study area.

PLANNING AND DESIGN PROCESS

I. Alternative Solutions

The following four alternatives were examined as potential solutions to traffic problems at this intersection:

1. do nothing;
2. install traffic lights at existing intersection;
3. improve existing intersection geometry;
4. install traffic control signals and realignment.

II. Preferred Solution (see Annex 'B')

The evaluation of these alternatives, together with meetings with the National Capital Commission (NCC), City of Nepean, and three public consultation meetings has resulted in the selection of realignment in the south-west corner with traffic signals (alternative 4) as the preferred solution.

The realignment will encroach on the National Capital Greenbelt. To compensate for the disturbance on the greenbelt, the existing right-of-way will be reinstated to blend in with the surrounding environment.

The recommended design cross-section provides for one through-lane and a left-turn storage lane at all the four approaches of the realigned intersection. The shoulders will be paved to facilitate bicycle lanes for the length of this project.

The horizontal alignment is designed for 90 km/h design speed.

III. Property Requirements

The existing Hunt Club Road right-of-way east of Moodie Drive is 26 metres wide and can accommodate most of the design requirements. West of Moodie Drive, the right-of-way must be widened from 20 metres to 26 metres.

On Moodie Drive, the existing right-of-way must be widened from 20 metres to 26 metres to accommodate left-turn lanes. It is proposed to transfer the existing surplus right-of-way to the NCC in exchange for the required new right-of-way. The exact extent and dimensions of all required property are being currently determined.

IV. Street Lights

The existing intersection is illuminated by streetlights. The proposed realigned intersection will contain streetlights to ensure adequate roadway visibility.

CONSULTATION

Three public consultation meetings were held on 16 July 1998, 10 September 1998 (by the Region) and 21 October 1998 (organized by the City of Nepean).

Public consultation process has been and will continue to be in accordance with the Region's public consultation policy which includes legislative requirements such as the Provincial Environmental Assessment (Class 'B' Project-Screening Process), the Canadian (Federal-Screening Process), Environmental Assessment and the Ontario Municipal Act.

The public was first advised of this environmental Assessment by a 'Public Comment Invited' notice published in the Ottawa Citizen and the Ottawa Sun, along with a number of local community newspapers on 6 and 13 June 1998.

Through these open houses and subsequent communications with the public, the following is the summary (see the Environmental Assessment Report for detailed comments) of comments received:

- i) The realignment of the West Hunt Club Road at Moodie Drive in the south-west quadrant of the intersection (recommended in this report) was well received by the public.
- ii) City of Nepean (Traffic Restrictions on Moodie Drive)

The City of Nepean, on 21 October 1998, organized a public consultation meeting in which the Region also participated. Its purpose was to solicit comments concerning traffic conditions on Moodie Drive, north of West Hunt Club Road.

Nepean Public Works Committee considered the comments and has requested that northbound traffic restrictions be put in place during the 7 a.m. to 9 a.m. period, Monday to Friday, with exemptions to emergency vehicles, authorized vehicles, buses and cyclists at the Moodie Drive at West Hunt Club Road intersection.

It is proposed to implement these traffic restrictions with roadway signs and monitor traffic operations on both the Moodie Drive and Richmond Road intersections on West Hunt Club Road.

- iii) National Capital Commission (NCC)

The Canadian (Federal) Environmental Assessment applies to this project due to its location on NCC Lands.

The Provincial Environmental Assessment report will satisfy the requirements of the Federal Environmental Assessment.

This intersection is located in areas such as rock barren and wetlands with a high Regional and Provincial level of significance. Due to the unique nature of this area, this extensive work must include a Rock Barren Restoration Plan and Wetland Restoration Plan including construction mitigation measures and reinstatement plans for the areas adjacent to the rock barrens and wetlands. The NCC has also requested that the restoration of the rest of the road corridor be more thoroughly addressed. There are four or five ecozones in the area to be abandoned, each requiring a different restoration method at the detailed design stage.

The final approval of this project by the NCC will be contingent upon the submission of a detailed landscape reinstatement plan for the total area of the abandoned road right-of-way.

The final Environmental Assessment Report will be filed with the National Capital Commission and the Clerks of the City of Nepean, City of Kanata and the Region at the start of the consolidated thirty day review period required under the Public Hearing and Class Environmental Assessment.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The basic design principle based on the Transportation Master Plan is the provision of a modal hierarchy with the emphasis on walking, cycling and transit usage.

This guideline is considered in the design of West Hunt Club realignment by providing paved shoulders for both pedestrians and cyclists.

REGIONAL CYCLING ADVISORY GROUP (RCAG)

Cycling facilities will be provided within the project limits by paved shoulders. Extension of cycling lanes between Highway 416 and Richmond Road is subject to available funding and a priority list to be prepared by RCAG and the Region.

FINANCIAL COMMITMENT AND PROJECT SCHEDULE

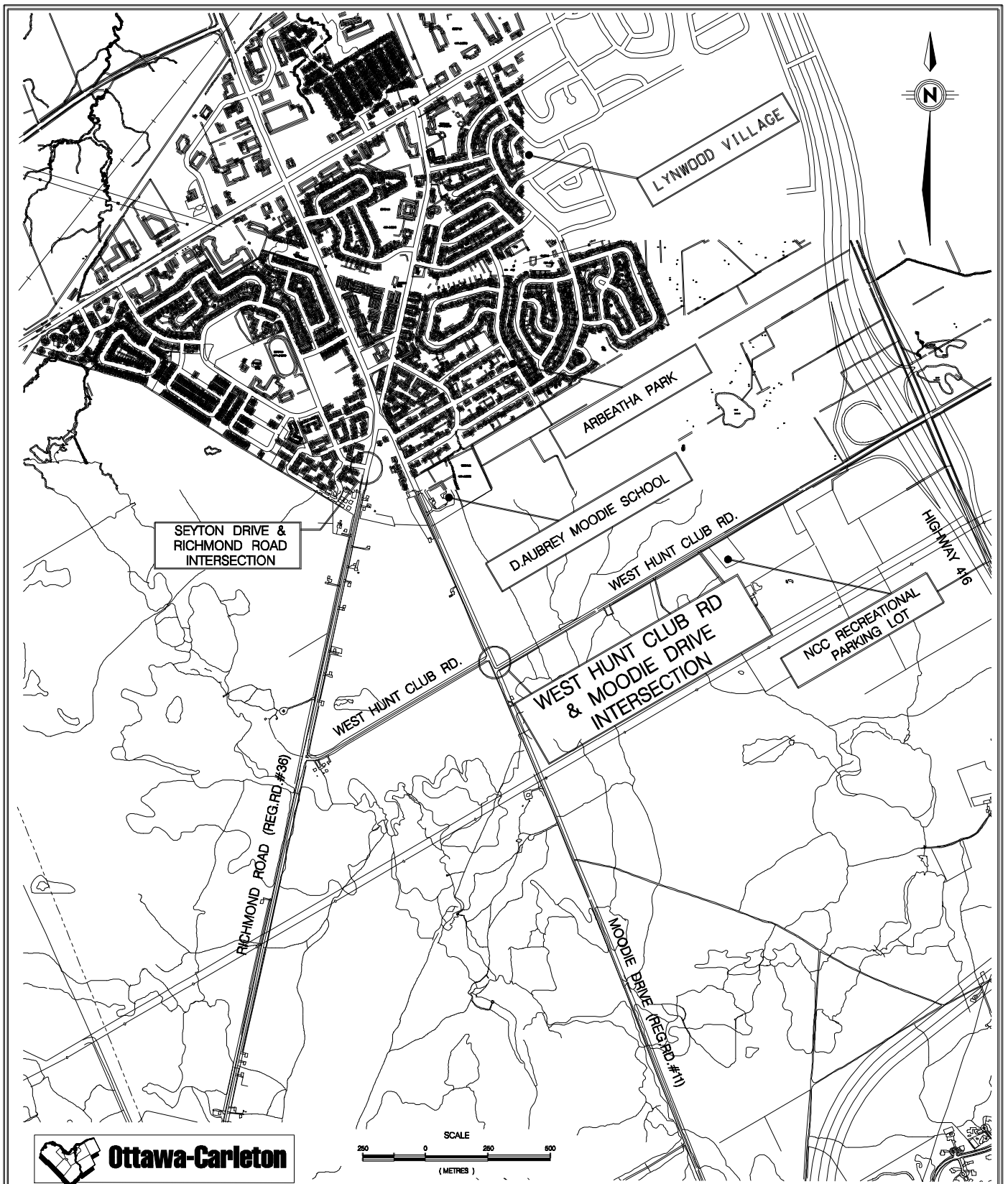
The funds in the amount of \$1,100,000 for this project have been identified in the 1998 Capital Budget, Account 912-30748, Hunt Club Road Realignment (reference page 152) with design to be completed in the Spring of 1999 and construction to be carried out in the Summer of 1999. Based on the preliminary design to date, the estimated expenditures are as follows:

Construction	\$580,000
Engineering	\$225,000
Property	\$100,000
Utilities	\$ 75,000
Miscellaneous	\$150,000
Recoveries	<u>\$ -30,000</u>
Total	<u>\$1,100,000</u>

*Approved by
J. Miller, P.Eng.*

KVH/cpv

Attach: (4)



Ottawa-Carleton

**Robinson
Consultants**

135 Michael Cowpland Dr., Kanata Ont. K2M 2E9 Tel 1-613-592-6060
Fax 1-613-592-5995

ENVIRONMENTAL ASSESSMENT

WEST HUNT CLUB ROAD REALIGNMENT
AT MOODIE DRIVE
STUDY AREA

Scale

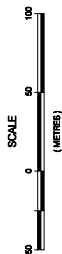
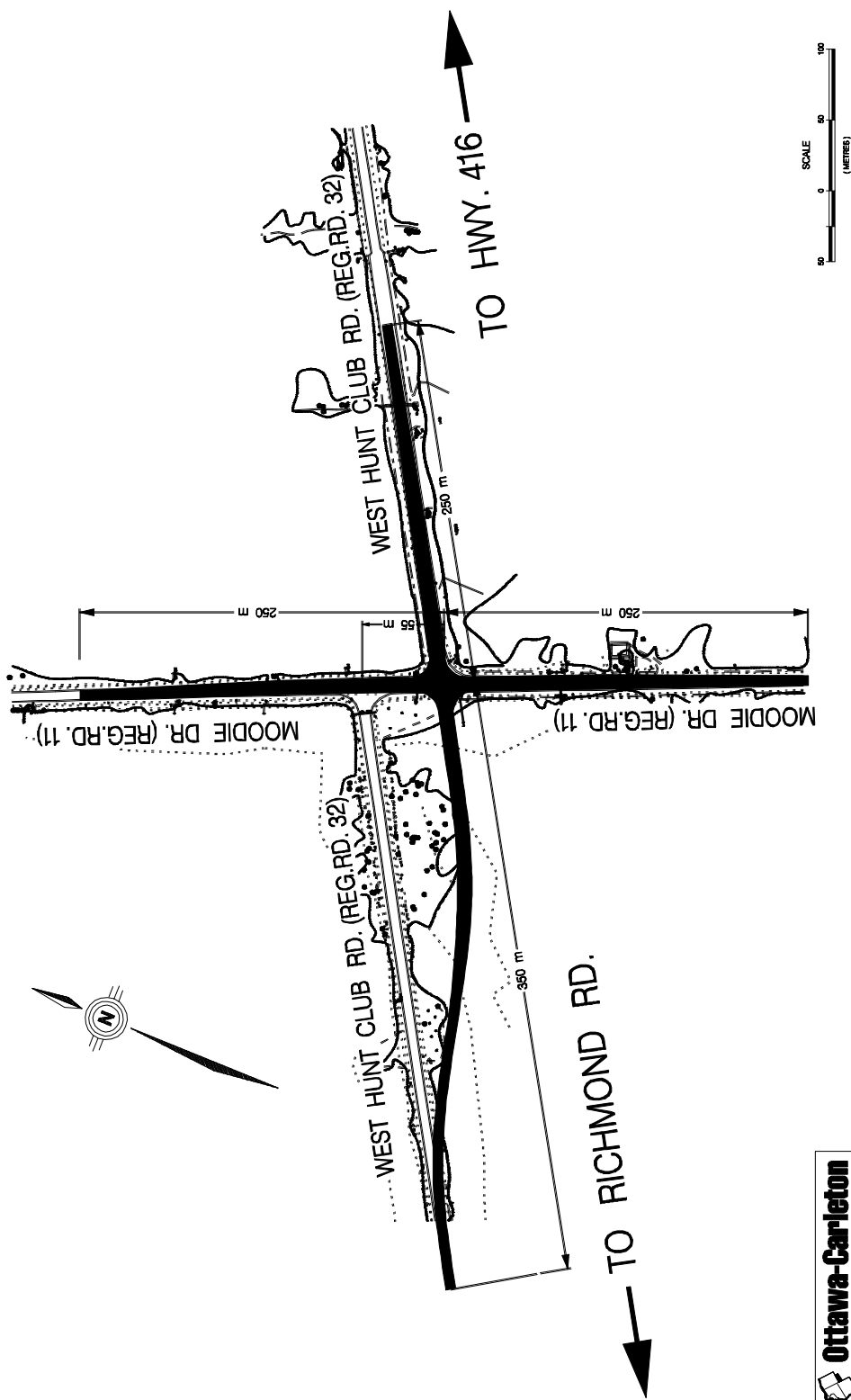
AS SHOWN

Project No.

97050

Figure No.

ANNEX A



**Robinson
Consultants**

1355 Michael Comptand Dr., Kanata Ont. K2M 2B9 Tel: 1-813-592-6060
Fax: 1-813-592-5995

ENVIRONMENTAL ASSESSMENT

WEST HUNT CLUB ROAD REALIGNMENT AT MOODIE DRIVE
PREFERRED SOLUTION

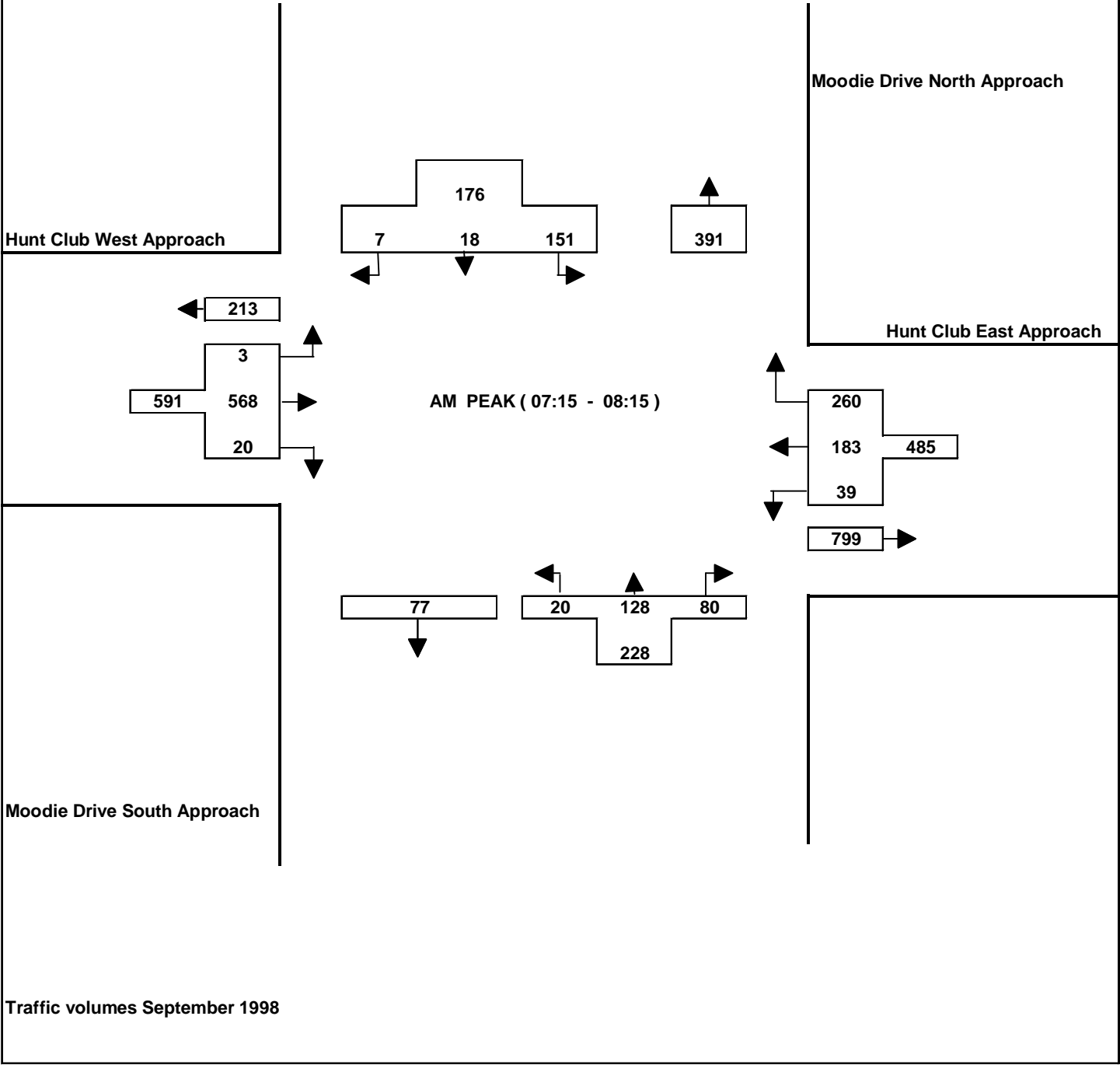
Scale
AS SHOWN

Project No.
97050

ANNEX B

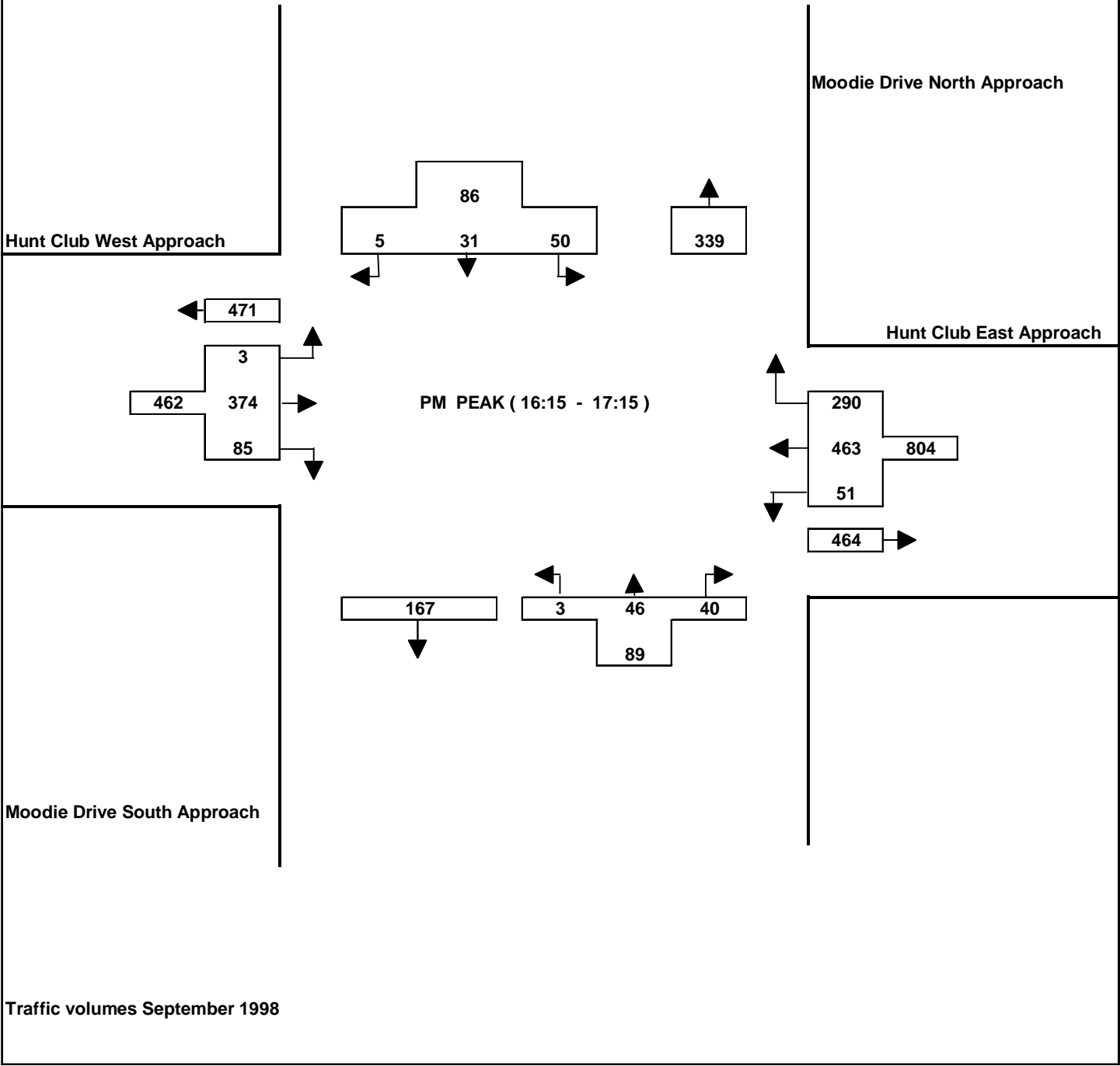
WEST HUNT CLUB ROAD REALIGNMENT AT MOODIE DRIVE

Morning Peak Hour Traffic Volume



WEST HUNT CLUB ROAD REALIGNMENT AT MOODIE DRIVE

Afternoon Peak Hour Traffic Volume



REGIONAL MUNICIPALITY OF OTTAWA-CARLETON - TRANSPORTATION DEPARTMENT
DETAILS REPORT OF TRAFFIC ACCIDENT LOCATIONS - TIME PERIOD: 01JAN96 TO 31DEC97

*****LOCATION*****		ACC	WEA-	LITE	SUR-	IMP-	INVOL-	DIR	VEHICLE	DR/PED'N	
NO.	REP.#	CLS	THER	COND	FACE	ACT	LEMENT		MAN'VRE	ACTION	
RR- 11 & RR- 32N								6 ACCIDENTS REPORTED			
1	60156	25-JAN-96-1645	N/R	CLR	DAY	DRY	R/E	CAR CAR	E E	AHEAD STOPPED	FLW TOO CL DR PROPLY
2	60527	30-APR-96-2110	PDO	CLR	DARK	DRY	ANGL	CAR CAR	E N	AHEAD LT-TURN	F-TO-YLD DR PROPLY
COMMENT:V1 HIT AND RUN, APPREHENDED.											
3	60825	20-JUL-96-0230	PDO	CLR	DARK	DRY	1-VH DITCH	CAR	E	SLW/STP	LOST-CNTRL
COMMENT:CARELESS DRIVING HAD BEEN DRINKING											
4	60561	10-MAY-97-2238	INJ	CLR	DARK	DRY	1-VH DITCH	TRK-L	E	SLW/STP	DISOB-STOP
COMMENT:D1 HAD BEEN DRINKING, EXCEEDING SPEED LIMITS.											
5	60944	5-AUG-97-1005	PDO	CLR	DAY	DRY	R/E	CAR CAR CAR	E E E	AHEAD STOPPED STOPPED	FLW TOO CL DR PROPLY DR PROPLY
COMMENT:CHAIN REACTION.											
6	61287	23-OCT-97-1733	INJ	CLR	DAY	DRY	R/E	CAR CAR	E E	AHEAD STOPPED	FLW TOO CL DR PROPLY

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON - TRANSPORTATION DEPARTMENT
DETAILS REPORT OF TRAFFIC ACCIDENT LOCATIONS TIME PERIOD: 01JAN96 TO 31DEC97

*****LOCATION*****			ACC	WEA-	LITE	SUR-	IMP-	INVOL-	DIR	VEHICLE	DR/PED'N
NO.	REP.#	DATE/TIME	CLS	THER	COND	FACE	ACT	VEMENT		MAN'VRE	ACTION
RR- 11 & RR- 32S									8 ACCIDENTS REPORTED		
1	60339	5-MAR-96-1000	INJ	CLR	DAY	DRY	R/E	CAR CAR	S S	SLW/STP STOPPED	LW TOO CL DR PROPLY
2	61077	27-SEP-96-1530	PDO	RAIN	DAY	WET	R/E	CAR CAR	W W	SLW/STP SLW/STP	TOO FAST DR PROPLY
3	61161	15-OCT-96-2235	PDO	CLR	DARK	WET	1-VH	TRK-L DITCH	W	SLW/STP	LOST-CNTRL
4	60502	28-APR-97-1627	PDO	RAIN	DAY	WET	R/E	CAR S-BUS	W W	SLW/STP STOPPED	NO-CAT DR PROPLY
COMMENT:D1 INATTENTIVE.											
5	60980	13-AUG-97-0130	PDO	RAIN	DARK	WET	1-VH	E-VEH POST DITCH	W	SLW/STP	TOO FAST
6	61168	25-SEP-97-1555	PDO	RAIN	DAY	WET	R/E	TRK-L CAR	W W	SLW/STP STOPPED	TOO FAST DR PROPLY
7	61576	5-DEC-97-0200	PDO	FOG	DARK	ICE	1-VH	TRK-L DITCH	W	SLW/STP	LOST-CNTRL
8	61616	12-DEC-97-1523	PDO	SNOW	DAY	WET	R/E	CAR CAR CAR	W W W	AHEAD STOPPED STOPPED	TOO FAST DR PROPLY DR PROPLY
COMMENT:CHAIN REACTION.											

03 March 1999

Region of Ottawa-Carleton
The Corporate Resource Centre
Ground Floor, Heritage Building
111 Lisgar Street,
Ottawa, ON
K2P 2L7

Sir or Madame,

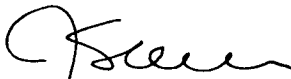
Re: West Hunt Club Road - Realignment at Moodie Drive

I am very concerned about this construction project. There are lands in this area of a very significant environmental nature. How will this impact the breeding of frogs, the nesting of birds, deer habitat, turtles trying to cross the road, etc. etc. What about the cross country skiing in this area and the hikers who already are parking along the shoulders of this roadway?

This entire area is a wildlife mecca for residents of Nepean and Kanata. It can not be compromised any more than it already is. It is probably already over compromised. If any further construction involves the loss or damaging of any more habitat, I am definitely against it.

Have all other alternatives been examined? I am not aware of any efforts made to explore alternatives such as improved public transit, traffic diversion measures, etc. It seems to me that the Region at one time in the past had adopted a policy of limiting road construction and new construction projects because of the always prevailing negative environmental impact associated with such measures. Does this not conflict with that philosophy if it is indeed so?

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Sauer', with a stylized, cursive script.

Jim Sauer
19 Edgemont Ave.,
Nepean, ON K2J 3S9

CC - City of Nepean
Public Works - Centrepont