

Our File/N/Réf. 25 10-96-03206-17
Your File/V/Réf.

DATE 29 March 1996

TO/DEST. Coordinator, Transportation Committee

FROM/EXP. Director, Transportation Planning Division
Environment and Transportation Department

SUBJECT/OBJET **MEDIAN OPENING TO PROPOSED RETAIL PLAZA ON 1351
HUNT CLUB ROAD (REGIONAL ROAD #32) EAST OF BANK
STREET (REGIONAL ROAD #85)**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee approve 1 or 2:

- 1. That the Transportation Committee recommend Council REJECT the application for a median opening on Hunt Club Road east of Bank Street to the proposed retail plaza on 1351 Hunt Club Road site;**

OR

- 2. That the Transportation Committee recommend Council APPROVE McLean Transportation Engineering Consultants Ltd. Drawing MTEC-102 for a median opening on Hunt Club Road east of Bank Street to the proposed retail plaza on 1351 Hunt Club Road site, subject to the owner:**
 - a) paying the total costs of the median opening; and**
 - b) executing a legal agreement with respect to a).**

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

BACKGROUND

FKZ Investments Inc. is developing a vacant parcel of land on the north side of Hunt Club Road (1351 Hunt Club Road) between Bank Street and Albion Road. The site location is illustrated on McLean Transportation Engineering Consultants Drawing MTEC - 101. A retail plaza of 10,000 square feet which will provide, in support of the development, 35 standard parking spaces, plus 2 (two) handicapped parking spaces plus 1 (one) loading space is proposed for the site.

DISCUSSION

The major concern the Transportation Department has with the median break to accommodate left turning movements in and out of the proposed retail plaza, is to compromise public safety, and also the introduction of an additional point of conflict for vehicular traffic, which inevitably leads to an increase in accident frequency and interruptions to traffic flow.

The collision rate for the period of 01 January 1993 to 31 December 1995 at the Hunt Club/Bank intersection was 42 and at the Hunt Club/Albion intersection was 31. The site access is equal distance, at 175m from Bank Street and 175m from Albion Road.

EXISTING CONDITIONS

a. Pedestrians

A concrete sidewalk exists on both sides of Hunt Club Road. There are no pedestrian counts available in the immediate vicinity of the proposed site.

b. Bicycles

Bicycle riders use the curb lanes on Hunt Club Road. Bicycle volumes are not available for the immediate vicinity of the site.

c. Transit

Hunt Club Road has both peak period and all-day transit service on Hunt Club Road. Bus stops are located at Bank Street and Albion Road.

d. Automobile

Hunt Club Road is a four lane divided arterial roadway with a posted speed limit of 60 km/h. Traffic volumes recorded in 1995 indicate that the annual average traffic volume was 7,200 vehicles per day westbound and 8,000 vehicles per day eastbound on this section of the road. Peak hour volume is 600 vehicles per day westbound and 900 vehicles per day eastbound.

DESIGN PROPOSAL

a. Pedestrians

Since a concrete sidewalk exists on both sides of Hunt Club Road between Bank Street and Albion Road, no modifications to the sidewalks are proposed.

b. Bicycles

The existing bicycle system will not be affected and bicycle riders will have convenient access to the site from Hunt Club Road.

c. Transit

Transit service and accessibility will not change and will not conflict with the proposed driveways serving the site from Hunt Club Road.

d. Automobiles

The developer requests that the Transportation Committee approve a modification to the median on Hunt Club Road opposite the westerly driveway serving the retail plaza, to allow eastbound left turns to be made into the plaza from a separate left turn lane and southbound left turns to be made from the plaza to proceed eastbound on Hunt Club Road.

The proposed median modifications are illustrated on McLean Transportation Engineering Consultants Drawing MTEC - 102.

The department acknowledges that there are no geometric reasons which would prevent the provision of a median opening for eastbound left turn into the proposed retail plaza.. The department's primary concern about the provision of a median opening on Hunt Club Road opposite the westerly driveway serving the proposed retail plaza relates to the safety of road users which may be compromised with the introduction of another point of conflict.

Regarding the provision of a southbound left turn out of the plaza, the department feels that a significant increase in cognitive demand would be placed on the motorists which, in turn, would have a commensurate effect on the potential for accidents at this location and therefore do not recommend any median break/median modification which would allow this manoeuvre.

FINANCIAL STATEMENT

Should Regional Council approve the proposed median opening, the developer, FKZ Investments Inc. will be responsible for 100% of all costs associated with the provision of the median opening.

COST ESTIMATE

The following cost estimates are provided for the information of the Transportation Committee and Regional Council:

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$25,000.
Engineering	\$ 5,000.
Contingencies	<u>\$ 5,000.</u>
TOTAL COST ESTIMATE	\$35,000.

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, the proponent may proceed to construct 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.

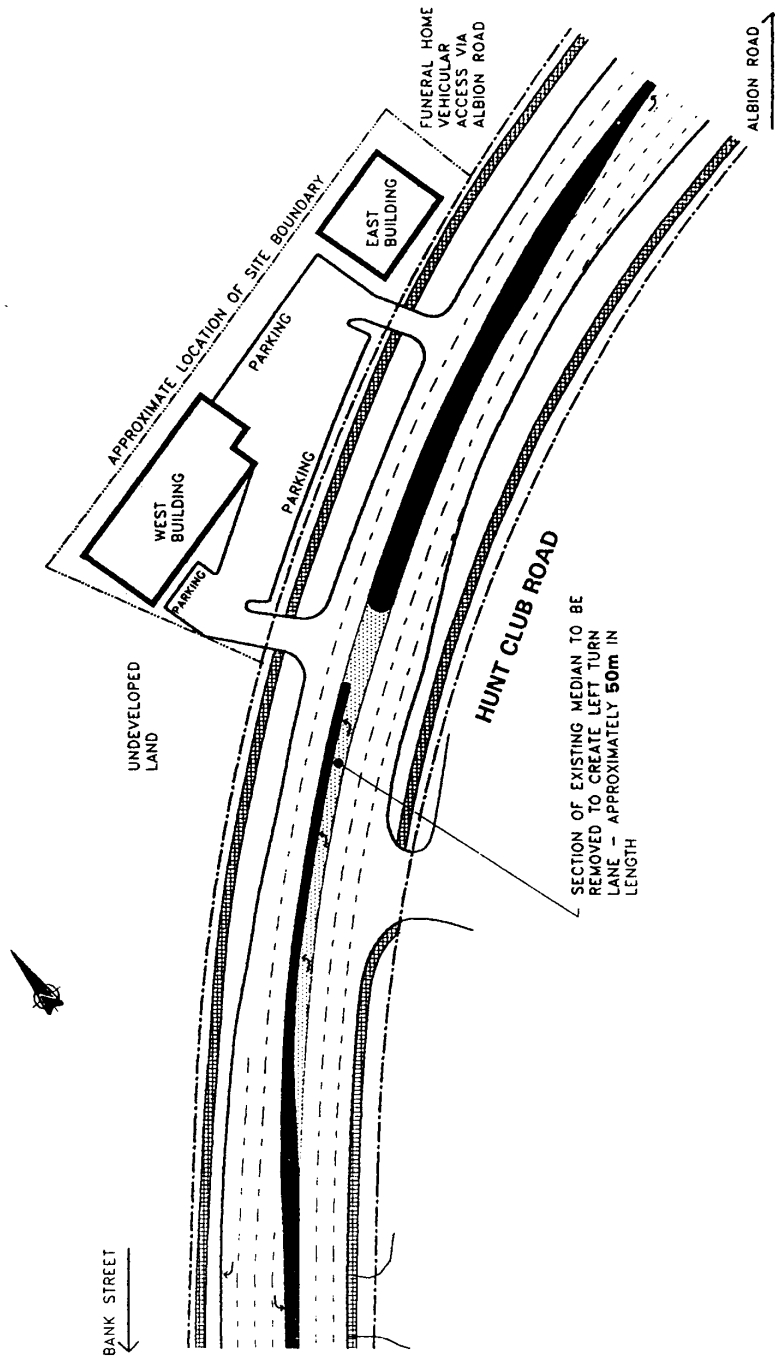
COMMENTS FROM REGIONAL CYCLING ADVISORY GROUP/TEAP COMMUNITY ADVISORY GROUP

Refer to Annex A (attached).

*Approved by
Louis Shallal, P.Eng., Ph.D.*

WS/st

Attach.(3)

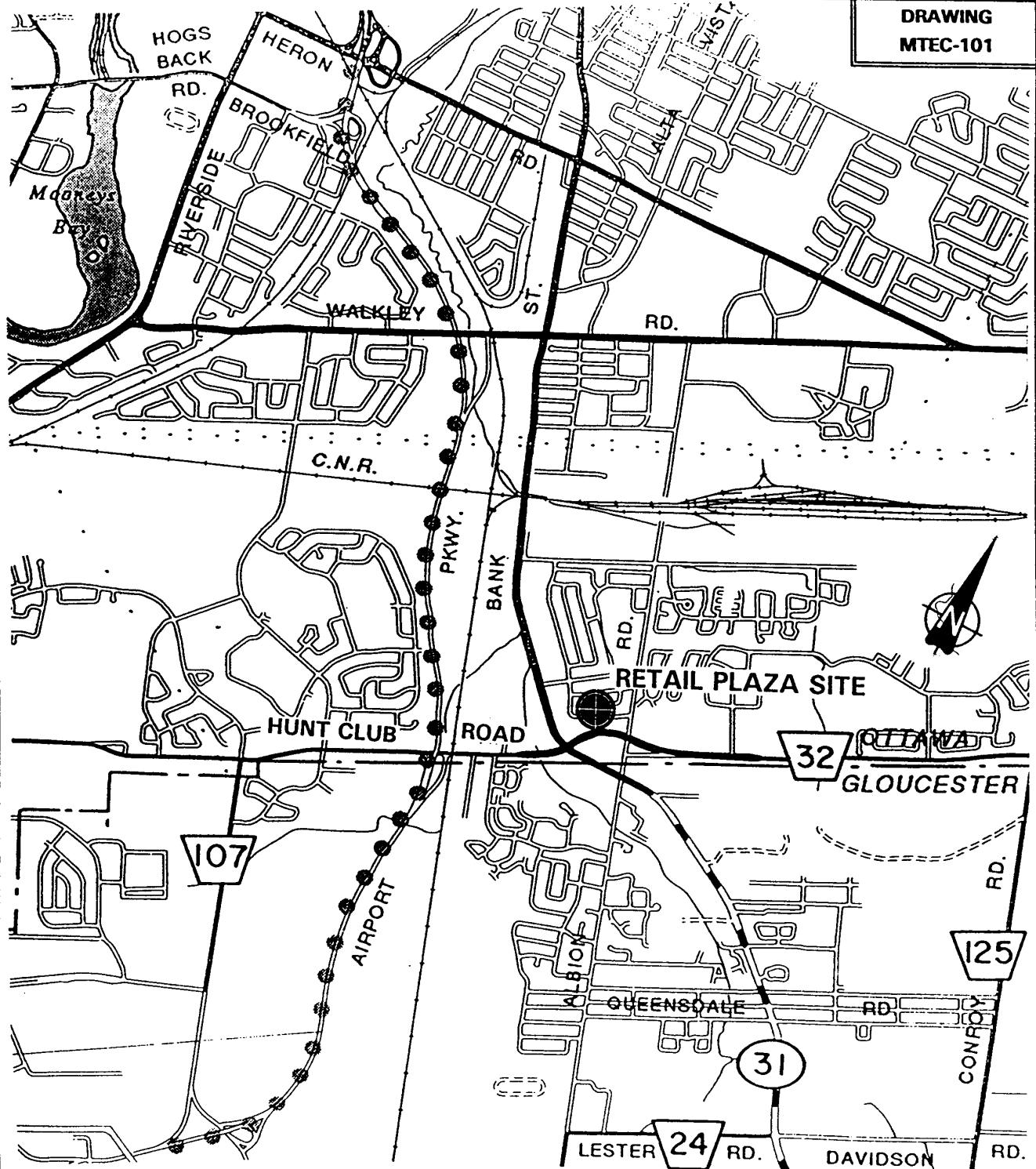


LEGEND

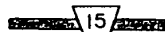
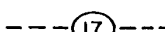

- CURB LINE TO BE RETAINED
- RAISED MEDIAN
- - - STREET LINE
- ▨ SIDEWALK

**HUNT CLUB ROAD RETAIL PLAZA
PROPOSED HUNT CLUB ROAD
MEDIAN MODIFICATIONS**

McLEAN TRANSPORTATION ENGINEERING CONSULTANTS



LEGEND

-  Regional Roads
-  Provincial Highways
-  Parkways

HUNT CLUB ROAD RETAIL PLAZA

SITE LOCATION

McLEAN TRANSPORTATION ENGINEERING CONSULTANTS

Annex A

Regional Cycling Advisory Group (RCAG)

c/o N. Sunderland, ADGA,
600-116 Albert Street OTTAWA K1P 5G3

Phone: 613 237-3022

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Internet: adga@iga.net

April 4, 1996

6080
BY FAX: 560-6080

Mr. Waheed Syed
Transportation Department
RMOC
111 Lisgar Street, Ottawa, K2P 2L7

Dear Mr. Syed:

Re: Hunt Club Median Cut

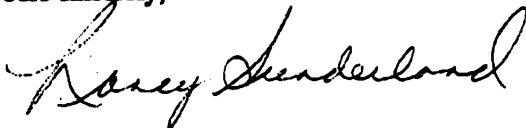
RCAG considered the draft memo about the proposed median cut across Hunt Club Road, east of Bank Street, to enhance access to commercial premises.

RCAG recommends that the median cut not be permitted, for two reasons. We believe that cyclist safety would be jeopardized, because there would be vehicle traffic crossing the cyclist path, but not at an intersection. Cyclists are well aware that intersections are generally dangerous places to ride, and take extra care there. However, they would not be expecting cross vehicle traffic in mid block, especially on a regional arterial road.

RCAG assumes that there are guidelines and criteria for designating roads as arterial roads, and that they are designed for the predicted traffic patterns for this type of road. RCAG believes that these guidelines and criteria should be followed, and exceptions should not be permitted, as they would call into question the designation of certain roads as arterial roads.

Thank you for the opportunity to comment on the proposal. Please do not hesitate to contact me if you have any questions.

Yours sincerely,



Nancy Sunderland
Chair, Regional Cycling Advisory Group