

REGION OF OTTAWA-CARLETON
 RÉGION D'OTTAWA-CARLETON

REPORT
 RAPPORT

Our File/N/Réf. **50 23-99-R030-G**
 Your File/V/Réf.

DATE 27 May 1999

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **MODIFICATIONS TO INNES ROAD (REGIONAL ROAD 30)
 AND TENTH LINE ROAD (REGIONAL ROAD 47) TO
 ACCOMMODATE THE DEVELOPMENT OF THE TRINITY
 COMMONS SHOPPING CENTRE**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

1. **The installation of traffic control signals on Innes Road (Regional Road 30) at the proposed site access approximately 220 m east of Tenth Line Road (Regional Road 47), and the construction of associated roadway modifications along Innes Road and Tenth Line Road as illustrated in Annex B and C, subject to the owner, RIOTRIN Properties (Cumberland) Incorporated:**
 - a. **funding the total cost of the proposed road works and traffic control signal installation which would include paying the annual maintenance costs for the traffic control signals until such time as they meet the Ministry of Transportation of Ontario installation warrants and Council approves the assumption of the costs;**
 - b. **executing a Legal agreement with respect to (a) above, and;**
2. **Authorize the initiation of the public hearing process as required by Section 297 and 300 of the *Ontario Municipal Act*.**

BACKGROUND

RIOTRIN Properties (Cumberland) Inc. are in the process of developing an 11 hectare site located at the south-east corner of the intersection of Innes Road and Tenth Line Road, in the City of Cumberland. The site location, in an area context, is shown in Annex A.

This proposed shopping complex will consist of a grocery store, Home Depot store, and various retail stores. To assist in traffic safety and mobility, a total of five access points are proposed for this shopping centre comprised of three driveways along Innes Road and two along Tenth Line Road. Details on these proposed roadway modifications are discussed further in this report.

EXISTING CONDITIONS

Pedestrians

There are no sidewalks along Innes Road in this area. Along Tenth Line Road, no sidewalk exists on the east side of the roadway; however, a sidewalk is provided along the west side of the road which terminates on the north side of Innes Road.

Pedestrian activity at the intersection of Innes Road and Tenth Line Road was very light at the time of the traffic survey on 27 July 1998. Only 19 and 7 pedestrians crossed Innes Road and Tenth Line Road respectively over an eight-hour period. Although no confirmation data exists at this time, it is expected that these volumes will increase to some degree during the school months.

Pedestrian crossings at the intersection of Innes Road and Tenth Line Road are assisted by the provision of push buttons that actuate a pedestrian phase in the timing of the traffic control signals at this location.

Bicycles

Innes Road and Tenth Line Road are routes that are identified for on-road cycling facilities in the Transportation Master Plan and the Official Plan. Currently, bicycle lanes are not provided on either roadway in the area of the proposed development.

Over an eight-hour period on 27 July 1998 at Innes Road and Tenth Line Road, the following bicycle volumes were recorded:

1. northbound - 8
2. southbound - 0
3. eastbound - 12
4. westbound - 8

Transit

The area south of Innes Road and east of Tenth Line Road is currently not serviced by public transit. At present, regular and express routes are provided along Tenth Line Road and through the subdivisions north of Innes Road.

Automobiles

As previously mentioned, the intersection of Innes Road and Tenth Line Road is controlled by traffic signals. Both roadways maintain a divided, urban, arterial, cross-section through the intersection with the following lane arrangements on the approaches:

1. northbound - 1 left turn, 2 through, and 1 right turn
2. southbound - 1 left turn, 2 through, and 1 right turn
3. eastbound - 2 left turn, 2 through, and 1 right turn
4. westbound - 1 left turn, 2 through, and 1 right turn

The speed limit in this area along the concerned sections of Innes Road and Tenth Line Road is 60 km/h.

Approximately 220 m east and west of Tenth Line Road, Innes Road returns to a rural, two-lane, undivided cross-section. North of Innes Road, Tenth Line Road maintains its urban, arterial, cross-section; however, approximately 270 m south of Innes, the roadway transitions into a two-lane, undivided, rural road.

Traffic volume surveys indicate that in July of 1998, approximately 2,000 motorists travel in each direction over an 8-hour period, along with approximately 750 motorists that travel in each direction along Tenth Line Road across the frontage of the proposed shopping centre.

DESIGN PROPOSAL

Pedestrians

The construction of sidewalks is proposed across the frontage of the site on Innes Road and on Tenth Line Road. In addition, the development has been designed to facilitate on-site pedestrian travel by providing walkways from the retail stores to access the municipal sidewalks located on Innes Road and Tenth Line Road and to the proposed Transit station on Tenth Line Road.

Bicycles

The proposed roadway modifications include the provision of 1.5 m widening to accommodate cycling lanes along Innes Road and Tenth Line Road along the frontage of the site. The proposed site plan also identifies a number of conveniently located bicycle storage facilities within the site.

Transit

Future transit operations on Innes Road and Tenth line Road will be enhanced with the proposed roadway modifications, most notably, future bus stops adjacent to the site will probably be located in a through lane to avoid the greater delay associated with the merging manoeuvre.

The proposed site and the Tenth Line Road access points will not affect the location and operation of the proposed OC Transpo terminal adjacent to the south limit of the development.

Automobiles

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

Innes Road

1. The two existing eastbound lanes starting from the east side of Tenth Line Road will be extended to the easterly extent of the site.
2. An on-road, bicycle lane starting from the east side of Tenth Line Road will be provided to the easterly extent of the site.
3. Three private approaches to the site will be constructed, of which the most westerly access consists of right-in, right-out geometry with an eastbound deceleration lane. The central access will consist of roadway geometry to accommodate all movements facilitated by an eastbound right-turn lane and a westbound left-turn lane and controlled by traffic signals. Heavy trucks are primarily intended to access the most easterly driveway which will be provided with an eastbound right-turn deceleration lane and will also accommodate all-directional movement.
4. At the most westerly access on Innes Road, the median will be extended easterly to a point sufficient to prevent northbound left-turn egress movements but will not prevent eastbound left-turning traffic from accessing the existing residences on the north side of the roadway.

Tenth Line Road

1. The two existing northbound lanes starting from the south side of Innes Road will be extended southwards to approximately the mid-point between the southerly and northerly accesses.
2. An on-road bicycle lane will be constructed adjacent to the extended northbound lanes.
3. Two private approaches will be provided along Tenth Line Road to access the site. The northerly access will consist of roadway geometry to accommodate all movements facilitated by a northbound right-turn lane and a southbound left-turn lane. The southerly

site access is proposed opposite the intersection of Vanguard Drive and Tenth Line Road. No geometric changes to Tenth Line Road are anticipated at this secondary access.

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 south side of Innes Road and the east side of Tenth Line Road across the frontage of the site conforms to 2.2.2. items 1 and 2 of the TMP. To further facilitate pedestrian travel, these sidewalks link the planned walkways within the site to the nearby traffic signal at Innes and Tenth Line and at the proposed traffic signal location at the central access to the site on Innes Road.
2. Map 1 of the TMP identifies Innes Road and Tenth Line Road in this area for the provision of on-road cycling facilities. The proposed construction of these lanes across the frontage of the site directly conforms to 2.3.2 item 2 of the TMP.
3. Wherever possible, the proposed roadway modifications will incorporate “bulb outs” at intersections of the site accesses with a sufficient dimension to accommodate bus stops. The operating conditions of Innes Road and Tenth Line Road in this area are conducive to the provision of this design feature which will promote transit priority along the curb lane of these divided roadways. This action conforms directly to 2.4.3 of the TMP.

FINANCIAL COMMENTS

Should Regional Council approve the proposed roadway modifications to Innes Road and Tenth Line Road to accommodate the Proposed Trinity Commons Site, the developer/owner, RIOTRIN Properties (Cumberland) Incorporated, will be responsible for 100% of the costs associated with the roadway modifications and the installation and maintenance of traffic control signals.

Cost Estimates

The following preliminary cost estimates, prepared by Oliver Mangione McCalla & Associates, 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	\$273,500.00
Traffic Control Signals	\$110,000.00
Engineering	\$30,700.00
Contingencies	<u>\$30,000.00</u>
Total Estimated Cost Before GST	\$444,200.00
G.S.T. @ 7%	\$31,100.00
TOTAL ESTIMATED COST	<u>\$475,300.00</u>

CONSULTATION

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

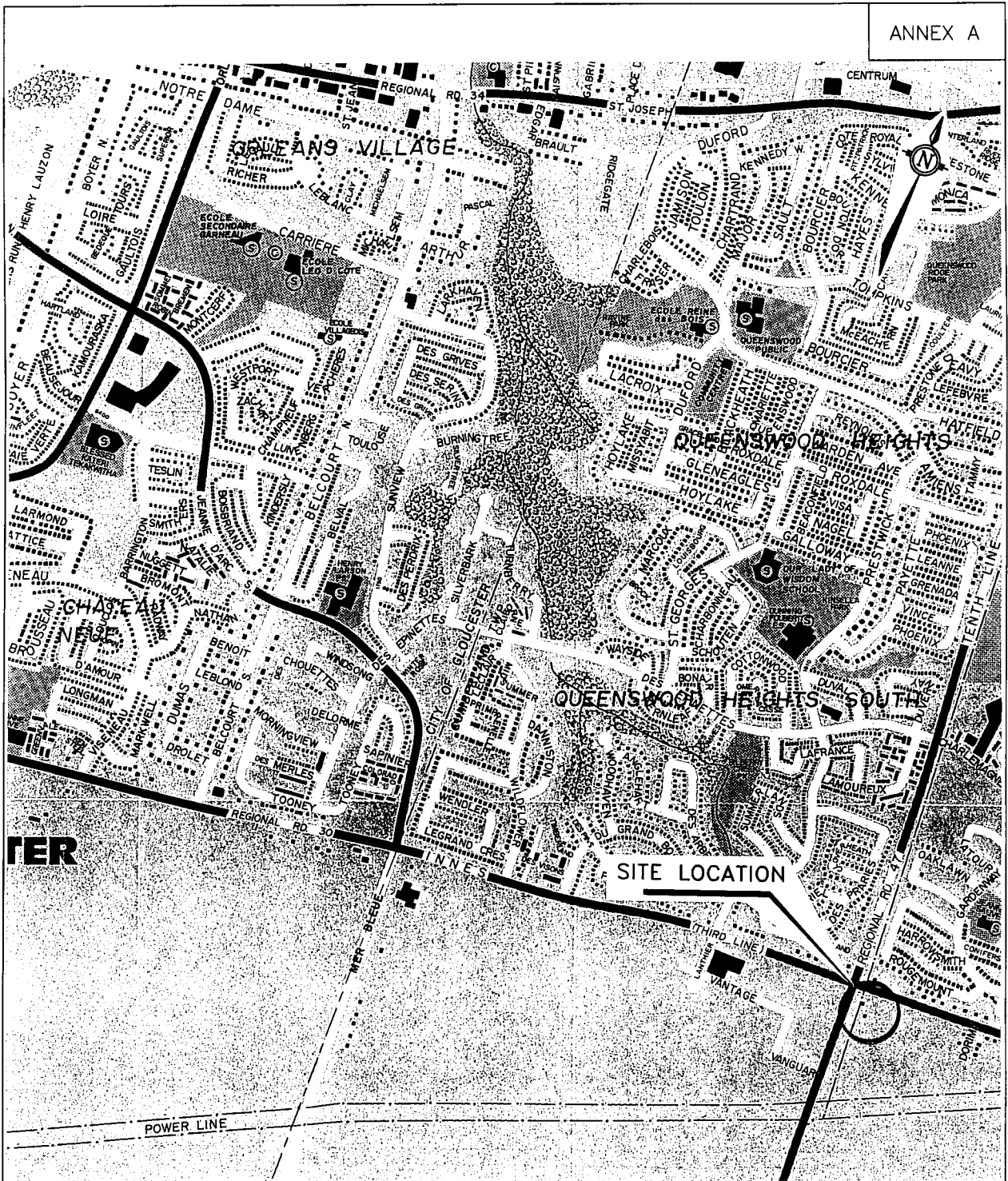
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

This report will be provided to the Regional Cycling Advisory Group for their meeting on 01 June 1999. Their comments will be available at the next Transportation Committee meeting.

*Approved by Jim Bell on behalf of
Doug Brousseau*

WJ/gc

Attach. (3)



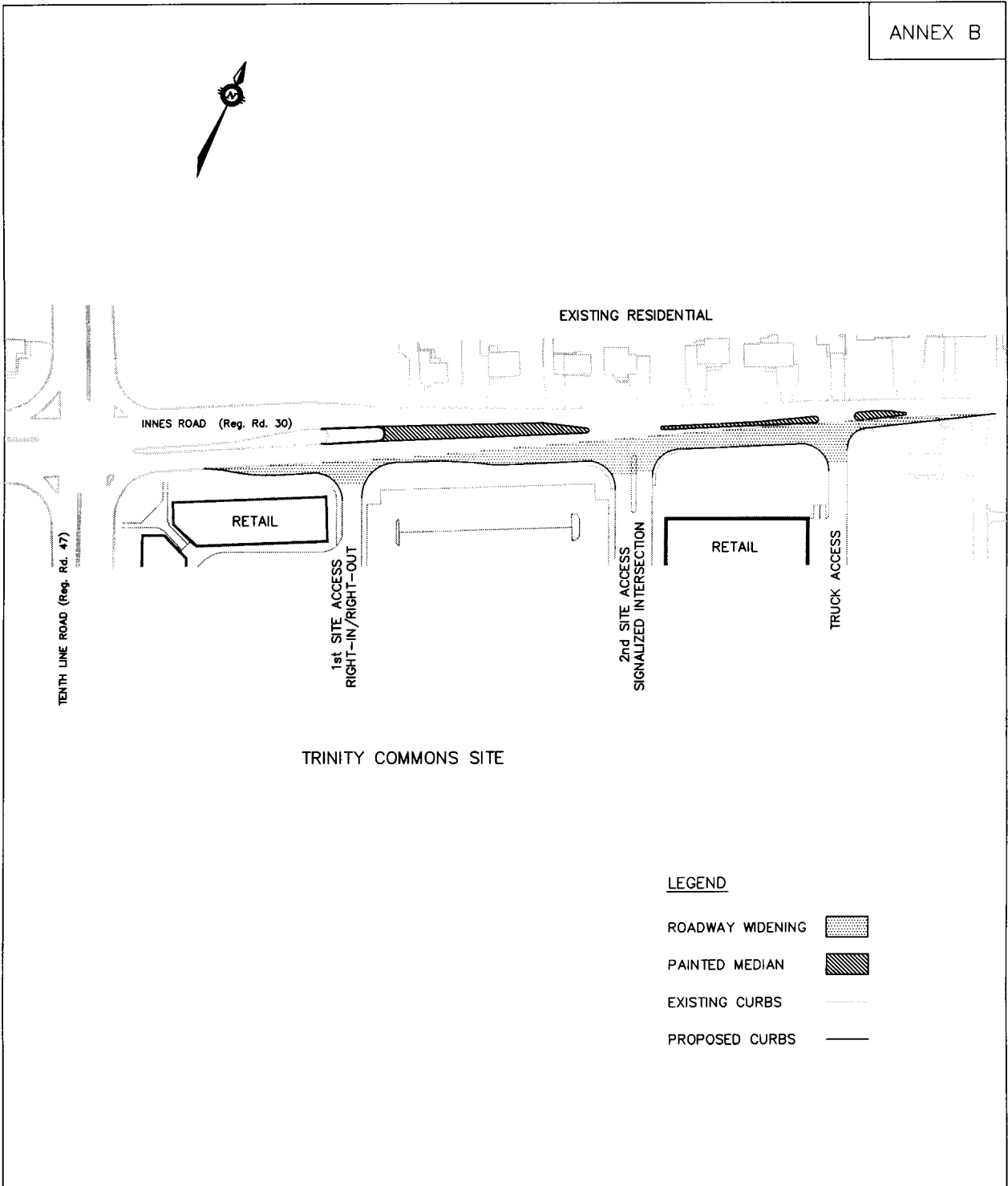
ROADWAY MODIFICATIONS
 INNES ROAD/TENTH LINE ROAD
 KEY PLAN



Ottawa-Carleton

DATE: MAY 1999

SCALE: N.T.S.

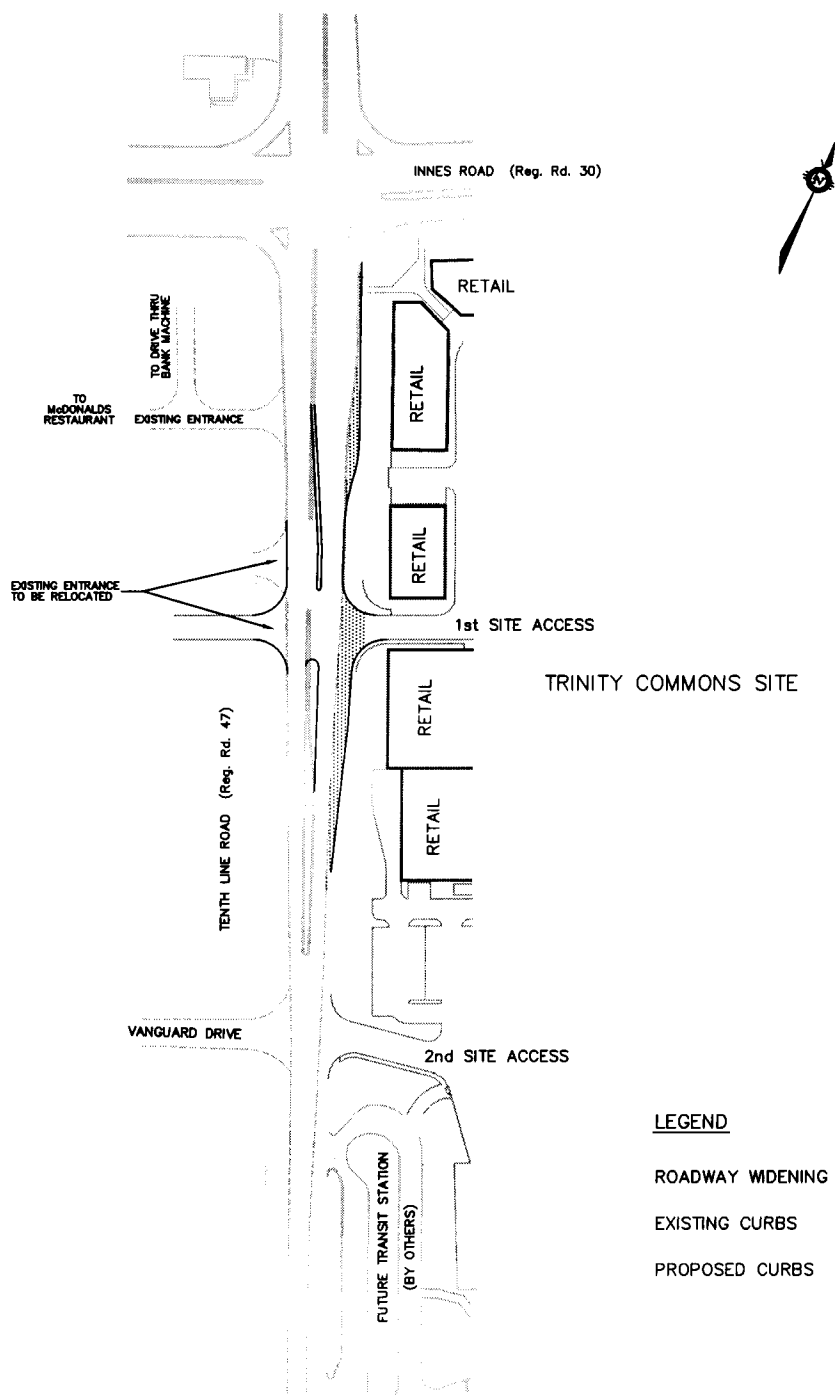


ROADWAY MODIFICATIONS
 INNES ROAD/TENTH LINE ROAD
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ROADWAY MODIFICATIONS
INNES ROAD/TENTH LINE ROAD
TENTH LINE ROAD MODIFICATIONS



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