

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf.	03 07-96-0100
Your File/V/Réf.	
DATE	17 September 1996
TO/DEST.	Transportation Committee
FROM/EXP.	Co-ordinator, Transportation Committee
SUBJECT/OBJET	<b>MEDIAN OPENING ON EAGLESON ROAD (REGIONAL ROAD 49) JUST SOUTH OF FORMER CP RAILWAY, FOR A PROPOSED DEVELOPMENT AT 105 DENZIL DOYLE COURT - PUBLIC HEARING</b>

### **REPORT RECOMMENDATIONS**

**That Transportation Committee and Council approve the application for a median opening on Eagleson Road for a proposed development at 105 Denzil Doyle Court and installation of traffic control signals at the expense of the developer, subject to the owner agreeing to pay for the closure of the median to regional standards should a future underpass on Eagleson Road to the transportation corridor to the north be required.**

### **BACKGROUND**

On 10 July 1996, Regional Council considered Item 4 of Transportation Committee Report 32 (Annex A) with respect to the request for a median opening on Eagleson Road for a proposed development at 105 Denzil Doyle Court. At that time, Council amended the Committee recommendations to read as follows:

RESOLVED THAT Council give preliminary approval only to the application for a median opening on Eagleson Road for a proposed development at 105 Denzil Doyle Court and installation of traffic control signals at the expense of the developer, subject to the following conditions:

1. A public hearing be held (if there are objections) to consider objections to this proposal, with the Transportation Committee having the option of rescinding approval after considering any objections.
2. This application be circulated to the city of Kanata and the city be informed of the deadlines for objections.

3. This median opening only occur if the city of Kanata approves the zoning and site plan for the business park use (automotive, gas bar, convenience store, restaurant and offices) being proposed by the proponent.
4. The owner agrees to pay for the closure of the median to regional standards should a future underpass on Eagleson Road to the transportation corridor to the north be required.

Pursuant to the above, this project was advertised in the three daily papers on the following dates: July 20, 21, 27 and 28 and August 3, 4, 10 and 11, 1996. In response, the Bridlewood Community Association indicated their wish to speak to the Committee at the public hearing and subsequently submitted a letter dated 16 September 1996 with their comments. The developer, Gray, Pynn & Associates, in a letter dated 28 August 1996 to the Environment and Transportation Department, provided their comments to staff with respect to the most southerly private approach to Eagleson Road.

The application was circulated to the City of Kanata via the Environment and Transportation Department letter dated 15 July 1996, and the municipal Clerk was advised of the deadline for objections in a letter of the same date from the Regional Clerk. Kanata City Council subsequently approved the site plan and zoning on 17 September 1996. It should be noted that although the deadline for receipt of objections was 16 August 1996, the Mayor of Kanata requested an extension to this date, as their Council would not be considering the site plan and rezoning application until sometime in September. Based on the fact Regional Council had given preliminary approval to this proposal, pending such approval, (Recommendation 3 above), the Regional Clerk agreed to this request in a letter dated 8 August 1996.

The following correspondence is attached:

ANNEX B	-	Bridlewood Community Association letter dated 16 Sep 96
ANNEX C	-	Gray, Pynn & Associates letter dated 16 Sep 96
ANNEX D	-	City of Kanata letter dated 17 Sep 96
ANNEX E	-	OC Transpo letter dated 4 Oct 96
ANNEX F	-	Citizens for Safe Cycling letter undated
ANNEX G	-	Stuart Chandler, Bridlewood resident letter dated 8 Oct 96

*Approved by*  
*R. Nelson*

4. MEDIAN OPENING ON EAGLESON ROAD (REGIONAL ROAD 49) JUST SOUTH OF FORMER CP RAILWAY, FOR A PROPOSED DEVELOPMENT AT 105 DENZIL DOYLE COURT

**COMMITTEE RECOMMENDATION AS AMENDED**

**That the Transportation Committee recommend Council approve the application for a median opening on Eagleson Road for a proposed development at 105 Denzil Doyle Court and installation of traffic control signals at the expense of the developer, conditional on site plan approval and the owner agreeing to pay for the closure of the median to Regional standards should a future underpass on Eagleson Road to the transportation corridor to the north be required, and subject to a public hearing if required.**

**DOCUMENTATION**

1. Director, Transportation Planning report dated 27 Jun 96 is immediately attached.
2. Extract of Draft Minute, Transportation Committee 3 Jul 96 will be distributed prior to the Council meeting on 10 July 1996.

REGIONAL MUNICIPALITY OF OTTAWA CARLETON  
MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

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REPORT  
RAPPORT

Our File/N/Réf.           25 10-96-R4902  
Your File/V/Réf.

DATE                   27 June 1996

TO/DEST.               Coordinator, Transportation Committee

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

SUBJECT/OBJET         **MEDIAN OPENING ON EAGLESON ROAD (REGIONAL  
ROAD #49) JUST SOUTH OF FORMER C.P. RAILWAY, FOR A  
PROPOSED DEVELOPMENT AT 105 DENZIL DOYLE COURT**

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**DEPARTMENTAL RECOMMENDATIONS**

**That the Transportation Committee recommend Council reject the application for a median opening on Eagleson Road for a proposed development at 105 Denzil Doyle Court.**

**BACKGROUND**

The site is on a parcel of land that is currently vacant and is located adjacent to a funeral home to the South and the former C.P.R. right-of-way now owned by the Region to the north. The general location of the site is indicated in Exhibit 1. The site has a frontage on Eagleson Road and a local street, Denzil Doyle Court.

Eagleson Road near the site is a four lane divided arterial roadway with a continuous median between Michael Cowpland/Stonehaven and Rothesay/Palomino which are signal controlled intersections. There are no driveways connected to Eagleson Road from the east side and there are three driveways, with right in and right out traffic only because of the median, serving the existing developments on the west side.

The owner of the site, Gray Pynn and Associates Inc., has submitted a rezoning application to the City of Kanata to develop a business park which include various uses totalling 36,000 square feet (automotive, gas bar, convenience store, restaurant, offices). The owner, through his engineering consultant, McLean Transportation Engineering Consultants Ltd., has submitted a traffic impact study to the Region which recommends a median opening on Eagleson Road so that traffic can make left turns into and out of the site.

## DISCUSSION

The major concern the Environment and Transportation Department has with median breaks to accommodate left-turning traffic is the introduction of an additional point of conflict for vehicular traffic which inevitably leads to an increase in accident frequency and interruptions to the traffic flow on Eagleson Road.

Eagleson Road is the major north/south arterial in the City of Kanata with the primary function of moving traffic and a secondary function of providing accesses to adjacent developments. In the Environmental Study Report for the widening of Eagleson Road, prepared by A. J. Robinson and Associates in June 1989, the traffic carrying function was emphasized in Section 4.3.7 Property Access.

“....In order for the road to function as intended, access must be restricted to the intersections and therefore median breaks must be eliminated wherever possible. In order for adequate access into and out of these properties, “U” turns will be permitted at all intersections....”

The ESR study was approved by Council and Eagleson Road was subsequently reconstructed based on the principles established in the Study with no depressed median provided, except for the City of Kanata Fire Station and Kanata Hydro Substation.

Referring to Exhibit 2, the site was part of an industrial subdivision which was developed respecting the access restrictions of Eagleson Road and following the hierarchy of the road network. Traffic destined to Eagleson Road will travel via the local street, Denzil Doyle Court, to the collector road, Michael Cowpland Drive, and then go north and south through the signalized intersection at Eagleson Road. Alternatively, traffic can use the right in and right out access on Eagleson Road and make “U” turns at the signalized intersections at Eagleson-Rothesay/Palomino and Eagleson-Michael Cowpland/Stonehaven.

If a median break is granted, adjacent developments south of the site will likely also make similar requests to break the existing median. The proliferation of median breaks will substantially undermine the intended arterial function of Eagleson Road.

In addition, the site is immediately adjacent to a rail/transportation corridor where an underpass may be required in the future. Visibility and safety may become a concern if an access with a median break is installed.

## EXISTING CONDITIONS

### a) Pedestrians

A 1.5 m asphalt sidewalk exists on the east side of Eagleson Road between Rothesay/Palomino and Michael Cowpland/Stonehaven, pedestrian volumes in the vicinity are low.

b) Bicycles

Bicycle riders on Eagleson Road may use the curb lanes. Some bicycle riders use the 0.75 metre wide asphalt area immediately adjacent to the curb on the west side of Eagleson Road. Bicycle volumes are not available for the immediate vicinity of the site.

c) Transit

OC Transpo operates a number of all-day bus routes on Eagleson Road between Rothesay/Palomino and Michael Cowpland/Stonehaven. As well, peak period bus service is provided. Bus stops are located at Michael Cowpland/Stonehaven and at Rothesay/Palomino. There are also mid-blockstops on the west and east side of Eagleson Road in the vicinity of the site.

d) Automobiles

Egleson Road is a four lane divided arterial roadway with a posted speed of 60 km/h. Traffic volumes recorded in 1995 indicate that the annual average traffic volume was 13,300 vehicles per day in each direction on this section of the road.

FINANCIAL STATEMENT

In the event that the Committee and Council approve a median break the developer will be responsible for 100% of the construction cost of the median break including the installation of traffic control signals. The estimated cost being:

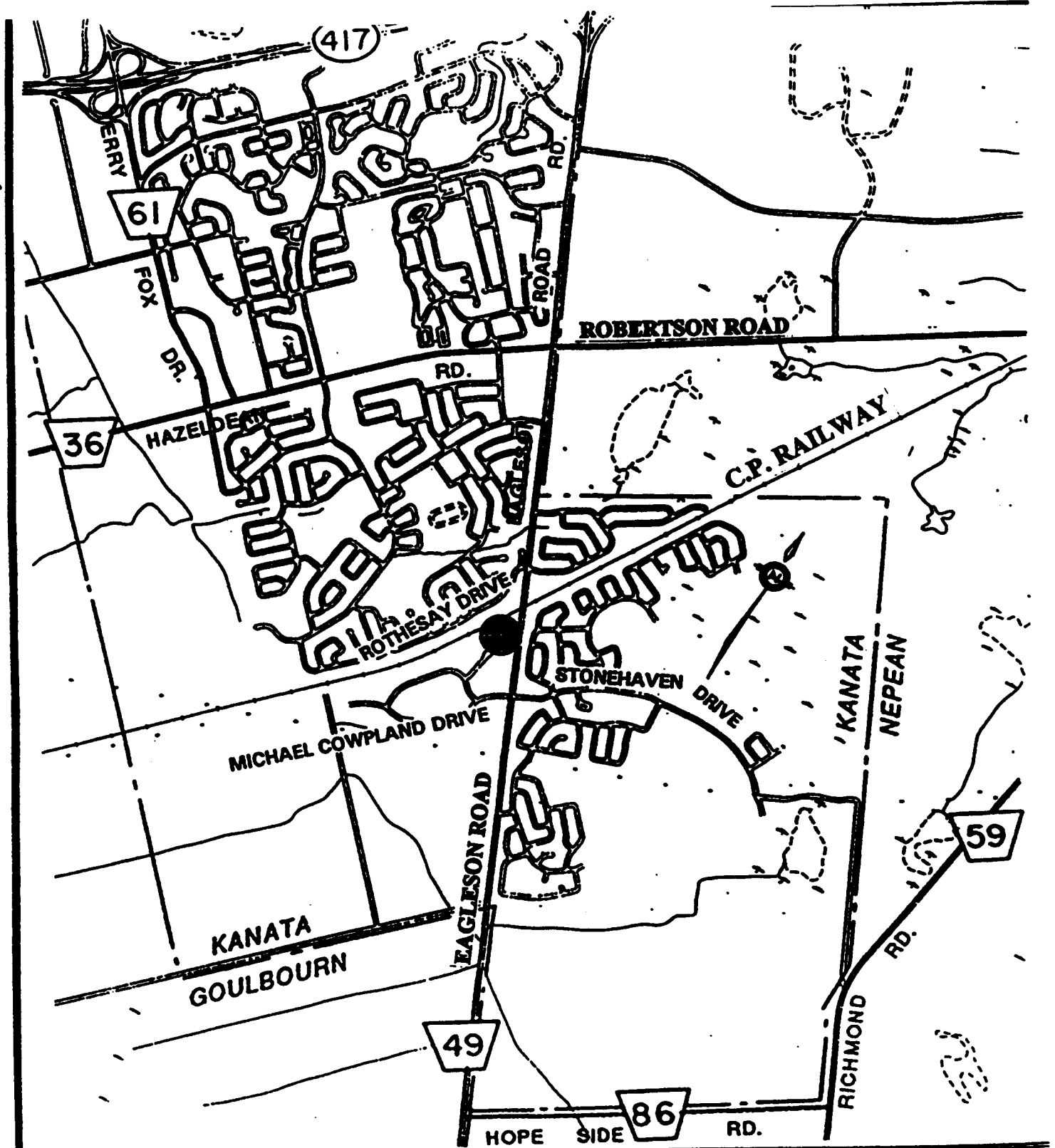
\$ 45,000 for the roadworks plus  
\$ 80,000 for traffic control signals.

CONCLUSIONS


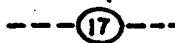

Egleson Road has been reconstructed to a divided arterial with a median to enhance safety to the motoring public. The subject site will be well served by the right in right out access to Eagleson Road where U turns can be made at the signalized intersections at Rothesay/Palomino and Michael Cowpland/Stonehaven. Additionally, access can be gained through the local street Denzil Doyle Court. A median break therefore is not required.

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

AF/st  
Attach.( 2 )

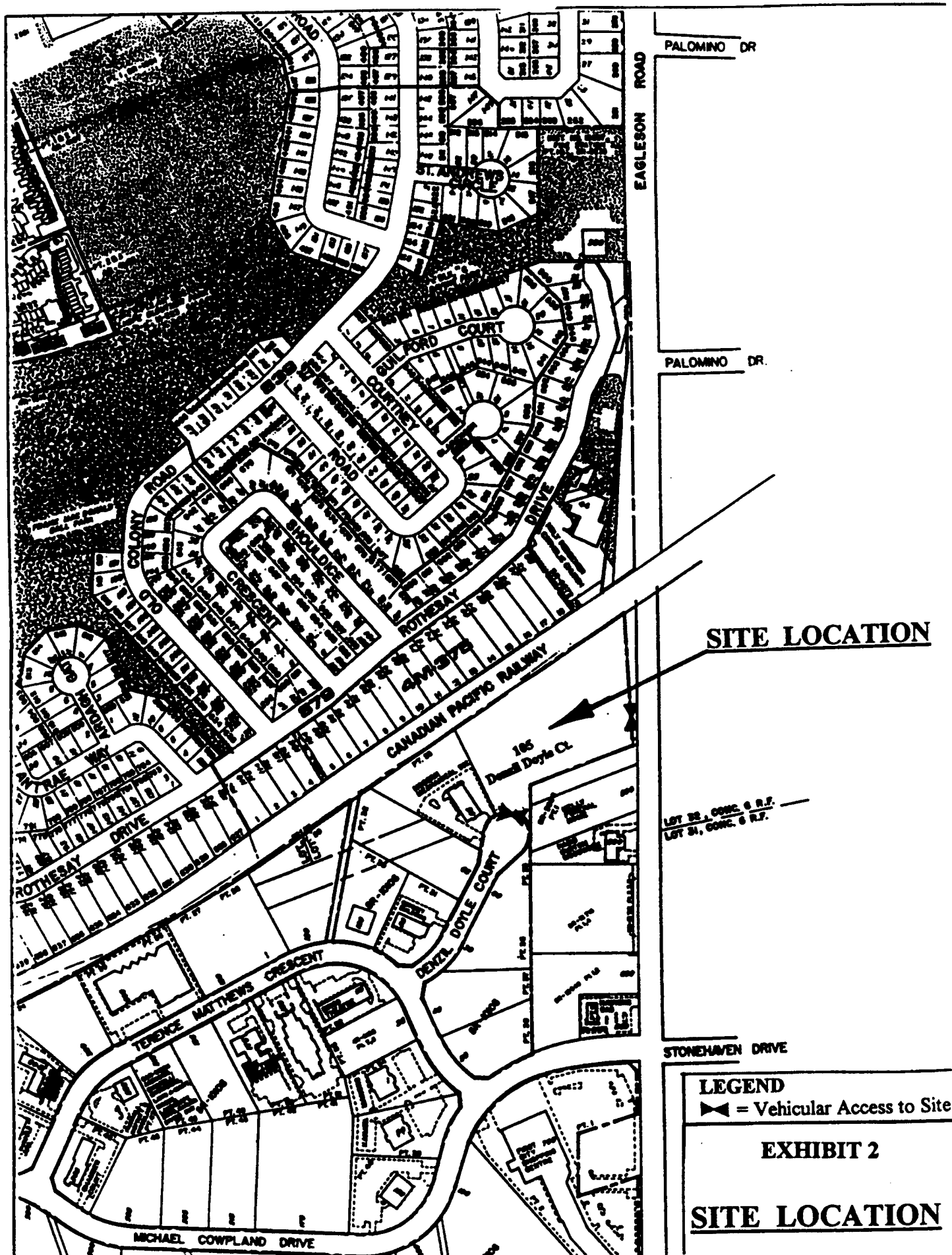


**LEGEND**

-  REGIONAL ROADS
-  PROVINCIAL HIGHWAYS
-  SUBJECT SITE

**EXHIBIT 1**

**KEY PLAN**





PRELIMINARY/FUNCTIONAL DESIGNS

MEDIAN OPENING ON EAGLESON ROAD (REGIONAL ROAD 49) JUST SOUTH  
OF FORMER CP RAILWAY, FOR A PROPOSED DEVELOPMENT AT 105 DENZIL  
DOYLE COURT

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- Director, Transportation Planning report dated 27 Jun 96

The Director of Transportation Planning highlighted the main points in the staff report which clearly outlined staff's reasons for recommending the rejection of the application for a median break on Eagleson Road at this site.

Noting the concerns expressed by staff with respect to the future use of the abandoned rail corridor, Councillor Legendre suggested that if the Committee were to approve a median break, it could be conditional on the owner of the site paying for the closure of the opening should it be required in the future. The Solicitor confirmed this condition could be registered on title for any future owner of the site.

Keith McLean, McLean Transportation Engineering Consultants Ltd., spoke on behalf of the owner of the site, Gray Pynn and Associates Inc. He indicated that there is access to this site from Denzil Doyle Court, however it is a very circuitous route for motorists and the owner would prefer that access was made as conveniently as possible. In addition, prospective tenants of the site do not want to locate there without full access/egress to and from Eagleson Road. He provided figures of projected traffic volumes entering and leaving the site from all directions and submitted a detailed drawing of the site, with the median break as proposed.

Chair Cantin questioned whether the southerly entrance at the site could be moved further south and Mr. McLean indicated the developer must maintain a minimum distance between driveways according to Regional standards; however, it could be moved if the Committee wanted to and if it is acceptable to the owner. The Commissioner confirmed that should the Committee approve a median opening at this location, staff would work with the developer on the design to ensure the two driveways work properly. L. Shallal understood the intent was for southbound traffic to enter from the northerly access and exit from the southerly access; however, Mr. Pynn indicated the southerly driveway will serve a gas station and would provide a right-in/right-out for that business.

In response to concerns expressed by Committee members, the Commissioner advised that he has the authority to close a median if it is deemed a safety hazard and the costs associated with such would be borne by the owner of the site.

Councillor Meilleur proposed that the Committee approve the application for a median opening, and the installation of traffic control signals at the expense of the developer of

Transportation Committee Minute  
3 July 1996

the site. Tom Pynn, of Gray Pynn and Associates Inc., confirmed that condition was acceptable.

Councillor Lance Mitchell, Ward 4, City of Kanata indicated the rezoning application to develop a business park at this site has been submitted to the City of Kanata, but has not yet been dealt with by the local council. At a recent meeting held in Bridlewood, the community did not support the proposed median break because it did not make sense from a traffic point of view. He too did not support the break and suggested that access to the site from Denzil Doyle Court was sufficient, as was originally intended since the site was part of an industrial subdivision which was developed respecting the access restrictions on Eagleson Road. He strongly urged the Committee to support the staff recommendation and reject the request for a median opening.

Councillor Pratt questioned how warrants could be met at this site based on the low volume of projected vehicles. K. McLean clarified this site meets the minimum delay warrants (75 vehicles/hour minimum) because of the level of traffic volumes on Eagleson Road, although it does not meet the warrants for minimum vehicle volume warrants.

Based on the comments submitted by Councillor Mitchell of Kanata, Councillor Meilleur suggested the following be added to the end of her Motion: "conditional on site plan approval". Councillor Legendre suggested the Motion be further amended by including the following phrase: "and conditional on the owner agreeing to pay for the closure of the median to Regional standards should a future underpass on Eagleson Road to the transportation corridor to the north be required".

Moved by J. Legendre

**That the Meilleur Motion be amended to include "and conditional on the owner agreeing to pay for the closure of the median to Regional standards should a future underpass on Eagleson Road to the transportation corridor to the north be required."**

CARRIED

In considering the Motion as amended, Councillor Pratt believed approving the application for a median break would set a precedent and encourage nearby businesses to request similar treatment, which would further undermine the Regional road function. He referred to the concerns expressed by the local councillor and did not feel the Committee was being as cognizant as it should be with respect to the interference with the arterial road function and what that can do in terms of accidents; the posted speed limit is 60 km/h at this location and there will probably be more traffic conflicts. As a result, he

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believed the Committee should defer the report, until the City has dealt with the rezoning application.

Councillor Kreling indicated the Meilleur Motion states that approval is conditional on site plan approval, however, Councillor Pratt firmly believed the Region should wait for that process to be dealt with before making a decision because it will provide additional information.

Moved by D. Pratt

**That this report be deferred until such time as the City of Kanata has considered site plan approval for the use of this site.**

LOST

YEAS: D. Pratt....1

NAYS: D. Beamish, R. Cantin, A. Cullen, L. Davis, D. Holmes, H. Kreling,  
J. Legendre, M. Meilleur....8

Moved by M. Meilleur

**That the Transportation Committee recommend Council approve the application for a median opening on Eagleson Road for a proposed development at 105 Denzil Doyle Court and installation of traffic control signals at the expense of the developer, conditional on site plan approval and the owner agreeing to pay for the closure of the median to Regional standards should a future underpass on Eagleson Road to the transportation corridor to the north be required, and subject to a public hearing if required.**

CARRIED  
(D. Pratt dissented)

# Bridlewood Community Association

September 16, 1996

Transportation Committee  
Region Municipality of Ottawa-Carleton  
111 Lisgar Street  
Ottawa, Ontario  
K2P 2L7 Fax: 560-1380

To Whom It May Concern:

This is to advise that a motion was passed at a recent Bridlewood Community Association meeting held September 12. The motion is as follows:

"If access to Eagleson Road is granted, the BCA proposes that the median break be moved north as far as possible to merge with the bicycle path break which should be moved marginally south."

We anticipate that this would allow approximately 300 m between this break and the intersection at Rothesay. The bicycle path alignment would be slightly adjusted to meet the intersection and berms would be placed to divert bicycle and pedestrian traffic to the intersection. We expect that Gray, Pynn will continue to provide the signalization for this intersection. With this adjustment to the site plan, we feel the BCA can live with the compromise.

We would also like assurances from yourselves that there will be no further median breaks on Eagleson between the Stonehaven and Rothesay intersections. Your response to this issue would be appreciated.

Sincerely,



Sherry Sharpe  
Chairperson, Development Committee

# GRAY, PYNN & ASSOCIATES INC.

**Douglas B. Gray, P. Eng.**  
6820 Sunset Boulevard  
Greely, Ontario K4P 1M6  
Tel: (613) 821-0045  
Fax: (613) 821-0758

**Thomas D. Pynn**  
6846 Lakes Park Drive  
Greely, Ontario K4P 1M6  
Tel: (613) 821-1995  
Fax: (613) 821-1100

Regional Municipality of Ottawa-Carleton,  
111 Lisgar Street,  
Ottawa, Ontario.  
K2P 2L7

August 28, 1996  
By FAX  
(Original by mail)

Attention: Wim Van Hofwegen,  
Development Officer, Transportation Planning Division

Dear Mr. Van Hofwegen,

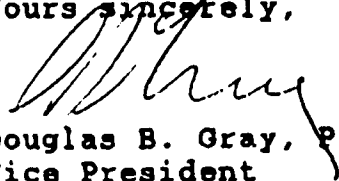
Re: Proposed Median Opening on Eagleson Road  
Your File: 25 10-96-R04902-X

With reference to your comments concerning the site plan approval applications (copy enclosed), in particular comment a), "The most southerly private approach to Eagleson Road must be eliminated", please consider the following:

1. On July 3, 1996, Mr. Keith McLean of McLean Transportation Engineering Consultants Ltd. made a presentation to the Transportation Committee with regard to the aforementioned opening. At that time, the issue of the most southerly approach was raised and discussed. Mr. Sheflin and Mr. Shallal were present. Mr. Sheflin assured the Committee that the two entrances at the locations shown could meet the regulatory code. There were no objections.
2. In an effort to clarify this issue, and others, we have requested to Mr. McLean to comment. Please find enclosed his letter, we have identified the paragraphs related to this issue.

Given the above and enclosed information, we request that you withdraw the subject comment and advise Mr. Wayne Morris, of the City of Kanata's Planning Department.

Yours sincerely,

  
Douglas B. Gray, P.Eng.  
Vice President

Regional Municipality of Ottawa-Carleton  
Ottawa-Carleton Centre, Cartier Square  
111 Lisgar Street, Ottawa, Ontario K2P 2L7  
Environment and Transportation Department

Tel. (613) 560-2050  
Fax. (613) 560-6088



Municipalité régionale d'Ottawa-Carleton  
Centre Ottawa-Carleton, Place Cartier  
111, rue Lisgar, Ottawa (Ontario) K2P 2L7  
Service de l'environnement et des transports

Tel. (613) 560-2050  
Téléphoneur (613) 560-6088

15 July 1996

File: 25 10-96-R04902-X  
Phone: 560-6001, Ext. 1260  
Fax: 560-6080

City of Kanata  
580 Terry Fox Drive  
Kanata, Ontario  
K2L 4C2

Attention: Mr. Wayne Morris

Dear Mr. Morris

Re: Site Plan Application  
Eagleson Road - Business Centre  
(Your File No. 285-15\*)

With reference to your site plan circulation of 4 July 1996, please be advised as follows:

**Private Approaches**

- a) The most southerly private approach to Eagleson Road must be eliminated.
- b) The grade on the remaining private approach must not exceed 2% for a distance of 9 m from the street-line (property line).

**Drainage**

- c) All surface drainage on the site must be self-contained and drain into a local municipal storm sewer.

**General**

- d) This Department requests the City of Kanata that as a condition of Site Plan Approval the applicant be required to enter into a Site Plan Agreement with the Region which incorporates the above requirements.

*Quality service delivered with care,  
competence and integrity*



RECEIVED JUL 19 1996 **FAKED**

*Des services de qualité, avec humanité,  
compétence et intégrité.*

Please note that on July 10, 1996, Regional Council gave preliminary approval only to the application for a median opening on Eagleson Road for a proposed development at 105 Denzil Doyle Court and installation of traffic control signals at the expense of the developer, subject to the following conditions:

1. A public hearing be held (if there are objections) to consider objections to this proposal, with the Transportation Committee having the option of rescinding approval after considering any objections.
2. This application be circulated to the City of Kanata and the City be informed of the deadlines for objections.
3. This median opening only occur if the City of Kanata approves the zoning and site plan for the business park use (automotive, gas bar, convenience store, restaurant and offices) being proposed by the proponent.
4. The owner agrees to pay for the closure of the median to Regional standards should a future underpass on Eagleson Road to the transportation corridor to the north be required.

Yours truly



Wim Van Hofwegen  
Development Officer  
Transportation Planning Division

WVH/st

cc: Ms. Millie Mason, Legal Department

**FAKED**  
JUL 16 1996

**McLEAN TRANSPORTATION ENGINEERING CONSULTANTS LTD.**  
**6 CARR CRESCENT, KANATA, ONTARIO, K2K 1K4**  
**(613) 592-2808**

August 27, 1996

Director of Planning  
City of Kanata  
Planning Department  
580 Terry Fox Drive  
Kanata, Ontario.  
K2L 4C2

Attention: Mr. Wayne Morris

Re: Site Plan Application  
Proposed Business Centre - Eagleson Road

Dear Mr. Morris:

We have been requested by Mr. Douglas Gray, P. Eng., of Gray, Pynn and Associates, to provide to you, with respect to the site plan for the above referenced site, our comments on three specific elements and related issues. These are:

- the potential problem of motorists using the site as a means of travel between Denzil Doyle Court and Eagleson Road;
- the potential for a proliferation of median openings on Eagleson Road should the subject site be granted a median opening on Eagleson Road to serve all traffic movements; and
- the potential problem which a driveway near the south limit of the site might have on traffic safety, given its proximity to the main driveway which will be located opposite the median opening on Eagleson Road.

In regards to the issue associated with the potential problem of motorists using the site as a means of travel between Denzil Doyle Court and Eagleson Road, the traffic impact study which was prepared for the site did not address the potential for traffic travelling through the site to/from the Kanata South Business Park, since the impact is difficult to quantify and is expected to be minimal. This principle was established at a meeting with technical officials of the Regional Municipality of Ottawa-Carleton and the City of Kanata prior to the commencement of the traffic impact study. Factors which led to this conclusion included:

- (i) the relatively high level of service provided by the intersection of Eagleson Road and Michael Cowpland Drive (which is the intersection which is currently used by motorists entering and leaving the Kanata South Business Park;
- (ii) the plans to extend Terry Fox Drive southerly from its present southern terminus which when completed will provide another opportunity for a road connection to serve the Kanata South Business Park; and



(iii) the relatively small "catchment area" for traffic generation/attraction in the vicinity of Denzil Doyle Court.

We have been provided with a revised site plan which differs from the site plan which was submitted with the proponent's original application and which was the basis of our original assessment of the impacts as described above. The current site plan is more traffic inhibiting, from a "cut-through" traffic standpoint, than the original site plan as a consequence of the new arrangement of the parking areas. The internal traffic circulation route is more circuitous. As well, the route through the site is the aisle for the angle parking on the site which will create difficulties for persons who are merely "cutting through" the site in that these persons will be in conflict with other motorists manoeuvring into and out of parking spaces. This will be a deterrent to motorists to use the site as a "cut through" route.

In regards to the issue associated with the potential for a proliferation of median openings on Eagleson Road should the subject site be granted a median opening on Eagleson Road to serve all traffic movements, such a concern is unfounded from a technical perspective. South of the Eagleson Road Business Centre site are, in sequence, Kelly Funeral Home, Habib Woodworking, a vacant lot and Hawkins Gas Bar at the intersection of Michael Cowpland Drive. North of the site, there are no vacant parcels available for development.

We understand that the Kelly Funeral Home people had earlier discussions with R.M.O.C. regarding a median opening and more recently with representatives of Gray Pynn and Associates regarding the possibility of a joint access served by a median opening for both sites; however, we understand that cost considerations influenced them to discontinue their pursuit of the matter. Habib Woodworking is a small business and would unlikely be interested in a median opening, particularly given the cost involved. The frontage of the vacant land is opposite the southbound left turn lane on Eagleson Road and there would be significant technical difficulties which would be financially prohibitive to solve in providing a median opening to serve the site. Hawkins Gas bar is already well served from a vehicular accessibility standpoint.

\* In regards to the issue associated with the potential problem which a driveway near the south limit of the site might have on traffic safety, given its proximity to the main driveway which will be located opposite the median opening on Eagleson Road, we understand that officials at R.M.O.C. have expressed concerns about the southerly driveway in the context of its contribution to possible driver conflicts. We understand that the concern relates to a motorist leaving the business centre site via the main driveway and making a right turn who may be deceived by a southbound motorist who signals a right turn on the approach to the main driveway while intending to enter the site via the southerly driveway. These \*

intentions may be misconstrued by the motorist leaving the site and a collision may be the result.

We do not believe that the concerns are well founded and would suggest that the following factors be taken into consideration in resolving the site plan:

- the separation between the two driveways meets the requirements of the R.M.O.C. Regulatory Code. which are presumably intended to ensure that the distance between two adjacent two-way driveways is satisfactory from a safety perspective;
- there are many locations throughout the R.M.O.C. where two-way driveways are located in similar circumstances in terms of proximity one to the other (i.e. - distance separation) and there has been no expressed concern about these or any revision to the Code to increase the separation requirements between adjacent driveways;
- the plan which was approved by the Transportation Committee of the Regional Municipality of Ottawa-Carleton Council indicated the two driveways which are currently proposed and, although the issue was the subject of discussion at the Transportation Committee, there were no objections raised and the Committee approved the traffic circulation scheme which included the median opening and traffic signals.

We trust that you will find the foregoing comments of value in your deliberations relating to the site plan for the above referenced development.

Yours truly,



Keith G. McLean P. Eng.  
President

✓ c.c. Doug Gray, P. Eng.



# CITY OF KANATA

580 TERRY FOX DRIVE, KANATA, ONTARIO K2L 4C2

TELEPHONE (613) 592-4281

## OFFICE OF THE MAYOR

**MERLE NICHOLDS**

September 24, 1996

Ms. Mary Jo Woollam  
Regional Clerk  
Regional Municipality of Ottawa-Carleton  
111 Lisgar Street  
Cartier Square  
Ottawa, Ontario  
K2P 2L7

OTTAWA CARLETON REGIONAL CLERKS DEPT	
SEP 27 1996	
Received	
TEL	07-96-0100
DIS	96-3161
FILE	
BY	RN
DATE	SW

Dear Ms. Woollam:

**RE: Request for Median Break - Eagleson Road  
Gray, Pynn & Associates Inc.**

Thank you for your letter dated August 8, 1996 at which time you indicated that the above-referenced matter would not be dealt with until Kanata City Council reviewed both the Rezoning Amendment and Site Plan Application for the subject lands. On September 17, 1996, Kanata City Council reviewed and approved both the Rezoning Amendment and the Site Plan Application. In approving the Site Plan Application the median break on Eagleson Road was examined quite extensively with many concerns being expressed by both the public and members of Council. The issue of most concern was the median break's proximity to the RMOC pathway's intersection with Eagleson Road. Members of Council were satisfied with City staff's proposal to direct cyclists through the site and across at the median break. This proposal requires Gray, Pynn & Associates Inc. to construct an asphalt bicycle path link from the R.M.O.C. bicycle path north of the site along the west and east sides of Eagleson Road to the proposed median break. This would permit cyclists travelling on the R.M.O.C. pathway to cross Eagleson Road at a signalized intersection, at present cyclists are crossing mid-block.

Ms. Mary Jo Woollam  
September 24, 1996  
Page 2

Members of Council have also asked me to advise you that they have serious concerns about the location of the bus stop and the potential risk it poses for traffic conflicts and rear-end collisions. We request that the bus stop location be looked at very carefully by OC Transpo.

On behalf of the City of Kanata, I thank you for granting us the opportunity to comment on the proposed median break before a final decision has been made. The City of Kanata has no objection to the proposed median break.

Sincerely,

A handwritten signature in cursive script, appearing to read "Merle Nicholds".

Merle Nicholds  
Mayor

MN\clb

cc    Members of Council  
      Mr. Bert Meunier, City Manager  
      Mr. Wayne Morris, Planning & Development  
      Mr. Alex Munter, Regional Councillor



Ottawa-Carleton Regional  
Transit Commission  
1500 St. Laurent Blvd.  
Ottawa, Ontario K1G 0Z8

Commission de transport  
régionale d'Ottawa-Carleton  
1500, boul. St-Laurent  
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File: N42-1-96

October 4, 1996

Wim Van Hofwegen  
Environment And Transportation Department  
Regional Municipality of Ottawa-Carleton  
111 Lisgar Street  
Ottawa, Ontario  
K2P 2L7

Dear Mr. Van Hofwegen

RE: PROPOSED MEDIAN OPENING ON EAGLESON ROAD - BUS STOP ISSUES

OC Transpo has been requested to comment on the bus stop currently located on Eagleson Road, southbound in front of Kelly's Funeral Home, in light of the proposed median break immediately north of the area.

OC Transpo is prepared to consider adjusting the location, of the bus stop in question, to north of the proposed intersection. A review of the detailed design plans will allow staff to identify an alternative location.

Total bus stop removal from this area is not recommended. This bus stop is primarily used as an off stop, in the p.m. peak periods, by passengers residing in the community east of Eagleson Road. Removing this stop would reduce their overall access to transit.

Should you wish to discuss this matter further, please do not hesitate to call me at 741-6440 extension 323.

Yours truly

Heather Sanders  
Transit Operations Planner  
Service Planning

HS/jp  
DIVN-HUS-STP



## **Citizens for Safe Cycling**

Box 248 Station B Ottawa Ontario K1P 6C4 • (613) 722-4454 • fax: (613) 729-2207 • e-mail: cfec@ve3pak.ocunix.on.ca

Councillor Cantin (Chair)  
Transportation Committee

Re: Median Opening on Eagleson Road just south of former C.P. Railway, for a proposed development at 105 Denzil Doyle Court.

Dear Chair Cantin:

Citizens for Safe Cycling is concerned for the safety of cyclists crossing the regional bike path at Eagleson road. We believe the proposed median opening on Eagleson road will seriously affect the safety of cyclists using this crossing.

While the inexperienced lay person may think a crossing without a signal, at the existing regional bicycle path, is unsafe and any signal at all is safer, no evidence was presented at Kanata Council to indicate this.

Regional Counts of the crossing show that on August 15, of 52 people crossing less than 4 per cent were delayed more than 30 seconds at Eagleson Road. Personal inspection of the site clearly shows that timing of the existing signals allows for clear breaks in the traffic. A minimum 250 persons crossing in eight hours is required at this location before a signal is warranted. A signal, if installed now, may even cause more delay for persons crossing.

Contrary to "expert" engineering testimony, intersection crosswalks are not always safe. Drivers coming out of the proposed mall may not always be alert to cyclists crossing Eagleson. Cyclists may not dismount and be seen too late by the motorists.

Mid block crossings involve only two directions of motor vehicle traffic. When opposing directions are separated by a median, as on Eagleson, the pedestrian or cyclist can cross each flow separately. Those inexperienced with traffic may still wish to walk to a signalized crossing where they have the right of way.

The plan presented at Kanata Council called for the detour from the bicycle path in excess of 200 meters and to force cyclists to dismount to cross a pedestrian crosswalk at the mall exit. Suggestions were even made that a fence could be constructed to restrict cyclists from "unsafely" crossing at mid block.

If the proposed intersection and signals are installed, vehicles could back up over the present crossing forcing cyclists to manoeuvre around waiting vehicles. Further drivers may be concentrating on the traffic signal and will be less observant of people crossing. Vehicles leaving

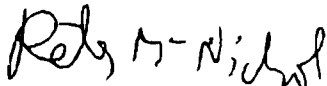
the mall and heading north on Eagleson would quickly encounter people attempting to cross at the mid block crossing. Moreover a new signal at the mall will cause more delays on Eagleson road.

The pathway has only recently been completed to Stittsville In the future the path will be connected to Moodie Drive and carry 800 cyclists per day. Diversion of the pathway is not in the interests of the region's objectives to promote cycling as a transportation alternative.

The rush to squeeze short term planning concerns regarding "millions of automotive dollars" being lost by Kanata is short sighted. Kanata residents recently gained easy access to car service with Canadian Tire and Walmart. Several geographically distributed service stations in Kanata offer car service. Zoning is already approved for sites in the South Business Park to offer automotive sales and service. While the city of Kanata study on automotive services recommends access from a major arterial, it is silent on creating new intersections and disturbing regional bicycle routes.

We therefore urge the Transportation Committee and Regional Council reject the request for the median opening.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter McNichol". The signature is written in a cursive, flowing style.

Peter McNichol  
Citizens for Safe Cycling

Date: October 8, 1996.

To: Mr. Richard Cantin, Chair Regional Transportation Department  
From: Stuart Chandler, City of Kanata, Bridlewood Resident  
Subject: Proposed New Intersection on Eagleson Road

I object to this proposed new intersection on Eagleson Road for the following reasons:

- 1) The bike path; that was initiated and installed by the region itself, will be geographically located between the existing intersection at Rothesay and Eagleson Road and the proposed new intersection 400 metres south of this existing intersection. This will create a 'No-Mans' land for cyclists and pedestrians trying to navigate across Eagleson Road. The dangers of this should be readily apparent.
- 2) With regards to the study completed, vis-a-vis - Vehicular Traffic counts, Pedestrians and Cyclists - it is my understanding that these counts were held on a Wednesday or Thursday at approximately 2:15 to 2:30 P.M. This clearly is an attempt to skew the counts in the favour of those who wish to have the new intersection installed by statistically showing low numbers.. As we all know, you can make statistics look favourable or unfavourable to suit one's needs and in this situation, I think this is the case. Perhaps the counts should be re-visited at a more appropriate time, say 8:00 A.M. - 11:00 A.M. to 1:00 P.M. - and 3:00 P.M. to 5:00 P.M..
- 3) The majority of those who would be crossing Eagleson Road; at peak hours, are students on there way to and from school. Bridlewood has grown in leaps and bounds and as a consequence hundreds of school age children must cross Eagleson to get to their schools in Glen Cairn.
- 4) The increase in cycling enthusiasts - young and old alike; which is being promoted by the region and other city councils as a clean and safe mode of transport, has been astounding. The installation of bike paths throughout the region is envied by many other cities across Canada, however, to access some of these paths requires travelling across busy roadways. Eagleson is one of these busy roadways - 4 lanes wide and in some places 6 lanes wide, posted speeds of 60 Km, the main southerly access to Richmond and Stittsville and incredibly high traffic volumes due to Eagleson being the main exit/entry road for residents of Bridlewood and the above-mentioned residential areas - make Eagleson one of the region's most dangerous roads (in my opinion). Installing another intersection would only exacerbate an already tenuous situation.
- 5) The region saw fit a few years ago not to allow for another intersection on Eagleson Road and given the circumstances we see today from just a few short years ago, I see nothing that would encourage the region to change their minds now.
- 6) One final comment, the principle need for this new intersection was to provide entry/exit to a new mini-mall on land that the City of Kanata recently rezoned to allow for this development. The correct postal mailing address of this mall and the Automotive Service Center is Denzil Doyle Drive - not Eagleson Road - the developers were aware of this address and as to where the entry/exit to this property from Denzil Doyle Drive would be. Also, if the need for new automotive centers is as great as what we have been told, the argument for better visibility off Eagleson Road rather than Denzil Doyle is baseless. In fact, I asked a question, at a recent City of Kanata council meeting, to the owner if he would cancel plans for the development of this area if there was no new intersection from Eagleson Road - the reply I received, if memory serves, is that it would not. For this reason and from a community safety aspect I would encourage you not to allow for this additional intersection along Eagleson Road - I wonder if given the chance again, the residents along Merivale Road would not be faced with the fiasco that permeates that stretch of roadway.

