

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
 MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf.	25 10-96-R01901
Your File/V/Réf.	
DATE	30 August 1996
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director, Transportation Planning Division Environment and Transportation Department
SUBJECT/OBJET	TEMPORARY ACCESS TO RIVERSIDE DEVELOPMENT CONSTRUCTION OF A SOUTHBOUND LEFT TURN LANE AND ASSOCIATED ROAD WORKS ON RIVER ROAD (REGIONAL ROAD 19) NORTH OF ARMSTRONG ROAD

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council:

- 1. Approve the J.L. Richards & Associates Limited Drawing No. 14840-SK2 for the construction of a temporary site access to the Riverside residential development on River Road north of Armstrong Road;**
- 2. Authorize the initiation of the public hearing process as required by Section 297 and 300 of the Ontario Municipal Act (Ontario).**

BACKGROUND

Urbandale Corporation and Richcraft Homes Limited have made a request to the Region to construct an unsignalized temporary access to the Riverside development on River Road north of Armstrong Road. The purpose of this construction is to comply with the Subdivision Agreement requirements for Phases A1, A2 and A3 of the Riverside Subdivision.

The installation of this temporary access was part of the Regional Transportation and City of Gloucester Draft Plan Conditions. The temporary site access is required until Spratt Road is constructed entirely from Armstrong Road to Limebank Road (Phase A3). This will occur upon issuance of the building permit for the 1,000th residential dwelling unit.

Regional and City of Gloucester staff met with the Developers and their consultant to establish the traffic control requirements for the temporary intersection. Adequate traffic analysis was

undertaken to satisfy both the Region and City that the proposed design will accommodate the anticipated traffic demand at the intersection.

EXISTING CONDITIONS

a) Pedestrians

No pedestrians were observed during counts at the neighbouring intersections of Leitrim Road and River Road, Leitrim Road and Limebank Road, Armstrong Road and River Road, Armstrong Road and Spratt Road; and Armstrong Road and Limebank Road. There are no pedestrian facilities on River Road other than a four metre wide shoulder.

b) Bicycles

There is some cycling activity in the area but no special provisions are provided.

c) Transit

OC Transpo does not currently provide any bus service near the proposed development.

d) Automobiles

River Road at this location is a two-lane rural undivided major arterial with a posted speed limit of 80 km per hour and lane widths of ± 3.66 metres. The current average annual daily traffic for River Road is approximately 8,100 vehicles per day.

DESIGN PROPOSAL

a) Pedestrians

Pedestrian activity is anticipated in the future once the City of Gloucester undertakes construction of the park land on the west side of River Road. City of Gloucester will undertake a review of pedestrian crossing control at that time and has committed to undertake the required measures.

b) Bicycles

No change to the existing conditions is anticipated, however, within the Regional Cycling Transportation Network there is an approved Primary Cycling Route on River Road.

c) Transit

Urbandale Corporation and Richcraft Homes Ltd. will be paying for the extension of the current OC Transpo service to the Riverside community as per the Agreement for Servicing signed 23 June 1995.

d) Automobiles

The proposed intersection design will provide access to the Riverside development at levels of service which are within Regional standards. The intersection will operate with a stop sign on the minor approach. Upon issuance of the building permit for the 1,000th residential dwelling unit, the developer will remove the temporary access and reinstate to the satisfaction of the Environment and Transportation Commissioner.

FINANCIAL STATEMENT

The costs of the works are being borne by Urbandale Corporation and Richcraft Homes Ltd., including costs of future reinstatement.

COST ESTIMATE

The following cost estimate for the temporary access is provided for the information of the Transportation Committee and Council:

<u>Item</u>	<u>Cost Estimate</u>
Engineering	\$ 7,200.00
Construction	\$ 60,000.00
Property Acquisition	NIL
Utility Relocation	<u>NIL</u>
TOTAL COST ESTIMATE	<u>\$ 67,200.00</u>

ENVIRONMENTAL ASSESSMENT

Regional road modifications required to accommodate Subdivision Development that are proposed for public hearing 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 the design stage subject to all other approvals.

CONSULTATION

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

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

Comments from the Regional Cycling Advisory Group are attached.

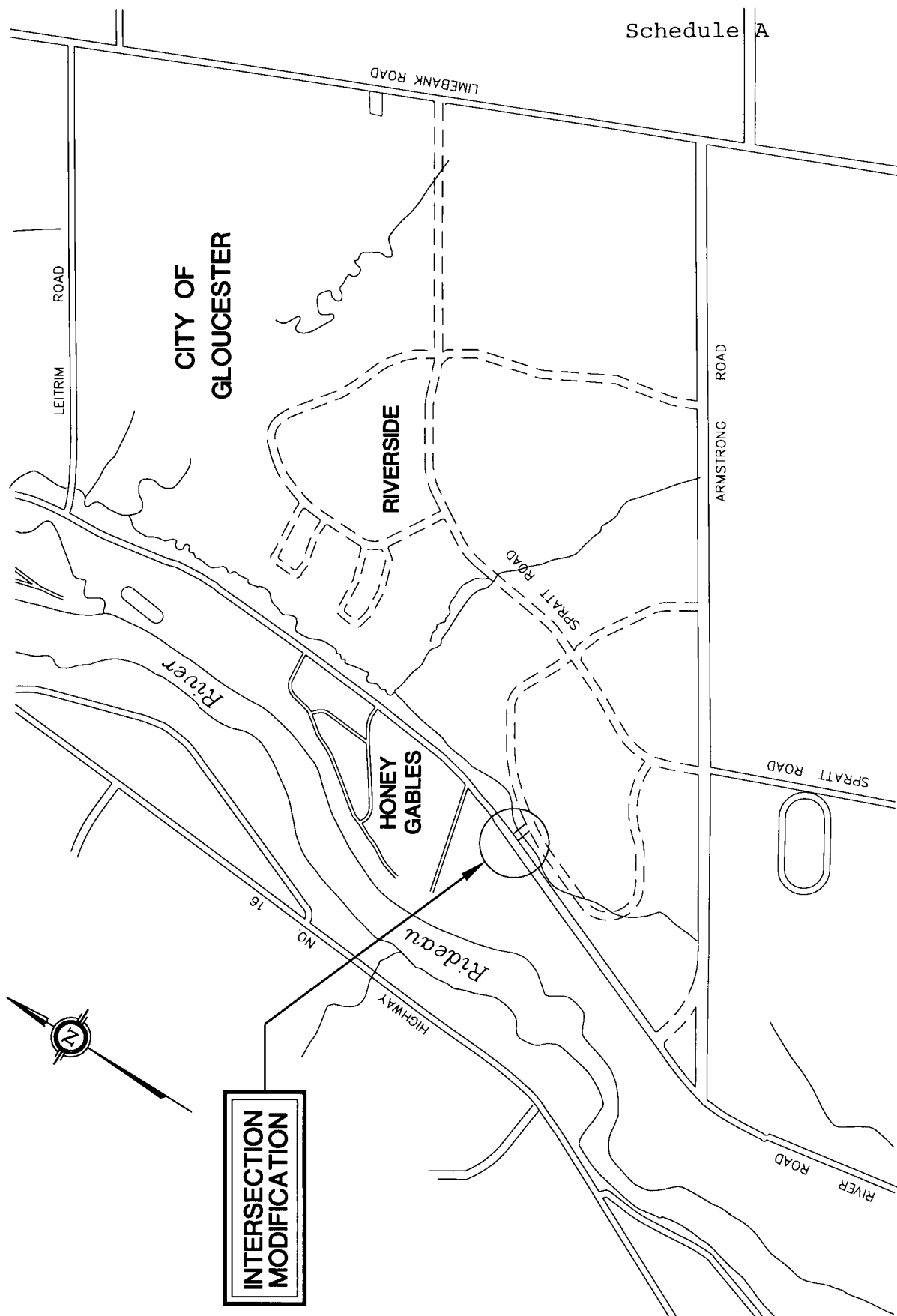
Approved by
L. Shallal, P.Eng., Ph.D.

Attach. (2)

DRAWING NO.		SHEET 1 OF 2	
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON		CONTRACT NO.	
TRANSPORTATION DEPARTMENT		14840-03	
RIVERSIDE		TEMPORARY ACCESS - RIVER ROAD	
KEY PLAN		DATE: AUGUST 1988	

REVISION	BY	DATE

		J.L. Beauchamp & Associates Ltd. Consulting Engineers, Architects & Planners 1100 BROADVIEW AVENUE, SUITE 100 SCARBOROUGH, ONTARIO M1S 1V2	
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Schedule A

INTERSECTION
MODIFICATION

BY FAX TO PAUL JORDAN

Regional Cycling Advisory Committee (RCAG)
George Hollinworth
50 Glen Ave
Ottawa K1S 2Z9
Phone 613 730 5507
e-mail george@ve3pak.ocunix.on.ca

6 Sept 1996

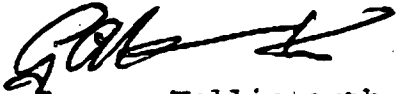
Paul Jordan
Development Services
RMOC Environment and Transportation Department
111 Lisgar St. Ottawa, K2P 2L7
FAX 560 6080
TEL 560 60001 ext 1263

Dear Mr Jordan

Re: Temporary Access To Riverside Residential Development
on River Rd

With reference to the above report the RCAG committee has the no objections to the proposed development. RCAG is pleased to note that the design shows no narrowing of the existing through lanes with the addition of the turning lane. This will be appreciated by cyclists who must share the lanes with motorized traffic.

yours sincerely



George Hollinworth P.Eng.
Chair, RCAG