

REGION OF OTTAWA-CARLETON
 RÉGION D'OTTAWA-CARLETON

REPORT
 RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 23-99-R027-A
DATE	30 April 1999
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	MODIFICATIONS TO BLAIR ROAD (REGIONAL ROAD 27) TO ACCOMMODATE THE NEW ACCESS ROAD TO SERVICE GLOUCESTER CITY HALL AND THE NAISMITH BUILDING

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council:

- 1. Approve the functional design for the modifications to Blair Road (Regional Road 27) as illustrated in Annex C, subject to the City of Gloucester;**
 - a) funding the total cost of the proposed road works and traffic control signal modifications;**
 - b) executing a Legal agreement with respect to (a) above;**
- 2. Authorize the initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

BACKGROUND

The City of Gloucester is proposing to build a new access roadway to service Gloucester City Hall and the Naismith Building lands. The site location is immediately west of Blair Road and south of Regional Road 174 (formerly Highway 17) as shown in Annex A.

The site has a Commercial-Office land use designation and lies within the Region's designated Gloucester Primary Employment Centre as identified in Schedule B of the Regional Official Plan.

Additional development is currently envisioned by MBNA Canada Bank who are developing the Naismith Building and surrounding lands into the Canadian Corporate Headquarters for the Bank. Expansion of the Naismith Building from 190,000 sq. ft. to approximately 500,000 sq. ft. may be necessary as early as the year 2001 depending on business needs.

DISCUSSION

Modifications are required at the intersection of Blair Road (Regional Road 27) and Regional Road 174 eastbound off-ramp terminus to accommodate the proposed access road and the future proposed development of the Naismith lands.

EXISTING CONDITIONS

Pedestrian

There are no sidewalks along Blair Road in the vicinity of the proposed new access or across Regional Road 174; however, pedestrian crosswalks exist in all quadrants of the Blair Road and Regional Road 174 eastbound off-ramp intersection.

The Blair Station pedestrian overpass immediately to the west serves the needs of the pedestrians travelling in a north-south direction. Pedestrians were counted on the overpass during the peak hours of 15 December 1998. The a.m. peak hour counted 276 pedestrians and the p.m. peak hour 246.

Bicycles

Schedule F of the Official Plan of the Region of Ottawa-Carleton indicates that Blair Road is designated as an "On-Road" Cycling Facility. Cycling facilities have not yet been implemented on Blair Road in the vicinity of the proposed new access; however, Blair Road from Ogilvie Road to Meadowbrook Drive is scheduled to be studied in 1999 to determine the feasibility of providing on-road cycling facilities.

Bicycle volumes recorded on 15 December 1998 determined that 18 cyclists travelled southbound and 13 cyclists travelled northbound during the eight hour count. Similarly, volumes recorded on 07 July 1997 indicated that 18 and 13 cyclists travelled southbound and northbound respectively.

Transit

The major transit access is via the Blair Transit Station. There is a significant volume of bus passengers crossing the Queensway via the Blair Station pedestrian overpass (which is situated adjacent to the site) from the Blair Transit station. The bus frequency at the station is in excess of 100 buses per hour. The frequency of Route 95 (the prime east-west route) is three minutes at peak hour and five minutes during off peak.

The study area is also serviced along Blair Road by OC Transpo routes 26 and 28 as well as express routes 126 and 128 with the nearest stops located just south of Meadowbrook Road on Blair Road.

Automobiles

A signalized intersection exists at the proposed new access road location. Blair Road and Regional Road 174 eastbound off-ramp (see Annex B). The posted speed on Blair Road is 70 km/hr.

Peak hour traffic volumes were recorded on 15 December 1998 between 4:30 p.m. and 5:30 p.m. as follows:

<u>Location</u>	<u>Movement</u>	<u>Vehicles</u>
Blair Road	Southbound Through	785
Blair Road	Southbound Left	443
Blair Road	Northbound Through	872
Blair Road	Northbound Right	211
Regional Road 174 off-ramp	Westbound Left	96
Regional Road 174 off-ramp	Westbound Right	548

DESIGN PROPOSAL

The City of Gloucester requests that the Transportation Committee approve the proposed intersection and roadway modifications as illustrated in Annex C. The modifications consist of the following:

- West leg: The proposed access road has sidewalks along either side and consists of one eastbound left-turn lane, one eastbound through lane, one eastbound right-turn lane and two westbound lanes.
- East Leg: Addition of a westbound through lane.
- North Leg: Addition of one dedicated southbound left-turn lane.
- South Leg: Addition of one dedicated northbound left-turn lane.
- Road widening at the intersection (inclusive of lane development) to accommodate the proposed left-turn lanes as well as 2 m bicycle lanes.
- All corners have been designed to accommodate the turning movement of a tractor semi-trailer.

Pedestrians

As noted above, there are no pedestrian facilities along Blair Road in the vicinity of the site or across Regional Road 174. Given this, it would be dangerous to encourage pedestrian movement along Blair across the highway. North-south pedestrian movement is encouraged via the pedestrian overpass to the west of Blair Road.

Sidewalks will be provided on both sides of the proposed new access road and crosswalks provided at the intersection with Blair Road. Traffic control signals will be upgraded and existing crosswalks at the intersection maintained.

The sidewalks along the new access road will connect to the Blair Station pedestrian overpass to the west. The overpass connects to the Blair Transit Station and retail stores to the north.

Bicycles

The proposed roadway widening includes the provision of a 2 m. cycle lane in both the northbound and southbound directions on Blair Road.

Transit

Transit operations on Blair Road will not be affected by the design proposal. The opportunity will exist for a future bus stop at the intersection with the new access road. OC Transpo will advise on the final location of the stops along Blair Road if necessary.

Automobiles

Analysis based on year 2006 projections shows that with the above-noted modifications and the modifications to the traffic control signals, Blair Road in the vicinity of the new access will operate at an acceptable level of service.

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 will be reflected in the detailed intersection design which will incorporate sidewalks, pedestrian crossings, modifications to traffic control signals, cycling facilities and the opportunity to provide expanded transit service.

Sidewalks will be provided on both sides of the proposed new access road and a crosswalk provided at the intersection with Blair Road. Sidewalks will extend westerly to connect with the existing pathway system serving the surrounding area as well as connecting to the OC Transpo Blair Station pedestrian overpass.

The provision of cycling lanes along the proposed widened portion of Blair Road conforms with the direction of the TMP which designates Blair Road as an on-road cycling facility.

FINANCIAL STATEMENT

Should Regional Council approve the proposed modifications to Blair Road, the City of Gloucester will be responsible for 100% of the cost of roadway widening and modifications of traffic control signals.

Cost Estimates

The following cost estimates, prepared by Stantec Consulting Ltd., are preliminary and based on functional design details. They are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$430,000
Traffic Control Signals	\$150,000
Engineering	\$100,000
Contingencies	<u>\$ 50,000</u>
TOTAL ESTIMATED COST	<u>\$730,000</u>

CONSULTATION

The City of Gloucester has undertaken the planning for the new access road in accordance with the Class Environmental Assessment for Municipal Roads – June 1993 – Schedule B. Public comment has been solicited on two occasions; first at project initiation and second upon project completion. The notifications appeared as follows:

The Ottawa Citizen	02 March 1999
	03 March 1999
	19 April 1999
	20 April 1999
Le Droit	02 March 1999
	03 March 1999
	19 April 1999
	20 April 1999

Review agencies were contacted by formal letter requesting comments.

One call was received by the consultant regarding the design proposal. After discussing, the caller was satisfied with the design as proposed.

The opportunity for additional public input will be provided via the Region's public hearing process.

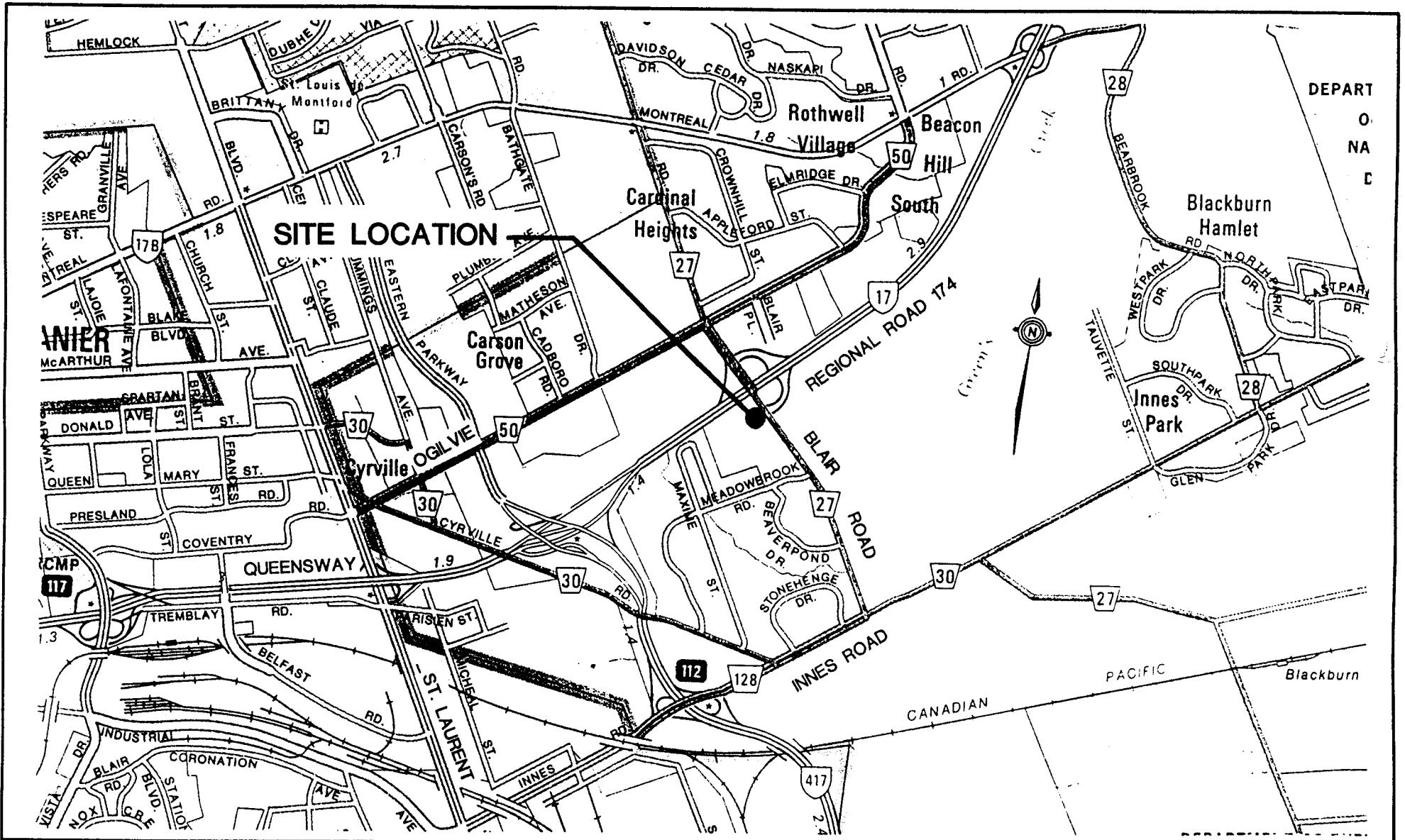
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

This report was circulated to the Regional Cycling Advisory Group. (RCAG) for comments. RCAG's comments will be available at the Transportation Committee meeting.

*Approved by
Doug Brousseau*

JAF/gc

Attach. (3)

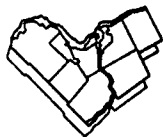


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SITE LOCATION

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GLOUCESTER CITY HALL
BLAIR ROAD
INTERSECTION MODIFICATIONS

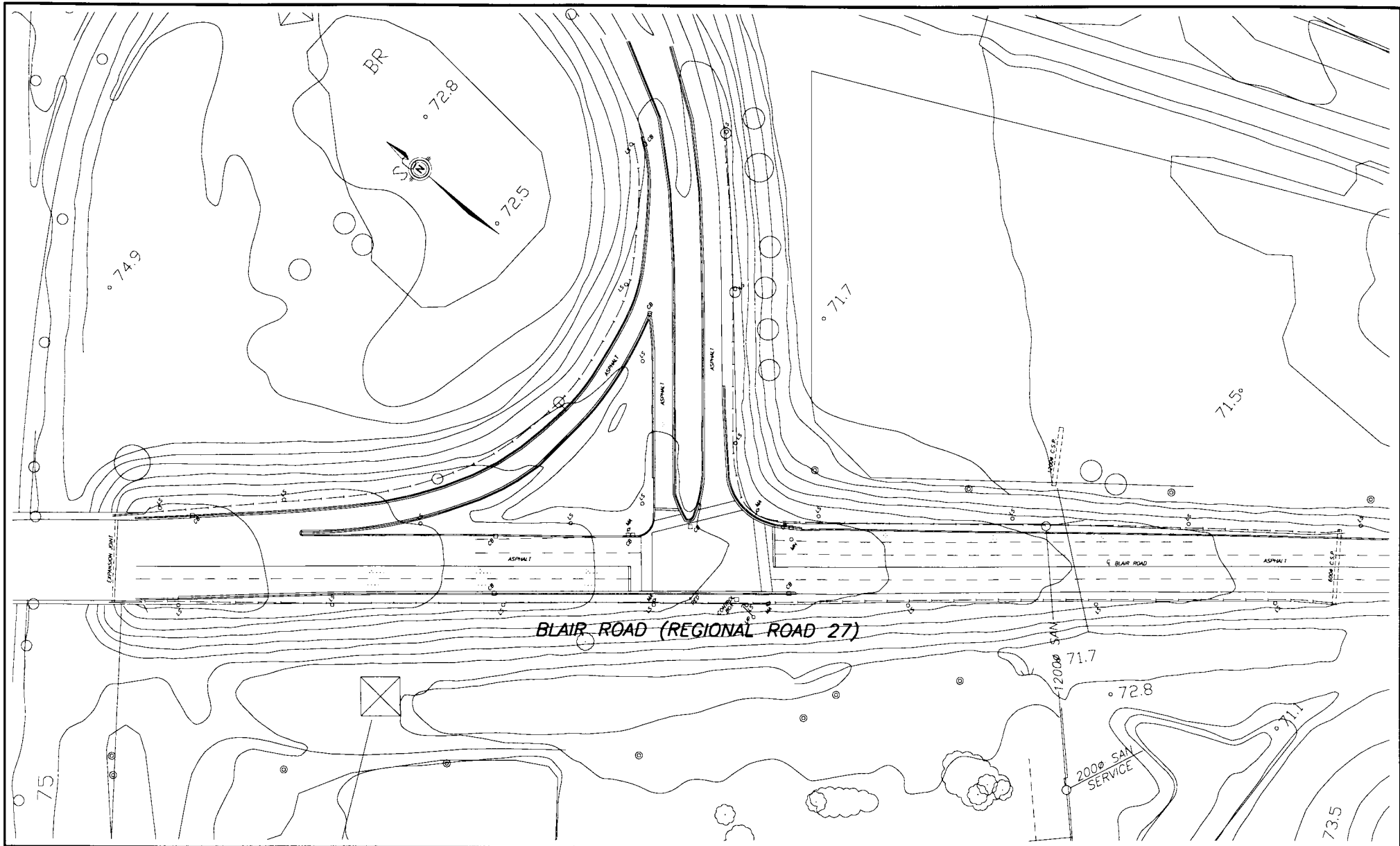


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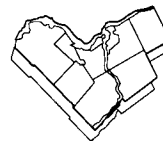
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ANNEX A



EXISTING CONDITIONS

GLOUCESTER CITY HALL
BLAIR ROAD
INTERSECTION MODIFICATIONS

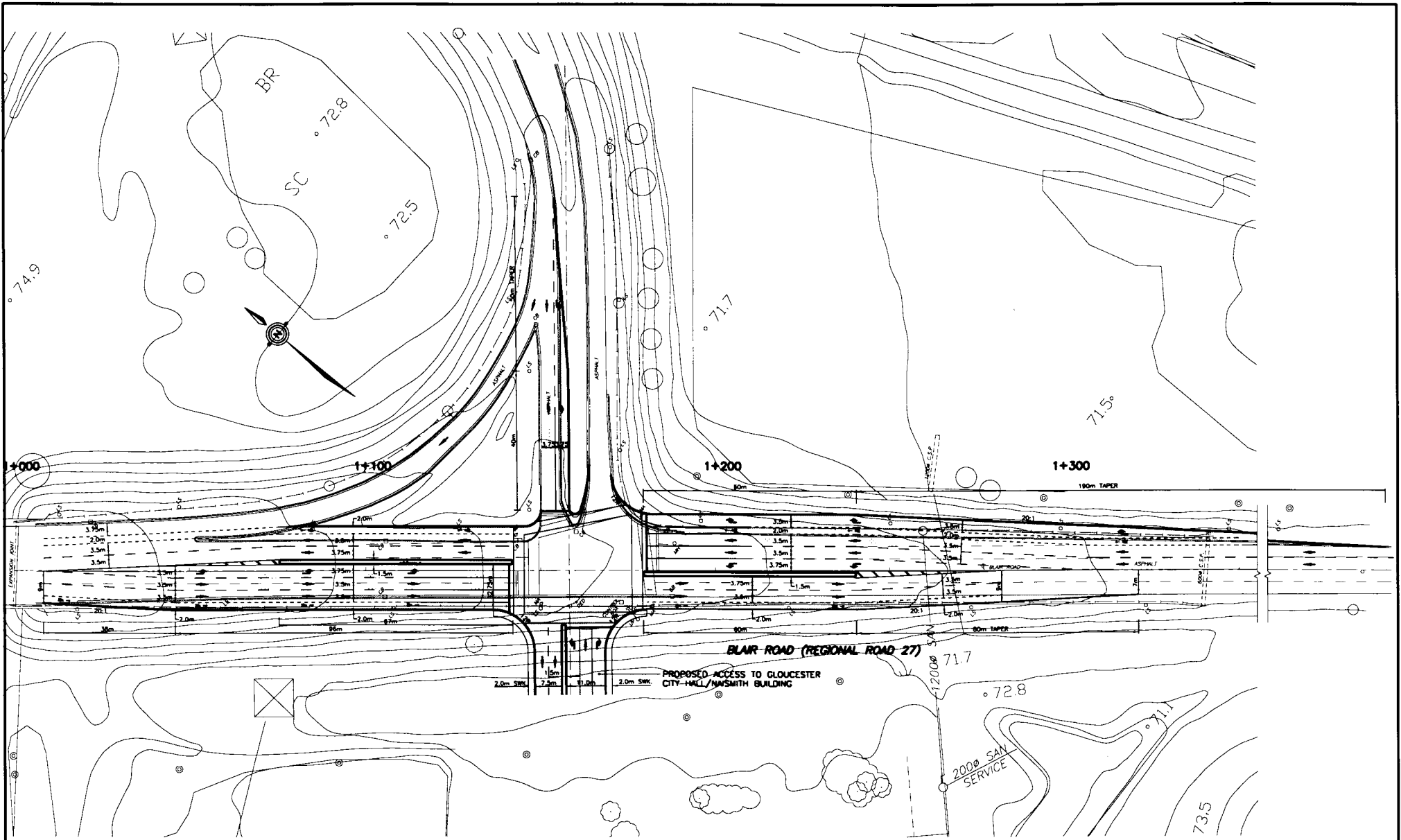


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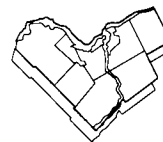
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ANNEX B



PRELIMINARY DESIGN
BLAIR ROAD WIDENING
AND NEW ACCESS ROAD

GLOUCESTER CITY HALL
BLAIR ROAD
INTERSECTION MODIFICATIONS



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ANNEX C