

Our File/N/Réf. **50 23-98-R049**
 Your File/V/Réf.

DATE 8 July 1998

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **MARCH ROAD (REGIONAL ROAD 49) AT THE ACCESS TO
 THE GATEWAY MALL - PROPOSED NORTHBOUND LEFT-
 TURN LANE AND ACCESS TO 365 MARCH ROAD**

DEPARTMENTAL RECOMMENDATIONS

That Transportation Committee recommend Council approve:

- 1. the modifications to the traffic control signals at March Road and Gateway Mall and the construction of associated changes to the roadway along March Road as described in the report and illustrated in Annex C, subject to the owner of 151516 Canada Incorporated;**
 - a) funding the total cost of the traffic signal modifications and the proposed road works;**
 - b) executing a legal agreement with respect to the above; and;**
- 2. the initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

BACKGROUND

The site in question is located at 365 March Road which is on the west side of March Road between the Canadian National Railway and the Kanata Mews plaza and opposite the Gateway Mall. On this site, a single story 71,000 square foot building exists with offices, laboratories, test areas, etc. and is partly occupied at the present by DRS Technologies (formerly SPAR Aerospace). The owners of this development are planning to retrofit the building which the associated parking area is served by a single

driveway connected to Steacie Drive and, in turn, is connected to the intersection at Casson Way (both local roads). Currently no vehicular access connects March Road to the site parking lot.

Past experience suggests to the owners of this building that it will no longer be economically viable unless significant modifications are made to the structure and direct access to the arterial road system is provided.

The location of the lands, provided in an area context, is provided in Annex A and the current site plan is shown in Annex B.

EXISTING CONDITIONS

A sketch showing the existing geometry and layout of March Road between Carling Avenue and the Kanata Mews Plaza is provided in Annex C.

Pedestrians

An asphalt sidewalk is provided on the east side of March Road in this area and in the vicinity of the bus stops which exist on both sides of the roadway.

A recent traffic survey completed in May 1998 at the intersection of March Road and the Gateway Mall indicates the pedestrian volumes in this area are low. Over an 11 hour period, 13 northbound and southbound pedestrians were recorded crossing the Gateway Mall access on the east side of March Road. Travelling in either an eastbound or westbound direction, 16 pedestrians crossed March Road on the north side of the access while 49 pedestrians crossed March Road on the south side of the access.

Bicycles

Bicycle lanes, 2 m in width, are provided on both sides throughout this section of March Road.

Similar to the pedestrian volumes in the same survey, the bicycle volumes that were collected are fairly low. Northbound, 55 cyclists were recorded and 69 southbound cyclists were counted approaching the intersection of Gateway Mall and March Road. Eleven bicyclists were counted travelling west on the Gateway Mall Driveway approaching March Road.

Transit

Transit service is provided in this area by OC Transpo with two regular routes - Route 161 and 165 - and three peak period routes - Routes 60 (express), 116 and 182 - that operate on March Road in both directions on typical headways. The existing bus stops serving southbound travellers along this area of March Road are located on the south side of the Gateway Mall access and the north side of Richardson Side Road. Serving northbound transit patrons, bus stops are located on the north side of Richardson Side Road and the south side of the Gateway Mall driveway.

Automobiles

March Road in this area is a four-lane divided, arterial roadway with a posted speed limit of 80 km/h. Traffic volumes recorded in 1998 on this section of road adjacent to the site indicate an annual average daily traffic volume of 12,700 northbound vehicles and 12,400 southbound vehicles.

A continuous median, nominally five metres in width, either exists or is currently under construction on March Road between Highway 417 and Terry Fox Drive. There are median breaks to serve major cross streets which are, for the most part, controlled by traffic signals. On this portion of March Road, there is a median break to serve the Kanata Mews Plaza and to the north of this plaza, the median is broken again for the Gateway Mall access which is controlled by traffic signals.

DESIGN PROPOSAL

The proposed modifications to the intersection of March Road and Gateway Mall consist of the following features:

1. the modification of the existing traffic control signals;
2. the addition of an access to 365 March Road on the west side of the intersection with a sidewalk on the north side; and
3. the construction of a northbound left-turn lane.

These proposed modifications are illustrated in Annex C.

Pedestrians

The proposed design for the access to 365 March Road will include a sidewalk on the north side which will improve the existing pedestrian facilities by enhancing the mobility options for those pedestrians wishing to travel to the site from March Road.

Bicycles

The bicycle system on March Road will be maintained and the existing bicycle lanes on March Road will be integrated into the design of the intersection modifications to allow bicycles to utilize the proposed driveway. Similar to the proposed pedestrian facilities, bicyclists will have improved access to the site from March Road.

Transit

Transit service and accessibility will not change and will not be compromised by the proposed modifications to serve the site.

Automobiles

The proposed intersection modifications will provide motorists with safe direct access to the 365 March Road complex.

“Cut Through” Traffic Countermeasures

The owner recognizes and accepts the concern regarding the potential use of the existing site driveway which is connected to Steacie Drive and Casson Way in concert with the proposed new driveway as a "short-cut" route to and from March Road. In this regard, the owner is prepared to implement a range of countermeasures to curtail the possible misuse of the existing driveway by short-cutting motorists. Initially this practice would be controlled by signs; however, if these prove to lack effectiveness, physical devices such as break-away bollards would be installed.

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 current design of March Road by providing sidewalks, bicycle lanes and frequent bus stops. As previously mentioned, the proposed intersection modification not only complements but provides a small improvement to the existing pedestrian and bicycle facilities. In addition, the use of simple curb radii in the design of the proposed access to 365 March Road minimizes pedestrian crossing distances and reduces the speed of right-turning traffic.

FINANCIAL COMMENT

Should Regional Council approve the proposed intersection modification and changes to the traffic control signals and related works, the owner, 151516 Canada Incorporated, will be responsible for 100 percent of all costs.

The following cost estimates, which have been developed by McLean Transportation Engineering Consultants, are at a conceptual stage and may vary after further analysis. These estimates relate only to the roadway modifications identified in the Regional right-of-way and are provided solely for the information of the Transportation Committee and Regional Council:

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$40,000
Traffic Control Signal Modifications	\$30,000
Utilities \$10,000	
Engineering	\$10,000
Contingencies	<u>\$10,000</u>

Total Cost Estimate

\$100,000

PUBLIC CONSULTATION

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

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

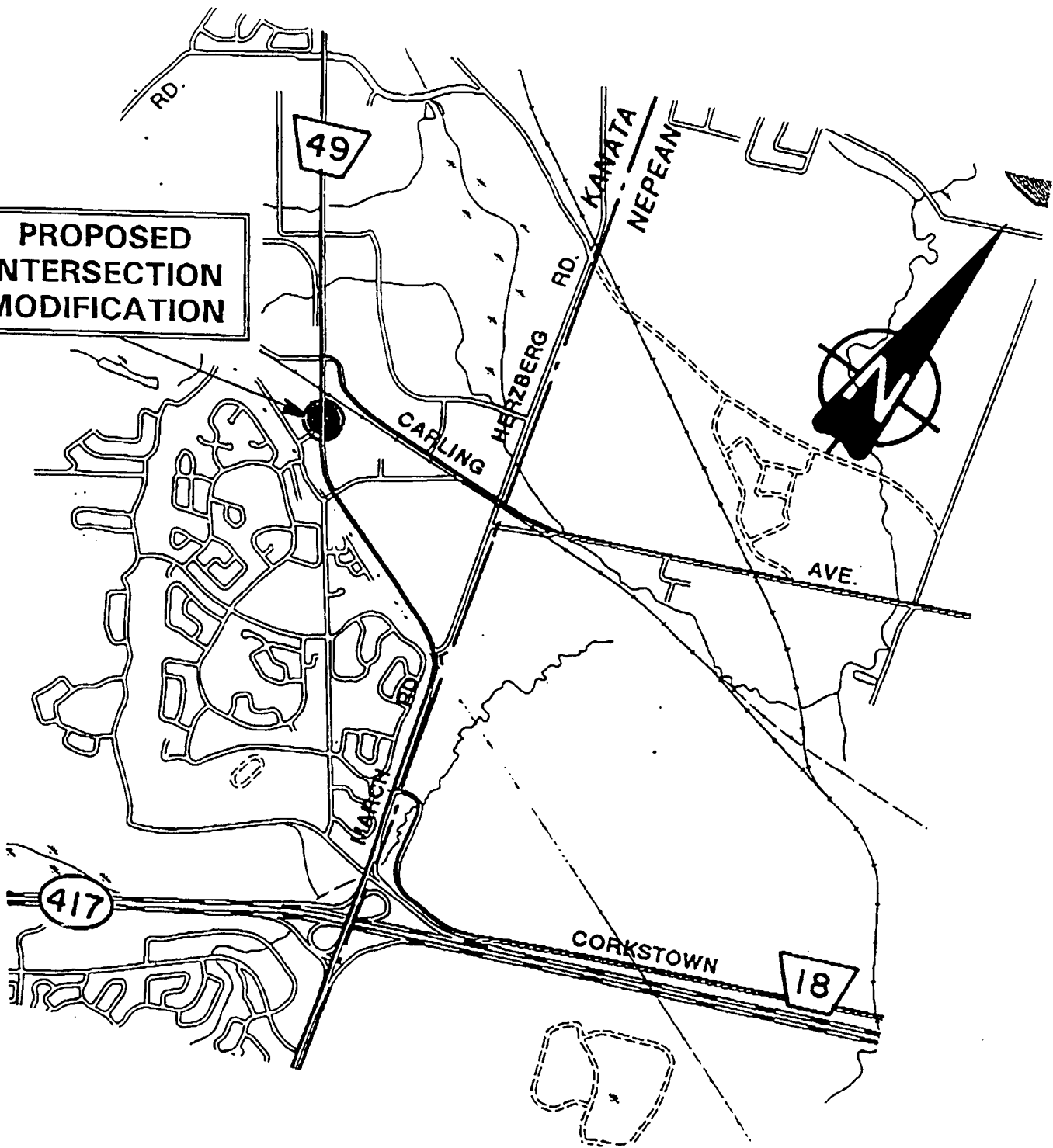
This report will be presented to the Regional Cycling Advisory Group (RCAG) at their meeting of 11 August 1998. Although this report is being considered by Transportation Committee on 21 July 1998, RCAG will have ample opportunity for input through the public hearing process should they have any concerns with any of the proposals in this report.

*Approved by
Doug Brousseau*

WJ/js

Attach. (3)

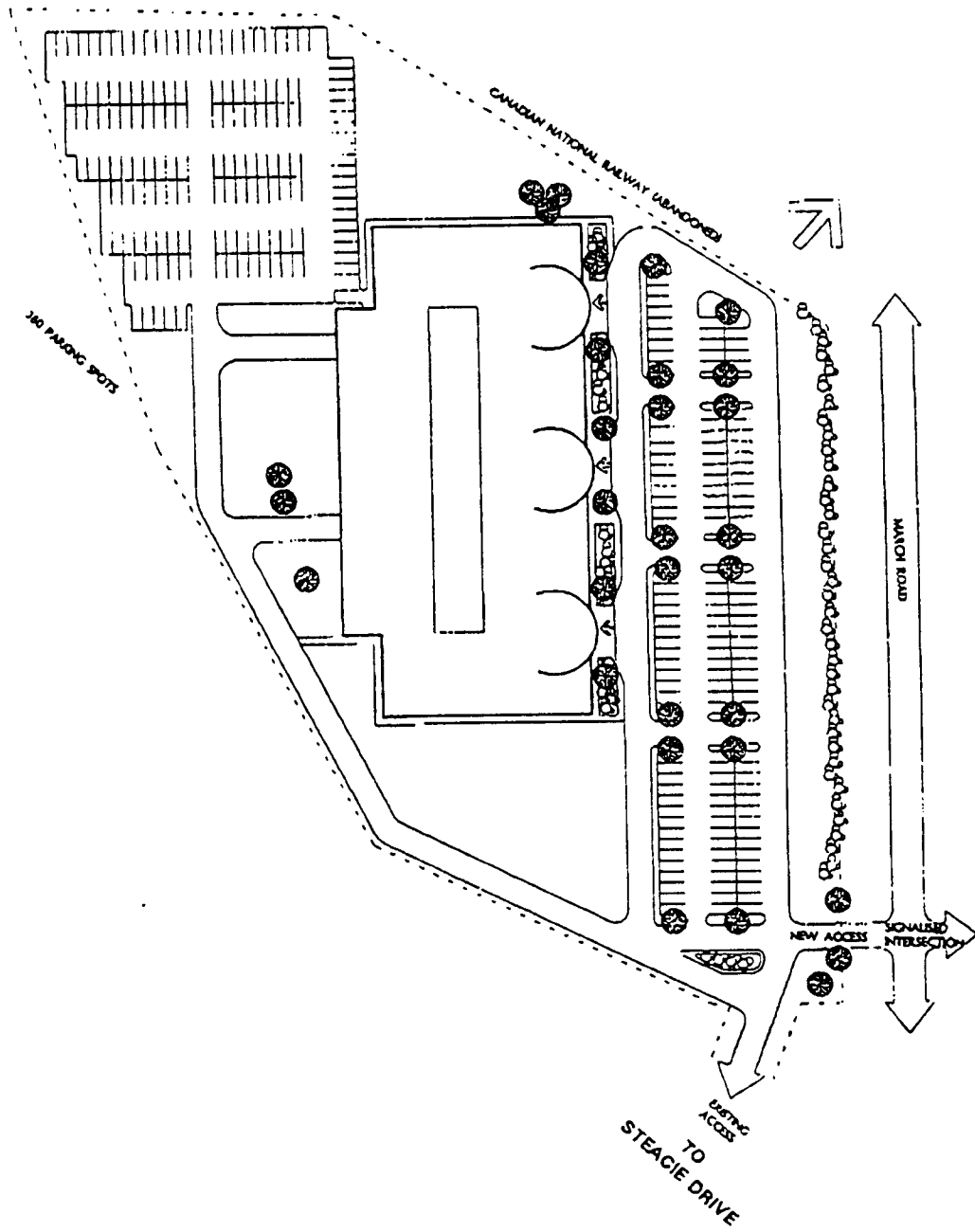
**PROPOSED
INTERSECTION
MODIFICATION**



LEGEND

-  Regional Roads
-  Provincial Highways

365 MARCH ROAD
KEY PLAN
INTERSECTION MODIFICATION
MARCH ROAD (REG. RD 49) AND
365 MARCH ROAD/GATEWAY MALL



LEGEND

365 MARCH ROAD

CONCEPTUAL SITE PLAN

CARLING AVENUE

CARLING AVENUE

MARCH ROAD
(REG. RD. 49)

MARCH ROAD
(REG. RD. 49)

385
MARCH
ROAD

385
MARCH
ROAD

EXISTING
BICYCLE
LANE

EXISTING
BICYCLE
LANE

GATEWAY
MALL
DRIVEWAY

GATEWAY
MALL
DRIVEWAY

EXISTING
TRAFFIC
CONTROL
SIGNAL

PROPOSED
(DRIVEWAY)
PRIVATE
APPROACH

PROPOSED
LEFT TURN LANE
45m IN LENGTH

GATEWAY
MALL

GATEWAY
MALL

GATEWAY
MALL
DRIVEWAY

GATEWAY
MALL
DRIVEWAY

KANATA
MEWS
PLAZA

KANATA
MEWS
PLAZA

EXISTING
SIDEWALK

EXISTING
SIDEWALK

EXISTING
CONDITIONS

PROPOSED
MODIFICATIONS

LEGEND

365 MARCH ROAD
PROPOSED
PRIVATE APPROACH
AND
MEDIAN MODIFICATION

NOT TO A TYPICAL SCALE

