

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
RAPPORT

Our File/N/Réf. 03 07-98-0099
 Your File/V/Réf.

DATE 6 October 1998

TO/DEST. Transportation Committee

FROM/EXP. Co-ordinator, Transportation Committee

SUBJECT/OBJET **RICHMOND ROAD AND STAFFORD CENTRE ACCESS -
 PROPOSED CONNECTION TO NORTHSIDE ROAD - PUBLIC
 HEARING**

REPORT RECOMMENDATION

That Transportation Committee recommend Council approve the modification to the traffic control signals at Richmond Road and Stafford Centre Shopping Mall and the construction of associated changes on Richmond Road to provide a new road link to Northside Road as described in the report and illustrated in Annex B, subject to the City of Nepean funding the total cost of the traffic signal modifications and the proposed road works.

BACKGROUND

On 2 September 1998, the Transportation Committee considered the attached report dated 12 August 1998. Following detailed discussion and input from members of the public and City of Nepean staff, the Committee recommended that Council not support the staff recommendations. An extract of the Minute immediately follows the staff report.

This Motion was approved by Council on 9 September 1998, subject to reconsideration on 23 September 1998. Subsequently on that date, Council overturned its original decision and approved the staff recommendations as originally proposed, initiating the public hearing process.

The project was advertised in the three daily papers on the following dates: September 26 and 27 and October 3, 4, 10, 11, 17 and 18, 1998. An advertisement was also placed in two community papers "Nepean This Week" and "The Clarion" for the week of 19 October 1998.

Submissions that had been previously submitted have been reproduced and issued under separate cover.

*Approved by
Rosemary Nelson*

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. 50 23-98-R036
 Your File/V/Réf.

DATE 12 August 1998

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **RICHMOND ROAD (REGIONAL ROAD 36) AND STAFFORD
 CENTRE ACCESS - PROPOSED CONNECTION TO
 NORTHSIDE ROAD**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

- 1. The modification to the traffic control signals at Richmond Road and Stafford Centre Shopping Mall and the construction of associated changes on Richmond Road to provide a new road link to Northside Road as described in the report and illustrated in Annex B, subject to the City of Nepean funding the total cost of the traffic signal modifications and the proposed road works;**
- 2. The initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

BACKGROUND

The Public Works Committee of the City of Nepean, at its meeting on 26 May 1998 upheld a resolution passed on 14 April 1998 which approved the conceptual design of the proposed road connection from Northside Road to Richmond Road. In addition to improving access between Richmond Road and the existing and planned commercial development adjacent to Northside Road, this proposal is intended, by the City of Nepean, to better facilitate the existing residential community of Lynwood Village. Annex A shows the location of the proposed road connection in an area context. The conceptual design for the proposed connection is provided in Annex B.

At the City of Nepean's request, the Region has been involved with this proposal since the spring of 1995 to the extent of reviewing various proposals for the connection in order to determine

what, if any, would be an acceptable design specifically in regard to its impact on Richmond Road. This project is not without controversy at the local and neighbourhood level; however, it must be emphasized that the Department neither supports nor opposes this proposed road connection. The Environment and Transportation Department will not deny access to Regional roads as long as it can be shown that the proposed design will operate safely, conforms to our standards, meets with ROC planning objectives and follows the prescribed avenues for public scrutiny. Our position is that if it is the expressed desire of the Council of the City of Nepean to access Richmond Road at this point, Regional staff is committed to doing its best to accommodate these wishes which may result in acceptance or rejection of the proposed design at Regional Council. Extensive public consultation has taken place over the past two years which is summarized further in this report.

EXISTING CONDITIONS

Pedestrians

Asphalt sidewalks exist on the south side of Richmond Road, east and west of the proposed road connection, and on the east side of the Northside Road to Richmond Road on-ramp. Concrete sidewalks exist on the south side of Northside Road, east and west of the proposed road connection and on the south side of the Richmond Road to Northside Road off-ramp. Pedestrian volumes are in the range of 100 to 150 per day on the sidewalks adjacent to the proposed road connection.

Bicycles

Bicycle lanes are not provided on either side of Richmond Road in the vicinity of the proposed road connection. Richmond Road is designated as an on-road cycling facility in the Regional Transportation Master Plan Cycling Network. Bicycle volumes on Richmond Road adjacent to the proposed road connection are in the range of 100 to 150 per day.

Transit

Transit service is provided throughout the area by OC Transpo with a regularly-scheduled local route (Route 118) on Richmond Road and on Northside Road (Route 166). These routes operate at regular intervals with peak period routes (Route 179 and Route 69) operating along Richmond Road on typical headways.

Existing bus stops in the area of the proposed road connection are located on Richmond Road west of the intersection of Richmond Road and Stafford Road and on the Richmond Road to Northside Road off-ramp adjacent to the Larkspur Road (West)/Northside Road intersection.

Automobiles

Richmond Road (Regional Road 36) is a four-lane divided arterial road way with a posted speed of 60 km/hr adjacent to the proposed road connection. Current volumes are approximately 24,000 vehicles per day.

Northside Road is a 2-lane local road with a posted speed of 40 km/hr and current volumes of approximately 3,700 vehicles per day.

DESIGN PROPOSAL

Pedestrians

New concrete sidewalks will be constructed on the south side of Northside Road to replace the existing sidewalks which will have to be removed to accommodate the construction of proposed modifications to Northside Road. In addition, a concrete sidewalk will be constructed on the west side of the new road connection, between Northside Road and Richmond Road.

Currently, northbound and southbound pedestrians are restricted from crossing Richmond Road on the east side of the access to the Stafford Centre. With the proposed connection to Northside Road, this prohibition will be rescinded and a crosswalk will be provided to facilitate pedestrian crossings on the east of this intersection. The construction of a new connecting roadway will also require a crosswalk for east-west pedestrians on the south side of this intersection. At the intersection of Northside Road and the proposed road connection, a pedestrian crosswalk will be provided on the west side of the intersection. Curb depressions will be provided at the junctions of all sidewalks and crosswalks.

Bicycles

With a safe and convenient access to the new road connection via the Richmond Road/Stafford Centre Driveway/Northside Road Connection intersection mobility for cyclists in the area will be enhanced.

Transit

Transit service and accessibility will not change and will not be compromised by the proposed road connection. Flexibility will be provided for transit services to utilize the new road connection in future possible route modifications.

Automobiles

The conceptual design for the road connection between Richmond Road and Northside Road proposes the following geometric and operational changes to the existing signalized intersection on Richmond Road at the Stafford Centre Driveway:

1. the construction of a westbound left-turn lane and taper on Richmond Road;
2. revised lane markings on the southbound approach to the intersection to remove the dual left-turn lane and provide a left-turn lane, a through-lane and a right-turn lane;

3. the provision of a southerly leg to this intersection opposite the existing Stafford Centre access that will accommodate northbound left turns, and combined through and right-turn movements along with southbound movements from Richmond Road;
4. the removal of the existing northbound channelized right turn from Northside road to Richmond Road; and,
5. the prohibition of eastbound right-turning traffic at the intersection.

The following modifications to Northside Road are required to safely accommodate the proposed connection to Richmond Road:

1. the realignment of Northside Road further south;
2. the introduction of an all-way stop control at the Northside Road/Larkspur (West)/Richmond Road East Bound Off-Ramp intersection;
3. the restriction of traffic accessing Thorncliff (West) at Richmond Road, to southbound movements only; and,
4. the introduction of two-way stop control for eastbound and westbound movements at the Northside Road/Northside Road Connection intersection.

The above components of the conceptual design are illustrated in Annex B.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle from the Transportation Master Plan (TMP) is the provision of a travel modal hierarchy with the emphasis on walking, cycling and transit usage. This principle is reflected in the proposed intersection geometry of Richmond Road and the access to the Stafford Centre which increases the mobility options for pedestrians and cyclists alike by providing the following features:

1. the rescission of the north-south pedestrian prohibition on the east side of the intersection;
2. fully maintained, all season, sidewalks along the new connections which link pedestrians to the Northside Road area;
3. the removal of the existing northbound channelized right turn from Northside road to Richmond Road; and,
4. reduced corner radii in the south-west and south-east quadrants.

FINANCIAL COMMENT

Should Regional Council approve the proposed intersection and traffic signal modifications, the City of Nepean will be responsible for 100 percent of all the costs.

The following cost estimates, which have been developed by Cumming Cockburn Limited are at a conceptual stage and may vary after further analysis. These estimates relate to only the modifications identified in the Regional right-of-way and other associated road works and are provided solely for the information of Transportation Committee and Council:

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$165,000
Traffic Control Signal Modifications	\$ 50,000
Utilities	\$ 25,000
Engineering	\$ 25,000
Contingencies	\$ <u>25,000</u>
Total Cost Estimate (before GST)	\$ 290,000
GST @ 7%	\$ <u>20,300</u>
Total Cost Estimate (including GST)	\$ <u>310,300</u>

PUBLIC CONSULTATION

The following is a summary of the public consultation that has taken place concerning this proposed connection to Richmond Road. It should be noted that further opportunity for general public input on this proposal (Northside connection to Richmond Road) will be provided via the public hearing process.

- 23 November 1995 - Open House hosted by the Nepean Public Works Department (NPWD) at Bell's Corners Public School - presentation of initial concept plan.
- 30 May 1996 - Open House hosted by NPWD at Nepean Creative Arts Centre - presentation of study on development potential of area lands.
- 11 June 1996 - City of Nepean Public Works Committee (PWC) presentation on initial concept.
- 21 May 1997 - Public meeting hosted by NPWD at Bell High School - presentation of current concept.
- 03 November 1997 - Consultation meeting held by NPWD with resident groups opposed to the proposed connection.

- 28 January 1998 - Consultation meeting held by NPWD with resident groups opposed to the proposed connection.
- 14 April 1998 - PWC presentation of the current concept - approved by committee subject to reconsideration at the 05 May 1998 PWC meeting.
- 26 May 1998 - Concept approved by PWC.

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

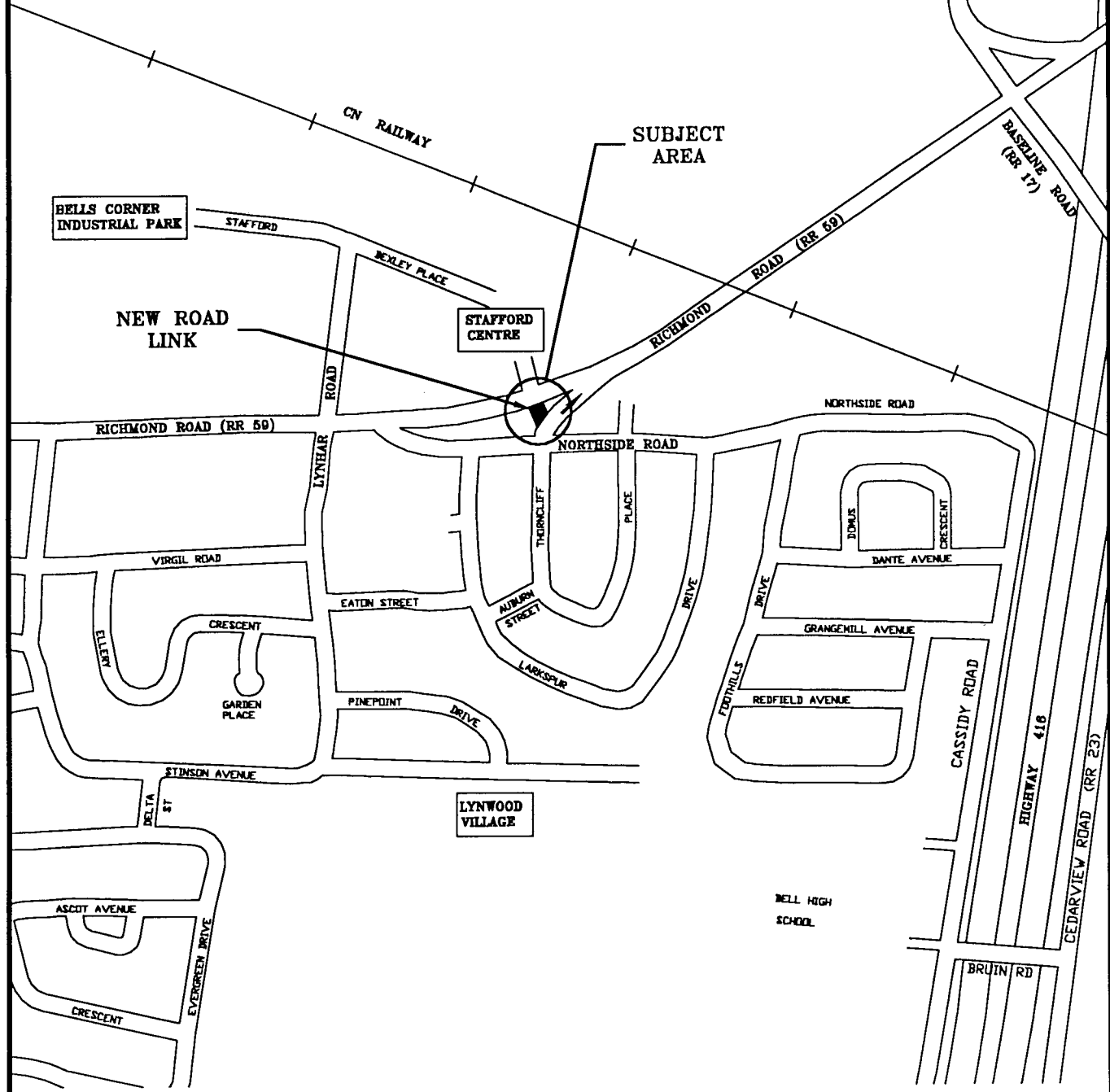
This report will be presented to the Regional Cycling Advisory Group (RCAG) at their meeting of 01 September 1998. Although this report is being considered by Transportation Committee on 02 September 1998, RCAG will have ample opportunity for input through the public hearing process should they have any concerns with any of the proposals in this report.

*Approved by Grant Malinsky on behalf of
Doug Brousseau*


WJ/

Attach. (2)

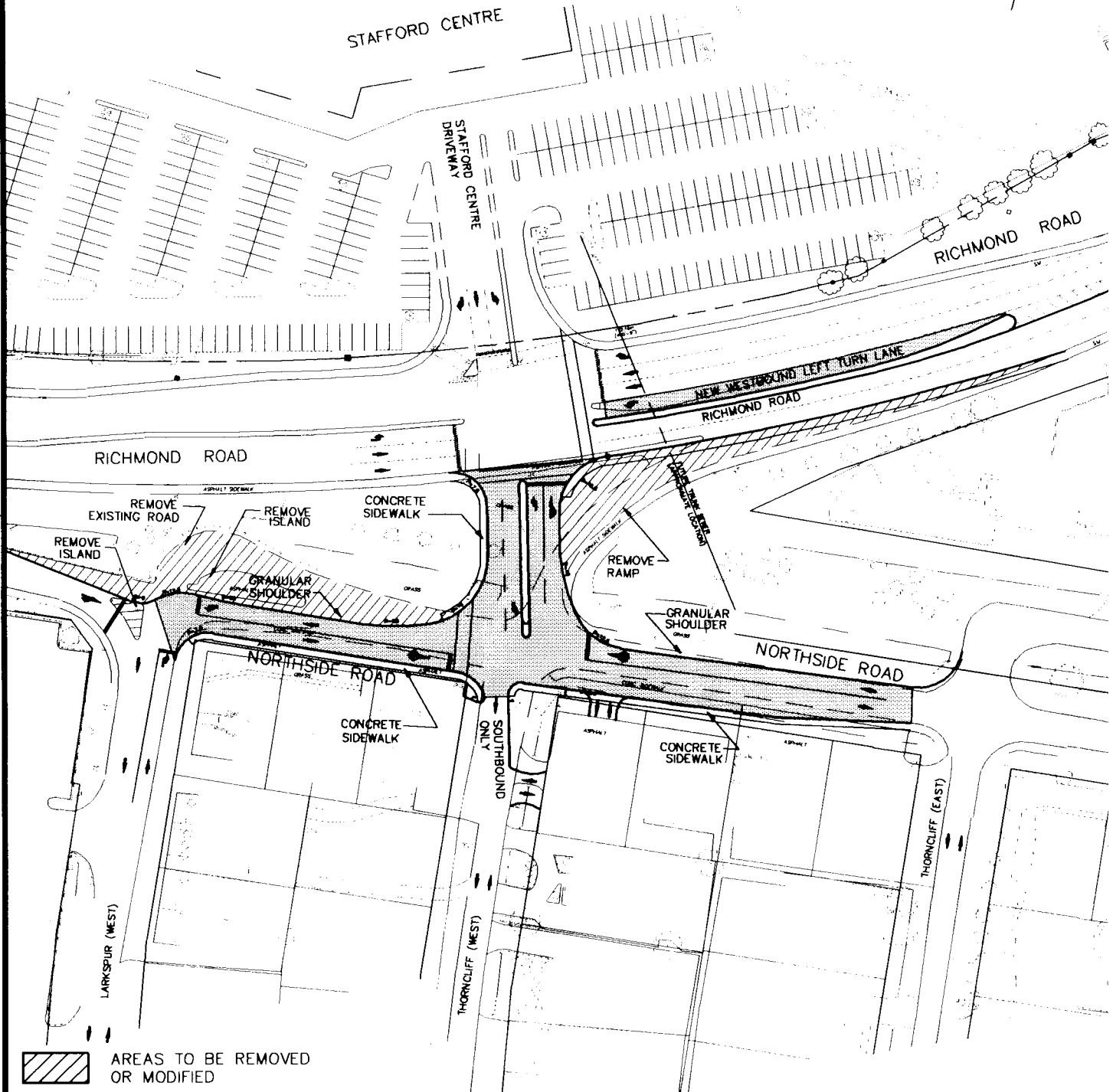
ANNEX A
LOCATION PLAN




PROPOSED ROAD CONNECTION
NORTHSIDE ROAD TO RICHMOND ROAD
CITY OF NEPEAN


 **Cumming Cockburn Limited**
Quality, Safety, Service, and Environmental Stewardship

ANNEX B
CONCEPTUAL DESIGN



 AREAS TO BE REMOVED OR MODIFIED

PROPOSED ROAD CONNECTION
NORTHSIDE ROAD TO RICHMOND ROAD
CITY OF NEPEAN

 **Cumming Cockburn Limited**
Consulting Engineers, Planners, and Environmental Scientists

8. RICHMOND ROAD (REGIONAL ROAD 36) AND STAFFORD CENTRE ACCESS -PROPOSED CONNECTION TO NORTHSIDE ROAD
- Director, Mobility Services and Corporate Fleet Services report dated 12 Aug 98

Following a brief overview of the report, the Director of Mobility Services, Doug Brousseau, advised that it is staff's judgement that the proposal by the City of Nepean will provide safe access to the Regional road and will better serve pedestrians by providing a new crossing and by eliminate the high speed right-turn ramp which currently exists from Northside Road onto Richmond Road.

Buck Arnold, Bob Wilson, The Greater Nepean Chamber of Commerce distributed copies of their brief dated 26 August 1998. A copy is held on file. It was their opinion that this is a safety issue and maintaining the current configuration would do nothing but perpetuate several very serious accidents in waiting. The configuration, as it currently stands, only prohibits westbound traffic on Richmond Road from turning with convenience into the Northside Road area. It instead funnels that traffic up to the Lynhar/Stafford intersection and through the community through a series of left turns. For any emergency vehicle, this presents a most circuitous route and any delay of response time is a real concern for the Chamber. Being unable to get onto Northside Road conveniently also creates significant hazards because westbound motorists at the Lynhar/Stafford intersection who do not want to take the circuitous route, will make illegal U-turns at the median on Richmond Road and motorists behind them who are making legal left-turns on Lynhar are not expecting such movements. The traffic flow in and around the area poses a particular problem to residents, including seniors and children. Another concern is the loss of revenue to merchants on Northside Road due to the relocation of Cedarview Road as part of the construction of Highway 416 and they believed the new intersection will provide easier access to these businesses.

When questioned whether the City of Nepean endorsed this proposal, Gary Craig, Director of Engineering indicated that the City's Public Works Committee, which is made up of all members of its council (and therefore does not require council approval per se), considered the item and while it was not a unanimous decision to approve it, the committee did give its approval.

Councillor McGoldrick-Larsen indicated that this issue came before Nepean Council during the last term and was turned down because the configuration being proposed was not safe. However, when the new term of Council began, the business community brought the issue forward again for consideration. She made reference to the thorough technical data which has been distributed by the residents who wish to speak to this issue, and that this information was never presented before the Nepean Public Works Committee because there was a Motion

of reconsideration subsequent to the decision that was taken not to approve the design.

When questioned whether the intersection was redesigned to make it safer, the City of Nepean staff representative confirmed it was.

Patricia Murphy spoke to the committee as a resident and as a member of a residents committee. She referred to the diminishing quality of life residents are experiencing in this area and as compensation for the construction of Highway 416 which cut right through the greenspace in their neighbourhood, residents were promised a quieter Cassidy Road which would serve as a buffer between the community and the new highway. However, the proposed connection increased traffic along Cassidy Road. Although businesses claim their losses can be attributable to the construction of Highway 416, she believed there were other factors attributing to this loss. Large stores such as Beaver Lumber, IKEA and Robinson's grocery have either closed or moved to another location and box stores and even the City of Kanata are attracting traditional Bell's Corners shoppers to their outlets. She believed that if a business is good, people will continue to shop there. When the City first came forward with a proposed connection, safety was the main issue and nearly 200 residents recently signed a petition against the connection. She explained that the community was working to come up with a solution to provide access to those businesses without compromising safety, maintaining that a "walk and shop" environment was needed to replace vehicular traffic. She emphasized that the proposed design invites pedestrians to cross the road and yet with the grade and sight-line difficulties, it is a real safety hazard for them, cyclists and motorists alike.

Guy Duxbury provided a detailed summary of his concerns in his written presentation which was provided via overhead to committee. A copy of his submission is held on file. His presentation illustrated what would happen in the proposed intersection when blind spots are rampant for motorists and pedestrians alike. He illustrated only one of the many problems that could occur with the proposed design. He believed there would be horrendous safety problems at this intersection due to the grade of the roadway (Northside Road is a few feet below Richmond Road) and motorists turning from Richmond Road into the intersection would not see a pedestrian until they are mere feet away from them. He showed how motorists turning in a variety of movements would be blind to other motorists and to pedestrians who would be attempting to cross along Northside Road.

Chris Wood put forward his comments in a video which detailed the lack of stacking space for vehicles turning into the intersection from Richmond Road. He explained that motorists will speed up and will cause accidents and collisions with pedestrians and other cars.

Don Francis, Owner/Manager, Thorncliffe Place explained that this large residential home is very close to the proposed intersection and he is interested in maintaining the integrity of the community as a desirable place to live. He related the past situation with motorists having to take a circuitous route through the community to access Northside Road or in the reverse for the Lynhar/Stafford intersection. He supports the proposed intersection because it will provide safe and efficient access to the businesses along Northside Road and to the community. In response to a question posed by the Regional Chair, Mr. Francis explained that because the new intersection will eliminate the ramp from Northside Road onto Richmond Road, it will eliminate a safety problem that currently exists for pedestrians.

Mr. Jim Sourges, The Electrical and Plumbing Store reiterated the fact that Northside Road is not a residential road. In addition to the history of this proposal, which has been outlined by residents and the Regional councillor already, Mr. Sourges indicated that traffic counts were made on all major junctions in the area and it was determined that this proposal would in fact reinstate traffic which had previously been there prior to Highway 416 being constructed. He stated that if it is inconvenient for motorists to get to a place of business, they will drive elsewhere and he supported this proposal which would encourage easy access to his store. He did not support the argument that the proposal is unsafe because Regional and city staff have deemed the intersection to be very safe.

Doreen Arnone of Bells Corners Re-Runs indicated that she is aware of the difficulties of this intersection and since their shop has been opened, people who have called to find their location often don't even get there because it is just too awkward to find. Although she was initially concerned about the data brought forward by some residents at a recent community meeting, she received assurances from staff that the intersection will function safely. She closed by stating that the committee is not addressing the issue of a bad intersection, but the issue of bad drivers.

Councillor McGoldrick-Larsen proposed that the committee not support the staff recommendation, noting that motorists can still get to Northside Road via the bridge link over Highway 416 from Cedarview Road onto Cassidy Road. She indicated that the concern of residents who have spoken tonight relates specifically to the safety implications inherent with this design and the difference of elevation between Northside Road and Richmond Road. She did not pedestrians and motorists should be put at risk and stressed the fact that some residents have gone to great effort to put their case forward. She acknowledged the adverse impact the opening of the highway has on the local businesses on Northside Road, but agreed, as stated by another delegation, that there are other factors that can be

Extract of Minute
Transportation Committee
2 September 1998

attributed to that loss. She noted the change in retail in the area has also had an impact on residents and approving this intersection may very well encourage further development south of Richmond Road, which would be closer to the community. She urged committee members to support her Motion, noting that there has already been ample public consultation carried out by the City of Nepean.

The Regional Chair stated he would be voting against the councillor's Motion because one of the delegations was representing 75 residents of a seniors complex (Thornccliffe Place). He believed that approval of this concept plan today will give staff an opportunity to work with the community and allow it to come back as part of the public hearing process. He did not believe that the status quo could be maintained.

Similarly, Councillor Cantin supported the staff recommendation, noting that although people will often shop at the bigger "box" stores, they will still shop at local businesses because of the personal service they receive.

Moved by M. McGoldrick-Larsen

That Transportation Committee not support the staff recommendation.

CARRIED

YEAS: L. Davis, C. Doucet, D. Holmes, H. Kreling, M. McGoldrick-Larsen, M. Meilleur....6
NAYS: M. Bellemare, R. Cantin, B. Chiarelli....3