

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 23-99-R030-F
DATE	01 November 1999
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	MODIFICATIONS TO INDUSTRIAL AVENUE IMMEDIATELY WEST OF ST. LAURENT BOULEVARD TO ACCOMMODATE THE DEVELOPMENT AT 911 INDUSTRIAL AVENUE

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve the roadway modifications to Industrial Avenue, immediately west of St. Laurent Boulevard as described in the report and illustrated in Annex B, subject to the proponent, Malaway Investments Limited:

- 1. funding the total cost for the roadway modifications and the associated utility relocations;**
- 2. executing a legal agreement with respect to the above.**

BACKGROUND

Malaway Investments Limited is developing a site located on the north side of Industrial Avenue immediately west of the intersection with St. Laurent Boulevard that will include at build-out, two separate independent fast food drive-through restaurants. The site location, in an area context, is shown on Annex A while, roadway modifications to accommodate the site plan for the proposed commercial development is illustrated in Annex B.

To facilitate safe operations for traffic accessing this site, an eastbound left-turn lane and the extension of the existing westbound right-turn acceleration lane/bus bay are proposed at the site access on Industrial Avenue. Details on these proposed roadway modifications are discussed further in this report.

EXISTING CONDITIONS

Industrial Avenue, in this area, is classified as a four-lane, urban, arterial roadway with a speed limit of 70 km/h. The roadway is median divided along the eastern portion of the site's frontage that transitions into an undivided cross-section further west on Industrial Avenue.

The proposed site access will utilize an existing break in the median that currently services an office tower building on the south side of Industrial Avenue.

Pedestrians

Although sidewalks are located on both sides of Industrial Avenue within the limits of the proposed commercial site development, pedestrian traffic is relatively light along the north side. From traffic surveys undertaken in July 1999 at the nearby intersection of Industrial Avenue and St. Laurent Boulevard it is estimated that over an 11-hour period, 30 pedestrians travel along the north side of Industrial Avenue in this area.

Bicycles

Industrial Avenue, from St. Laurent Boulevard to Coronation Avenue, is identified in the Regional Transportation Master Plan and the Official Plan as a roadway with an on-road cycling facility. Currently, no separate lanes for bicycles are provided on this portion of Industrial Avenue.

Bicycle volumes recorded at Industrial Avenue and St. Laurent Boulevard indicate that over an 11-hour period, 52 bicyclists travelled along the north side of Industrial Avenue while 36 bicyclists over the same period travelled along the south side of Industrial Avenue.

Transit

Industrial Avenue, within the limits of the proposed commercial development, is currently served by a regular #125 bus route. Peak period bus routes are not provided along Industrial Avenue.

St. Laurent Boulevard, immediately to the east of the proposed commercial development, is currently served by three regular bus routes (routes 85, 111 and 112). No peak period bus routes are provided along this section of St. Laurent Boulevard.

Automobiles

As previously mentioned, Industrial Avenue is a four-lane, urban arterial roadway that is median-divided along the eastern half of the site's frontage that transitions to an undivided roadway along the western half of the site. Traffic volumes recorded in July 1999 indicate an average daily volume of approximately 18,300 vehicles.

Morning peak hour volumes recorded in July 1999 total approximately 470 eastbound and 920 westbound vehicles per hour were recorded during the morning peak hours. Afternoon peak hour volumes are comprised of approximately 700 and 450 vehicles per hour travelling eastbound and westbound respectively.

DESIGN PROPOSAL

The following design features are intended to provide safe operations for traffic entering and exiting the site and to enhance cycling on this portion of Industrial Road:

1. the construction of an eastbound left-turn lane at the site's access on Industrial Road;
2. the extension of the existing westbound right-turn acceleration lane/bus bay to the site's access; and,
3. the provision of a bicycle lane along the site's frontage on the north side of Industrial Avenue.

These design proposals are illustrated in Annex B.

Pedestrians

Pedestrian mobility will be unchanged with the maintenance of the existing sidewalk along the north side of Industrial Avenue. Safe and convenient access to the site will be provided for pedestrians.

Bicycles

Safety for westbound cyclists on Industrial Road will be significantly enhanced with the introduction of a north-side bicycle lane across the frontage of the development site.

Transit

Transit service will not be affected by the proposed roadway modifications to accommodate the development of this site.

Automobiles

To maintain a safe standard for motorist ingress and egress at this site, the following roadway modifications are proposed:

1. the provision of exclusive eastbound left-turn lane; and,
2. the provision of a westbound right-turn deceleration lane.

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 following design features:

1. The continuation of a depressed sidewalk across the site access that will emphasize the pre-eminence of safe pedestrian right-of-way as defined in section 2.2.3 of the TMP; and,
2. The installation of a bicycle lane on the north side of Industrial Avenue across the frontage of the site which conforms to section 2.3.2 of the TMP.

FINANCIAL COMMENTS

Should Regional Council approve the proposed roadway modifications to accommodate the development of the site at 911 Industrial Avenue, Malaway Investments Limited will be responsible for 100% of the costs.

Cost Estimates

The following preliminary cost estimates, prepared by Novatech Engineering Consultants Ltd., are based on the functional design details for the roadway modifications and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$90,000.00
Engineering	\$10,000.00
Utilities	\$5,000.00
Contingencies	<u>\$5,000.00</u>
Total Cost before G.S.T	\$110,000.00
G.S.T. @ 7%	\$7,700.00
TOTAL ESTIMATED COST	<u>\$117,700.00</u>

CONSULTATION

Notice of the proposed roadway modifications to accommodate the development at 911 Industrial Avenue has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun for four consecutive weeks.

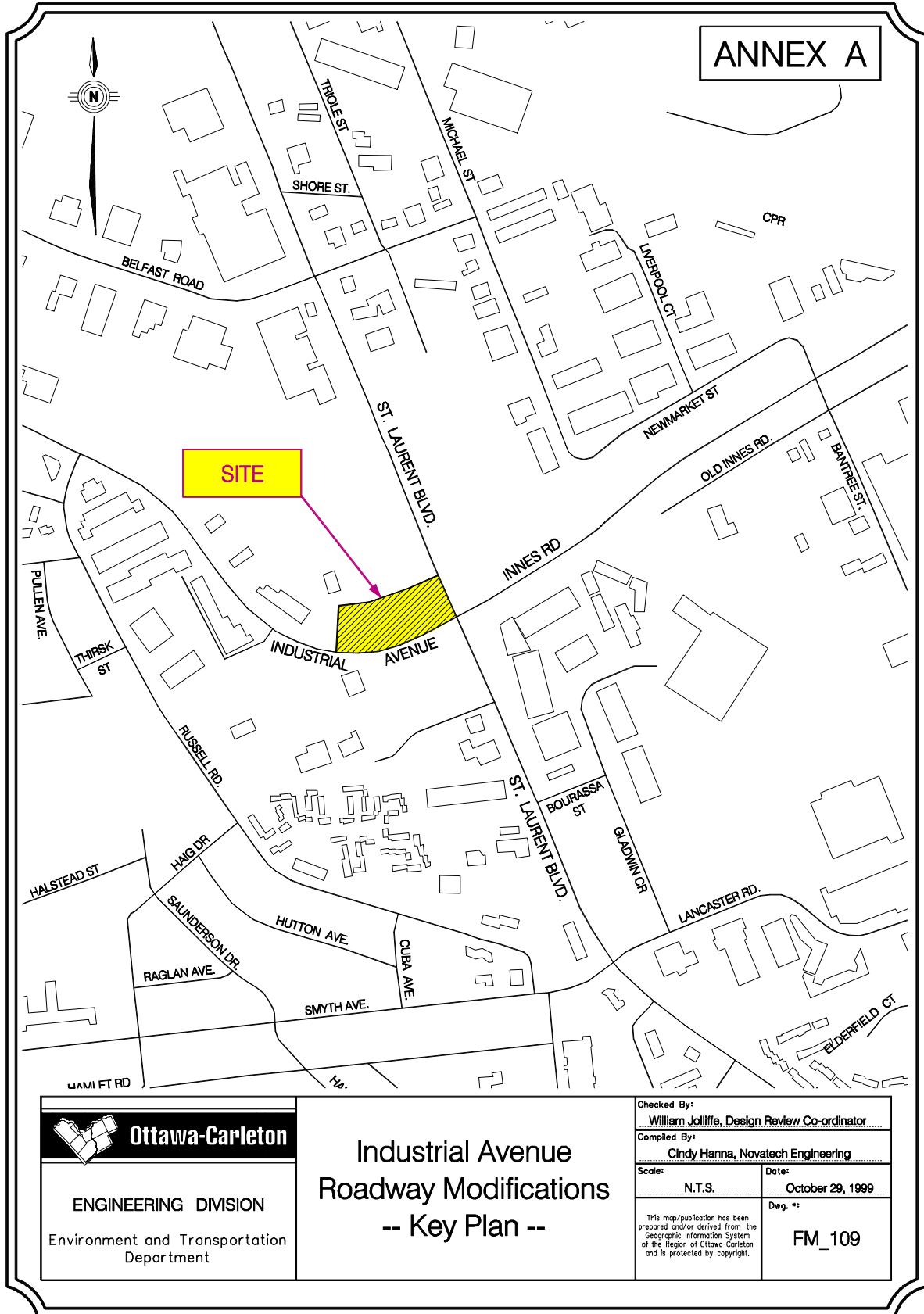
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP


A draft conceptual drawing of the proposed roadway modifications was provided to the Regional Cycling Advisory Group for their meeting on 02 November 1999. Staff has requested that their comments be made available for the Transportation Committee meeting.

*Approved by
Doug Brousseau*

WJ/gc

Attach. (2)

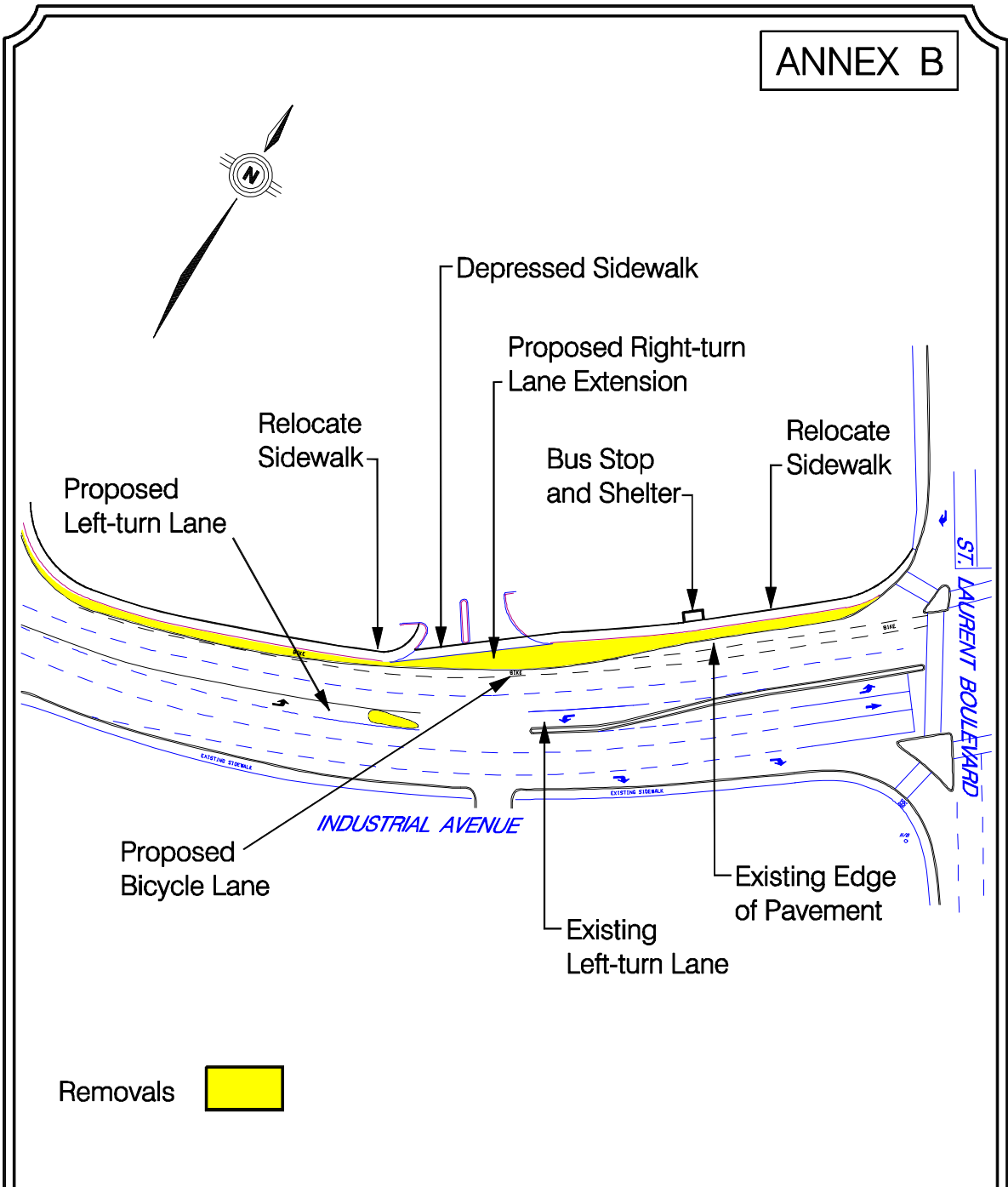


 Ottawa-Carleton

**Industrial Avenue
 Roadway Modifications
 -- Key Plan --**

Checked By: William Jolliffe, Design Review Co-ordinator	
Compiled By: Cindy Hanna, Novatech Engineering	
Scale: N.T.S.	Date: October 29, 1999
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Deg. #: FM_109	

ANNEX B



Ottawa-Carleton

ENGINEERING DIVISION

Environment and Transportation Department

Proposed Modifications to Industrial Avenue

-- Functional Engineering Design --

Checked By: William Jolliffe, Design Review Co-ordinator	
Compiled By: Cindy Hanna, Novatech Engineering	
Scale: N.T.S.	Date: October 29, 1999
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