
Technical Memorandum

To: Wally Dubyk (City of Ottawa)
Copy: Leila Emmrys (Hobin Architecture)
From: Amer Al-Merabi/Mark Baker

Date: 2 February 2017
Project: 476224 - 01000

Re: Transportation Overview - Boys and Girls Club – 1463 Prince of Wales Drive

1. INTRODUCTION

The existing Boys and Girls Club – Police Youth Centre located at 1463 Prince of Wales Drive is in the process of being expanded. The proposed expansion will include new facilities, such as a larger parking lot on the north end, a new gym and rink facility, and the removal of the existing parking located along Nesbitt Place. Current facility programming hours of operation are Tuesday to Thursday from 4pm to 8pm, and Friday to Saturday from 4pm to 9pm.

Through discussions with Boys and Girls Club staff, it is understood that while some parents drive their children to the club, the majority of the members attending the club tend to go to school or live in close proximity to the youth club, and therefore travel by foot. Several schools such as Carleton Heights Public School, Brookfield High School, and St. Augustine School are all within walking distance (<1.5 km) of the Youth Centre. As such, and confirmed through initial discussions with Wally Dubyk at the City of Ottawa, the forecasted increase in traffic volumes to/from the site will be negligible as a result of the renovation/addition. However, there will be a consolidation of vehicle turning movements at the Prince of Wales driveways which should be investigated.

The following memo will review the existing conditions, summarize the site concept from a multi-modal perspective, and assess the potential impacts from a safety/operational perspective for vehicles accessing the expanded parking lot.

2. EXISTING CONDITIONS / ACCESS TO SITE

Prince of Wales Drive is a north-south arterial and Nesbitt Place is an east-west local road. The current intersection at Prince of Wales Drive and Nesbitt Place is an unsignalized full-movement intersection. Travelling north on Prince of Wales Drive, the cross-section has a two lane (two-way) configuration which then becomes a four lane cross section north of the intersection. The Prince of Wales Drive and Nesbitt Place intersection is approximately 140m south of the Prince of Wales Drive and Meadowlands Drive intersection.

Existing 2m sidewalks are provided along Prince of Wales Drive and cycling facilities in both the north and south bound directions. South of the unsignalized intersection at Prince of Wales Drive and Nesbitt Place, a paved shoulder exists for cyclists. North of the unsignalized intersection, a cycling lane connects to the NCC Colonel By Drive Bike Pathway. These active mode facilities serve the Boys and Girls Club well. There are no sidewalk facilities on Nesbitt Place.

As indicated previously, the majority of the members attend from neighbouring schools. An approximate total between 80 - 100 members that attend the youth club activities arrive over a two-hour period. A large portion of the members arriving, mostly pedestrians, travel through the Meadowlands Drive at Prince of Wales Drive signalized intersection, travelling either from the north, east, or west. Foot traffic to/from the south is considered negligible.

Vehicular access to the Youth Club is currently via Prince of Wales Drive or Nesbitt Place. Parking lots are provided at both locations with approximately 10 parking spaces adjacent to Prince of Wales Drive and 15 parking spaces adjacent to Nesbitt (25 spaces total). During site observations on Tuesday January 31, 2017, it was noted that the utilization of the on-site parking was very low. Only 5 spaces were occupied by employees/volunteers, which represents about 20% utilization. In terms of vehicle drop-off/pick-up, field observations showed minimal activity at both connections, with the majority occurring through the Nesbitt connection given that the main entrance to the youth club is currently accessed through this parking lot.

Staff at the club advised that the parking lots are only fully utilized during *special events*, such as activities hosted over Thanksgiving Weekend and March Break. When the on-site parking is fully occupied, attendees could take advantage of the on-street parking available on the north side of Nesbitt Place.

Figure 1 illustrates the movements that drivers may attempt to make if they are accessing the site from/onto Prince of Wales Drive. Note that the connection on Prince of Wales Drive has two access/egress points, which are approximately 30m apart.

Figure 1: Key Movements on Prince of Wales Drive - Inbound and Outbound



A very low number of vehicles making the southbound left-turn movement from Prince of Wales Drive to the site was recorded during the recent field observations (i.e., < 5 during the PM peak hour).

- movements occurred at the more southerly driveway given the centre concrete median terminates near the northerly driveway (thereby preventing the inbound left)
- at the southerly driveway, there is a painted gore area that could be used by any delayed southbound left-turning vehicle

There were no observations of outbound left-turning vehicles from the site to Prince of Wales Drive:

- movements could conceivably occur at both driveways as the centre concrete median does not extend far enough south to eliminate this left-turn movement from the northerly driveway.

There were no observations of vehicles completing the northbound right-turn into the site from Prince of Wales Drive:

- this movement would occur at both driveways from within the existing auxiliary northbound right-turn lane serving the downstream Meadowlands/Prince of Wales intersection.

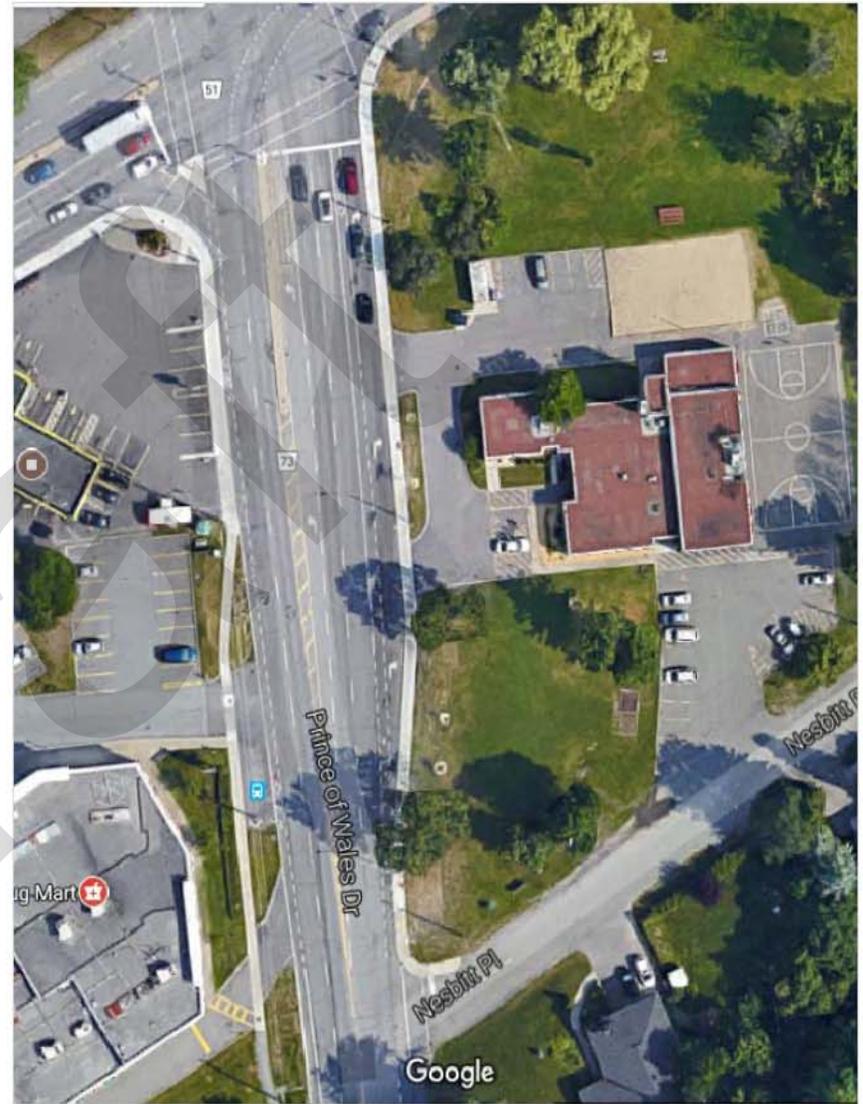
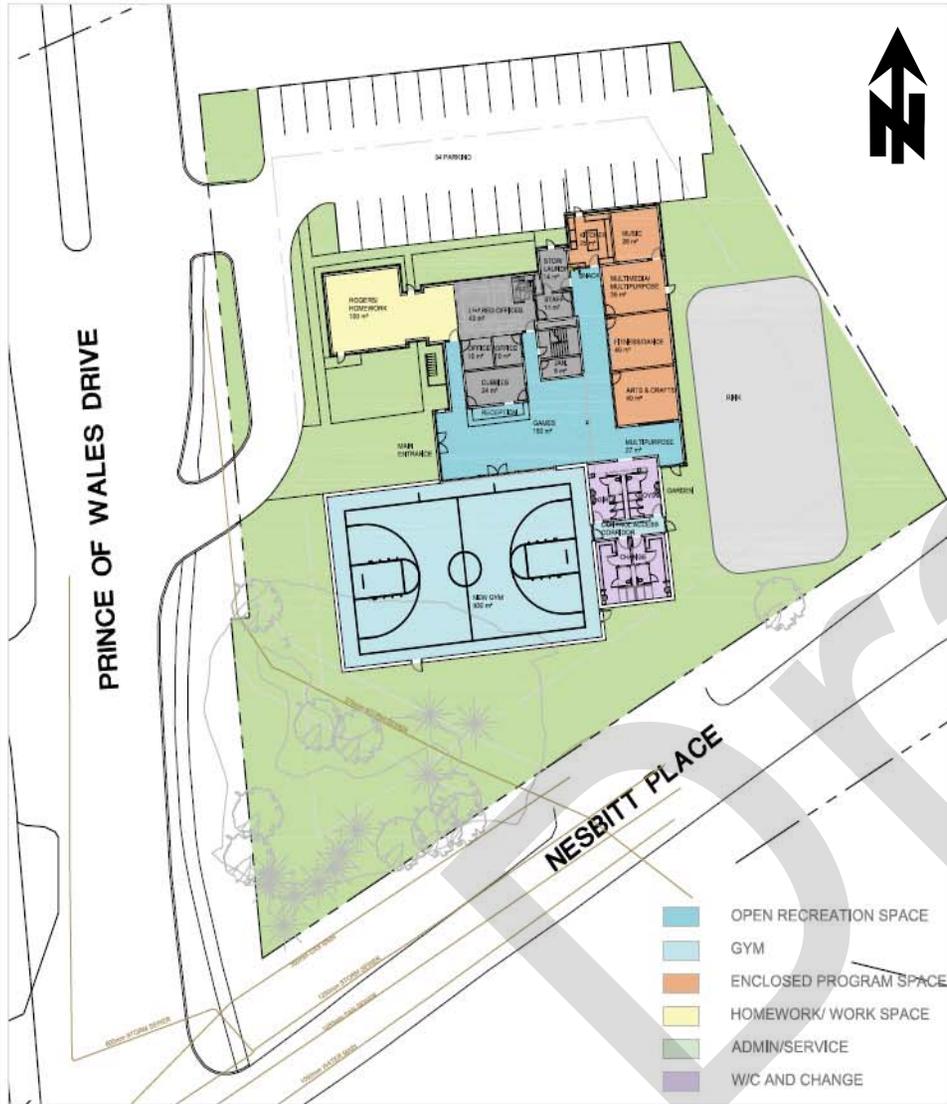
3. PROJECTED CONDITIONS/IMPACT OF REMOVING NESBITT PLACE CONNECTION

The proposed Site Plan, dated December 2016, for expansion and redevelopment of the existing Boys and Girls Club is provided as Figure 2. Key highlights of the proposed site plan are summarized below:

- 530 m² new gym facility south of existing youth club building with adjacent changing rooms attached;
- outdoor rink on the east side of the property (replaces existing outdoor basketball court);
- main entrance for patrons relocated to face Prince of Wales Drive;
- vehicular access to the site limited to Prince of Wales Drive only; and
- total parking supply increase of approximately 9 spaces (from 25 to 34 spaces).

The key impacts of the proposed changes to the existing site are summarized below:

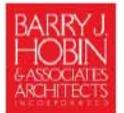
- majority of traffic that conduct drop-offs/pick-ups will use the connection provided on Prince of Wales Drive;
- parents/employees/volunteers in vehicles who come from the north of the site and previously accessed the site via Nesbitt Place will now need to make a southbound left-turn movement directly into the site from Prince of Wales Drive, as indicated in Figure 1;
 - this will result in reduced traffic on Nesbitt Place;
 - there will be increased southbound left-turn movement from Prince of Wales Drive directly into the site at the more southerly driveway; as noted previously, there is a 2m painted gore area that if used will reduce the potential for any delayed left-turning vehicles blocking southbound through traffic on Prince of Wales Drive;
 - given the very low vehicle site traffic observed during the commuter PM peak hours, the above noted impacts are expected to be negligible during this time period; only during special events in which the parking lot is highly utilized will the traffic volumes to/from the site be of any significance.
- the proposed increase in parking supply will decrease the demand for parking on the side street during *special events*.



BOYS & GIRLS CLUB - 1463 Prince of Wales
PRINCE OF WALES CLUBHOUSE RENOVATION AND ADDITION

1:500

DEC 2016



4. CONCLUSION

Based on the foregoing review of the surrounding area, existing youth club, and proposed Site Plan, the following transportation-related conclusions are offered:

- the proposed expansion and the modifications to the current connections to the site are anticipated to have negligible impact have on site generated traffic;
- majority of members attending youth club do so on foot and are forecasted to continue doing so;
- the majority of vehicle traffic will use the Prince of Wales Drive connection once the Nesbitt Place connection is removed;
- southbound left-turn movement should only be of potential concern only during *special events*, but since these events happen outside peak periods of the day then it is not deemed to impact peak hour operations;
- should drop-offs still be desired along Nesbitt Place, a sidewalk/pathway and landing area may be beneficial; and
- proposed increase of on-site parking spaces will be beneficial for *special events* at youth clubs.

Based on the foregoing, the proposed renovation and addition of the Boys and Girls Club – Police Youth Centre is recommended from a transportation perspective, and no further transportation analysis is required.