TRANSPORTATION MEMORANDUM

TO: Sylviane Charette, Manager, University of Ottawa

FROM: Sarah McDonald, P. Eng., Project Manager, Transportation Planning, WSP

SUBJECT: **uOttawa 200 Lees Site Plan Control Application - Supplement to draft Transportation Impact Assessment**

DATE: **June 28, 2021**

INTRODUCTION

The University of Ottawa is partially redeveloping their campus located at 200 Lees Avenue. The proposed redevelopment involves the demolition of three existing buildings and the construction of a new 5-storey building for use by the Faculty of Health Sciences. A draft Transportation Impact Assessment (TIA) Report was prepared by IBI Group as part of the project planning phase. The draft TIA considered the indicative design and was therefore not finalized. The design project team is unable to submit this draft document to the City of Ottawa as part of a final Site Plan Control Application since TIA reports require a signed qualifications statement.

PCL was selected by uOttawa to be the Design Builder for this redevelopment project. WSP|A49 is the Lead Designer for the project. The WSP|A49 site plan design is in many ways similar to the indicative design that was prepared by IBI Group

This technical memorandum is intended to supplement Section 5.1.2 - Circulation and Access of the draft TIA Report. It provides a summary of the key transportation differences between the indicative site plan discussed in the draft TIA (September 28, 2020) and the modified site plan prepared for this Site Plan Control Application (June 28, 2021).

IBI Group will be addressing all previous comments provided by the City of Ottawa on the draft TIA and will be advancing the report for final submission in support of the Site Plan Control Application. This technical memorandum is not confirmation or validation of information presented or recommendations provided in the draft TIA Report.

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KEY TRANSPORTATION DIFFERENCES

The site plan assessed for the draft Transportation Impact Assessment Report and the proposed site plan are shown side by side in **Figure 1** and **Figure 2**. Annotated on each are the four main transportation related changes to site plan which include:

A. Parking relocation
B. Loading dock relocation
C. Pedestrian and cyclist circulation
D. Geometric changes to the site access at Lees Avenue

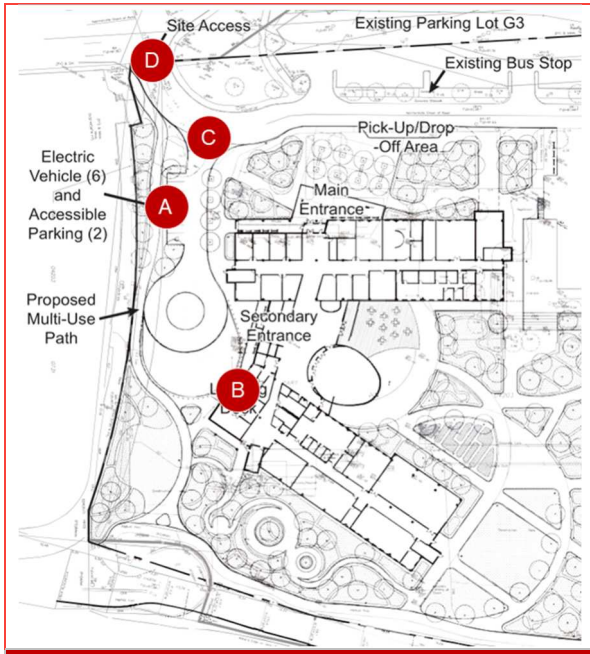

Figure 1. Indicative Site Plan
September 2020

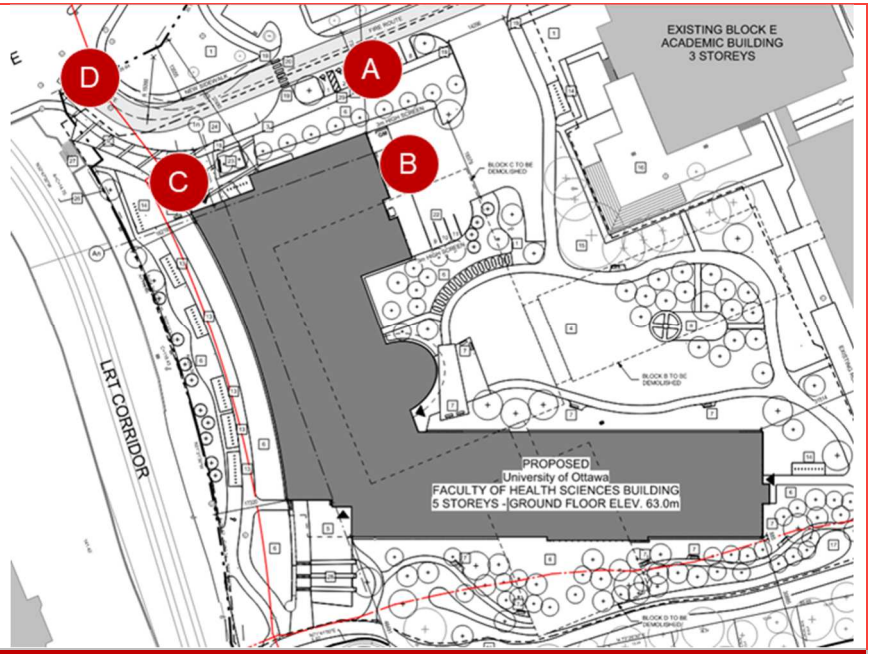

Figure 2. Final Site Plan
June 2021

A review of the key transportation differences between the previously presented site plan and the proposed site plan are provided in **Table 1**.

Table 1. Review of Key Transportation Differences between the Indicative (September 2020) and Final (June 2021) Site Plans

SITE PLAN ELEMENT		INDICATIVE SITE PLAN	FINAL SITE PLAN	TRANSPORTATION IMPACT
A. PARKING	**Location**	90° angle on-street parking provided in the loading dock accessway; east of building and along the west edge of the site.	90° angle on-street parking provided along the existing road; north and adjacent to the proposed new building.	The final site plan provides an increase in accessible parking spaces; a reduction in the potential for pedestrian / vehicle conflict providing parking adjacent to the building with direct sidewalk access; and continues to offer electric vehicle charging stations. The existing on-site traffic flow along the road may be disrupted as a result of vehicle parking maneuvers.
	Spaces	Two accessible spaces and six electric vehicle spaces	Four accessible spaces with access aisles provided. Four additional spaces with electric vehicle charging capabilities	
	Access	Vehicles accessing the proposed parking area cross the pedestrian route the along the south side of the road. Parking maneuvers separated from the road.	Vehicle movements separated from pedestrian movements. Parking maneuvers may disrupt on-site traffic flow along the road.	
	Walking Route to Building	Driver and passengers cross parking and delivery lane to access building entrances	Drivers and passengers have direct access via a sidewalk.	
B. LOADING DOCK	**Location**	South of the proposed parking area along the west side of the proposed building. Depressed truck apron	East of the proposed building and visually obstructed by a 3m high screen.	Relocating the loading dock area to the east side of the proposed building reduces the number of potential total conflicts between trucks and pedestrians / cyclists circulating along the south side of the road. Separating the loading dock area from the potential pick-up and drop-off activities Trucks will continue to travel past the proposed on-street parking; however, in the final site plan, trucks will be mixed with existing site traffic.
	Docks	Not defined in the draft TIA.	Two loading docks with an additional three parking spaces available.	
	Access	Heavy vehicles access the loading dock from the main road and in advance of the main building entrance. Truck maneuvering was accommodated through a depressed truck apron in a shared space meant for loading / delivery actives and as an alternate pick-up drop off area.	Heavy vehicles access the loading docks from the main road between the proposed building and the existing Block E academic building. Truck maneuvering is accommodated through a large paved area that is separated from other uses.	

SITE PLAN ELEMENT		INDICATIVE SITE PLAN	FINAL SITE PLAN	TRANSPORTATION IMPACT
C. PEDESTRIANS	**Pedestrians**	As existing. Pedestrians accessing the site from Leeds Avenue circulate towards the main entrance on either side of the internal road. In advance of the main building entrance, the south sidewalk crosses the vehicle access to the proposed parking and loading areas. It is assumed that there would be no change to the existing north-south pedestrian crossings at the existing G3 parking area.	Pedestrians accessing the site from Lees Avenue can circulate towards the main entrance along the south side of road without interacting with motorized vehicles. Pedestrians on the north side of the road will continue to have a dedicated crossing at the termination of the existing sidewalk located west of the existing G3 parking area.	The final site plan reduces the potential total conflicts between vehicles and pedestrians / cyclists by providing direct access to the main building entrance from Lees Avenue. The location of the open and sheltered bicycle racks near both the main and secondary entrance promotes the active mode.
	Cyclists	As existing.	Cyclists accessing the site from Lees Avenue can circulate towards the proposed bicycle parking along the south side of road without interacting with motorized vehicles. A large bicycle parking area with both open and sheltered racks is provided in the area west of the proposed building.	
D. SITE ACCESS	**Geometric Improvements**	No geometric improvements proposed.	No geometric improvements proposed.	N/A

This review of the key differences to the proposed vehicle, pedestrian, and cyclist movements would not substantially change the commentary provided in the Circulation and Access section of the draft Transportation Impact Assessment (by others). However, should the City of Ottawa request additional transportation assessment in this respect, it is expected that they would be addressed through the finalized Transportation Impact Assessment to be completed by IBI Group.

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