

CITY OF OTTAWA
ROAD MODIFICATION
APPROVAL UNDER DELEGATED AUTHORITY

RMA-2023-TPD-041

DATE: May 23, 2024

RECOMMENDATIONS

Staff recommend road works at 320 Lees Avenue to construct site accesses, left-turn lanes, a raised cycle track, a reconstructed sidewalk, a pedestrian crossover, paint gore areas, and transitions from raised cycle tracks to bike lanes as described in this report.

LOCATION

- 320 Lees Avenue, Ward 12, see Attachment 1.

BACKGROUND

- The proposed development includes two 28-storey buildings and two 32-storey buildings. All buildings will consist of a 6-storey podium.
- A total of 1,534 apartment units are proposed: 450 units in Building A, 738 units in Buildings B and C, and 346 units in Building D.
- Building A will include 13,305 square feet of commercial space and Buildings B and C will include 13,915 square feet of commercial space.
- Access to the site is proposed via two connections at Lees Avenue. The main access tying into the Lees Avenue/Robinson Avenue intersection to form the north leg. The secondary access is located at the west side of the site onto Lees Avenue.
- A total of 934 vehicular parking spaces and 1,834 bicycle parking spaces are proposed.
- The first phase of the development consists of constructing Building A and both accesses to Lees Avenue. The first phase is anticipated to be constructed by 2023 and full buildout is anticipated by 2027.

COMPLIANCE WITH THE ROAD SAFETY ACTION PLAN

The recommendations summarized in this report will help achieve the following objectives from the City's 2023 Road Safety Action Plan:

Reduce collisions involving vulnerable users (pedestrians, cyclists, or motorcyclists) by implementing:

- Pedestrian safety enhancements: Implement low-cost measures to address pedestrian safety issues at one location.
- Cycling safety enhancements: Implement measures to enhance cycling safety at high-volume cycling/vehicle interaction locations.

MODIFICATION OUTCOMES - BENEFITS AND IMPACTS

The recommendations summarized in this report will help achieve the following objectives from the City's updated Transportation Master Plan:

Theme 3: Advance Regional Competitiveness

- Policy 3-1: Prioritize sustainable transportation options for improving regional mobility
- Policy 3-5: Create lively, people-friendly streets

Theme 4: Respond to Change

- Policy 4-1: Monitor and respond to changing travel patterns
- Policy 4-3: Improve performance and adaptability of the transportation system

Theme 5: Use Transportation to Support the City We Want to Build

- Policy 5-2: Prioritize modes of travel that are space-efficient

Theme 6: Maximize Walkability

- Policy 6-2: Improve and expand the pedestrian network
- Policy 6-4: Make it easier to cross the road

Theme 7: Develop a Great Cycling City

- Policy 7-2: Improve and expand the cycling network

Theme 9: Provide Safe, Multimodal Streets

Potential Benefits

The new westbound cycle track will close a missing link between the bike lanes that exist on Lees Avenue both east and west of the site, which will improve comfort for people riding their bicycles to/from various destinations including Lees Station and the University of Ottawa – Lees Campus.

The reconstructed north sidewalk will be located further from the edge of the Lees Avenue vehicle lanes, which will improve pedestrian comfort and therefore improve pedestrian LOS.

The new pedestrian crossover (PXO) on Chapel Crescent will make it easier for pedestrians to cross from the east side of Chapel Crescent (Wiggins Private, Robinson Field) to the west side of Chapel Crescent to access Mann Avenue and Sandy Hill Arena via a new pathway at the rear of the development.

The dedicated left-turn lane on Lees Avenue will provide improved safety for left-turning vehicles accessing the new development.

Potential Impacts

Existing trees along this section of Lees Avenue require removal and replacement to accommodate the new cycle track and sidewalk.

Temporary construction-related delay and inconvenience for users of Lees Avenue.

EXISTING ROAD CONDITIONS

- Highway 417 is a regional freeway under the jurisdiction of the MTO with a posted speed limit of 100 km/h. Within the subject area, three lanes are provided in each direction.
- Lees Avenue is an arterial roadway with a two-lane undivided cross-section, and cycle lanes in both directions. The roadway has a posted speed limit of 50 km/h in the vicinity of the subject site. Lees Avenue is a full loads truck route and an emergency route.
- Robinson Avenue is a local roadway with a two-lane undivided cross-section and is not classified as a truck route. The roadway has an unposted speed limit of 50 km/h.
- Chapel Crescent is a local roadway from Lees Avenue to Mann Avenue. The roadway has a posted speed limit of 40 km/h and an undivided two-lane urban cross-section. Between the two intersections with Wiggins Private, Chapel Crescent is open to transit and non-auto modes only.
- Highway 417 Westbound Off-Ramp and Lees Avenue is a signalized intersection. The northbound leg contains one left turn lane and one channelized right turn lane. The westbound and eastbound legs contain one through lane. During peak hour 1,690 vehicles travelled through this intersection on July 30, 2015.
- Robinson Avenue and Lees Avenue is a three-legged intersection. The northbound leg coming from Robinson Avenue is stop-controlled. During peak hour 1,233 vehicles travelled through this intersection on January 9, 2019.
- Chapel Crescent and Lees Avenue is a three-legged intersection. The southbound leg coming from Chapel Crescent is stop-controlled. During peak hour 1,327 vehicles were calculated to have travelled through this intersection based on data collected from Chapel Crescent/Wiggins Private S and Lees Avenue/uOttawa Lees Campus from July 4, 2018, and February 22, 2018.
- OC Transpo provides service on Lees Avenue and Chapel Crescent via Route 16, Route 55, and Route 56. None of these routes are designed to go past the two access driveways on Lees Avenue.
- From 2016 to 2020, the study area has a total of 12 recorded collisions:
 - 2 collisions at Lees Avenue and Chapel Crescent
 - 3 collisions at Lees Avenue and Robinson Avenue
 - 7 collisions at Lees Avenue and 417 Westbound Off-Ramp.

PROPOSED ROAD MODIFICATIONS

- It must be emphasized that the following road modifications (see Attachment 2) are conceptual and intended only to illustrate the proposed function. The approval of any detailed design of the road modifications stemming from this report will be subject to the City's detailed design review process.
- The detailed design review process will include requirements for roadside safety provisions, center medians, utility relocations, street lighting, drainage and other needs as deemed appropriate by the City.
- Any required easements or property requirements identified to implement the project as a result of the approved design review process will be the responsibility of the applicant to secure at their cost, to the satisfaction of the City of Ottawa.

Proposed Road Modifications:

- Construct a right-in, left-out site access at the west side of the site.
- Construct a full-in, right-out site access at the Lees Avenue/Robinson Avenue intersection. This will be considered the main access.
- Delineate two left-turn lanes at the Lees Avenue/Robinson Avenue intersection. One left-turn lane heading westbound on Lees Avenue and the other heading eastbound on Lees Avenue.
- Construct a raised westbound cycle track on the north side of Lees Avenue along the proposed development.
- Construct a transition from a raised cycle track to on-road bike lane on the west side of the Lees Avenue/Robinson Avenue intersection.
- Construct a transition from an on-road bike lane to a raised cycle track on the east side of the Lees Avenue/Chapel Crescent intersection.
- Construct a concrete sidewalk on the north side of Lees Avenue along the proposed site from Chapel Crescent to the west site access.
- Construct a Type 'D' pedestrian crossover (PXO) on Chapel Crescent, approximately 80m north of Lees Avenue.
- Paint gore areas on the east and west sides of the Lees Avenue/Chapel Crescent intersection.

FINANCIAL COMMENTS

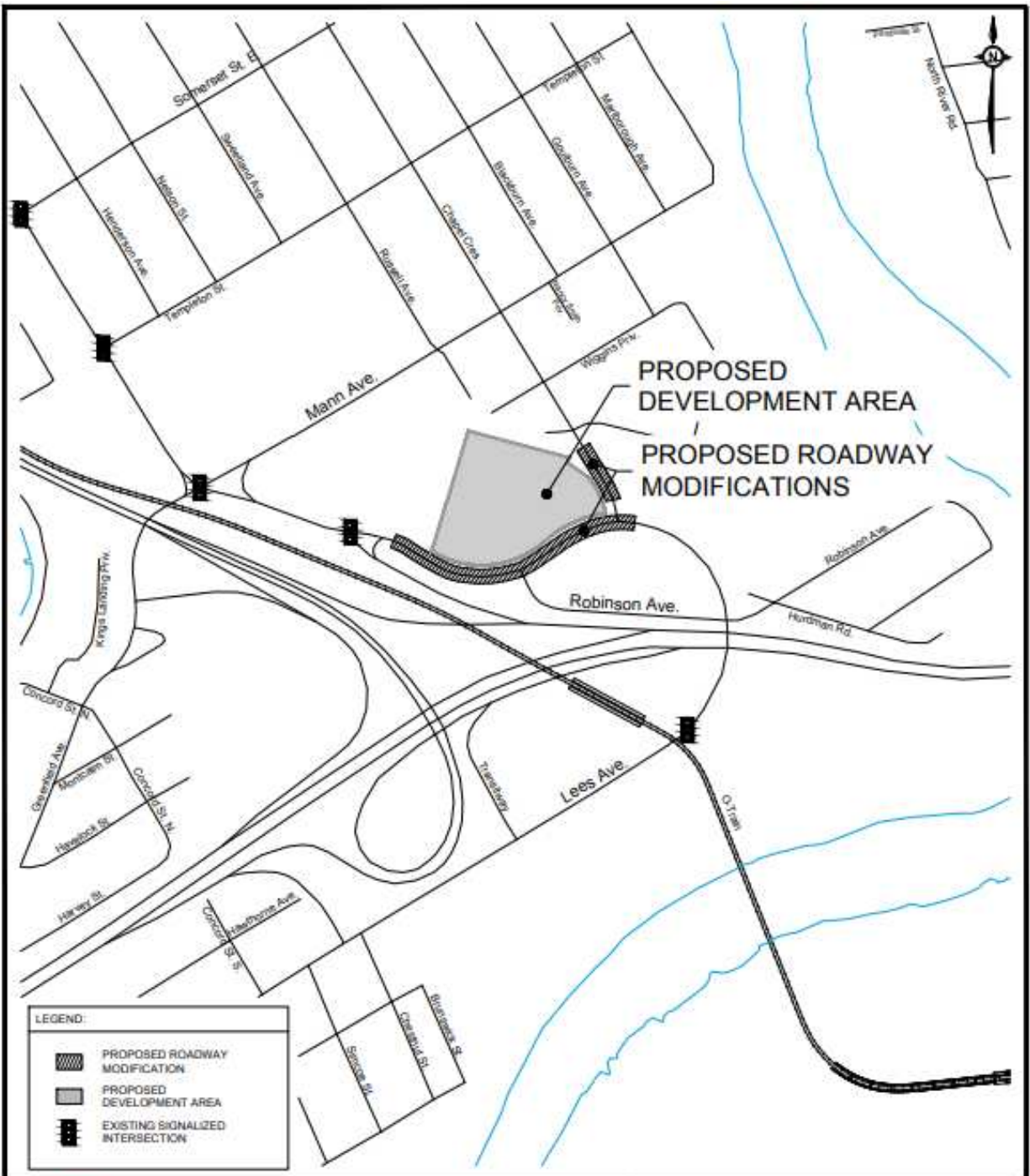
- The total estimated cost for the work is \$293,150.00 by the proponent and 169,357.50 by the City of Ottawa.
- Additional annual operating costs are estimated at \$1,814.
- The City of Ottawa portion of the proposed road works are included in account # 910594, the 2022 ST Missing Links Budget.
- All the remaining costs associated with the design and construction of the above-noted road modifications, exceeding the City of Ottawa's \$169,357.50 upset limit, will be the responsibility of the proponent.
- The proponent will be required to enter into a Site Plan Agreement with the City of Ottawa, which will include but not be limited to, the proponent funding of all remaining costs associated with the design and construction of the above-noted road modifications.
- The proponent is required to fund all remaining costs associated with the design and construction of the above-noted roadway modifications and will be required to provide financial guarantees, acceptable to the City of Ottawa, through the Site Plan Agreement for the development sufficient to cover the estimated costs.

CONSULTATIONS

- Preliminary approval received from Program Manager of Transportation Engineering Services on March 20, 2024.
- Posted on the City of Ottawa website for public consultation from March 21, 2024 to April 4, 2024.
- Concurrence received from Ward Councillor via e-mail on April 10, 2024.
- Final approval given on 22 May 2024 by the Program Manager of Transportation Engineering Services, under the delegated authority of the Director of Transportation Planning.

ATTACHMENTS

- Attachment 1 – Key Plan
- Attachment 2 – Proposed Road Modifications
- Attachment 3 – Proposed Road Modifications
- Attachment 4 – Proposed Road Modifications



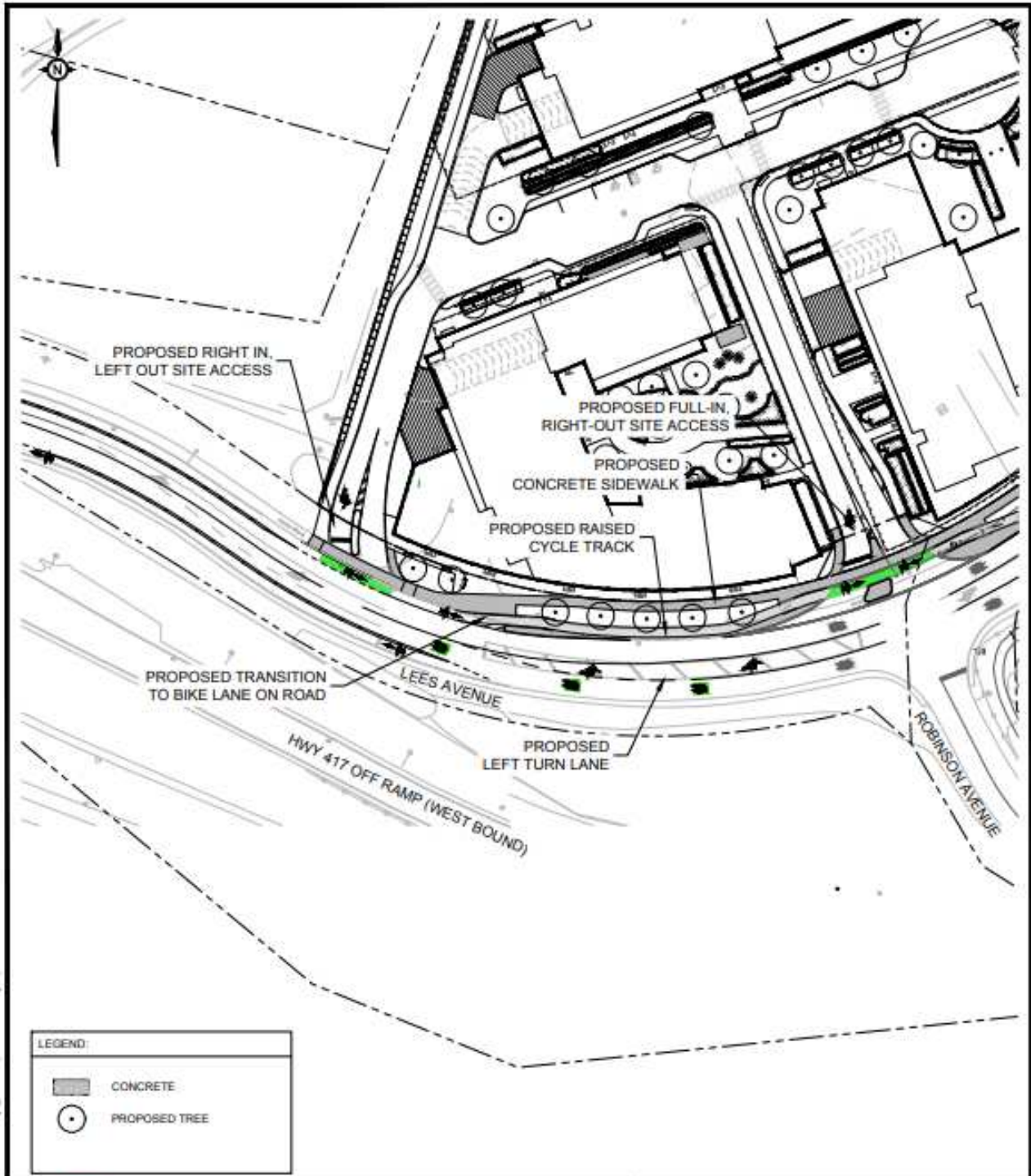
LEGEND:	
	PROPOSED ROADWAY MODIFICATION
	PROPOSED DEVELOPMENT AREA
	EXISTING SIGNALIZED INTERSECTION



PLANNING, REAL ESTATE, AND ECONOMIC DEVELOPMENT DEPARTMENT

KEYPLAN
ROBINSON AVENUE & LEES AVENUE

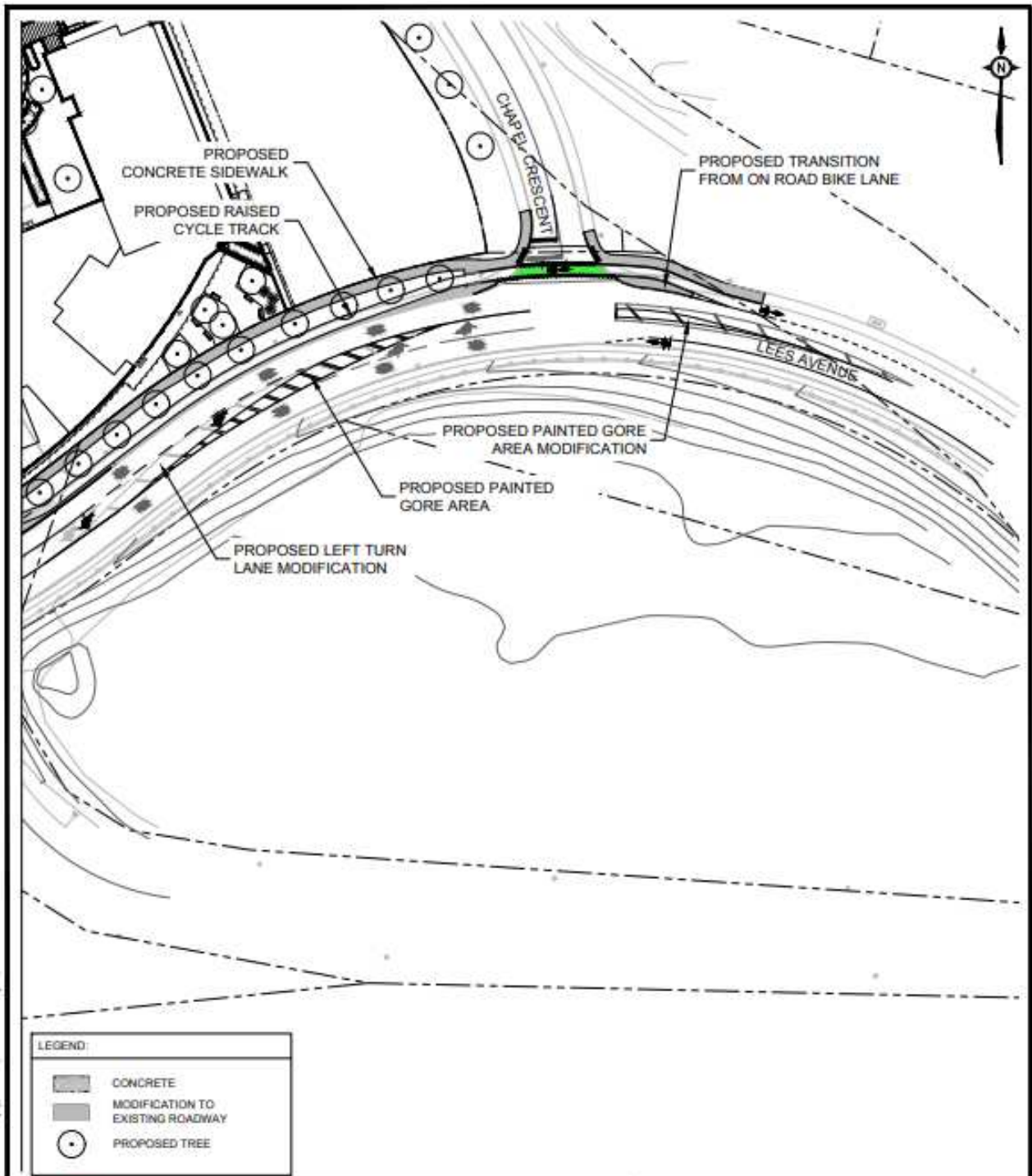
Transportation Engineering Services	
Approved By:	Drawing No.:
Completed By:	RMA-2023 -KEYPLAN -TPD-041A
Scale:	
N.T.S.	Date: JANUARY 2024




PLANNING, REAL ESTATE, AND ECONOMIC DEVELOPMENT DEPARTMENT

PROPOSED ROADWAY MODIFICATION
ROBINSON AVENUE & LEES AVENUE

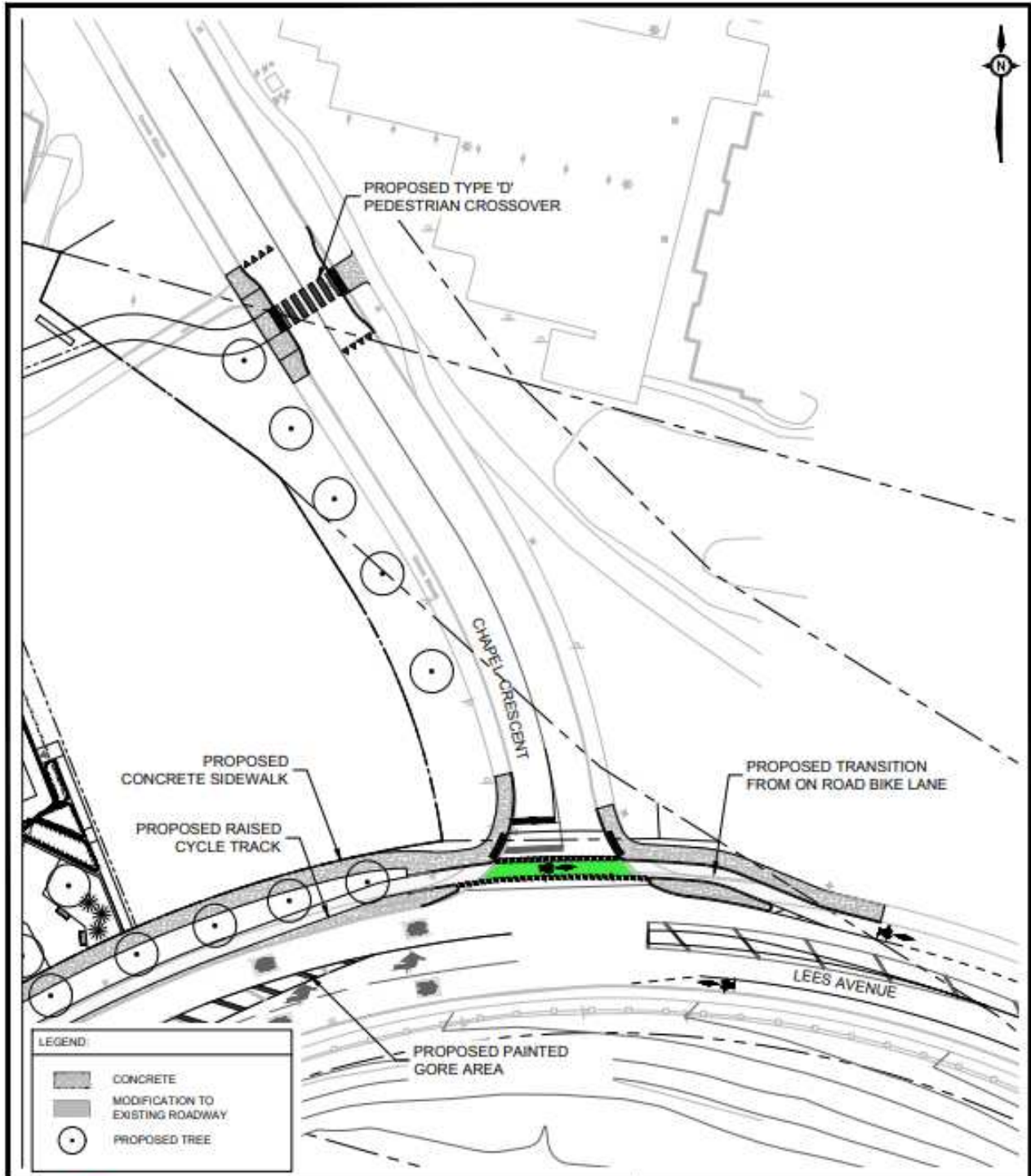
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Completed By:	RMA-2023-TPD-041B
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Scale:	Date:
N.T.S.	JANUARY 2024




PLANNING, REAL ESTATE, AND ECONOMIC DEVELOPMENT DEPARTMENT

PROPOSED ROADWAY MODIFICATION
ROBINSON AVENUE & LEES AVENUE

Transportation Engineering Services	
Approved By:	Drawing No.:
Completed By:	RMA-2023 -TPD-041C
Scale:	
N.T.S.	Date: JANUARY 2024




PLANNING, REAL ESTATE, AND ECONOMIC DEVELOPMENT DEPARTMENT

PROPOSED ROADWAY MODIFICATION
CHAPEL CRESCENT & LEES AVENUE

Transportation Engineering Services	
Approved By:	Drawing No.:
Completed By:	RMA-2023 -TPD-041D
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N.T.S.	JANUARY 2024