

CITY OF OTTAWA
ROAD MODIFICATION
APPROVAL UNDER DELEGATED AUTHORITY

DATE: March 30, 2023

RMA-2023-TPD-015

RECOMMENDATIONS

- Staff recommend road works to support the development at 70 Nicholas Street, including the installation of expanded concrete and interlocking paver sidewalks, one-way entry and exit site accesses, depressed curbs, TWSIs, bicycle parking, bollards, and planters, as described in this report.

LOCATION

- 70-74 Nicholas Street
- Ward 12 – Rideau-Vanier

BACKGROUND

- The proposed development is located on Nicholas Street, at the municipal address of 70 Nicholas Street.
- The development proposes a 20-storey residential building with ground-floor retail that includes approximately 363 units and 2,320 sq. ft of commercial space.
- Parking will be provided through an underground lot.
- The development is assumed to be constructed in a single phase by 2023.
- The site is currently occupied by the Old City Registry Office which will be relocated and maintained in the new development.

EXISTING ROAD CONDITIONS

- Nicholas Street is a north-south municipal road that extends from the HWY-417 westbound Off-Ramp in the south to Besserer Street in the north. Nicholas Street operates as a two-way roadway with a four-lane divided cross-section from the highway to Laurier Street. North of Laurier Street, Nicholas Street separates where the northbound lanes continue northeast to Mackenzie King Bridge. Nicholas Street is southbound from Besserer Street to Laurier Avenue. The posted speed limit is 50 km/h. Sidewalks are provided on both sides of the roadway.
- Daly Avenue is an east-west municipal local road that extends from Colonel By Drive in the west to Wurtemberg Street in the east. Daly Avenue operates as a two-way roadway and the unposted speed limit is assumed to be 50km/h. Sidewalks are provided on both sides of the roadway.
- The Nicholas Street and Daly Avenue intersection is a signalized four-legged intersection. Nicholas Street transitions from a two-way on the north leg to a one-way street on the south leg where it becomes southbound only. The eastbound approach consists of a through/left lane and a right-turn lane. The eastbound right-turn on red is prohibited 7am – 7pm Monday to Friday. The westbound approach consists of a through/left/right lane. The southbound approach consists of a through/left lane, a through lane, and a right-turn lane. Painted crosswalks are provided on all legs.

- Currently OC Transpo operates Local Routes #9, #16, #19 in the vicinity of the project. Bus stops for Route #9 are located just north of the site on Daly Avenue. Stops for Routes #16 and #19 are located on Mackenzie King Bridge and are grade-separated from the site. They are approximately 270m to 400m walking distance from the site.
- O-Train Confederation line can be accessed approximately 270m north of the proposed development at Rideau Station.
- At the Nicholas/Daly intersection for a five year period (2015-2019) there were 1.59 collisions/MEV, with a total of 46 collisions occurring within the five-year period. 15 collisions were recorded as sideswipes, 10 collisions recorded as turning movements, and 12 collisions recorded as rear-ends, as such there are likely multiple collision patterns.
- Along Nicholas Street Southbound, between Besserer Street and Laurier Avenue; a total of 26 collisions occurred along this road segment within the past five-years. 14 collisions were recorded as sideswipe suggesting a collision pattern is present, likely due to cars switching lanes to access either Highway 417 or Laurier Avenue westbound.

COMPLIANCE WITH THE STRATEGIC ROAD SAFETY ACTION PLAN

The recommendations summarized in this report will help achieve the following objectives from the City's 2020 Strategic Road Safety Action Plan.

Reduce collisions involving a pedestrian, cyclist, or a motorcyclist by:

- improving safety at intersections with high volume of traffic and pedestrian or cyclists.

Modification Outcomes - Benefits and Impacts

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

- Section 4.1 – Build a Continuous, Well Connected Pedestrian Network
- Section 4.2 – Create a Walkable Environment
- Section 4.3 – Improve Pedestrian Safety and Promotion
- Section 5.2 – Offer Attractive Intermodal Connections and Trip-end Facilities
- Section 6.2 – Integrate the Rapid Transit and Transit Priority Network into the Community
- Section 7.1 – Design and Build Complete Streets
- Section 7.2 – Strategically Modify Road Network
- Section 7.3 – Maximize Road Network Efficiency
- Section 7.4 – Maximize Road Safety for All Users
- Section 7.6 – Protect Neighbourhoods from Undesirable Impacts
- Section 7.7 – Minimize Environmental Effects

Potential Benefits

- Modifications will increase pedestrian safety in an area with high levels of pedestrian traffic and provide easy pedestrian access to the development.
- The site access and dedicated drop-off area will allow vehicles stopping to access the development to not impede traffic along Nicholas Street.
- New sidewalk pavers and planters will beautify the area.

Potential Impacts

- Vehicles will slow to access the development and may present heightened risk of rear-end collisions.

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.

Proposed road modifications:

- Installation of expanded concrete and interlocking paver sidewalks, one-way entry and exit site accesses, depressed curbs, TWSIs, bicycle parking, bollards, and planters.
- Removal of the dedicated eastbound right-turn lane at the Nicholas Street and Daly Avenue intersection.

FINANCIAL COMMENTS

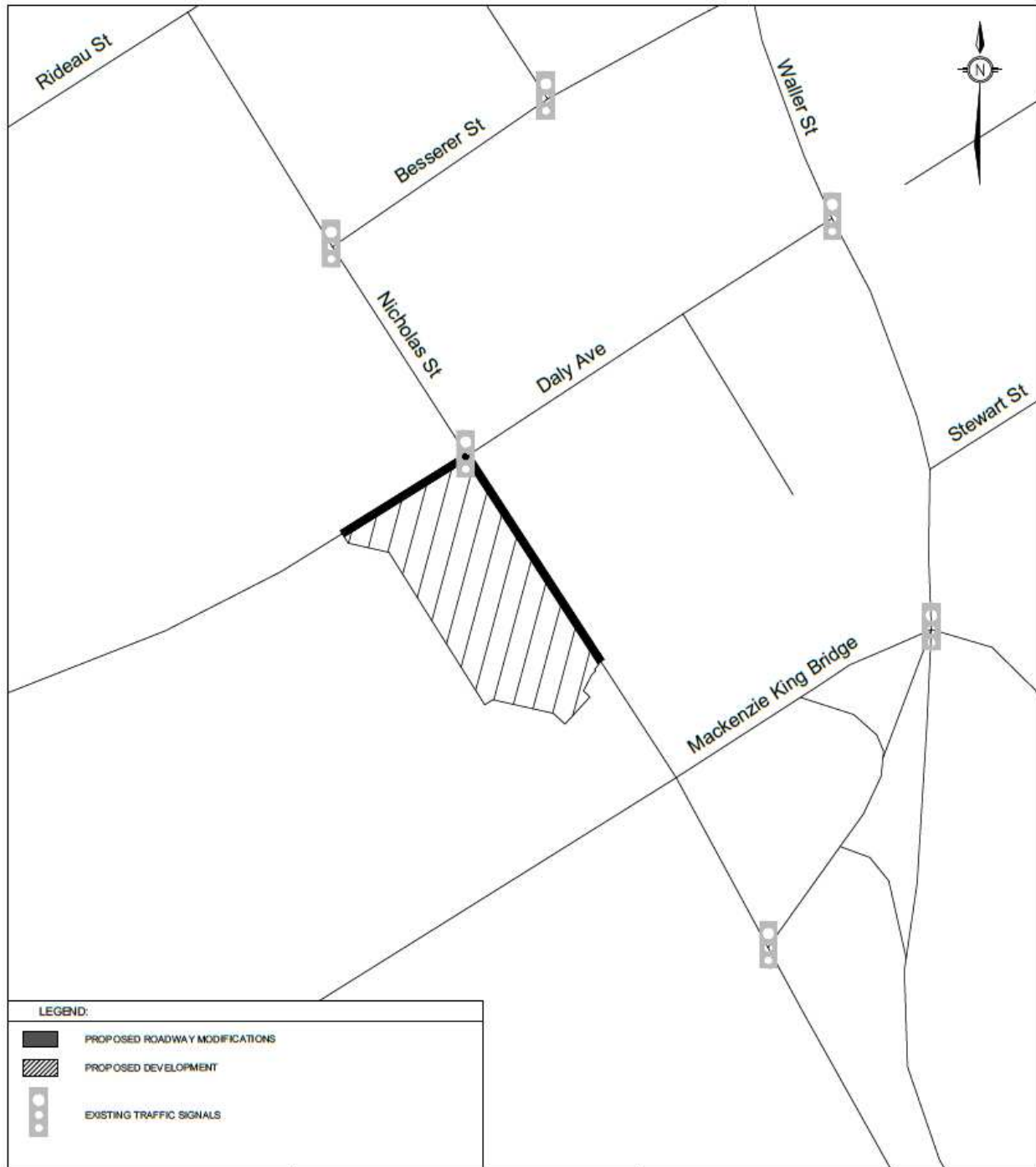
- The total estimated cost for the work is approximately **\$865,190** including construction, engineering, and contingency.
- Annual maintenance costs are anticipated to be of minimal impact to the existing maintenance of the surrounding road network.
- Securities for the proposed road modifications are to be held in the Site Plan Agreement.

CONSULTATIONS

- RMA was posted for public consultation on the City of Ottawa website from April 3 to April 17, 2023.
- Preliminary approval was received from the Transportation Project Manager on March 31, 2023.
- Approval for inclusion in Site Plan was received from the acting Program Manager of Transportation Engineering Services on 3 April 2023.

ATTACHMENTS

- Attachment 1 – Key Plan (RMA-2023-TPD-015A)
- Attachment 2 and 3– Proposed Road Modifications (RMA-2023-TPD-015B and C)



LEGEND:	
	PROPOSED ROADWAY MODIFICATIONS
	PROPOSED DEVELOPMENT
	EXISTING TRAFFIC SIGNALS

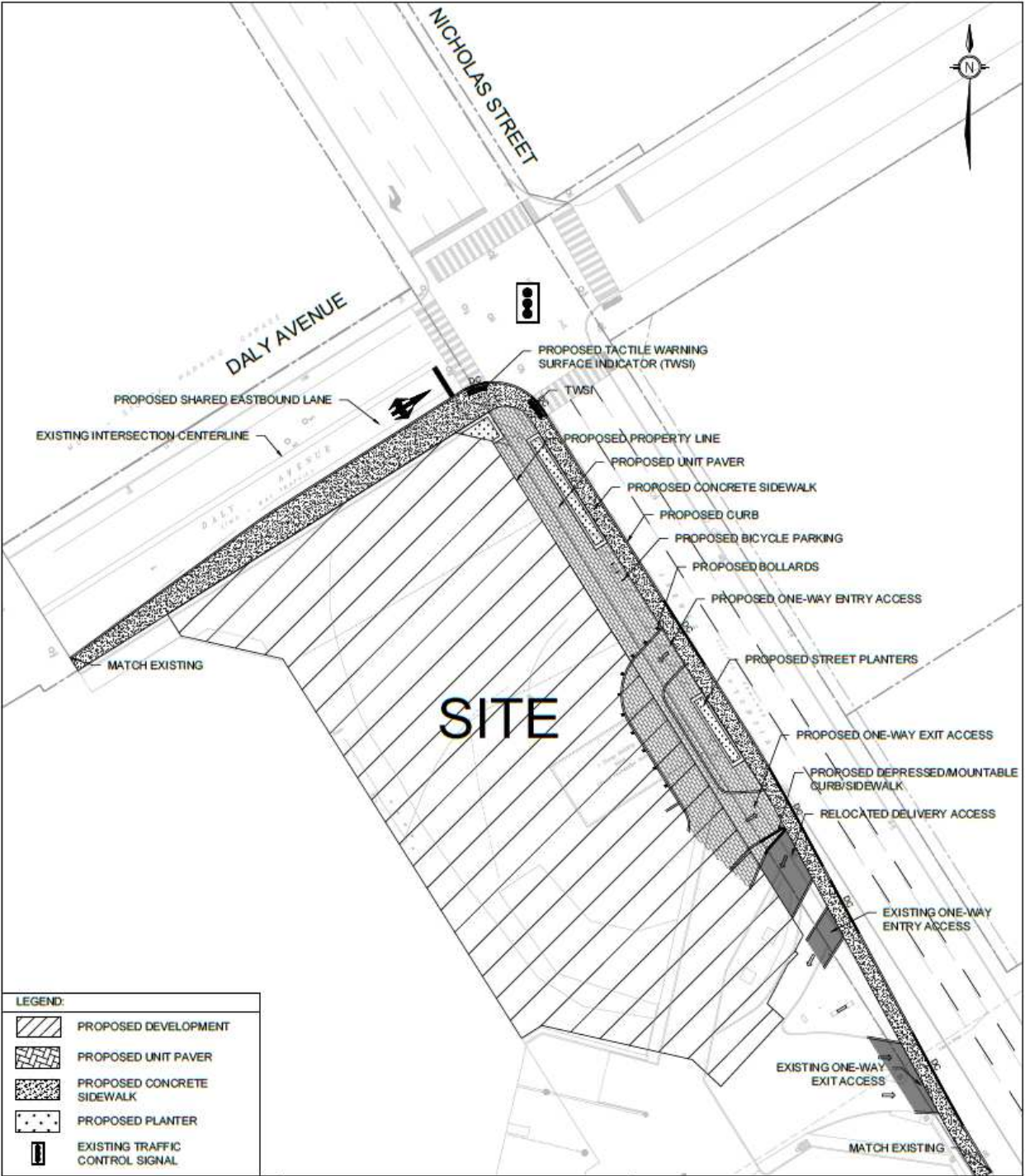


Ottawa
Planning, Real Estate, and
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KEY PLAN

70 NICHOLAS ST

Transportation Engineering Services Branch		
Approved By:	EM	Drawing No.: RMA-2023-TPD-015A
Completed By:	PARSONS	
Scale:	Date:	
N.T.S.	FEB 2023	

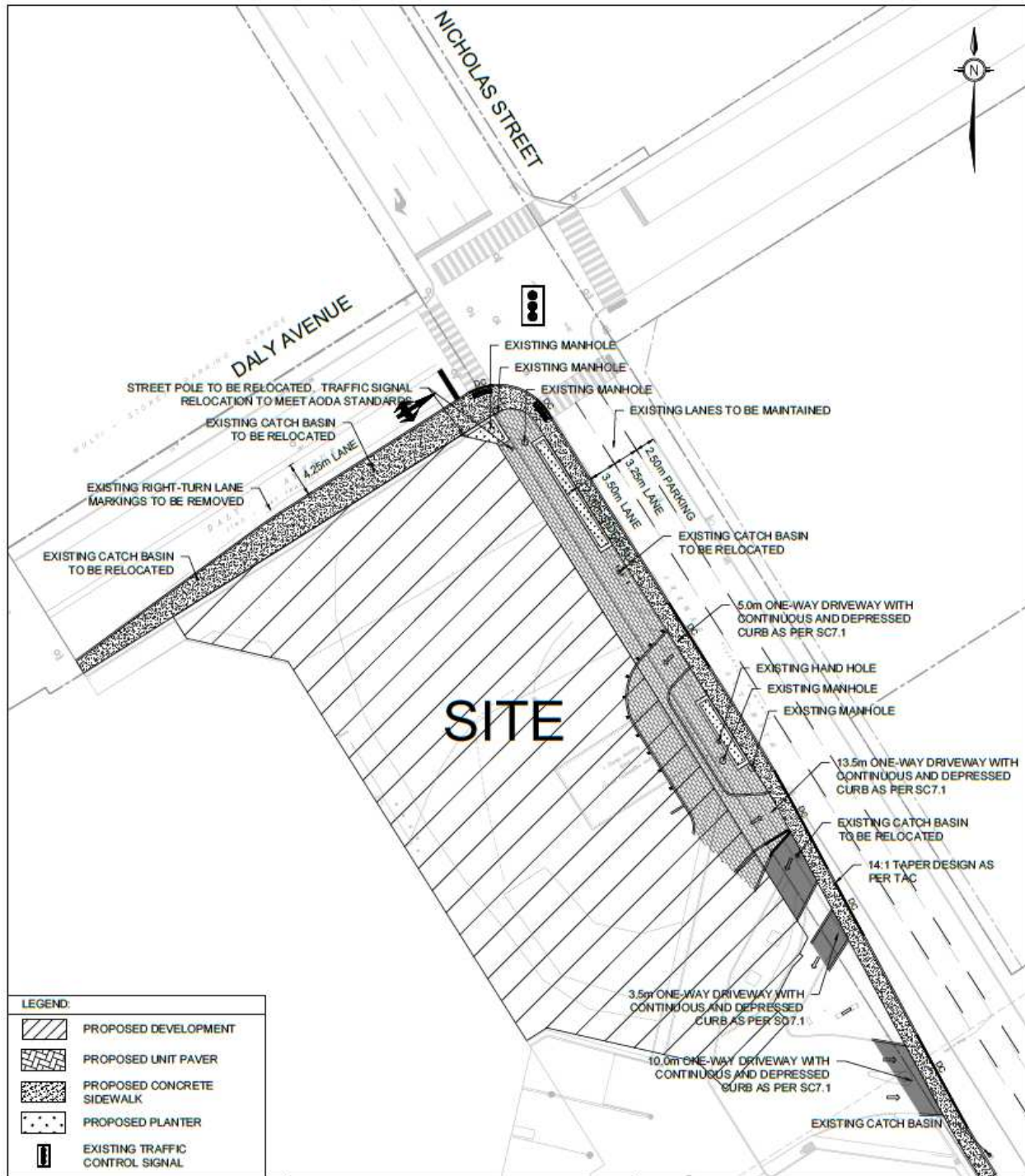


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PROPOSED ROADWAY
 MODIFICATIONS

70 NICHOLAS ST

Transportation Engineering Services Branch	
Approved By: EM	Drawing No.:
Completed By: PARSONS	RMA-2023-TPD-015B
Scale: N.T.S.	Date: FEB. 2023



LEGEND:

	PROPOSED DEVELOPMENT
	PROPOSED UNIT PAVER
	PROPOSED CONCRETE SIDEWALK
	PROPOSED PLANTER
	EXISTING TRAFFIC CONTROL SIGNAL

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FUNCTIONAL DESIGN PLAN

70 NICHOLAS ST

Transportation Engineering Services Branch	
Approved By: EM	Drawing No.:
Completed By: PARSONS	RMA-2023-TPD-015C
Scale: N.T.S.	Date: FEB. 2023