

Reconstruction of Albert Street, Queen Street, Slater Street and Bronson Avenue

Summer 2020 Project Update

Reconstruction of Albert Street, Queen Street, Slater Street and Bronson Avenue

Project Overview

The City of Ottawa is pleased to provide an update to the ongoing design for the Reconstruction of Albert/Queen/Slater Streets from Empress Street to Bay Street & Bronson Avenue from Queen Street to Laurier Avenue.

Key information being presented includes:

- Council's decision and directions for the project;
- The project purpose, background and objectives;
- The draft preliminary design and streetscaping concepts;
- General design and construction schedule;
- Stakeholder involvement opportunities.
- The City is welcoming feedback on the draft designs at this time. Please provide your feedback on the information being presented to the City's Project Manager for this project (see web-site for instructions).

Your feedback is important to the success of this study and will help us develop the preliminary detailed design for the reconstruction of Albert, Queen, Slater and Bronson streets. Please review the information presented and send us your comments and concerns.

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Project Purpose

The purpose of this project is to undertake a **preliminary and detailed design** leading to a construction project. The project will include the replacement of portions of the existing sewers, roads, and watermains as well as the rearrangement and reconstruction of the street right-of-way in accordance with the results of the Albert Street and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design Study that was approved by Council of the City of Ottawa in 2018.

The construction project will **renew aging infrastructure** and follow the “**complete street**” framework, in which physical elements will be incorporated into the design so that streets offer increased safety, comfort and mobility for all users.

Key project design activities include:

- Planning, environmental, and engineering analyses of site conditions that will inform the designs
- Updating the functional design that was approved by council to reflect current best practices
- Completing detailed analyses and designs pertaining to grading, drainage, stormwater management, municipal infrastructure, roadway, active transportation, transit, and landscaping features
- Preparation of a complete tender package
- Providing opportunities for stakeholder involvement throughout

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Functional Design Study Approved By Council for the Albert and Slater Streets Repurposing and Realignment:

On April 11, 2018, City Council approved the Albert and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design Study plan and the Environmental Assessment (EA) study for the Slater Street Realignment component of this study.

This decision directs staff to complete a **detailed design** that:

- Realigns Slater Street to connect with Albert Street as a two-way street in front of the Ottawa Public Library- Library and Archives Canada Joint Facility site
- Delivers a “complete street” result for Albert Street, Slater Street, and the connecting portions of Bronson Avenue within the project limits

- Implements active transportation connections
- Enables bus transit to operate in mixed traffic lanes
- Creates vacant parcels for future land use consideration (not part of this project)
- Provides streetscaping and addresses mitigation requirements including natural and cultural heritage values

During this functional design study the City consulted with community groups, business owners, residents, Accessibility Advisory Committee, and the Urban Design Review Panel on the vision and redesign options for these streets. The study included consultation with provincial agencies, the National Capital Commission (NCC) and Indigenous groups.

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Functional Design & EA Study Approved By Council for the Queen Street Renewal Project:

In 2014, City Council approved the Functional Design and Environmental Assessment (EA) study for the Queen Street Renewal component of this study.

This decision directs staff to complete a **detailed design** that:

- Renew Queen Street in accordance with the vision established by the City's Downtown Moves: Transforming Ottawa's Street policy document
- Provide one travel lane in each direction, with shared cycling facility together with parking and loading bays
- Provide streetscaping enhancements

During the previous functional design study the City consulted with community groups, business owners, residents, and the Urban Design Review Panel on the vision and redesign options for the street.

The detailed designs for Queen Street were subsequently completed by the City and portions of the project have been constructed. As part of this new study in 2020, the design for the segment of Queen Street between Bronson Avenue and Bay Street is being updated to respond to existing conditions as well as new policy and best practices.

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Integration With Other City-Building Projects

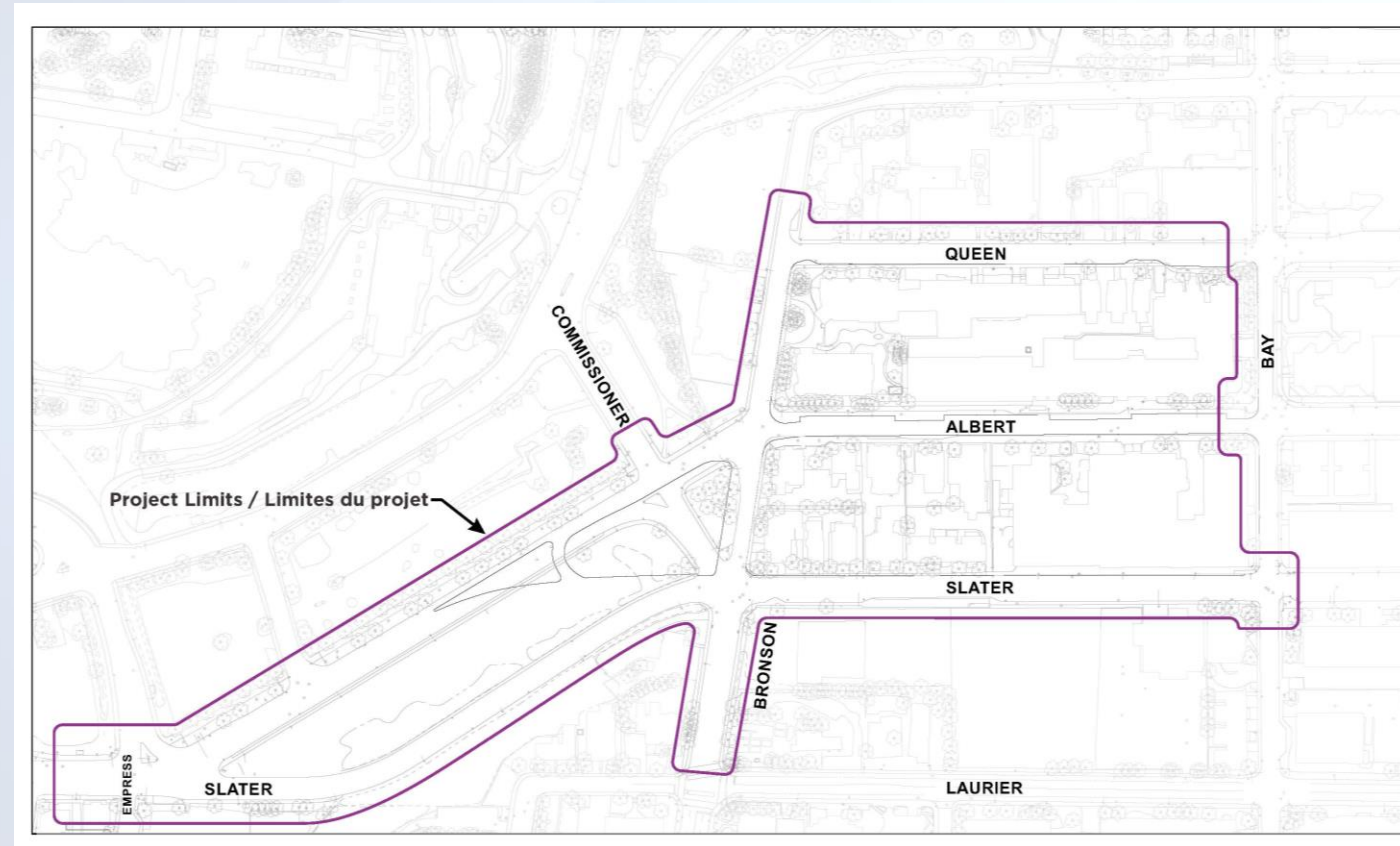
This project is being coordinated with the following important planning studies and infrastructure investments:

- **Bay Street Cycling Facility:** ottawa.ca/baystreet
- **Albert and Slater Streets Improvement Project:** ottawa.ca/albertslater
- **Albert Street Reconstruction (West of Empress Street):** Planned for construction in 4-7 years
- **Ottawa Public Library – Library and Archives Canada Joint Facility:** <https://bibliottawalibrary.ca/en/central-library> and <https://inspire555.ca/welcome>
- **Building Lebreton:** <https://ncc-ccn.gc.ca/projects/building-lebreton>

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Project Limits

- The project limits are identified on the map below and include the following municipal street segments:
 - Slater Street from Empress Street to Bay Street (including the entire intersection of Slater Street at Bay Street)
 - Albert Street from Empress Street to Bay Street
 - Queen Street from Bronson Avenue to Bay Street
 - Bronson Avenue from Laurier Avenue to Queen Street
- The project also includes minor work in the right of way on Albert Street between Booth Street and Empress Avenue. Work will include marking of pavement to integrate the new intersection at Albert Street and Empress Avenue



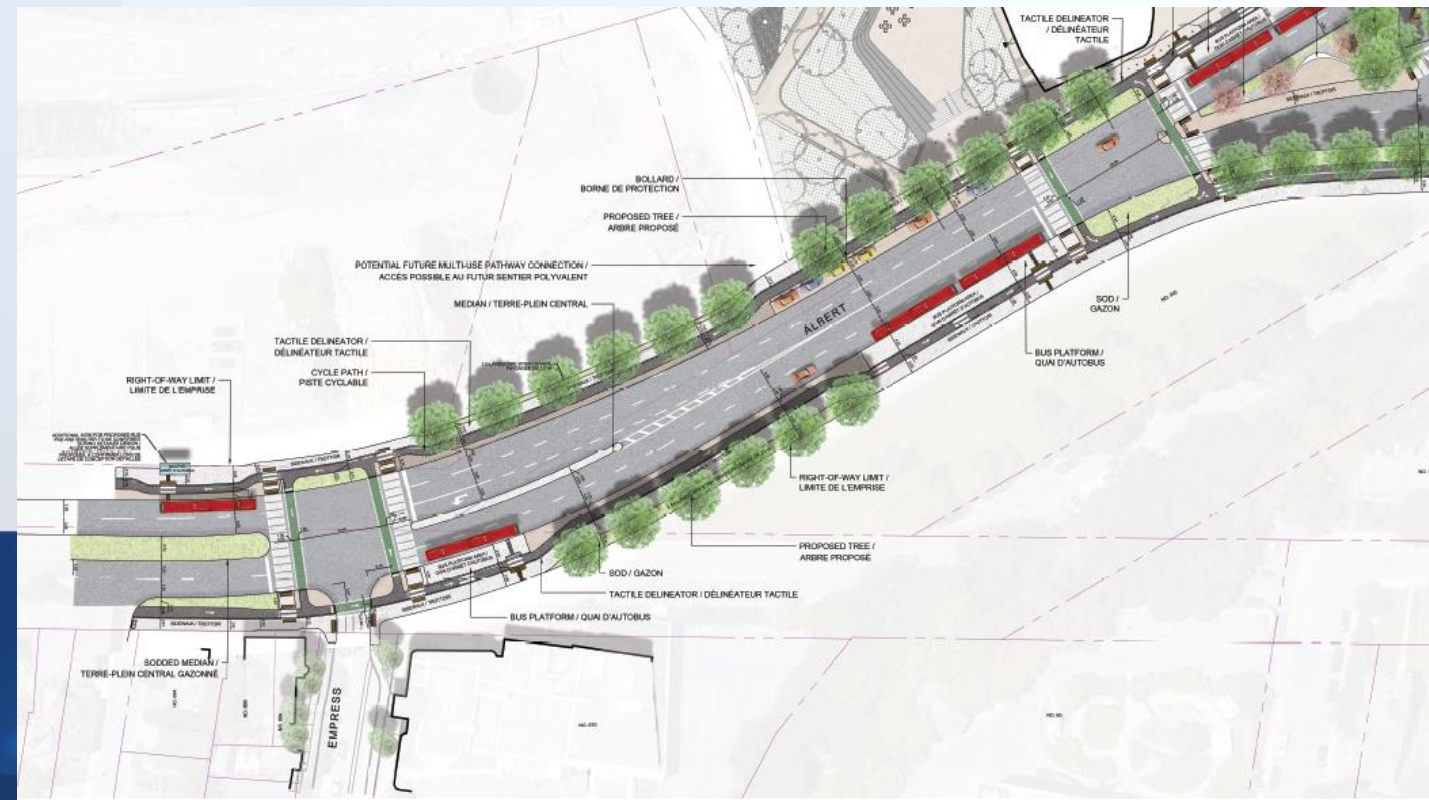
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Booth Street to Empress Street Sector

The following are the key project aspects for Albert Street from Booth Street to Empress Street, including the reconstructed Empress Street intersection:

- A protected intersection is constructed at Albert Street and Empress Street
- The horizontal curve in Albert Street is flattened to meet current design guidelines and improve safety
- Medians are added to the Albert Street and Empress Street intersection to enhance safety and allow for improvements to traffic signals
- A westbound left-turn lane for Empress Street is added, and provisions for an eastbound left turn lane for a future development to the north are included

- Existing bus stops are enhanced
- Unidirectional cycle tracks are added in both directions to tie into the future planned upgrades to Albert Street to the west



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Empress Street to Bronson Avenue Sector

The key project aspects for Albert Street and Slater Street between Empress Street and Bronson Avenue (which also includes the public interface along the Ottawa Public Library and Library and Archives Canada Joint Facility) is as follows:

- Slater Street is realigned and Commissioner from Albert Street to Slater Street is decommissioned
- A turnaround from Albert Street westbound to Slater Street eastbound is added to provide improved road network connectivity
- The existing mid-block pedestrian and cyclist traffic signal is upgraded.
- A combination of unidirectional and bidirectional cycle tracks are added to enhance cyclist safety, comfort and connectivity
- New bus platforms are added to serve the future library
- Flex-space parking is added along the future library frontage
- Sidewalks width is maximized within available space, with a target width of 3.0m
- The grade of Albert Street will be improved as much as possible, and the realigned Slater Street will feature flatter grades
- Tree replacement plan will be implemented, and landscaping features will be added

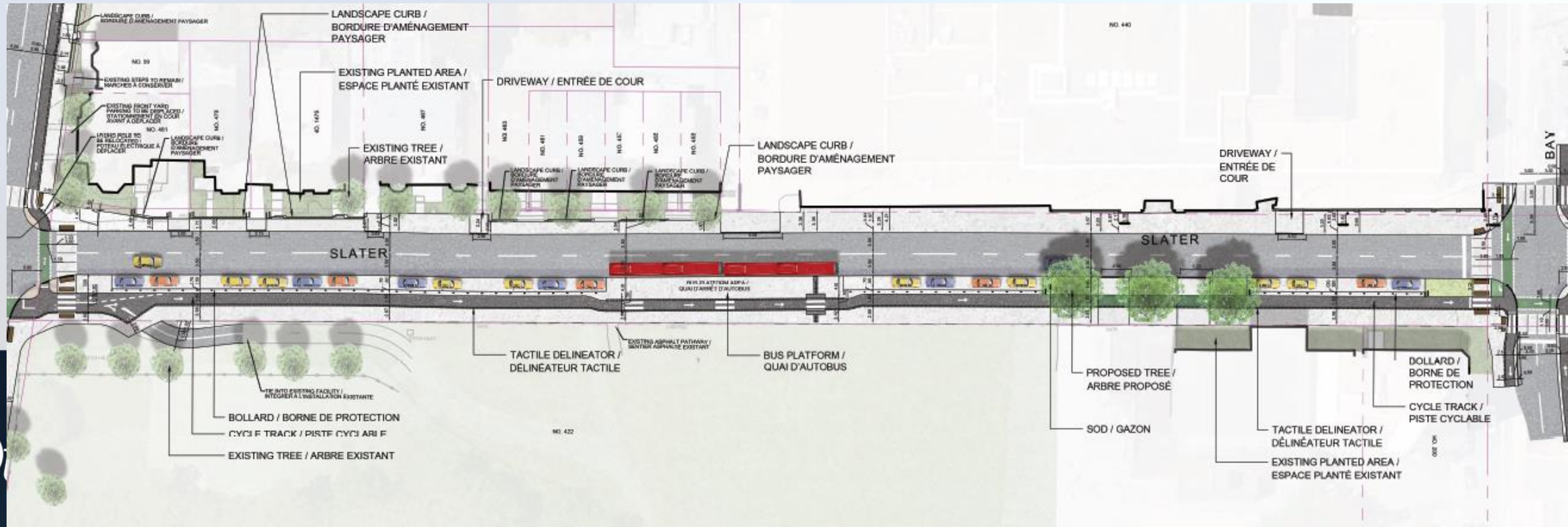


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Slater Street Sector East of Bronson

The key project aspects for Slater Street in this sector are as follows:

- The north side sidewalk is widened to 2.0m where feasible while respecting existing features such as trees, planters and private stairs
- A separate 2.0 to 2.4m sidewalk is added behind the bus platform, and elsewhere the south side sidewalk is widened to 2.6-3.0m
- An eastbound unidirectional eastbound cycle track is added to enhance cyclist safety, comfort and connectivity
- Connectivity to the existing multi-use pathway (MUP) to the south is maintained
- The existing bus platform is upgraded to meet the latest accessibility standards
- A protected intersection is implemented at Slater Street and Bay Street



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Bronson Avenue Sector

The key aspects for Bronson Avenue from Albert Street to Queen Street, including the important intersections at Albert Street and at Slater Street are as follows:

- Sidewalks are widened to 2.0m (1.8m where constrained)
- In the Slater Street to Albert Street segment, unidirectional cycle tracks are added in both directions to enhance cyclist safety, comfort and connectivity.
- In the Albert Street to Queen Street local road segment, a unidirectional cycle track is added in the uphill (northbound) direction. Super sharrows are added in the downhill (southbound) direction.
- Protected intersections are implemented at Slater Street and Bronson Avenue and at Albert Street and Bronson Avenue
- In the Albert Street to Queen Street local road segment, speed reduction measures are added to support the conversion to a 30km/h street. They include a flush textured median just north of Albert Street, narrow travel lanes and a raised intersection at Bronson Street and Queen Street.

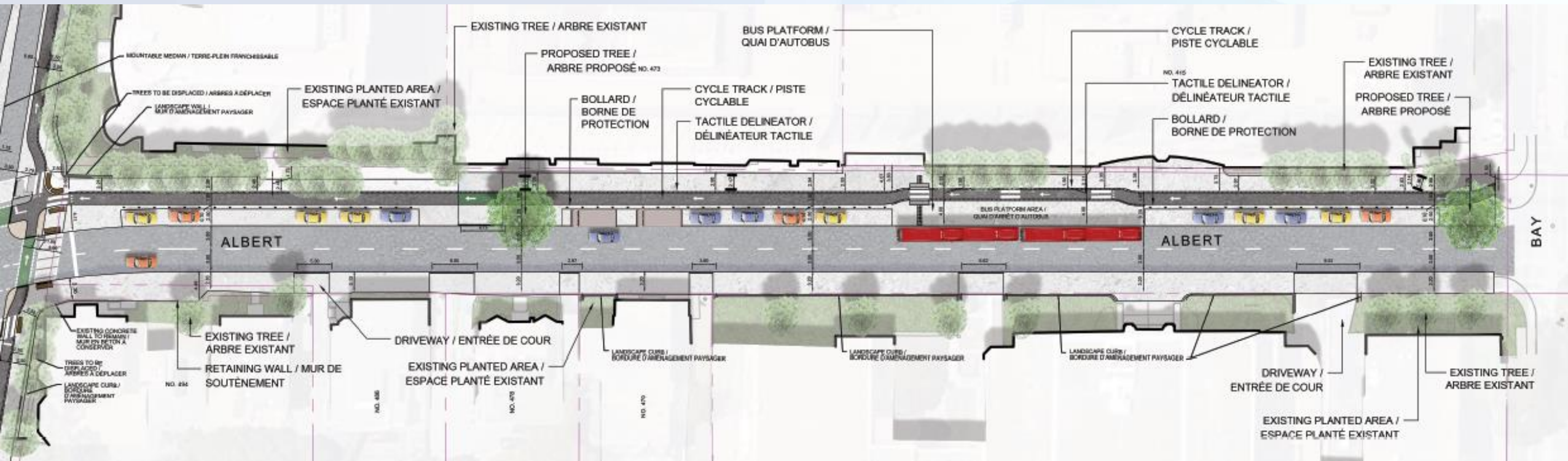


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Albert Street Sector East of Bronson Avenue

The following are the key project aspects for Albert Street in this sector:

- The south side sidewalk is widened to 2.8 to 3.0m
- A separate 2.2 to 2.3m wide sidewalk is added behind the bus platform, and elsewhere the north side sidewalk is widened to up to 3.0m where feasible
- A westbound unidirectional westbound cycle track is added to enhance cyclist safety, comfort and connectivity
- The existing bus platform is upgraded to meet the latest accessibility standards
- Flex-space parking is added along the north side



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Complete Street Approach

There are a variety of complete street solutions that the project will investigate which include:



- Accessible sidewalks typically in the range of 1.8m to 3.0m wide
- Benches at regular intervals
- Shorter crosswalks
- Protected intersections with cycling cross-rides
- Uni-directional cycle tracks
- Bi-directional cycle tracks



- Shared use lanes on local streets
- Tactile delineators where cycle tracks run alongside sidewalks
- Bus stops where the bus stops within the curb-side travel lane
- Bus shelters where space permits
- Appropriate level of service for vehicles in accordance with the street designations
- Appropriate turning radii for trucks and buses at intersections
- Streetscape amenities including street trees, seating areas, waste receptacles, and bicycle parking



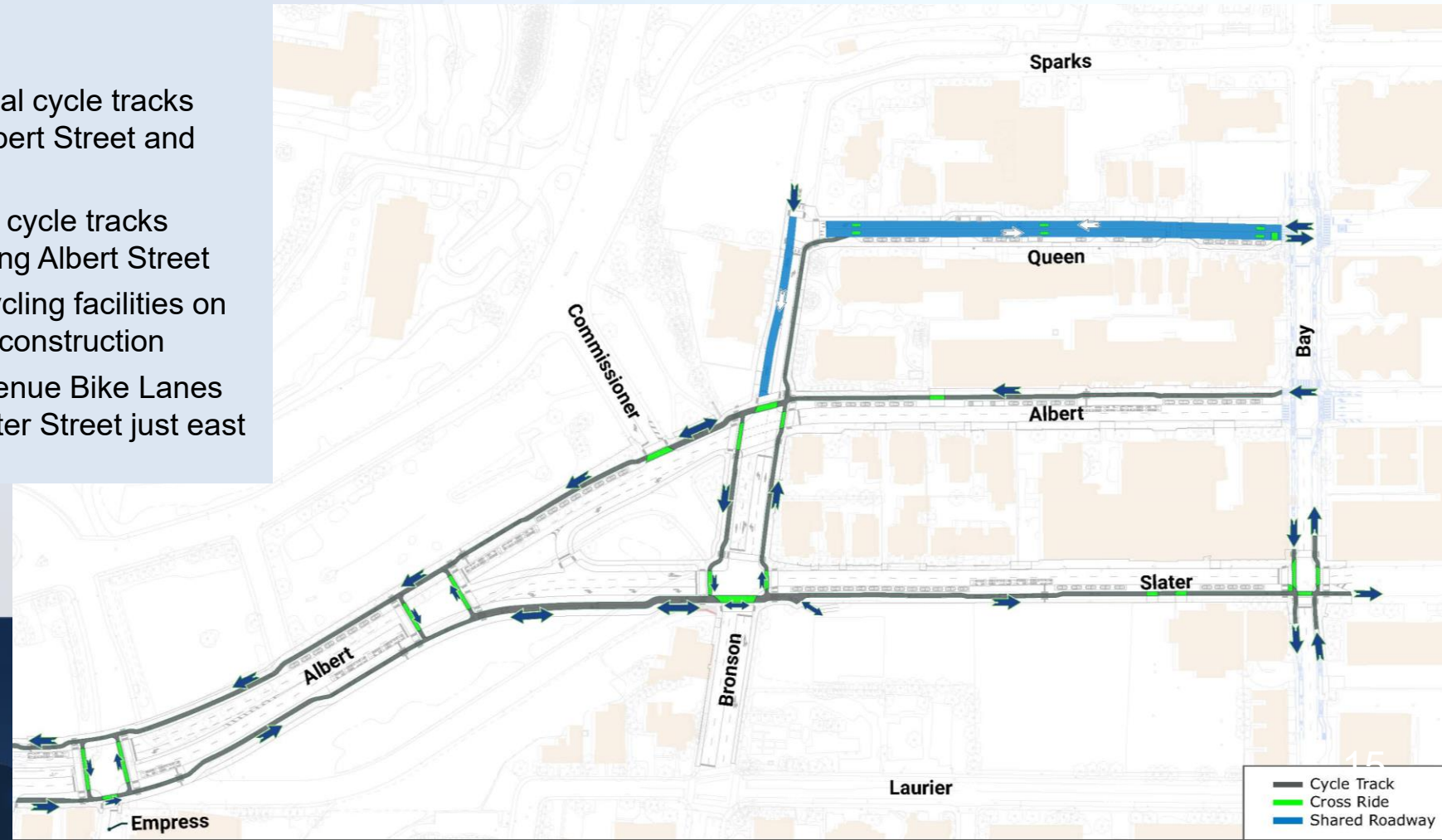
Example of a uni-directional cycle track

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Cycling Routes and Connectivity

In keeping with the complete streets approach to street design, the project provides a range of new cycling facilities that assist in implementing the Ottawa Cycling Plan. This project will provide a:

- Future connection to the uni-directional cycle tracks proposed east of Bay Street along Albert Street and Slater Street
- Future connection to a uni-directional cycle tracks proposed west of Empress Street along Albert Street
- Connection to the new north-south cycling facilities on Bay Street which are currently under construction
- Connection to the existing Laurier Avenue Bike Lanes via the new cycling connection at Slater Street just east of Bronson Avenue



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Local Streets as 30km/h Streets

In 2017, City Council approved the **30 km/h Speed Limit on an Existing Roadway** policy recommended by the Transportation Committee.

In accordance with the new policy direction, the street segments of Queen Street from Bronson Avenue to Bay Street, and Bronson Avenue from Albert Street to Queen Street will be designed to have a 30km/h speed limit with appropriate signage.

These segments are designated in the City of Ottawa Official Plan as “Local” streets. This is an appropriate speed for shared cycling and creates a safer environment for both pedestrians and cyclists.

Speed Reduction Measures

- Design measures to reduce vehicle operating speeds along these segments will include:
- Narrow travel lanes
- Flush textured median on Bronson north of Albert
- Raised intersection of Bronson at Queen
- Reduced curb radii
- Road edge friction (on-street parking, flex spaces, street trees, benches, bike racks, etc.)
- Speed humps and bump-outs
- Signage



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Physical, Environmental Cultural Studies

- Background planning work completed for the project has identified the need for the following additional studies:
 - Tree Inventory, Conservation and Compensation Plan
 - Species at Risk (SAR) studies
 - Cultural Heritage Impact Assessment (HIA)
 - Stage 3 Archaeological Assessment
 - Geotechnical Study
 - Phase 1 & 2 Environmental Site Assessment
- These studies will be completed by late Fall 2020.



Example of Archaeological Assessment work being carried out on another project

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Tree Conservation and Mitigation Plan

- Despite the best efforts of the design team to minimize the damage to or displacement of existing trees, **some tree loss is inevitable**. This is due to the following types of activities:
 - Realignment of Slater Street down the escarpment west of Bronson Avenue, in keeping with the Council direction
 - Widening of sidewalks to meet minimum accessibility and policy standards
 - Inclusion of cycle tracks in the boulevard area
 - Deep excavations for municipal services and utilities
- To respond to this tree loss, the design team is preparing a **tree conservation and replacement strategy** which identifies trees that can be :
 - maintained in place without intervention
 - maintained in place with special design interventions
 - Transplanted within the project limits
 - Replaced with new trees
- Tree replacement will follow City and NCC policies, requiring more trees to be planted than those affected through the project.

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Street Trees and Pedestrian Surfaces

Street Trees

- A variety of street trees will be planted along the streets to contribute to the urban forest and to provide shade and respite from the urban environment. A diversity of hearty, salt-resistant trees will be selected.
- Multiple strategies will be employed for tree planting, including planting in pavement, or in grassy boulevard areas, depending on the street context.
- Street trees will be planted within structural soil cells where located in hard surface areas to promote healthy growth and longevity and to increase their likelihood of success within the corridors.

Sidewalk Surfaces

- A district paving strategy will be developed that reflects the varying land use contexts along the streets. Most new sidewalk surfaces will be smooth, white concrete, and accent pavers will be provided in selected locations. Surfaces within the Albert Street right-of-way will be coordinated seamlessly with the surface treatment in front of the new Ottawa Public Library and Library and Archives Canada Joint Facility project.

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Integrating With Front Yard Private Landscaping

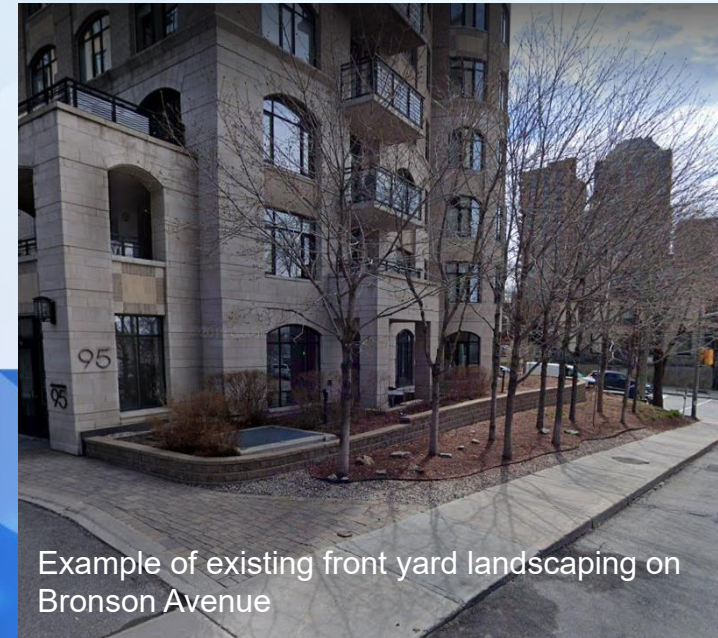
There are many locations along the street segments where landscaping along the front and side yards of private properties encroaches into the municipal street right-of-way or is closely set just inside the street lot line.



Example of existing front yard landscaping on Slater Street

During the upcoming design phases, the project's landscape architect team will prepare detailed landscape drawings that have the following objectives:

- Ensure that the sidewalk is provided at minimum width of 1.8m and is wider where feasible
- Minimize the damage to the root zone of mature trees
- Replace street trees where damage cannot be mitigated
- Reinstall or reconstruct low retaining walls, steps, shrubs and other landscaping features as required



Example of existing front yard landscaping on Bronson Avenue

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Managing Construction Disruption

The construction project activities will affect mobility choices and have the potential to impact institutions, businesses and residents along the streets and in the adjacent community.

Opportunities to mitigate construction related impacts will be “built into” the design. The project will:

- Be guided by a **Transportation Management Plan** that will establish walking and cycling routes, transit routes, lane reductions, and detours, as necessary during the various stages of the construction implementation;
- Minimize the time and extent of the construction project's potential negative effects on adjacent businesses, landowners, the surrounding community, and the environment as best possible;
- Place a priority on the need to retain a basic level of transportation accessibility to the street fronting land uses, including pedestrian accessibility to building fronts and loading opportunities on side streets;
- Provide an acceptable level of service for emergency service vehicles;

- Consider a range of environmental mitigation tools such as erosion and sediment control plans, contaminated materials management plans, noise and vibration monitoring, and geotechnical investigations;
- Construction will follow the City of Ottawa Noise By-Law (By-law No.2017-255).



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Accessibility During Construction

The Contractor undertaking the construction shall prepare a **Construction Site Pedestrian Control Plan** which will ensure the provision of a safe and accessible path of travel for all pedestrians through and/or around the construction site. The City will monitor accessibility regularly throughout construction.

Pedestrian travel routes along and across the streets during construction will be fully accessible and winter maintained.



Example of providing safe and accessible travel path for pedestrians through the construction site



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Preliminary Implementation Schedule

The project schedule is as follows:	
Design Commencement	December 2019
Site investigations (natural & cultural environment studies, soils, field surveys, condition assessments, investigations of existing sewers):	Winter 2020 – Late Fall 2020
Preliminary (66%) design completion	Late Fall 2020
Detailed design completion:	Summer 2021
Utility Relocations	Summer/ Fall 2021
Tendering and Contractor Selection:	Fall 2021, subject to project funding
Construction Commencement	Winter 2022
Construction Substantial Construction Completion	Fall 2023

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Opportunities for Engagement and Next Steps

Following this opportunity for stakeholder input, your feedback will be reviewed along with input received from others in finalizing all elements of the design project.

- Further engagement opportunities will occur throughout the course of the project. The next project update is scheduled for Fall 2020.
- Once the detailed design process has concluded, notices will be sent prior to construction

Please identify any comments or concerns you would like to see addressed and provide those to the City using the tools provided on the City's corresponding web-site.

Comments or questions can also be submitted by email to the **City's Project Manager**: Lee-Anne.Truong@Ottawa.ca

- Additional information on the project can be found on the City's website at: ottawa.ca/albertreconstruction

Your views are important to the success of this study. Thank you for your participation!