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

Project Update – Preliminary Design

Ottawa

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

Welcome

Welcome to the second Online Public Information Session for the Reconstruction of Albert Street, Queen Street, Slater Street and Bronson Avenue project. The purpose of this Online Public Information Session is to present an updated preliminary design for the project, to receive feedback, and to identify the next steps in this process.

Key information being presented as part of this update includes:

- Input received on the project from the Summer 2020 consultations
- Updated preliminary design and streetscaping concepts;
- General design and construction schedule;
- Stakeholder involvement opportunities.

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 feedback to the City's Project Manager for this project Lee-Anne.Truong at Lee-Anne.Truong@Ottawa.ca

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

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

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.

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.

Summer 2020 Public Consultations

The City of Ottawa presented a first draft of designs for public review in summer 2020. The key consultation events included:

- An Online Engagement Opportunity that commenced in June, 2020. Please see:

ottawa.ca/albertreconstruction

- A meeting of a Community Working Group on July 29, 2020

- A number of individual stakeholder and small group meetings

These summer 2020 consultations were successful in gaining public input on early draft designs.

Public Input from the Summer 2020 Public Consultations

From the Summer 2020 public consultations, the following input was received from the community:

- Ensuring accessibility for all users
- Identifying opportunities to improve cycling infrastructure functionality, connectivity, and safety
- Coordinating with the Ottawa Public Library – Library and Archives Canada Joint Facility project
- Coordinating with plans being advanced by the National Capital Commission – Building LeBreton
- Coordinating with other major projects in downtown Ottawa
- Providing for access to adjacent properties
- Completing archaeological and cultural studies
- Creating a vision for landscaping and street lighting

The City has been diligent with addressing the comments received to date. The project team has retained your feedback and will take it into consideration as part of the upcoming detailed design phase.

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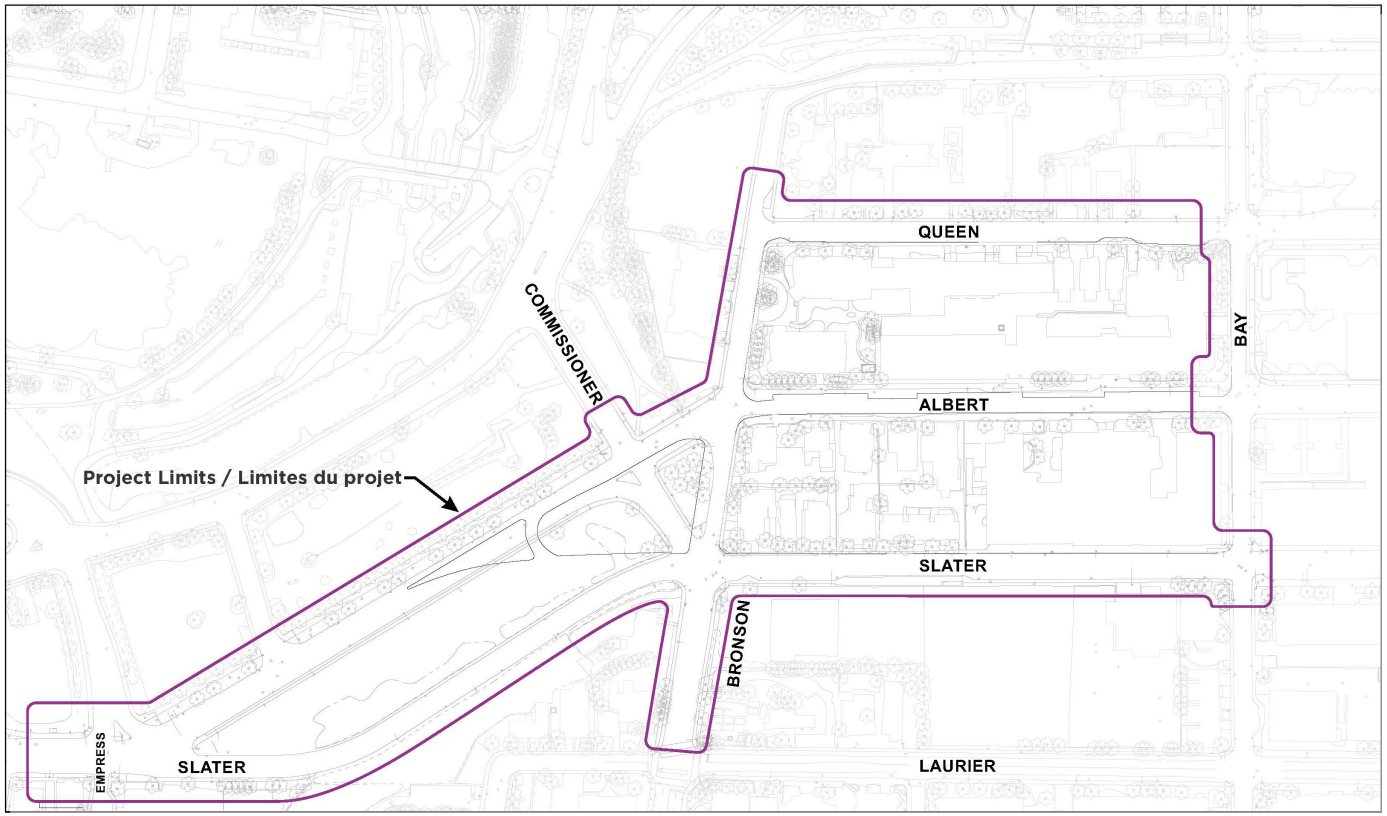
Project Limits

- The project limits are identified on the map below and include the following municipal street segments:
  - Slater Street from Empress Avenue to Bay Street (including the entire intersection of Slater Street at Bay Street)
  - Albert Street from Empress Avenue 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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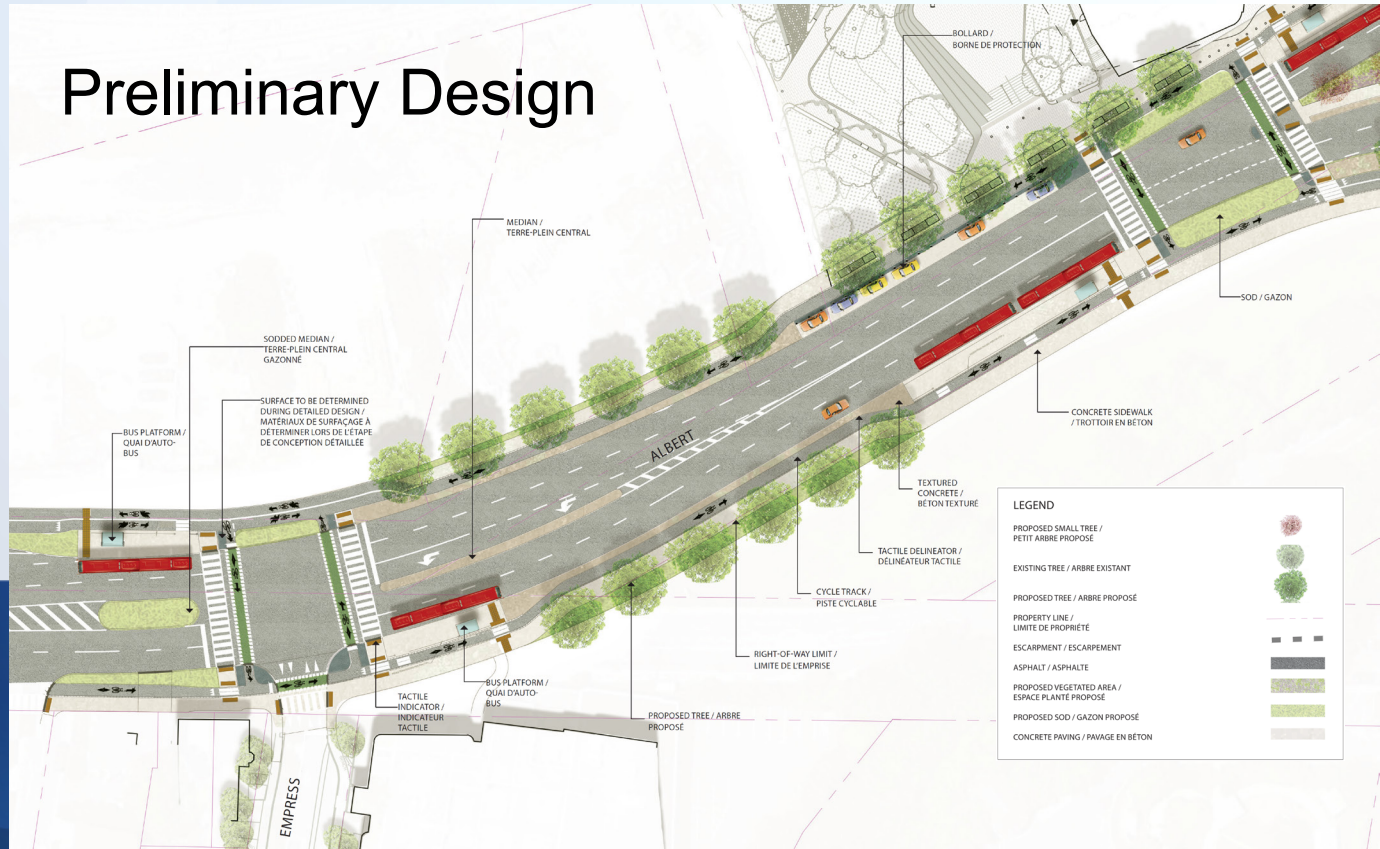
Booth Street to Empress Avenue Sector

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

- The construction of a realigned intersection at Albert Street and Empress Avenue
- The horizontal curve on Albert Street will be straightened to meet current design guidelines and improve safety
- Medians will be added to the Albert Street and Empress Avenue intersection to enhance safety and allow for improvements to traffic signals
- A westbound left-turn lane for Empress Avenue is proposed, and provisions for an eastbound left turn lane for a future development to the north are included
- Existing bus stops will be enhanced
- Unidirectional cycle tracks will be constructed in both directions to tie into the future planned upgrades to Albert Street to the west



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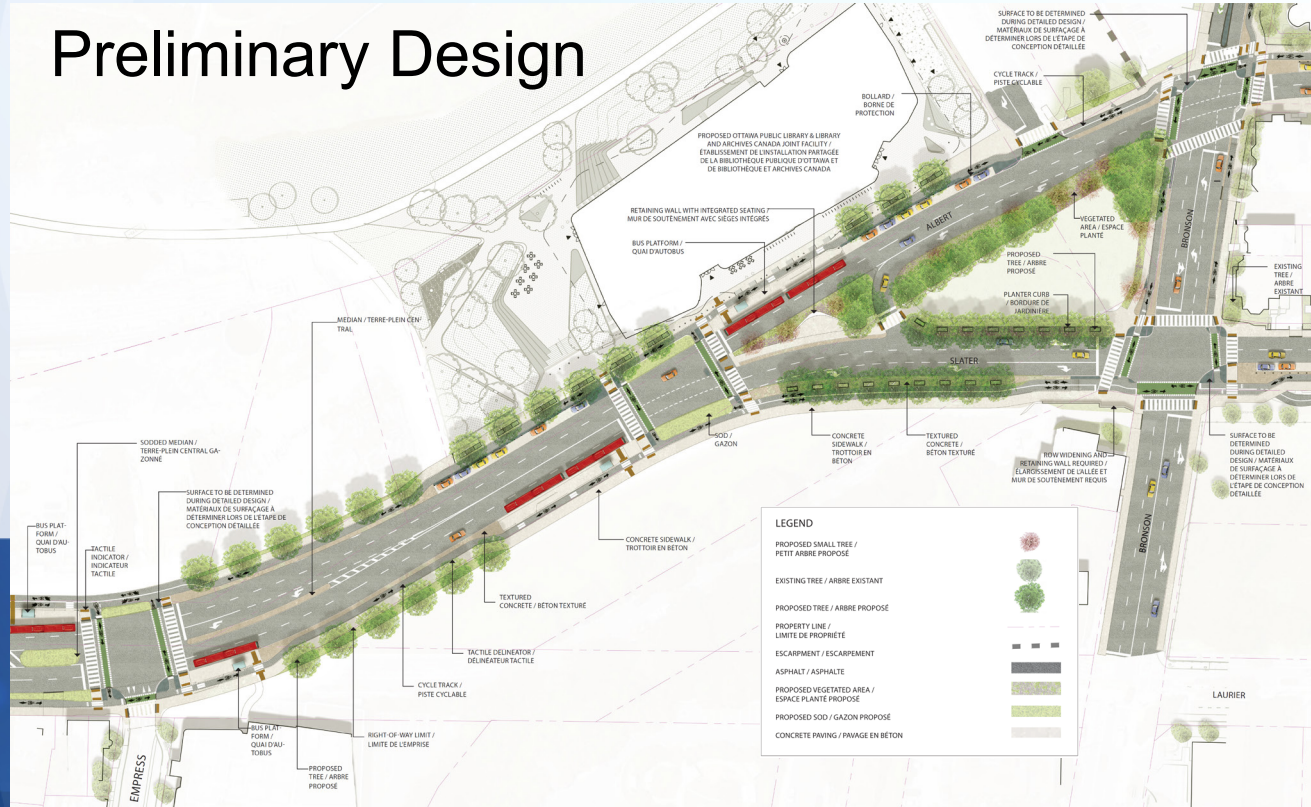
Empress Avenue to Bronson Avenue Sector

The key project aspects for Albert Street and Slater Street between Empress Avenue 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 Street from Albert Street to Slater Street will be decommissioned
- A turning lane from Albert Street westbound to Slater Street eastbound will be added to provide improved road network connectivity
- The existing mid-block pedestrian and cyclist traffic signal will be upgraded.
- A combination of unidirectional and bidirectional cycle tracks will be added to enhance cyclist safety, comfort and connectivity
- New bus platforms will be constructed to serve the future library
- Parking bays will be added along the future library frontage
- Sidewalks width will be 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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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 will be widened to 2.0m (1.8m where constrained)
- In the Slater Street to Albert Street segment, unidirectional cycle tracks will be 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 will be added in the uphill (northbound) direction. Special pavement markings will be added in the downhill (southbound) direction.
- Protected intersections will be 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 will be added to support the conversion to a 30km/h street. They include narrow travel lanes and a raised intersection at Bronson Street and Queen Street.

Preliminary Design

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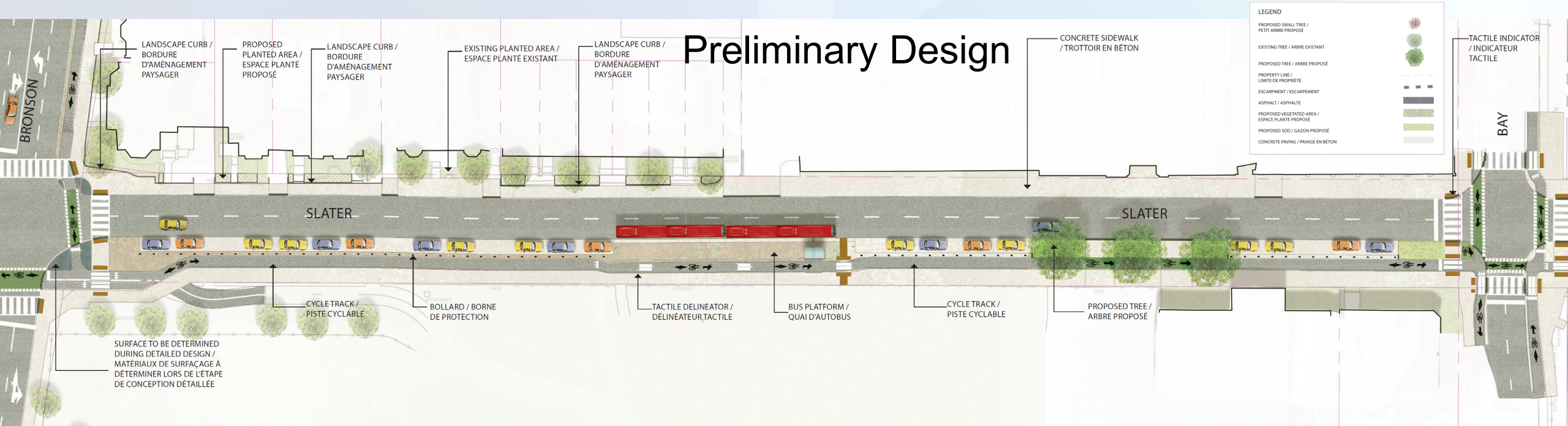
Slater Street Sector East of Bronson

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

- The north side sidewalk will be 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 will be added behind the bus platform, and elsewhere the south side sidewalk is widened to 2.6-3.0m
- An eastbound unidirectional eastbound cycle track will be added to enhance cyclist safety, comfort and connectivity
- Connectivity to the existing multi-use pathway (MUP) to the south will be maintained
- The existing bus platform will be upgraded to meet the latest accessibility standards
- A protected intersection will be implemented at Slater Street and Bay Street
- Parking Bays will be added along the south side



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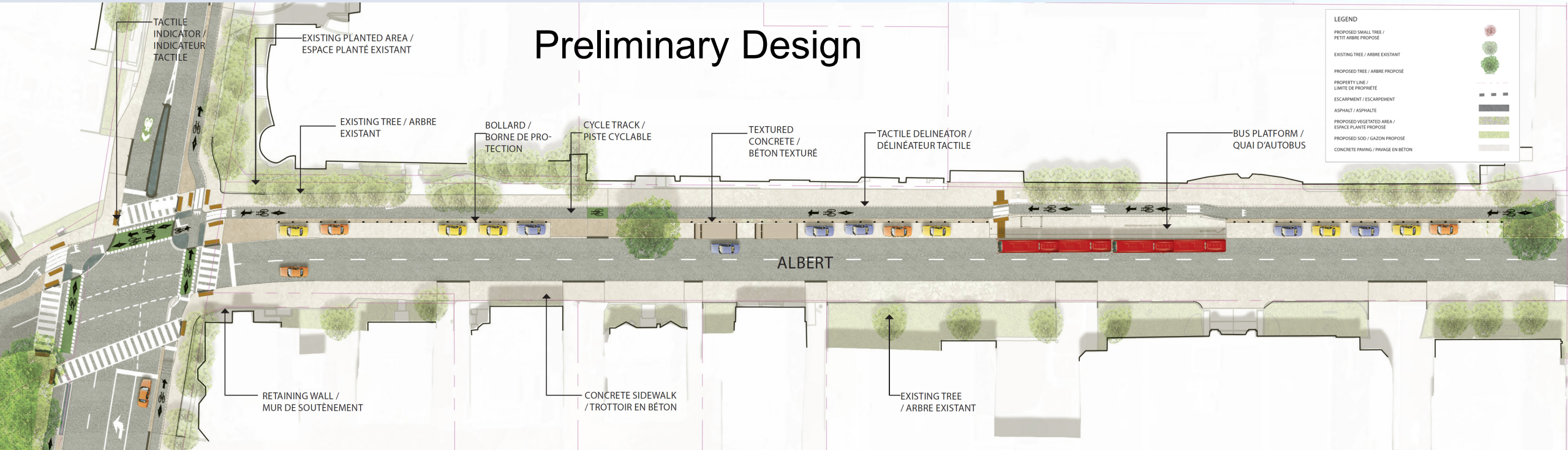
Albert Street Sector East of Bronson Avenue

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

- The south side sidewalk will be widened to 2.8 to 3.0m
- A separate 2.2 to 2.3m wide sidewalk will be 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 will be added to enhance cyclist safety, comfort and connectivity
- The existing bus platform will be upgraded to meet the latest accessibility standards
- Flex-space parking will be added along the north side



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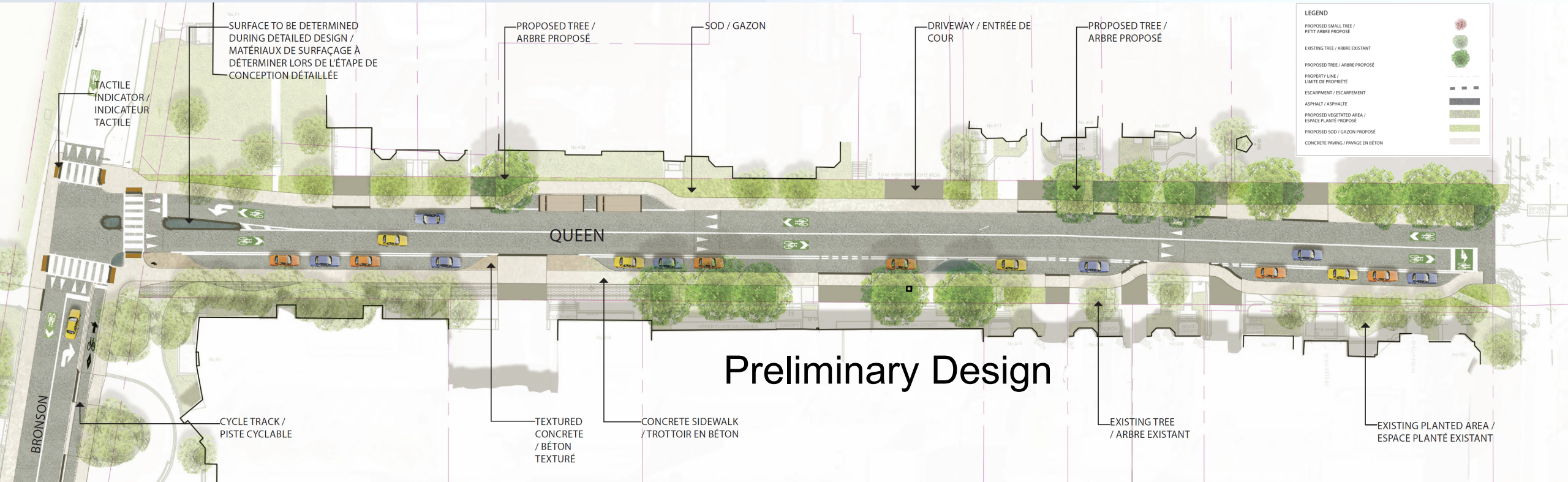
Queen Street Sector

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

- Revised road geometry will improve cyclist safety and accessibility
- Existing sidewalk will be widened to 2.0m
- A new loading bay will be added to the north side
- Speed reduction measures will be added to support the conversion to a 30km/h street. They include a raised intersection at Bronson Street and Queen Street, narrow travel lanes, curb extensions, speed tables and special pavement markings
- Existing parking will be maintained to the maximum degree possible while still accommodating new features



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Intersection Designs

This image illustrates the design measures proposed at intersections:

- Accessibility for all users
- Protection for cyclists
- Separation and delineation of users
- Capacity
- Clarity of movement

These designs will be supplemented with a street signage plan that will be developed during the detailed design phase.

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

Complete Street Approach

There are a variety of complete street solutions that the project will implement 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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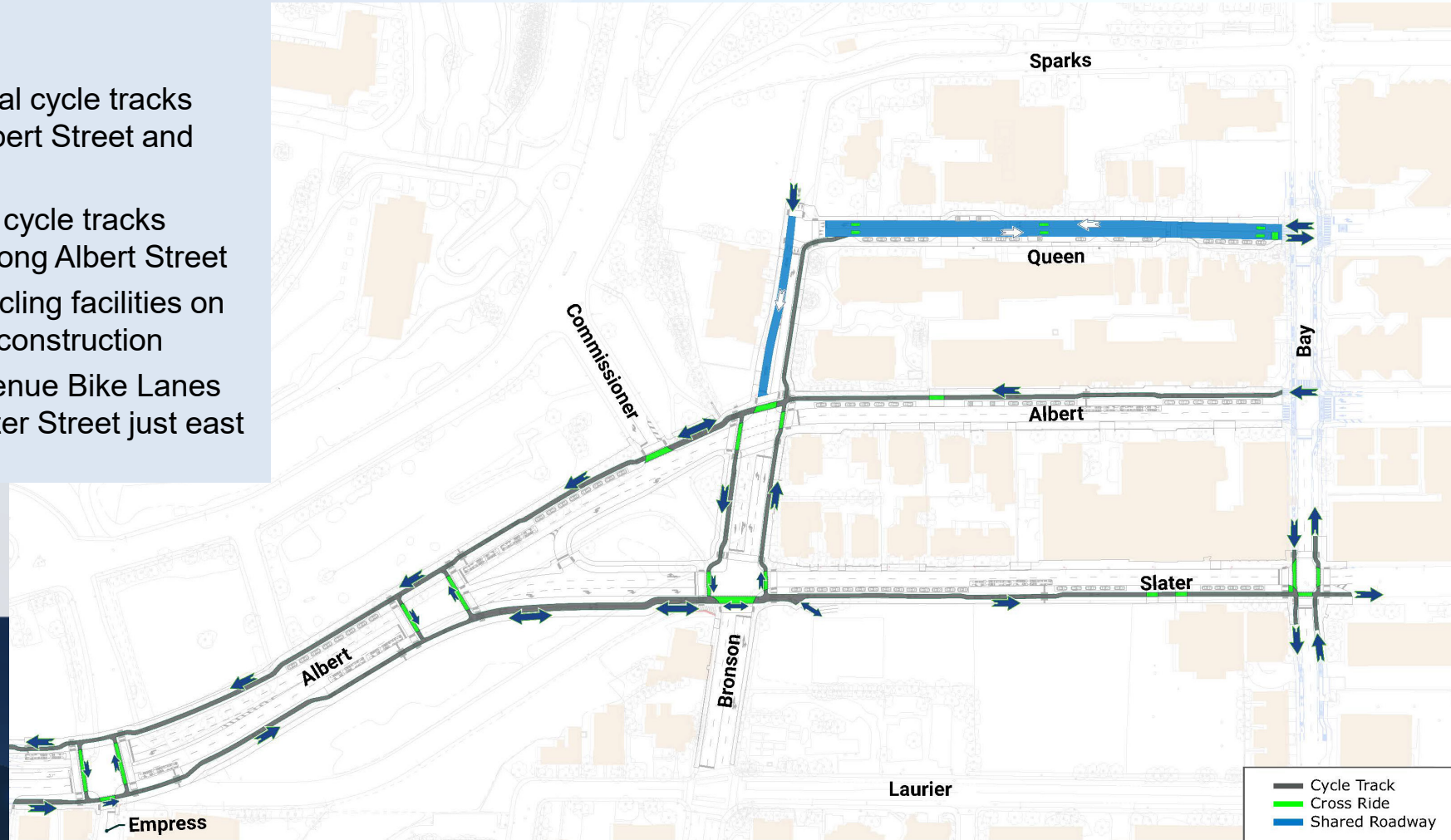
Cycling Routes and Connectivity

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 Avenue 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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Accessibility

- The renewed streets will be designed to meet the **City of *Accessibility Design Standards***, as well as the ***Accessibility for Ontarians with Disabilities* (AODA) Act.**
- Pedestrian pathways are targeted to be a **minimum of 1.8 m throughout the corridor, and wider wherever possible**. Seating areas throughout the corridor will provide rest areas at strategic locations.
- **Reconstructed intersections** will incorporate appropriate waiting areas to cross, accessible pedestrian signals, and Tactile Walking Surface Indicators (TWSI).
- The flex-space parking will provide a **smooth-graded transition** to the sidewalk/pedestrian area for on-street parking users. In these areas, the curb will have a **mountable rolled edge**, instead of a vertical barrier face.
- Existing steep sidewalk grades on Albert Street and Slater Street in certain areas will be improved as much as possible to **provide a flatter route**.

Tactile Walking Surface Indicators (TWSI)

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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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Integrating With Front Yard Private Landscaping

The design team will integrate the landscaping treatment of streets alongside the front yards of existing residential properties. The design objectives include:

- 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
- Reinstate or reconstruct low retaining walls, steps, shrubs and other landscaping features as required

Example of existing front yard landscaping on Bronson Avenue

Example of existing front yard landscaping on Slater Street

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Preliminary Implementation Schedule – Updated

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)	Early 2020 to Fall 2020
Preliminary (66%) design completion	Fall 2020
Detailed design completion	**Summer 2021**
Utility Relocations (possibly including isolated vehicle lane reductions)	**Summer/ Fall 2021**
Tendering and Contractor Selection	**Fall 2021, subject to project funding**
Construction Commencement	**Winter 2022**
Construction Substantial Construction Completion	**Fall 2023**

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 the second half of 2021, during the period that the detailed designs are being finalized.
- Once the detailed design process has concluded, additional public information will be provided 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!