

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

Project Update – Final Design and Pre-Construction

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

Welcome

Welcome to the third 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 the final design for the project, to present the general schedule and plans for the construction period, and to receive feedback.

Key information being presented as part of this update includes:

- Final street designs;
- Construction-period plans to manage transportation and overall construction period disruption;
- Construction schedule; and
- Continued stakeholder involvement opportunities.

Your feedback is important to the success of this project and will help the City implement the reconstruction of Albert Street, Queen Street, Slater Street and Bronson Avenue. Please review the information presented and send us your comments and feedback to the City's Project Manager for this project Patrick Duquette at Patrick.Duquette@ottawa.ca

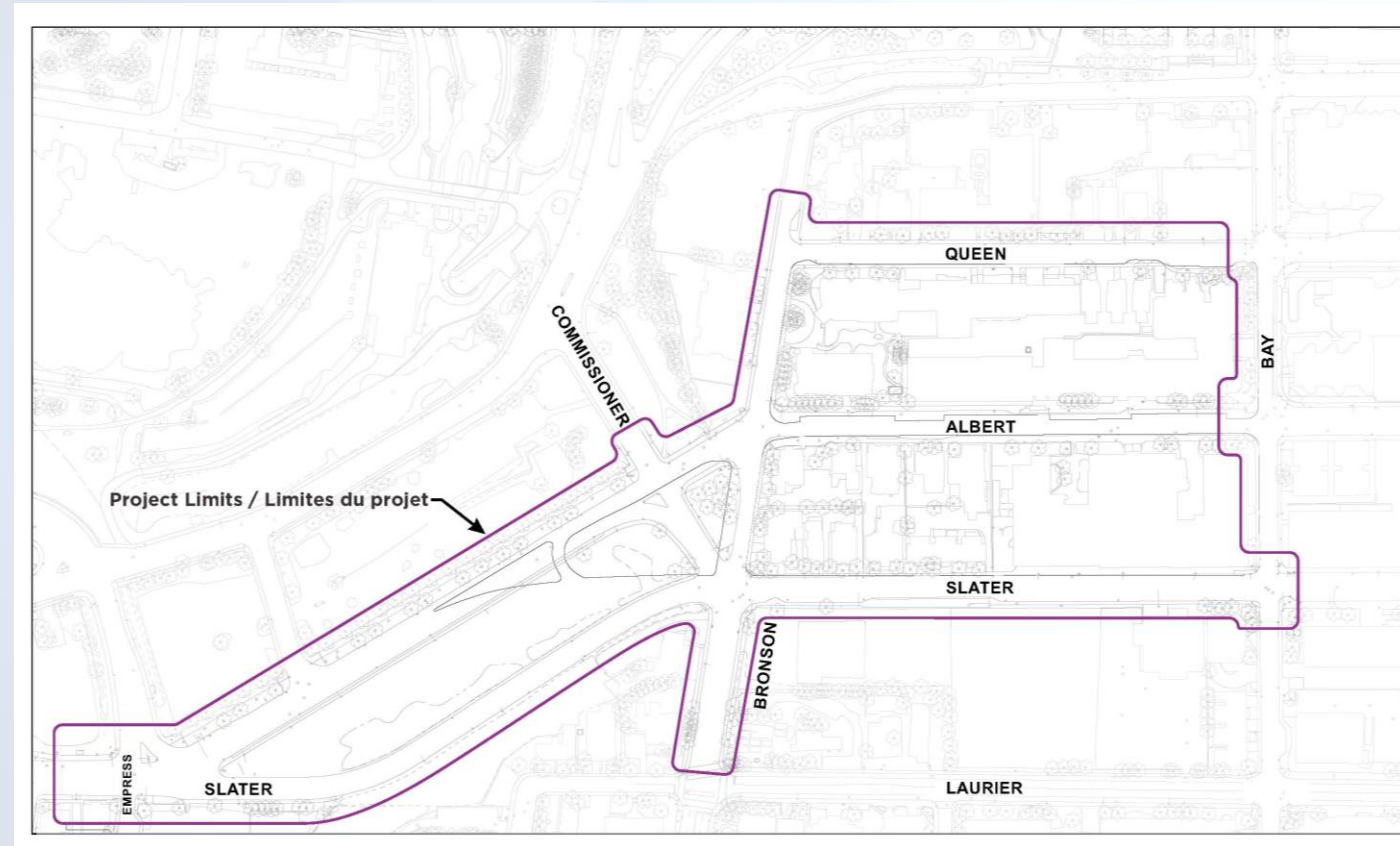
Additional information on the project can be found on the City's website at: ottawa.ca/albertreconstruction

Stay informed! Sign up for the [Reconstruction of Albert, Queen, Slater, Bronson e-newsletter](#)

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

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.
- Minor sewer repairs will also be completed on Laurier Avenue as part of this project.



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

Project Purpose and Background

This construction 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 following planning and design initiatives:

- The detailed designs carried out as part of this current project
- The Albert and Slater Street Post Light Rail Transit (LRT) Repurposing Functional Design Study and Environmental Assessment (EA) that was approved by Ottawa City Council 2018
- The Functional Design and EA Study for the Queen Street Renewal Project that was approved by Ottawa City Council in 2014

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.

The project’s design and plans for construction have been coordinated with the adjacent Ādisōke (Ottawa Central Library and Library and Archives Canada) project.

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Public Consultation Completed

The design process has included multiple opportunities for stakeholder involvement. Key activities to-date have included:

- Updates on the City's web page at ottawa.ca/albertreconstruction
- An initial Online Engagement Opportunity that commenced in June 2020, during which the City of Ottawa presented a first draft of designs for public review
- A meeting of a Community Working Group on July 29, 2020, and several follow-on individual stakeholder and small group meetings
- A second Online Engagement Opportunity that commenced in January 2021, during which the City of Ottawa presented preliminary designs for public review

These consultations were successful in gaining public input during the design process. This third Online Engagement Opportunity is another method to gain input.

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Public Input from the Public Consultations Completed

From the public consultations completed, the following input was received from stakeholders:

- Ensuring accessibility for all users
- Identifying opportunities to improve cycling infrastructure functionality, connectivity, and safety
- Coordinating with the Ādisōke (Ottawa Central Library and Library and Archives Canada) 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
- Creating a plan to manage transportation and overall construction period disruption

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 project implementation.

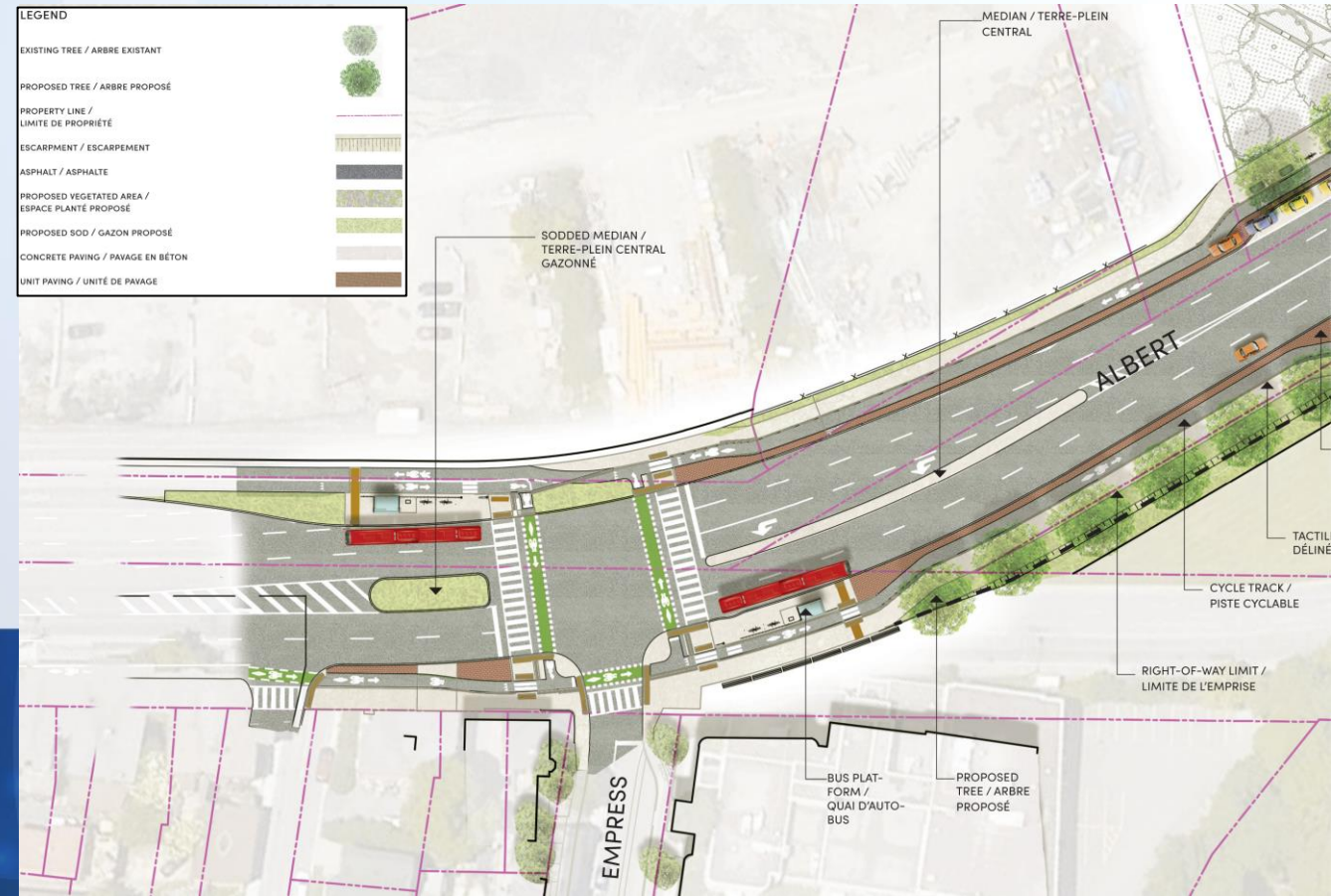
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Booth Street to Empress Avenue Sector

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 flattened 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



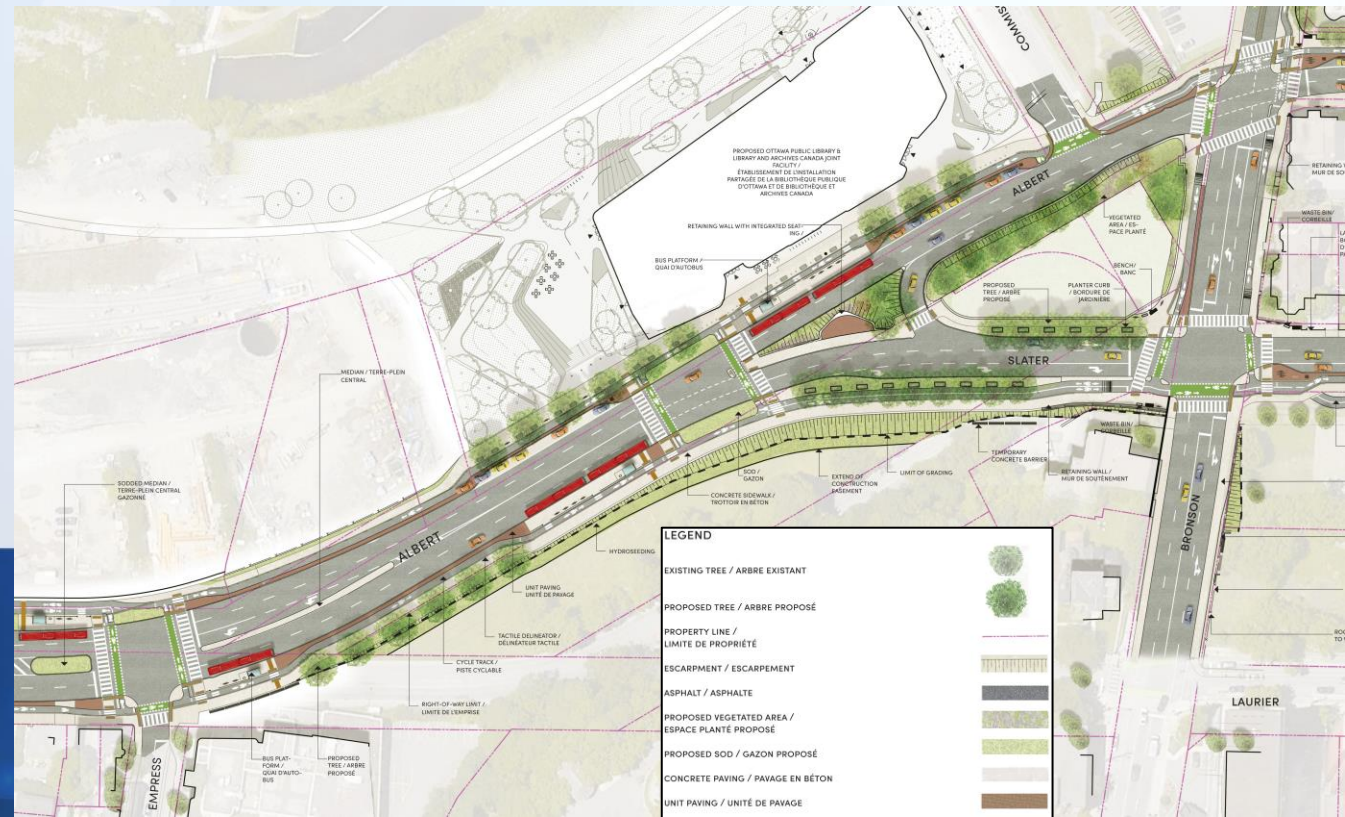
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Empress Avenue to Bronson Avenue Sector

The key project aspects for Albert Street and Slater Street between Empress Avenue and Bronson Avenue, which also includes the public interface along the Ādisōke (Ottawa Central Library and Library and Archives Canada) project are 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
- Sidewalk 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

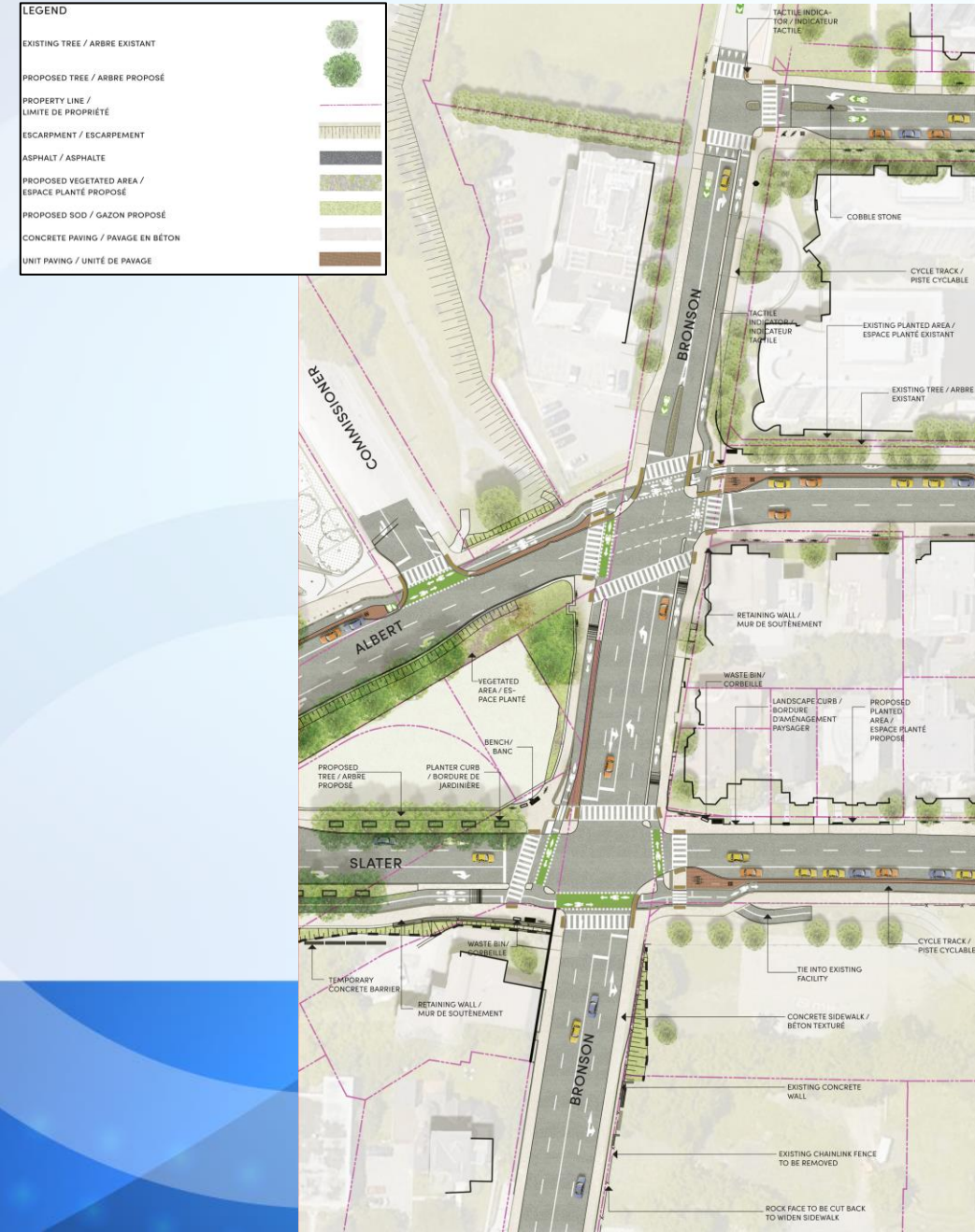


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Bronson Avenue Sector

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.



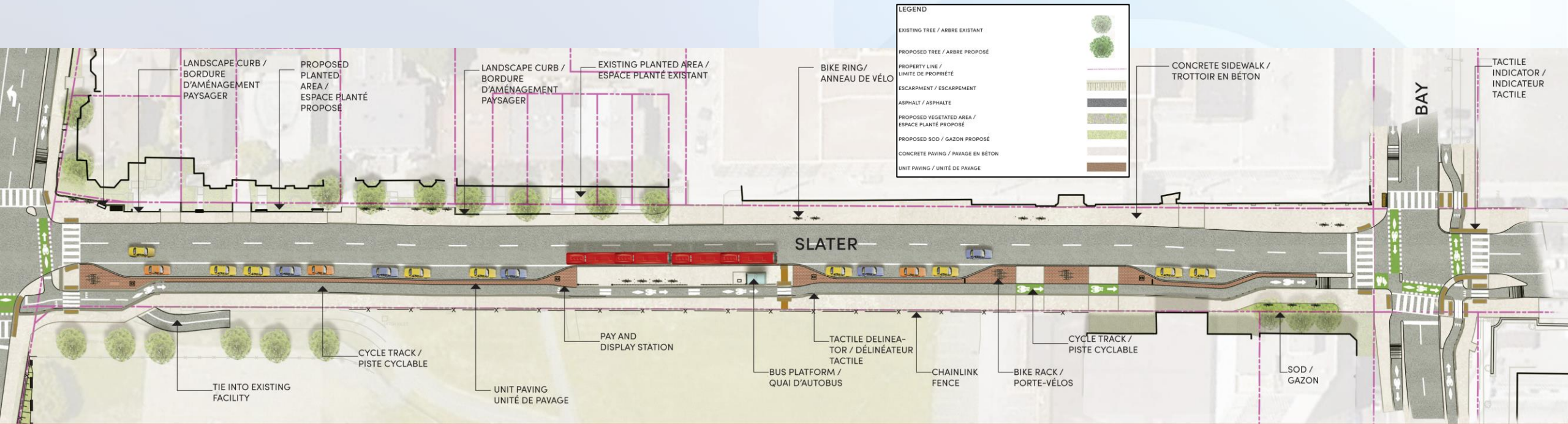
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Slater Street Sector East of Bronson

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

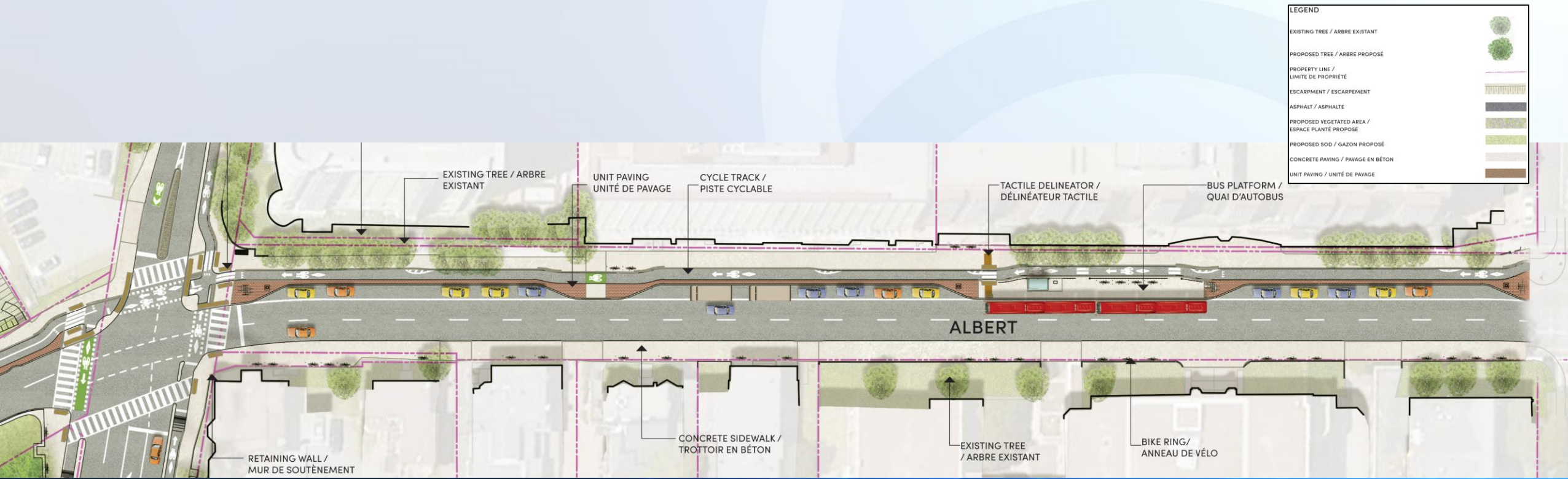


Reconstruction of Albert Street, Queen Street, Slater Street and Bronson Avenue

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

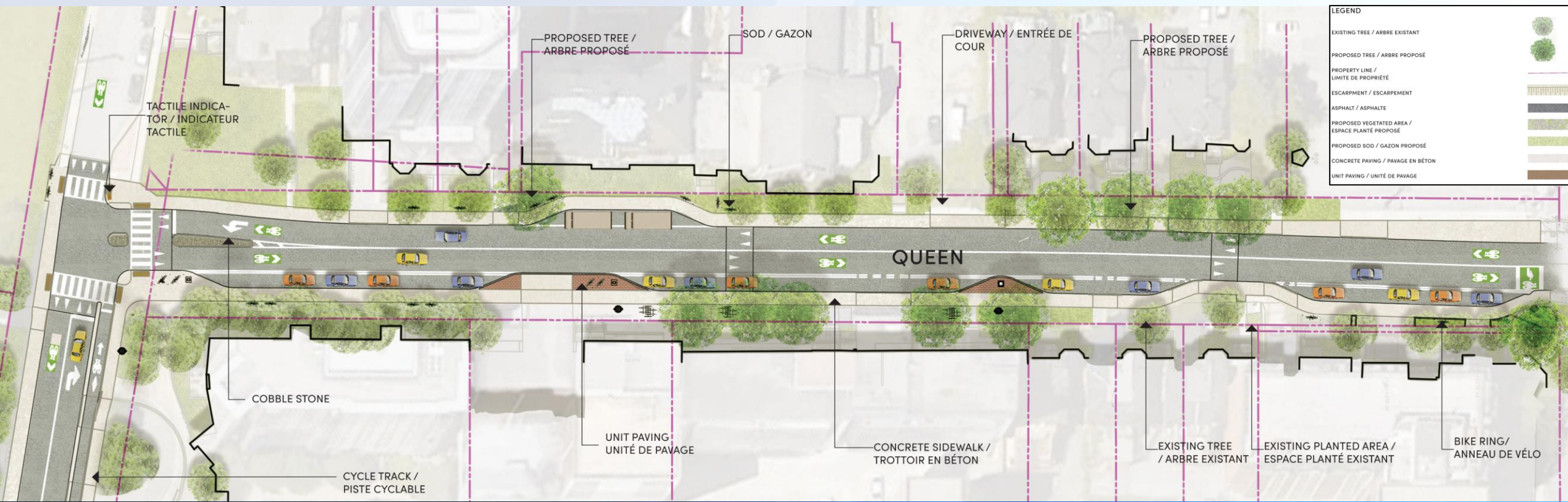


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Queen Street Sector

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



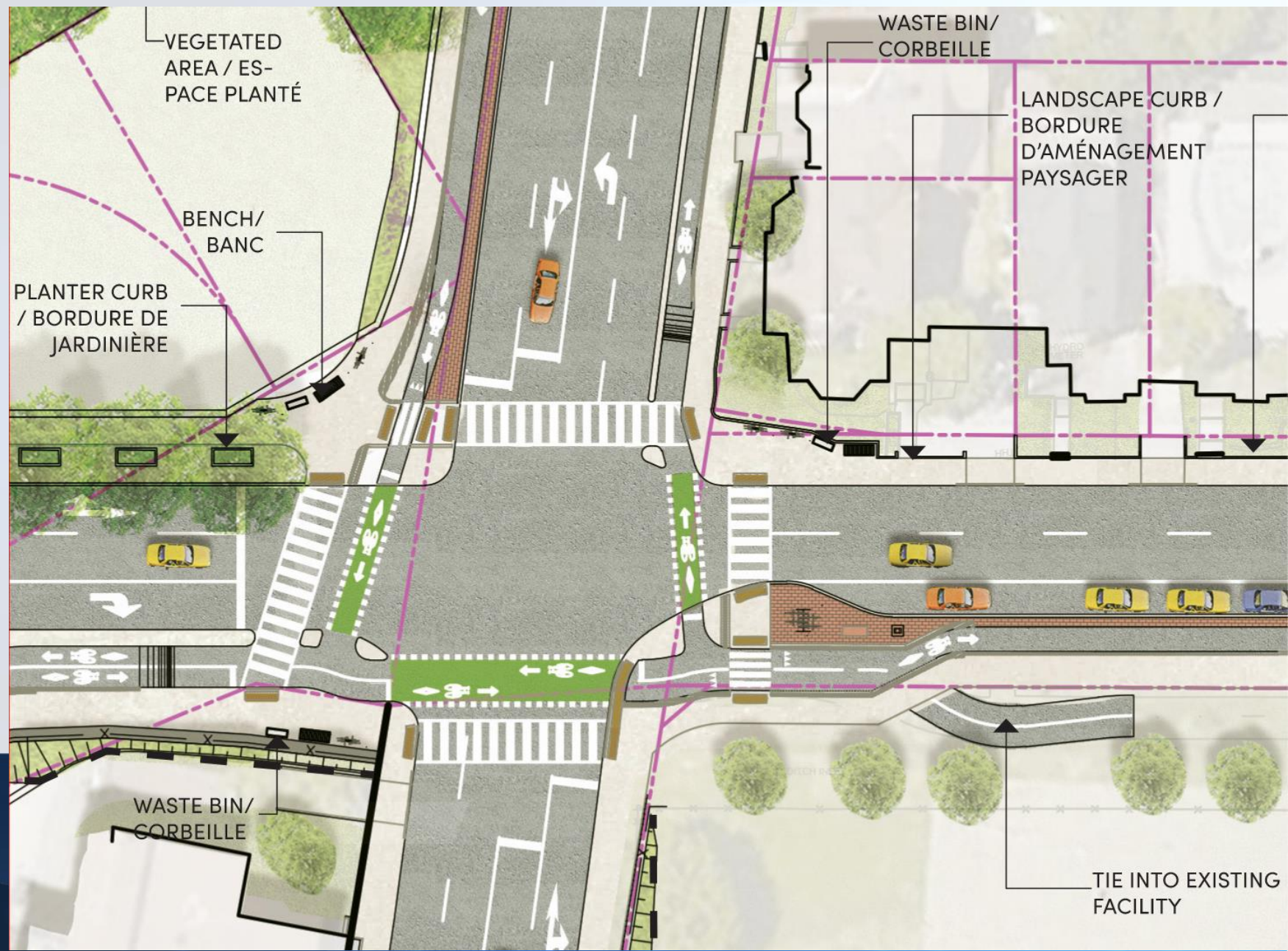
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Intersection Designs

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 are supplemented with detailed street signage and traffic signal plans that will be implemented as part of the construction project.



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



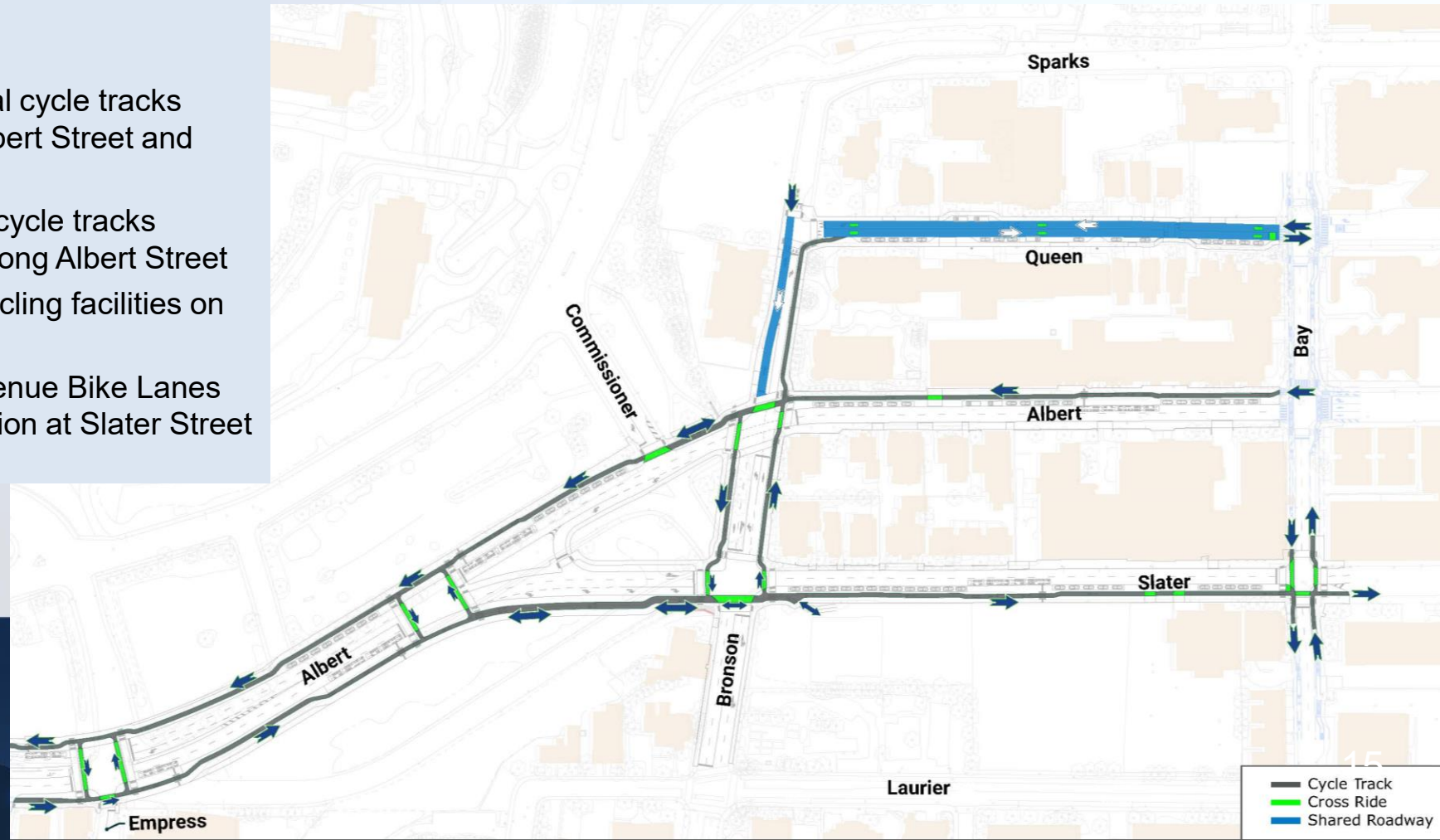
Example of a uni-directional cycle track

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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:

- Future connection to the unidirectional cycle tracks proposed east of Bay Street along Albert Street and Slater Street
- Future connection to a unidirectional cycle tracks proposed west of Empress Avenue along Albert Street
- Connection to the new north-south cycling facilities on Bay Street
- Connection to the existing Laurier Avenue Bike Lanes via the multi-use path (MUP) connection at Slater Street just east of Bronson Avenue



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

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).
- 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**.



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

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 at 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

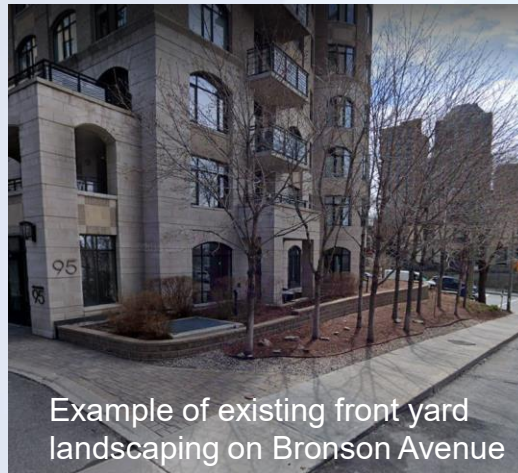


Reconstruction of Albert Street, Queen Street, Slater Street and Bronson Avenue

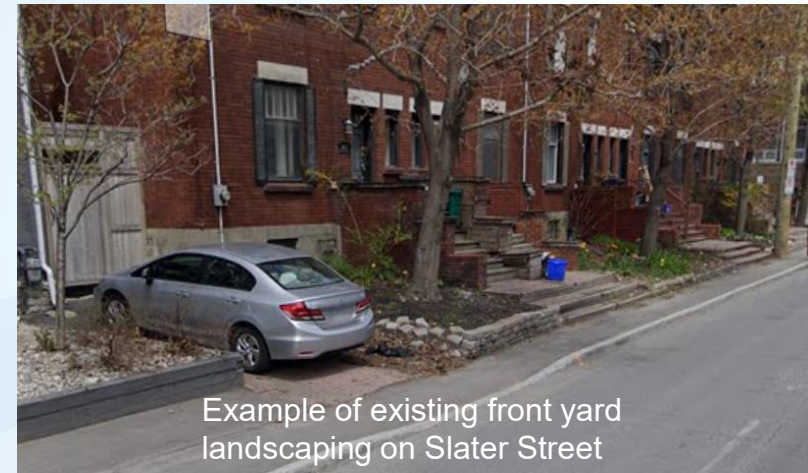
Integrating With Front Yard Private Landscaping

The project 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
- Reinstall 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

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

Managing Construction Disruption – General Objectives

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

- **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 transportation accessibility to all street fronting land uses**, including pedestrian accessibility to building entrances.
- Provide an **acceptable level of service for emergency service vehicles**.
- Implement a range of **environmental mitigation tools** such as erosion and sediment control plans, contaminated materials management plans, noise and vibration monitoring.
- **Construction hours of work** are typically 7:00 am to 6:00 pm weekdays, however the construction plans for this project not yet confirmed. Provisions for weekend and evening work may be contemplated at critical locations.



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

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 the streets during construction will be fully accessible and winter maintained.

The designated crossing locations of the streets will accommodate users of all abilities.

Accessible OC Transpo bus stops will be available and Para-Transpo service will be accommodated at all times.

A 2.0 metres minimum pedestrian clearway width will be maintained but may vary along the building faces.



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

Managing Construction Disruption – Area Specific Objectives

The construction program will address these key objectives:

- Maintain clear and accessible walking routes and building access at all times
- Maintain connectivity of the east-west Cross-Town Bikeway throughout the construction period
- Maintain an appropriate level of transit service
- Maintain at least one general purpose vehicle lane on Albert Street, Slater Street and Bronson Avenue at all times (one lane in each direction on Albert west of Commissioner), given their important role in the City's Arterial Road, truck and transit networks
- Complete the portion of Albert Street to coincide with the timing of the Ādisōke (Ottawa Central Library and Library and Archives Canada) project

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

Construction Start Up Schedule

The following are the key dates and targets for the construction project initiation:

- Continued localized early utility reconstructions Fall 2021 to Spring 2022
- Contractor selected and retained in Winter 2022
- Pre-construction activities during Winter to Spring 2022
- Traffic management plans including lane reductions implemented in Spring 2022
- Site mobilization and construction activities begin Spring 2022

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

General Construction Sequencing

The following is a preliminary plan for the key construction phases, subject to the contractor's schedule:

2022

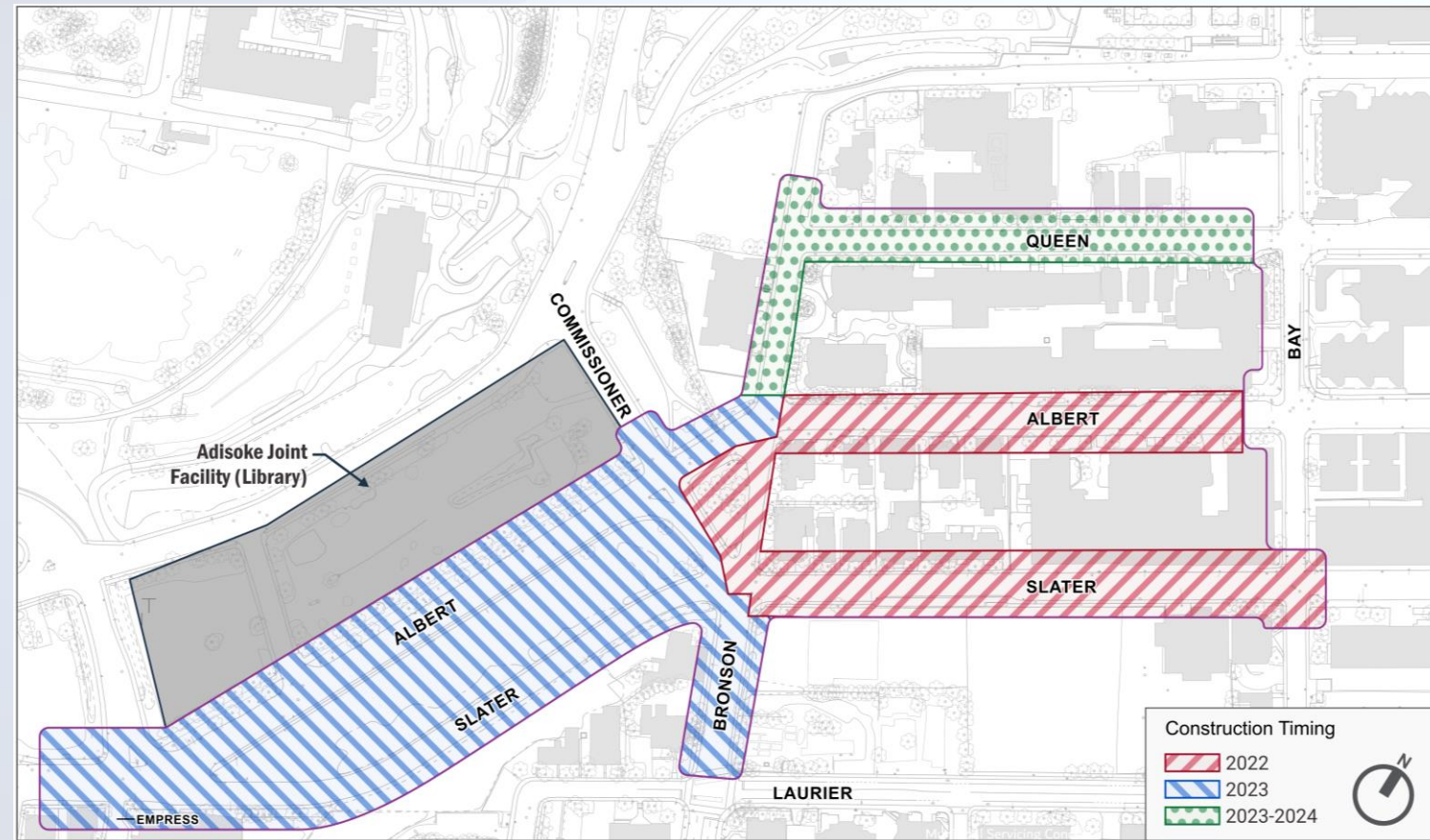
- Bronson between Albert and Slater
- Albert and Slater east of Bronson

2023

- Street segments west of Bronson
- Start of Queen Street, and Bronson Avenue north of Albert Street

2024

- Continuation of works on Queen Street, and Bronson Avenue north of Albert Street

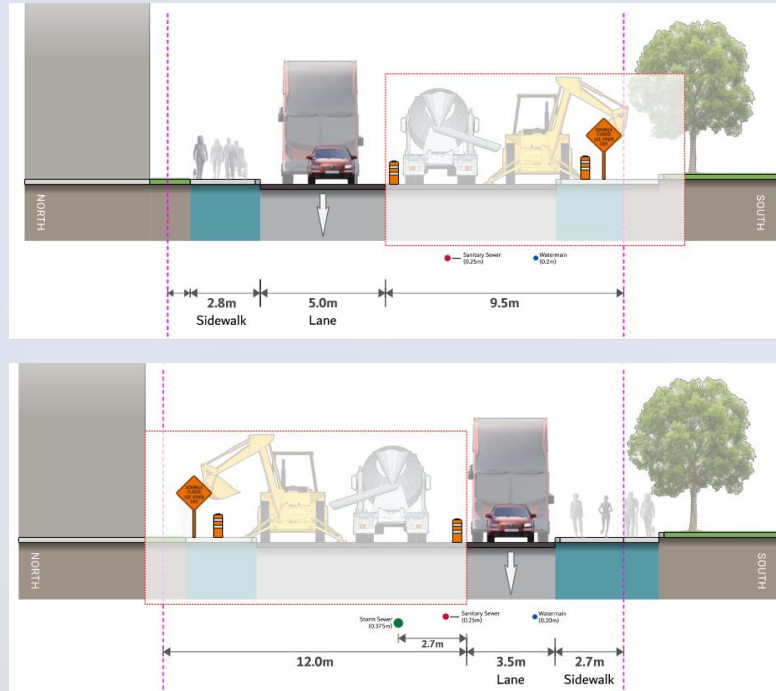


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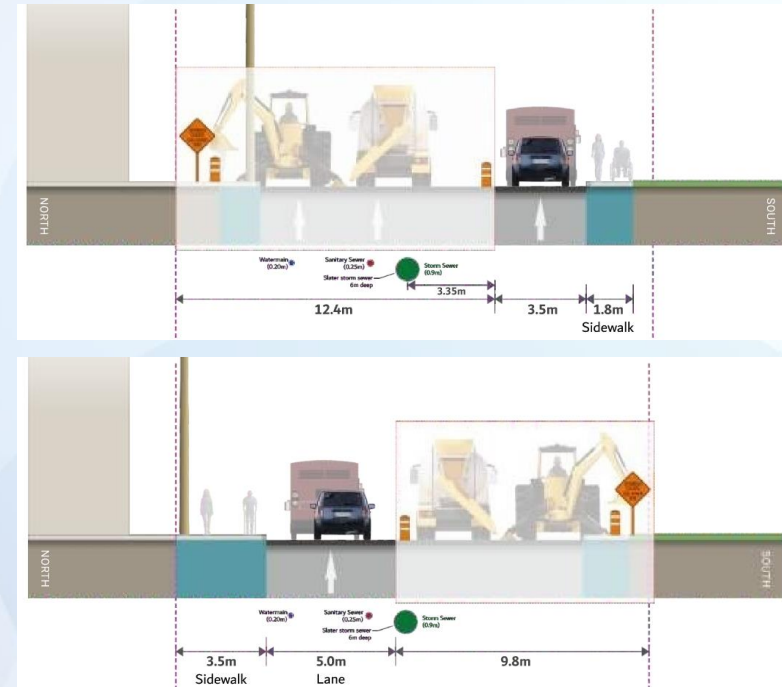
Anticipated Impacts in 2022

East of Bronson, Albert and Slater will be reduced to one lane each.

Albert



Slater



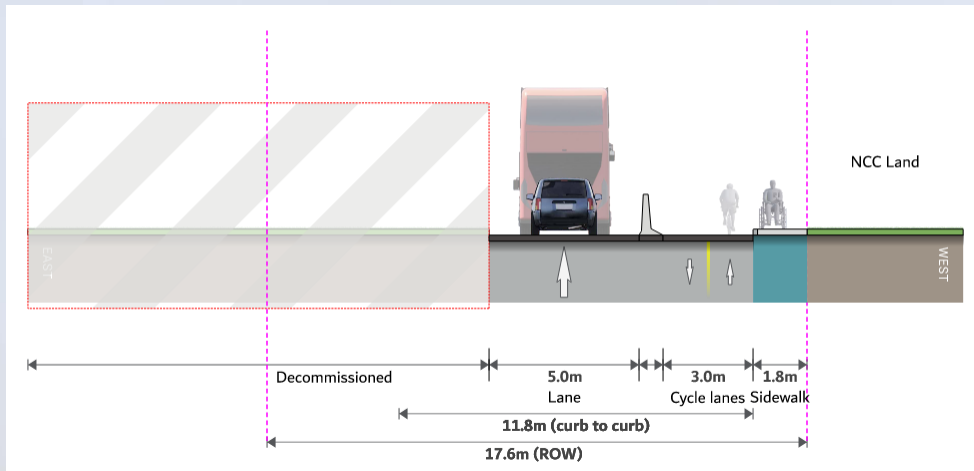
Transit, cycling and pedestrian connectivity will be maintained

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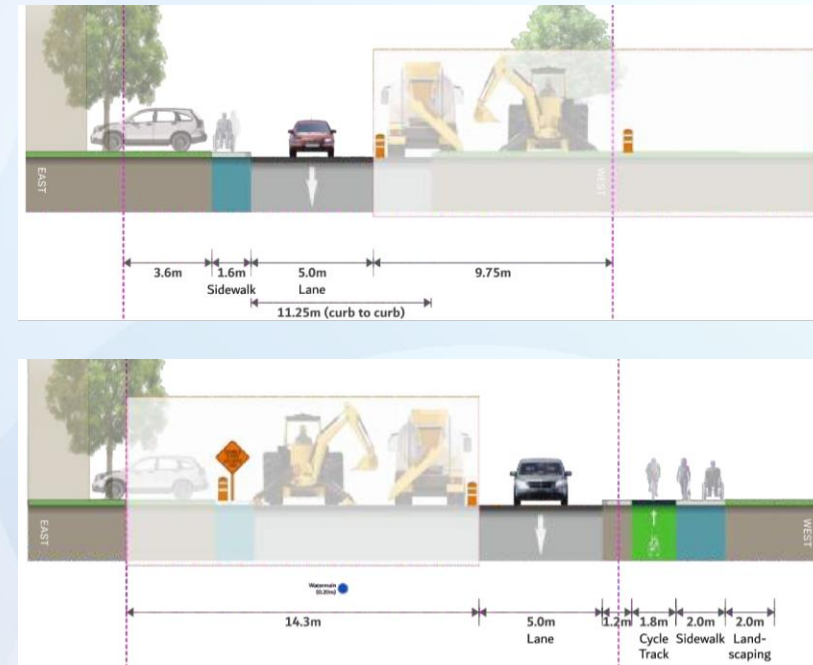
Anticipated Impacts in 2022

Between Albert and Slater, Bronson and Commissioner will be reduced to one lane each.

Commissioner



Bronson



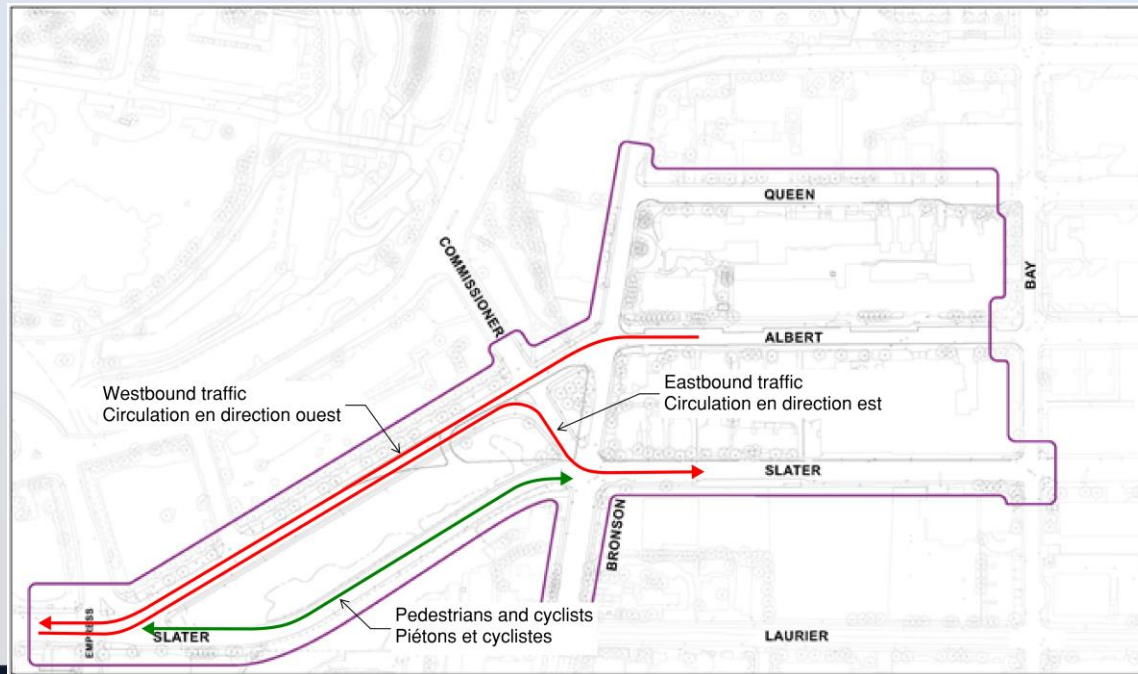
Transit, cycling and pedestrian connectivity will be maintained

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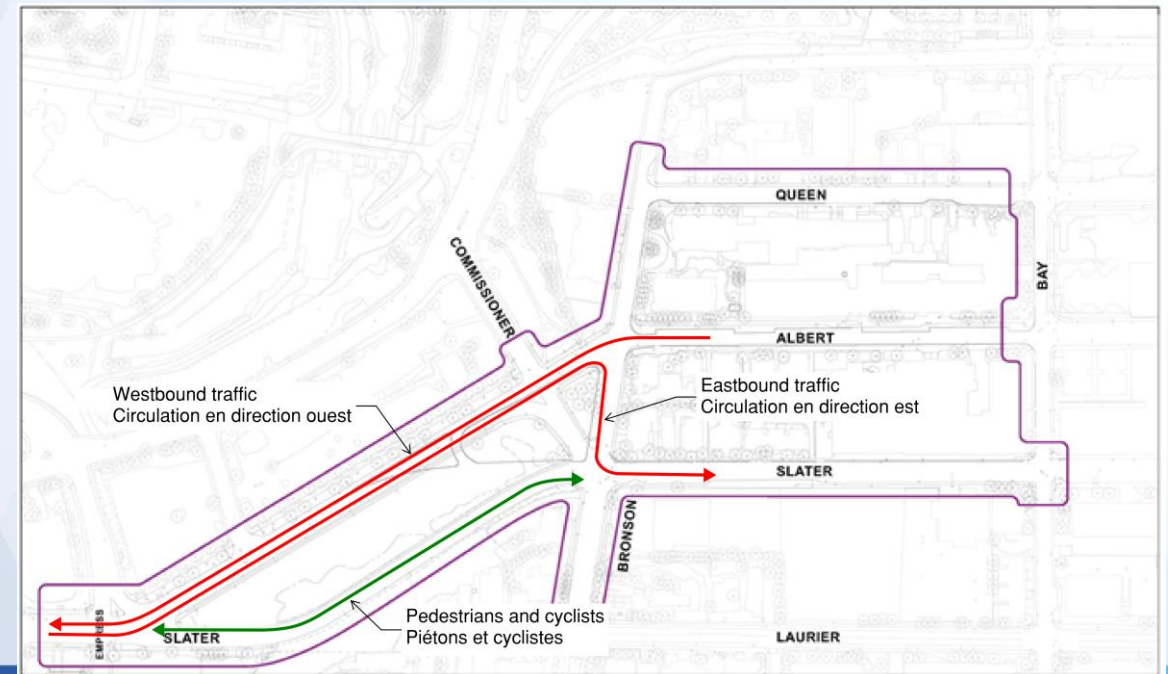
Anticipated Impacts in 2023

West of Bronson, Slater will be closed and eastbound traffic will follow Albert to Commissioner/Bronson. Pedestrians and cyclists will follow existing Slater.

First stage 2023



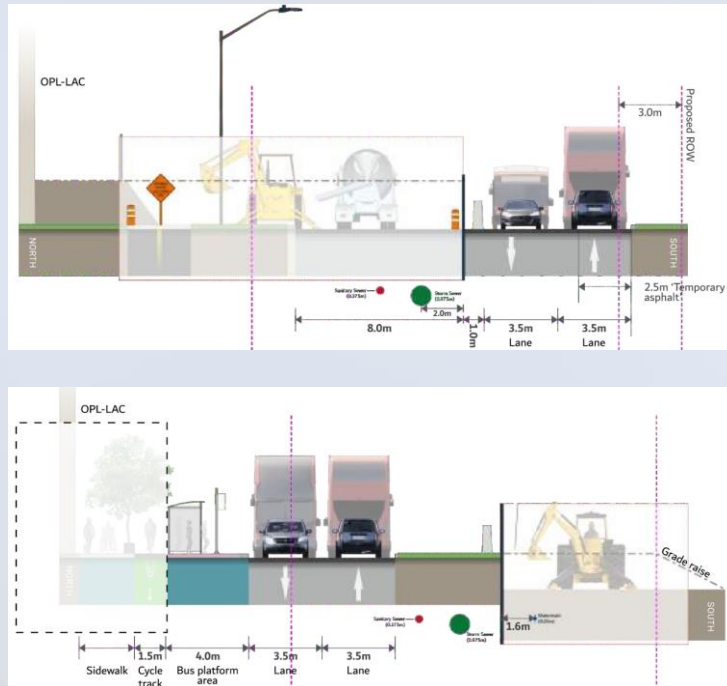
Second stage 2023



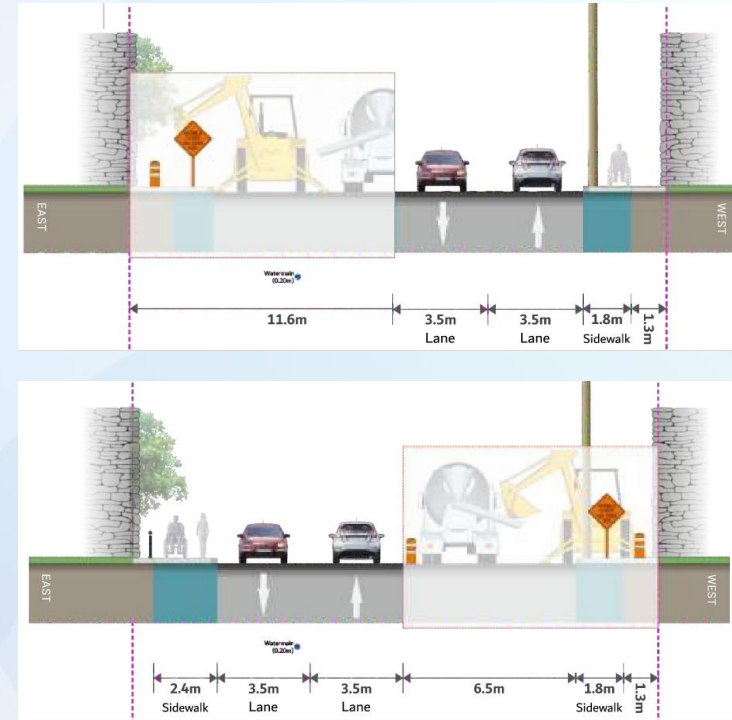
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Anticipated Impacts in 2023

West of Bronson, Albert will be reduced to one lane in each direction



South of Slater, Bronson will be reduced to one lane in each direction



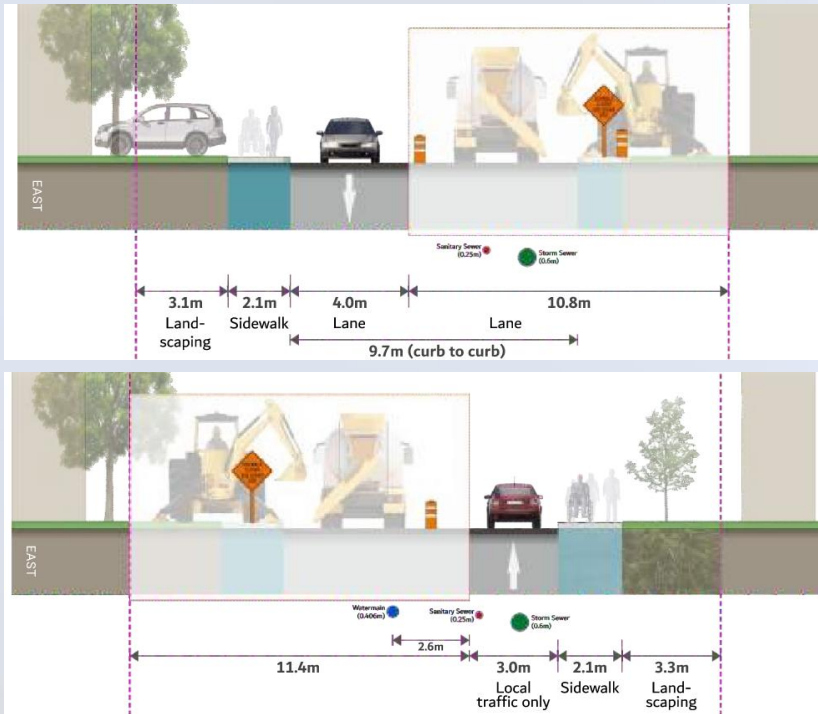
Transit, cycling and pedestrian connectivity will be maintained

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

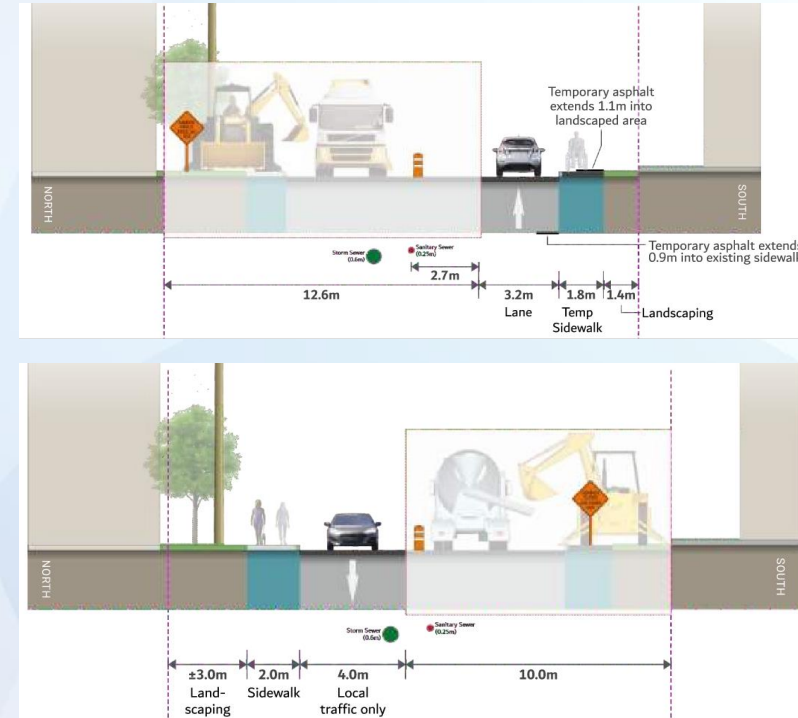
Anticipated Impacts in 2023/2024

North of Slater, Bronson and Queen will be reduced to one lane each with local access only.

Bronson



Queen



Pedestrian connectivity will be maintained

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Working with the Community During Construction

The City will be committed to working collaboratively and continuously with affected parties during the construction period.

The City will:

- Notify residents of ongoing and upcoming work via the City's website
- Keep lines of communication open between the City, its contractor, area institutions, businesses and residents;
- Make best efforts to schedule construction activities that work around special events; and
- Actively involve community stakeholders in implementing solutions to manage the project's construction period disruption.
- Distribution of project newsletters to provide regular project updates and associated traffic impacts.



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

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 plans for construction. Further engagement opportunities will occur throughout the course of the construction project:

- The next project update is scheduled for winter/spring 2022, at the pre-construction stage as transportation management solutions are being finalized and implemented.
- The City's real estate team may be contacting you if you are the registered landowner of a property for which a consent to enter onto your property is required for construction purposes.
- The City's construction implementation team will also implement methods to receive and address stakeholder input throughout the construction period.
- Additional information on the project can be found on the City's website at: ottawa.ca/albertreconstruction
- Stay informed! Sign up for the [Reconstruction of Albert, Queen, Slater, Bronson e-newsletter](#)

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 web-site as noted above. Comments or questions can also be submitted by email to the **City's Project Manager**: Patrick.Duquette@ottawa.ca

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