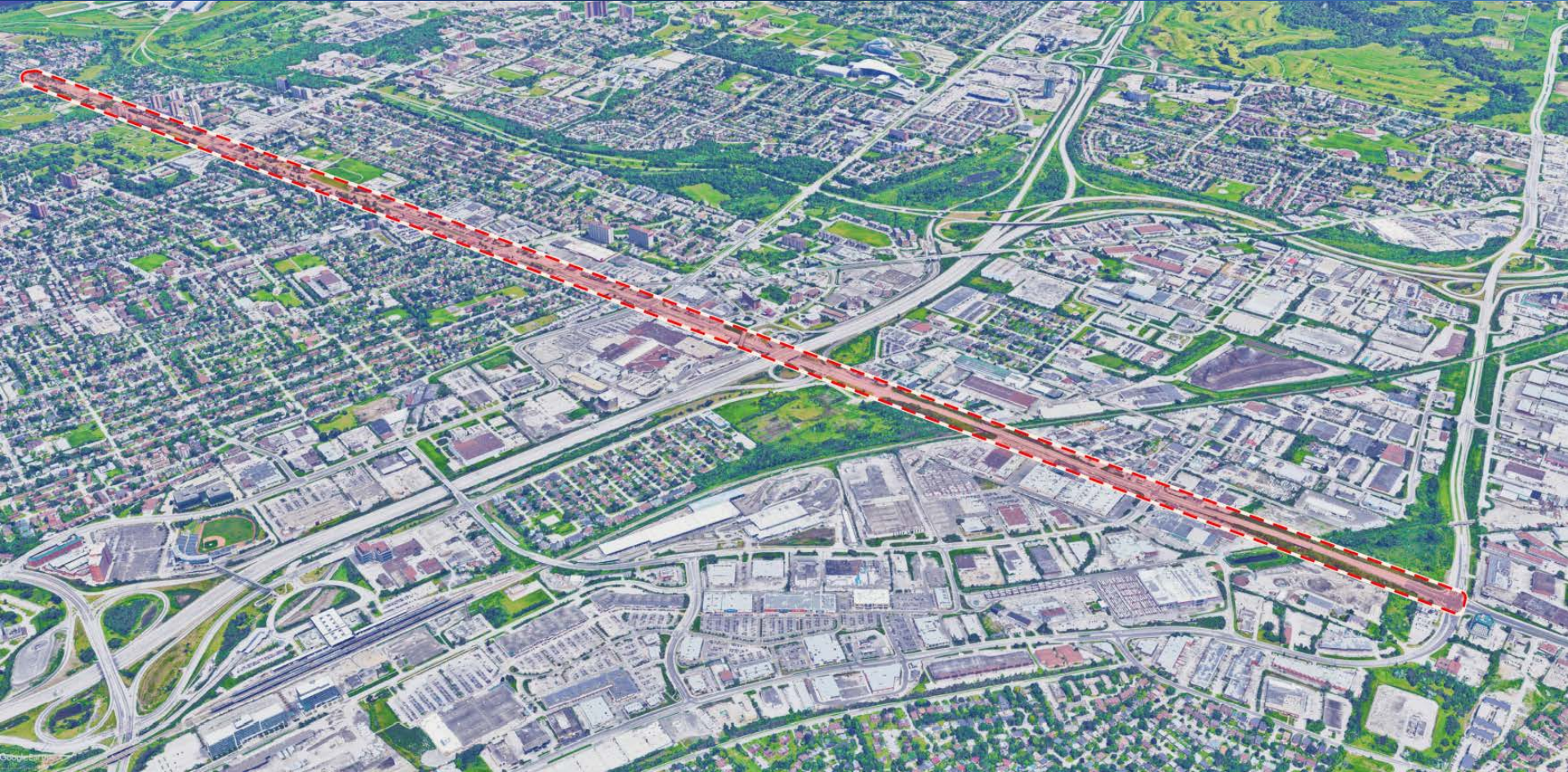


St. Laurent Boulevard Transit Priority Corridor Planning and EA Study Hemlock Road to Industrial Avenue/Innes Road



June 22, 2022

First Online Public Consultation Event

Zoom Participation Protocol

- ❖ All participants are automatically on mute during presentation.
- ❖ If you have a question you can submit those through the chat function.
- ❖ If you have any IT questions, you can send them to the IT help option.

Thank you for your patience!

Protocole en place pour les réunions sur Zoom

- ❖ Tous les participants seront automatiquement placés en mode silencieux pour la présentation
- ❖ Pour poser une question, utilisez l'espace de clavardage
- ❖ Si vous avez une question technique, vous pouvez l'envoyer par l'intermédiaire de l'option de dépannage prévu à cet effet.

Merci de votre patience!

Raise Hand to get host's attention

Levez la main pour attirer l'attention de l'équipe

The image shows a sequence of three steps for raising a hand in a Zoom meeting. Step 1 shows the main Zoom toolbar with the 'Participants' button highlighted by a red box. Step 2 shows a secondary toolbar with the 'Raise Hand' button highlighted by a red box. Step 3 shows a participant's toolbar with the hand icon highlighted by a red box.

1 Unmute Start Video Invite **Participants** Share Chat Record Leave Meeting

2 Mute Me **Raise Hand**

3 (Me) **Hand Icon** Microphone Video

Land Recognition

Ottawa is located on unceded territory of the Anishinabe Algonquin Nation.

The peoples of the Anishinabe Algonquin Nation have lived on this territory for millennia.

Today, Ottawa is home to approximately 40,000 First Nations, Inuit and Métis people.

Ottawa's indigenous community is diverse, representing many nations, languages and customs.

The City honours the land of the First Peoples, as well as all First Nations, Inuit and Métis in Ottawa and their valuable past and present contributions to this land.

Reconnaissance du territoire

Ottawa est située sur un territoire non cédé de la nation Anishinabe algonquine.

Les peuples de la nation Anishinabe algonquine vivent sur ce territoire depuis des millénaires.

Aujourd'hui, Ottawa compte environ 40 000 membres des Premières Nations, Inuits et Métis.

La communauté autochtone d'Ottawa est diverse et représente de nombreuses nations, langues et coutumes.

La Ville rend hommage au territoire des premiers peuples, ainsi qu'à l'ensemble des membres des Premières Nations, des Inuits et des Métis d'Ottawa, de même qu'à leurs précieuses contributions passées et présentes à ce territoire.

Agenda

1. Introduction
2. Background and Existing Conditions
3. Need and Opportunity
4. Key Design Considerations
5. Alternative Solutions and Designs
6. Next Steps

Agenda

1. Introduction
2. Contexte et état existant
3. Besoins et possibilités
4. Considérations de conception clés
5. Autres solutions et conceptions
6. Les étapes suivantes

Introductions

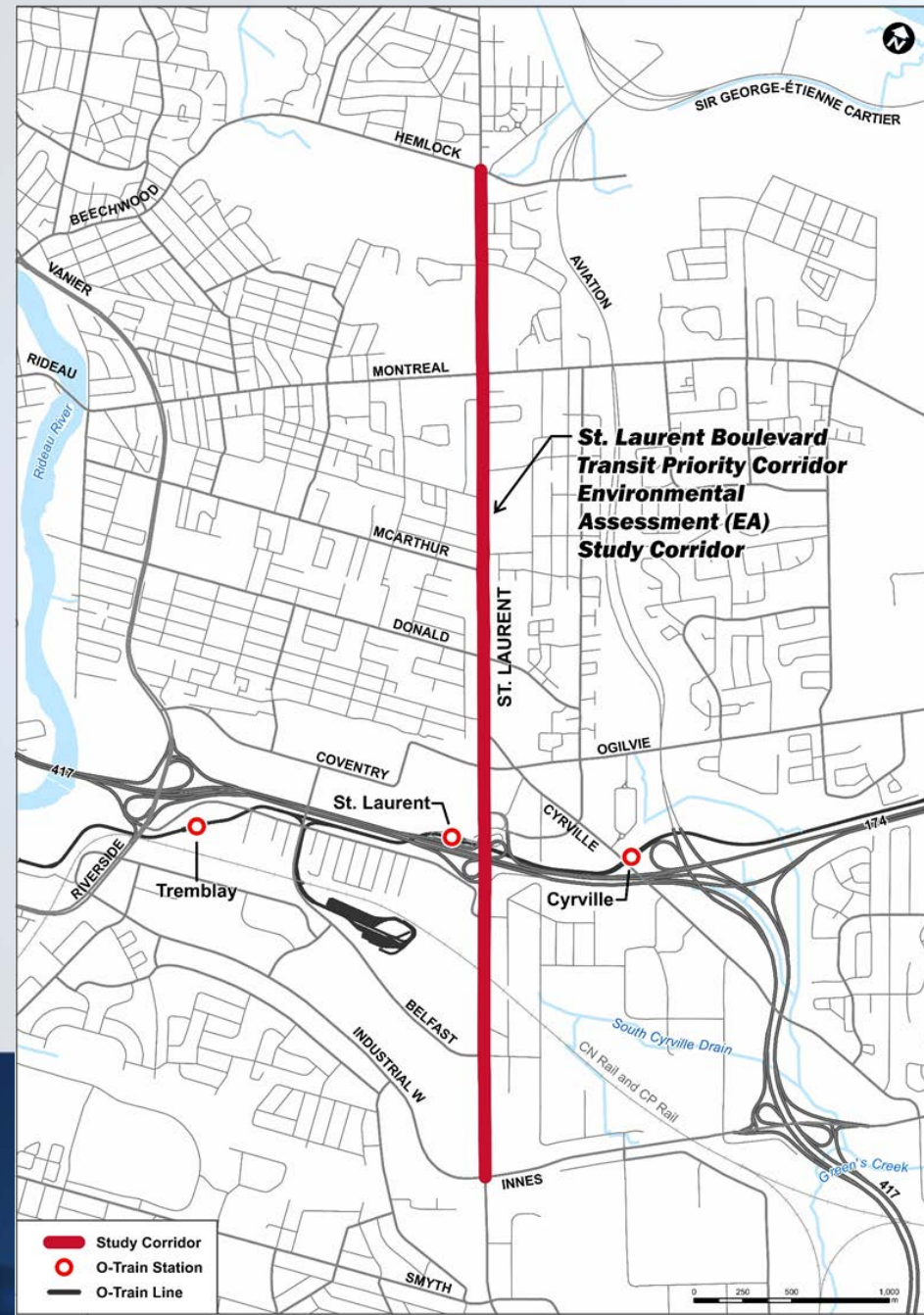
Katarina Cvetkovic – Senior Project Manager,
Transportation Planning, Planning Real Estate &
Economic Development, Department, City of Ottawa

Paul Croft – Senior Project Manager, Transportation,
Consultant Project Manager (Parsons)

Introduction

Study Overview

- Investigate options to improve transit service and travel environment for all modes
- Connect to St. Laurent Station and other destinations to provide mobility options for the community
- Identify interim and ultimate corridor modifications
- Establish right-of-way requirements and project cost estimates
- Prepare a Recommended Plan and Environmental Study Report (ESR)



Environmental Assessment Process

We are here!
(June 2022)

Study ends at this phase
(Winter 2024)



Consultation Strategy

- Three Consultation Groups:
 - **Agency:** City staff, approval authorities, agencies
 - **Business:** Major institutions, landowners, businesses
 - **Public:** Community associations, interest groups, advisory committees
- Individual/focused stakeholder meetings as needed (throughout study)
- Two Online Public Consultation Events (**this is the first!**)
- Project mailing list (please email Katarina.Cvetkovic@Ottawa.ca to join)
- Project website: Ottawa.ca/stlaurentblvd

Consultation Group Meetings #1	June 2022
Online Public Consultation Event #1 (we are here!)	June 2022
Consultation Group Meetings #2	Spring 2023
Online Public Consultation Event #2	Spring 2023
Consultation Group Meetings #3	June 2023
Recommended Plan to Transportation Committee	Fall 2023
30-day Public Review Period of Environmental Study Report (ESR)	Winter 2023/2024

Study Work To-Date

- Background data collection and existing conditions review
- Meetings with city staff, area Councillors
- Review of issues and constraints
- Identify key design considerations
- Development of:
 - Need and opportunities
 - Alternative solutions

Councillor Briefings

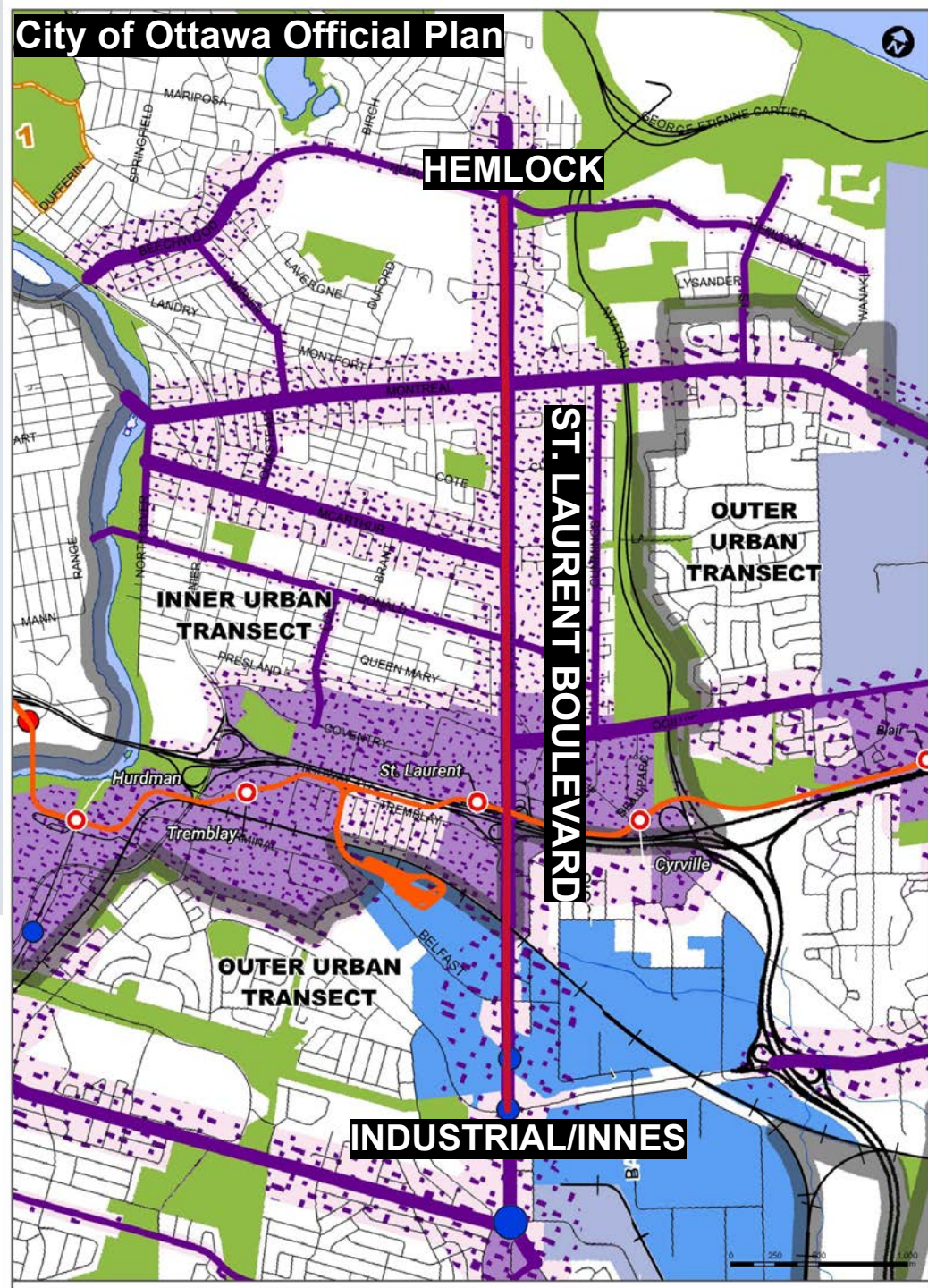
- Support for Complete Street design:
 - Reduce traffic speeds
 - Improve multi modal connectivity
- Better transit, pedestrian and cycling connections along St. Laurent Boulevard and to/from LRT station
- Improved pedestrian and cycling infrastructure:
 - Address challenging intersections
 - Highway interchange
 - Rail overpasses
 - New connections

Background and Existing Conditions

Official Plan (2021)

Transects, Designations, Overlays:

- Inner Urban Transect
- Outer Urban Transect
- Mainstreet Corridor
- Intersections with Corridors
- Hub designation
- Industrial and Logistics designation
- Evolving Neighbourhood



Legend

	Study Area		
	Transit Stations	OVERLAYS	
	Confederation Line		Evolving Neighbourhood
		DESIGNATIONS	
	Hub		Industrial and Logistics
	Corridor - Mainstreet		Greenspace
	Corridor - Minor		Neighbourhood
	Mixed Industrial		Transitway Station



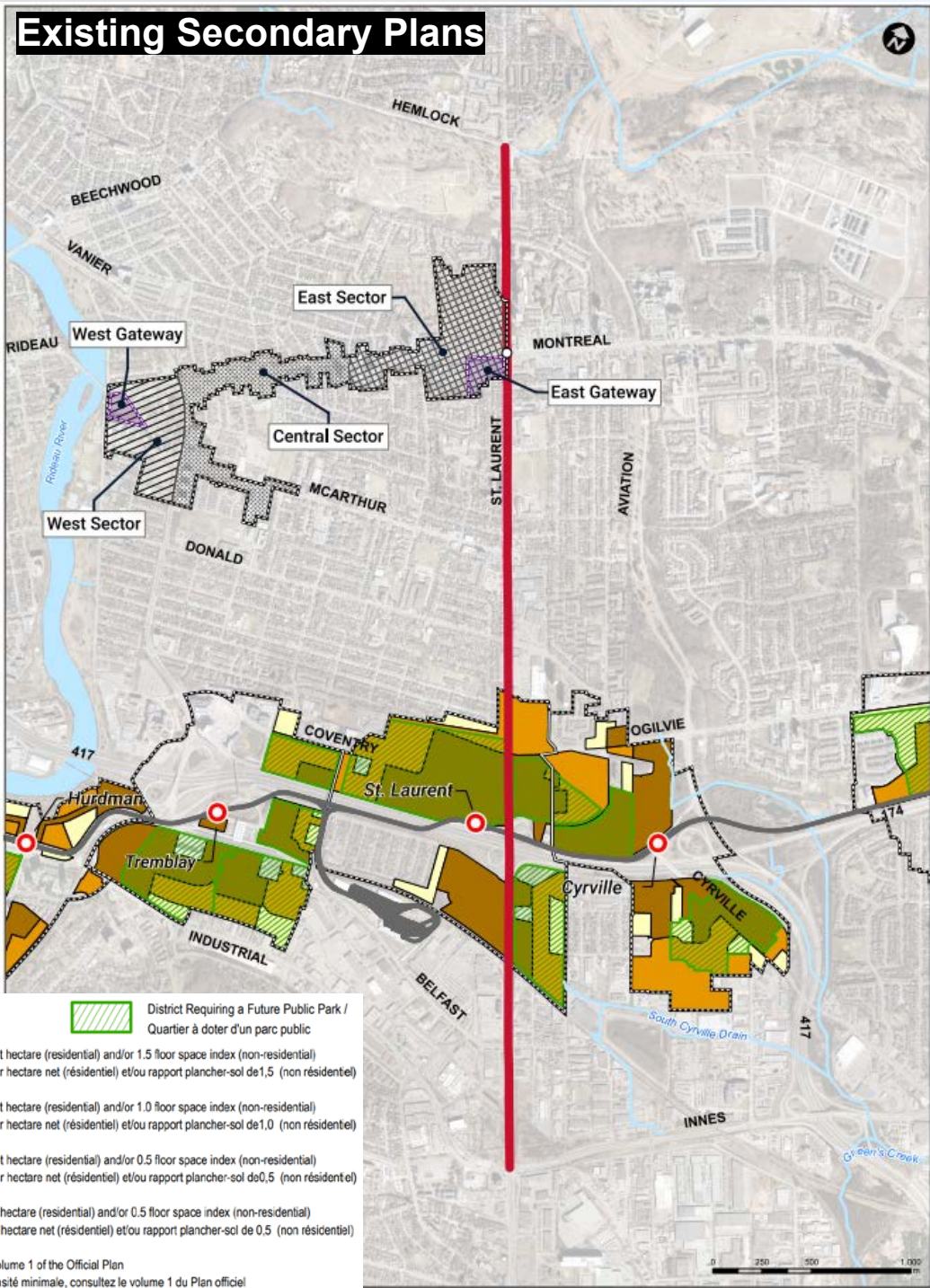
Secondary Plans

Montreal Road Secondary Plan:

- Lands near Montreal Road/St. Laurent Boulevard

Inner East Lines 1 and 3 Secondary Plan:

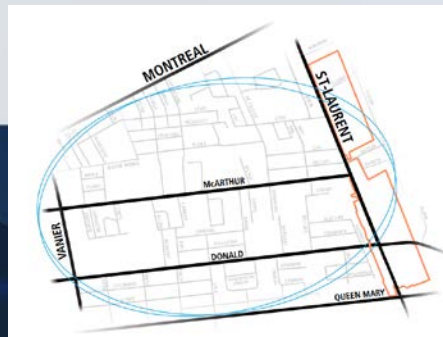
- Lands near St. Laurent LRT Station
- Maximum building heights and minimum densities (20-30 storeys), future public park



MAXIMUM NUMBER OF STOREYS AND MINIMUM DENSITY NOMBRE D'ÉTAGES MAXIMAL ET DENSITÉ MINIMALE	District Requiring a Future Public Park / Quartier à doter d'un parc public
30 Area A: Maximum height 30 storeys and Minimum density 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential) Secteur A : hauteur maximale 30 étages et densité minimale 350 unités par hectare net (résidentiel) et/ou rapport plancher-sol de 1,5 (non résidentiel)	
20 Area B: Maximum height 20 storeys and Minimum density 250 units per net hectare (residential) and/or 1.0 floor space index (non-residential) Secteur B : hauteur maximale 20 étages et densité minimale 250 unités par hectare net (résidentiel) et/ou rapport plancher-sol de 1,0 (non résidentiel)	
16 Area C: Maximum height 16 storeys and Minimum density 150 units per net hectare (residential) and/or 0.5 floor space index (non-residential) Secteur C : hauteur maximale 16 étages et densité minimale 150 unités par hectare net (résidentiel) et/ou rapport plancher-sol de 0,5 (non résidentiel)	
6 Area D: Maximum height 6 storeys and Minimum density 150 units per net hectare (residential) and/or 0.5 floor space index (non-residential) Secteur D : hauteur maximale 6 étages et densité minimale 150 unités par hectare net (résidentiel) et/ou rapport plancher-sol de 0,5 (non résidentiel)	
Area E: For Maximum Number of Storeys and Minimum Density refer to Volume 1 of the Official Plan Secteur E : pour vous renseigner sur le nombre d'étages maximal et la densité minimale, consultez le volume 1 du Plan officiel	

Building Better Revitalized Neighbourhoods (BBRN) for the Vanier South-Overbrook Neighbourhood Revitalization Strategy

- A Council Strategic Initiative with the objective to improve the health, vibrancy and livability of priority neighbourhoods
- Goals for St. Laurent Boulevard to:
 - Improve the public realm
 - Improve multi-modal connectivity
 - Encourage use of public transportation
 - Provide better connections to St. Laurent Station
 - Implement Complete Streets design principles and maximize the Mainstreet potential



TOP PRIORITIES FOR ST. LAURENT BOULEVARD

Through the consultation process the following top priorities for the St. Laurent Boulevard corridor were identified. These top priorities are also reflected in the Themes and Objectives in the following section of this Strategy.

1. Complete Street design

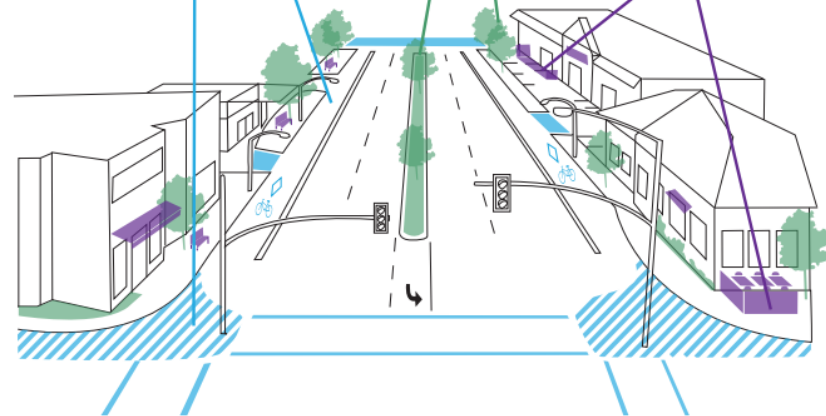
– wider sidewalks, cycling lanes and connections, improve intersections

2. Green the street –

add street trees along the edge of the street and within the boulevard

3. Support local businesses

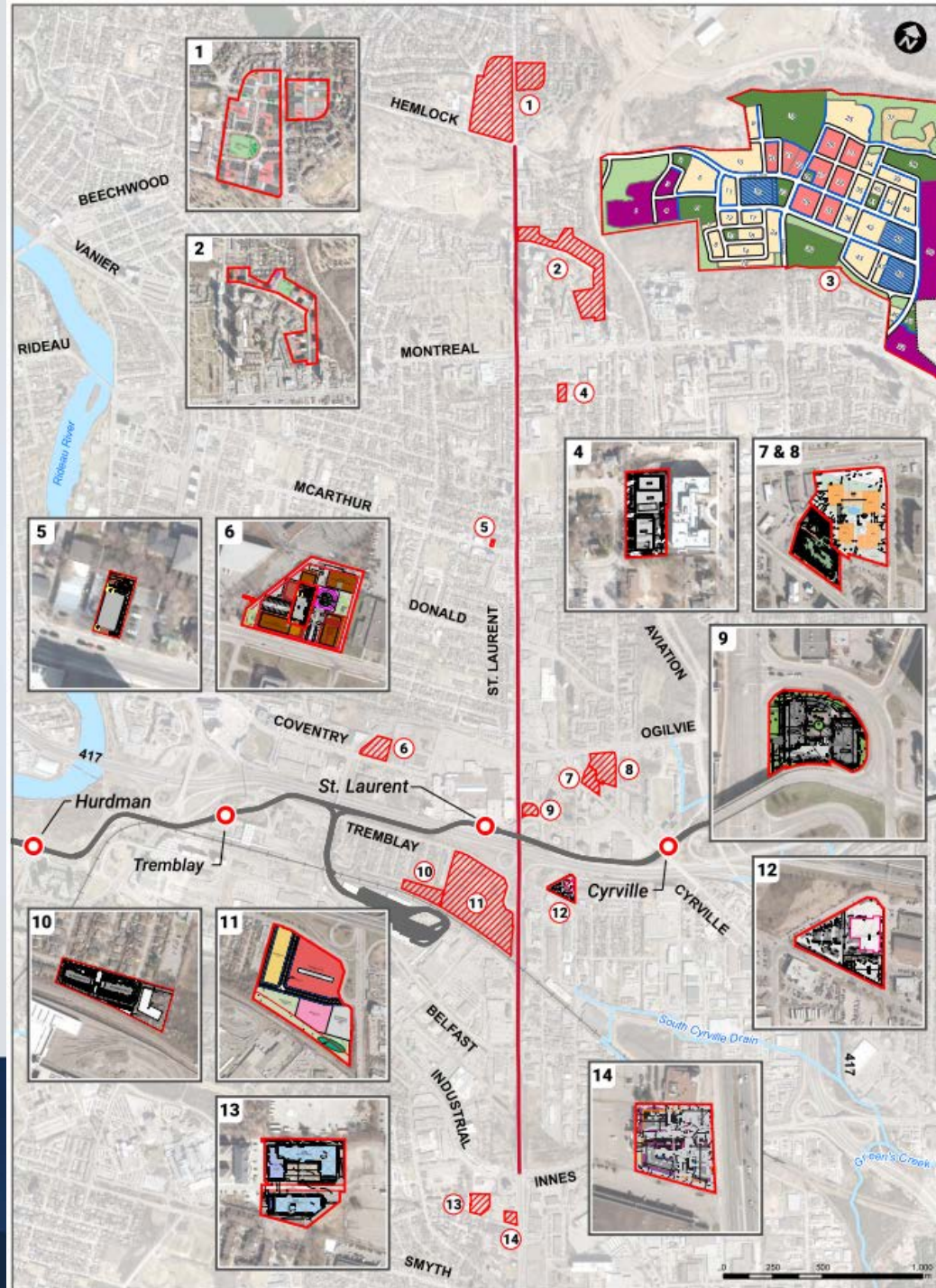
– provide local business incentives and invest in the right-of-way so that businesses will reinvest in the area



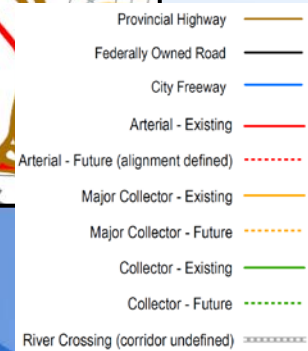
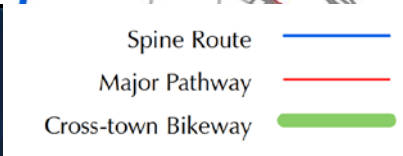
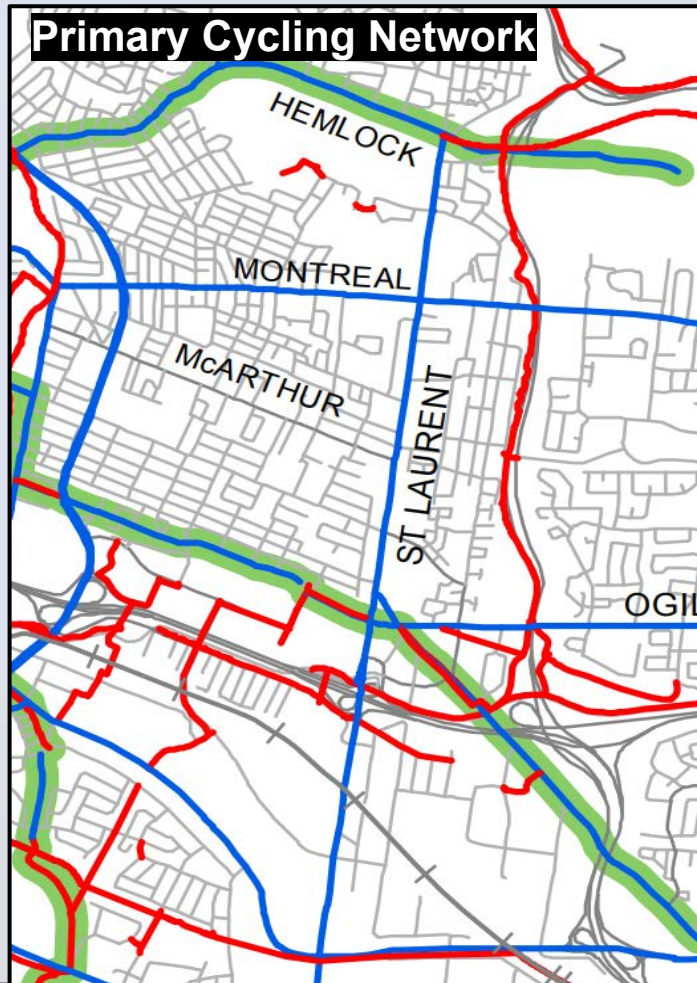
Additional priorities, which are also of great importance, are contained in the Consultation Report in Appendix A. These additional priorities were also considered throughout the development of this Strategy.

Development Activity

There are several active development applications in the area which will affect future travel experience along St. Laurent Boulevard and will increase transit demand.

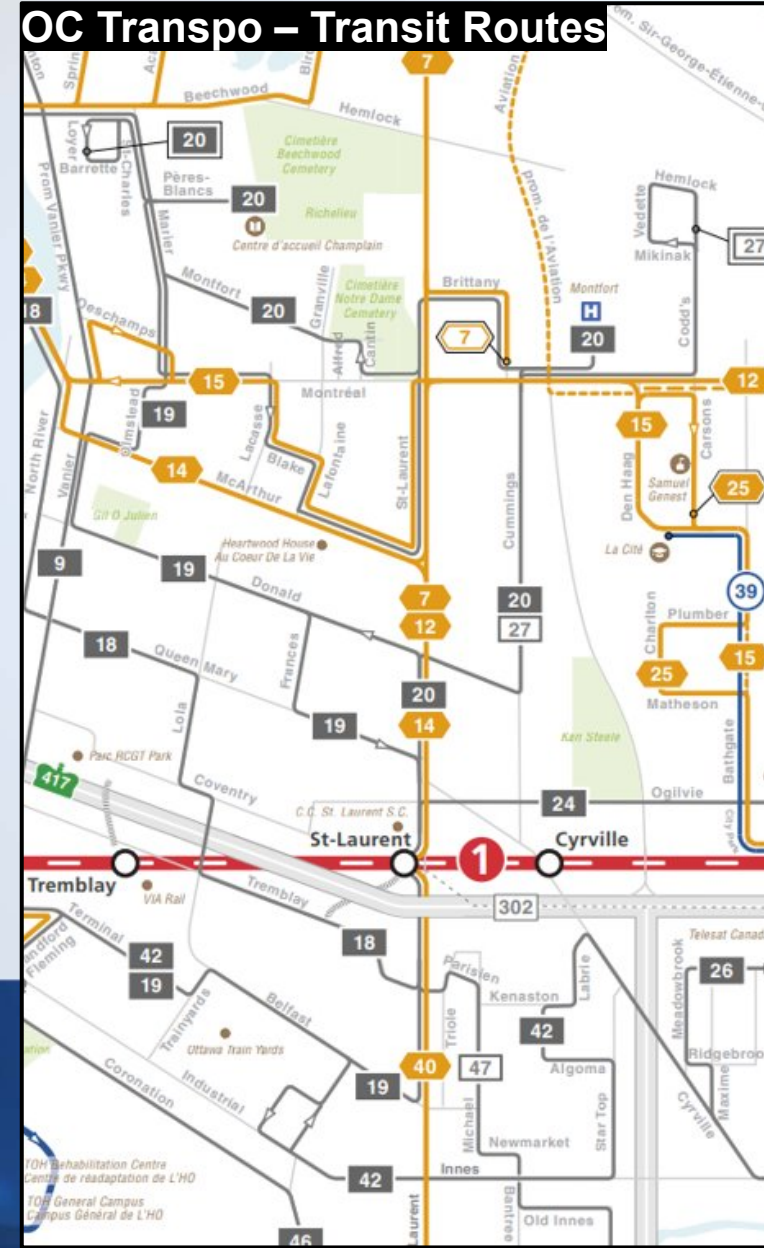


Existing Conditions: Transportation



Existing Conditions: Transit

- There are multiple OC Transpo bus routes that terminate at St. Laurent Station, where people transfer between buses or to LRT
- There are opportunities as part of this study to improve transit connections between LRT and other destinations in the community
- Changes in travel patterns created by new LRT service and redevelopment will influence mobility in the corridor



Existing Conditions: Physical, Social Environment

Geotechnical

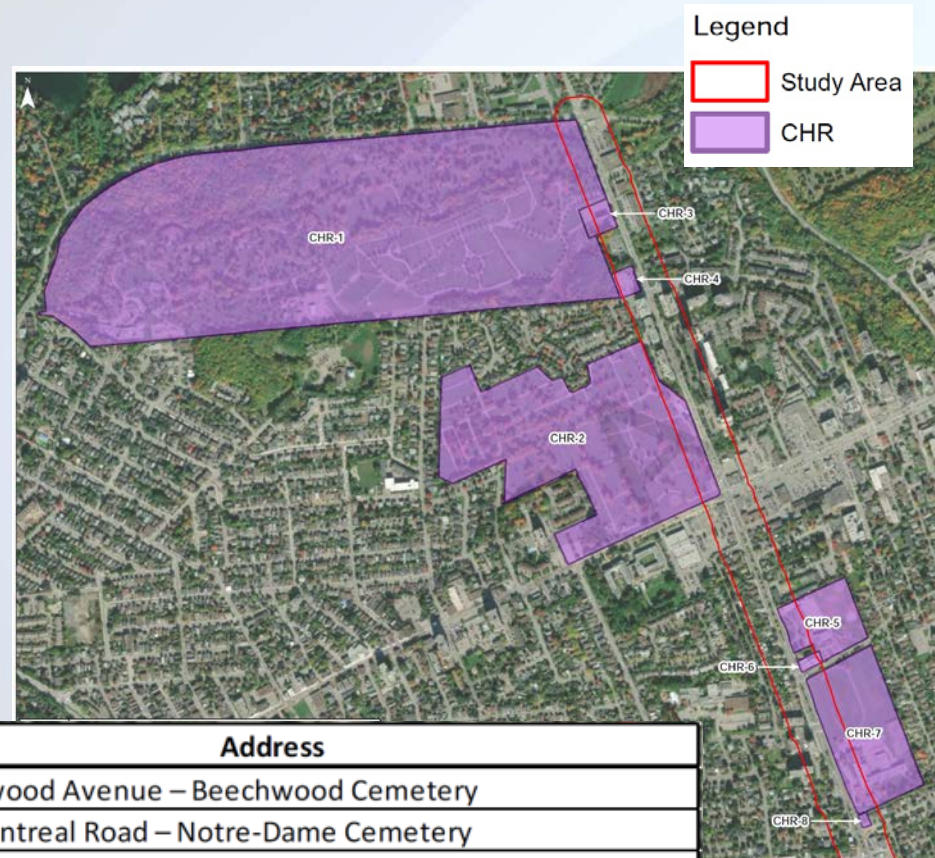
- Geological features in the northern portion of the Corridor, grade changes for two rail overpasses.

Cultural Heritage

- Cultural heritage resources (CHR) in the northern portion of the Corridor.

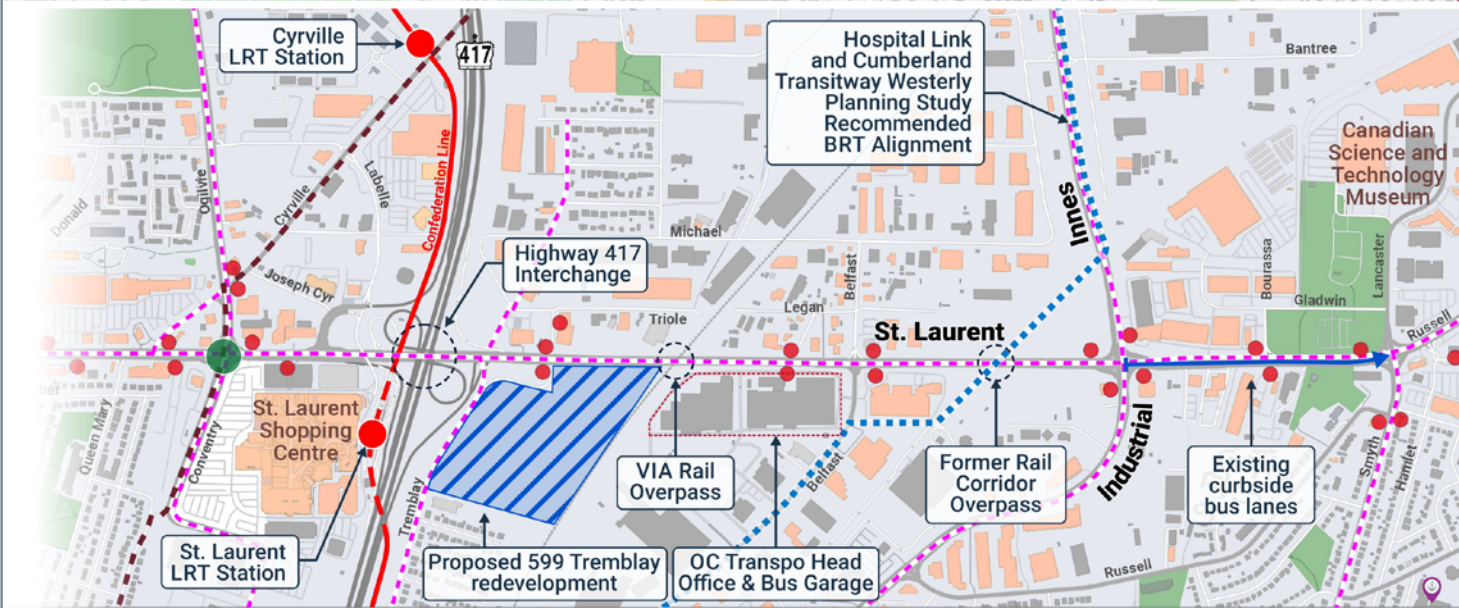
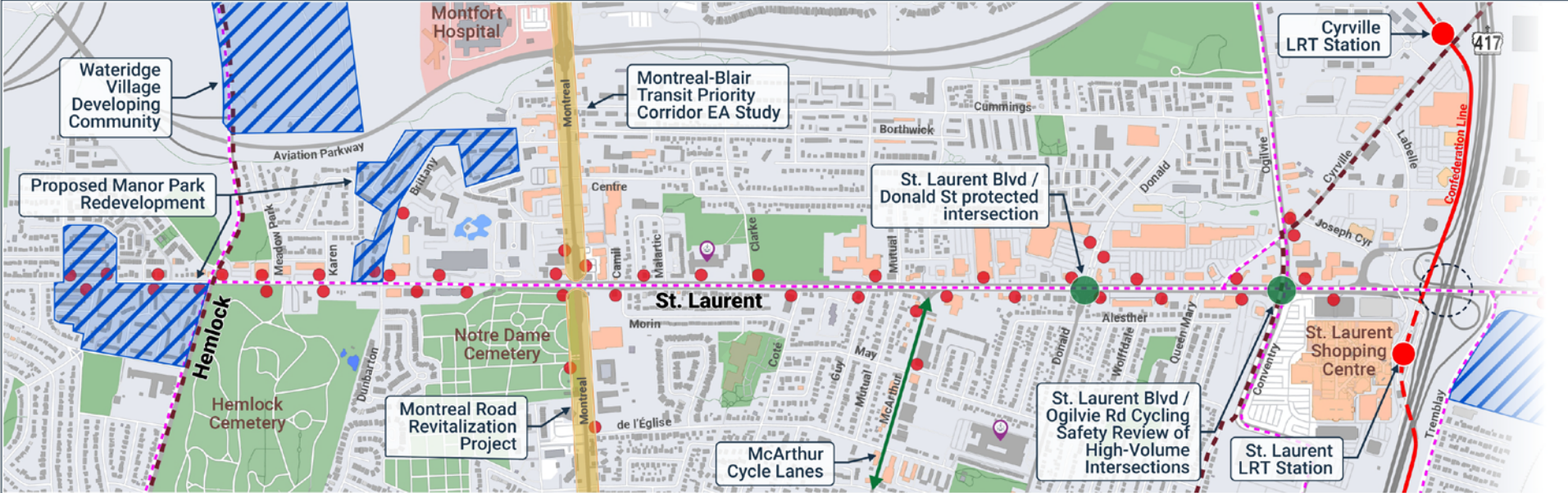
Noise, Air Quality, and Vibration

- Noise, air quality and vibration measurements impacted by existing road corridors, stationary noise sources, adjacent land uses.



CHR-#	Address
CHR-1	280 Beechwood Avenue – Beechwood Cemetery
CHR-2	435-455 Montreal Road – Notre-Dame Cemetery
CHR-3	400 St. Laurent Boulevard – Our Lady of Mount Carmel
CHR-4	444 St. Laurent Boulevard – St. David & St. Martin Presbyterian
CHR-5	689 St. Laurent Boulevard – Queen Elizabeth Public School
CHR-6	715 St. Laurent Boulevard – Mount Zion Church of the Firstborn
CHR-7	815 St. Laurent Boulevard – Rideau High School
CHR-8	847 St. Laurent Boulevard – Islamic Cultural Center

Issues and Constraints



St Laurent Boulevard Transit Priority Corridor EA Study
July 2022

- Legend**
- Proposed Major Development
 - LRT Alignment
 - LRT Stations
 - Proposed BRT Alignment
 - Bus Stops
 - Spine Route (Cycling)
 - Cross-Town Bikeways

Scale: 0m, 200, 500m

St. Laurent Station Access



Highway 417 Interchange



Rail Overpasses



High Traffic Volume Intersections



Need and Opportunity

Need and Opportunity



- Presently, **transit service operates in mixed traffic**, affecting the speed and reliability of the service



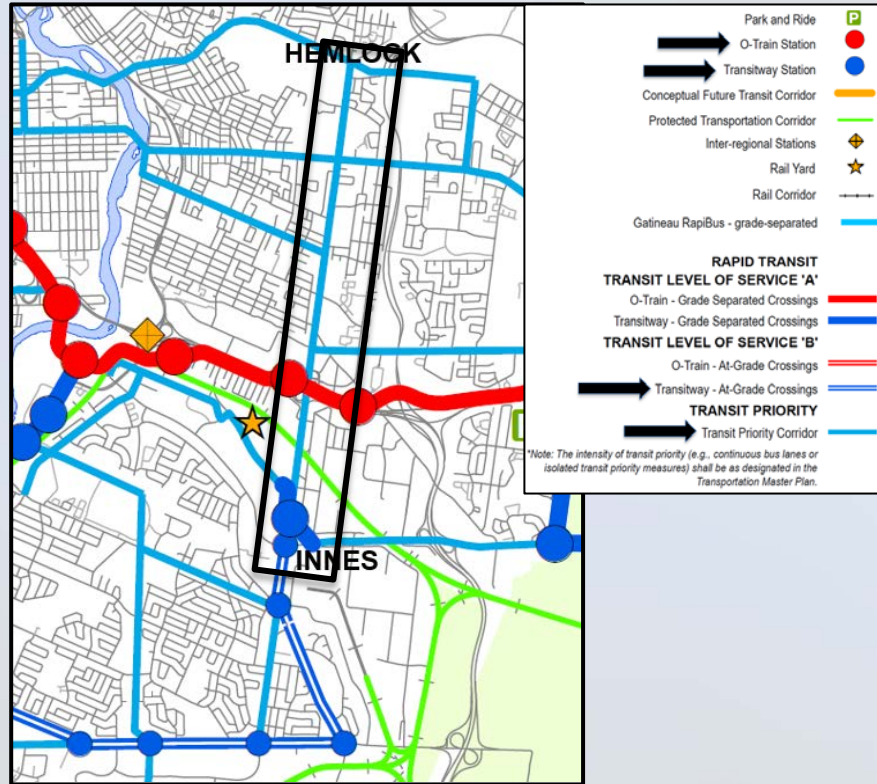
- Opportunities to **improve transit user experience**



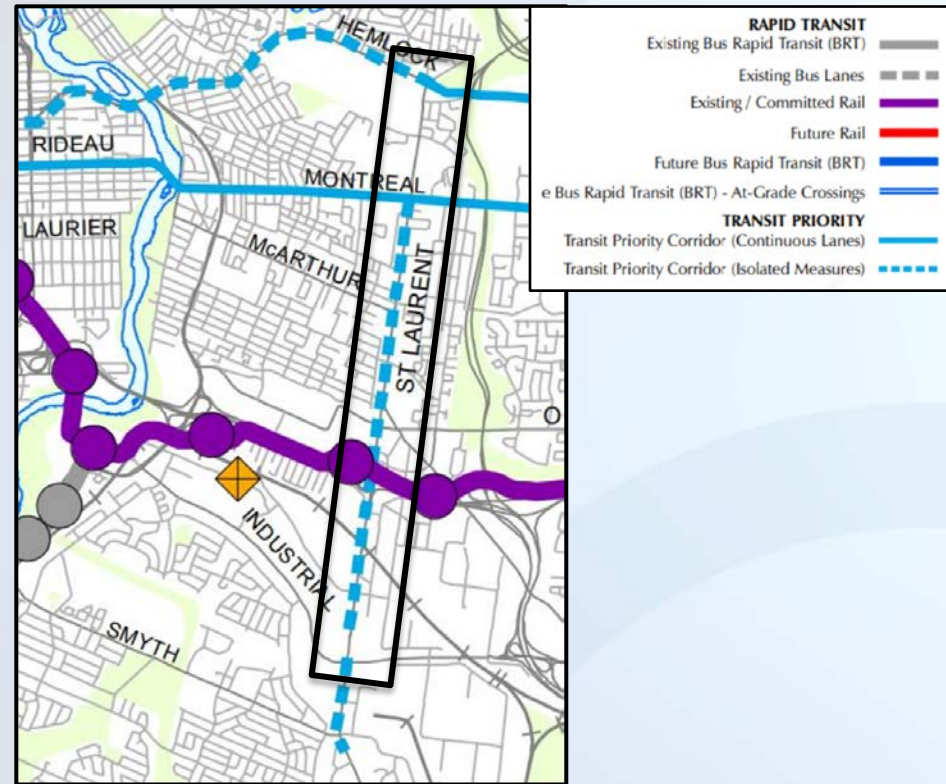
- Opportunities to **improve the transportation environment for all modes**

Need and Opportunity

Ultimate Transit Network



2031 Affordable Network



St. Laurent Boulevard
(Affordable Network and Network Concept)

Concept : Transit signal priority and queue jump lanes between Hemlock Road and Montreal Road

Affordable: Transit signal priority and queue jump lanes between Montreal Road and St. Laurent Station

Affordable: Transit signal priority and queue jump lanes between St. Laurent Station and Innes Road

Key Design Considerations

Key Design Considerations

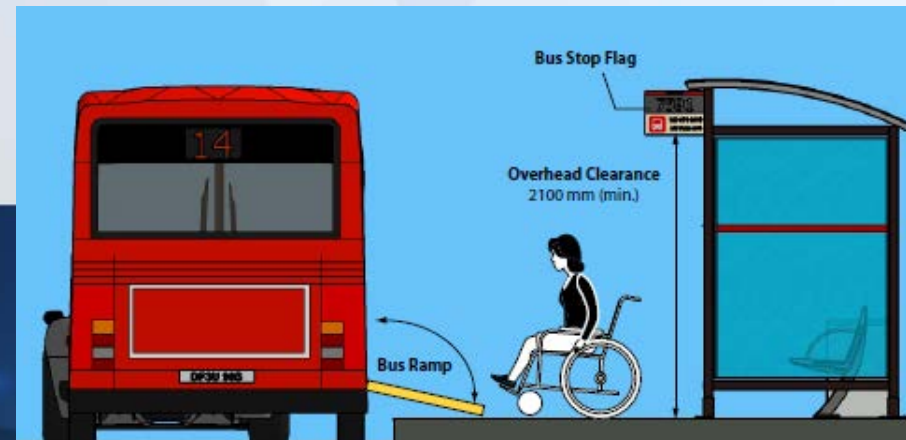
The planning and design of the St. Laurent Boulevard Corridor will address the following key design considerations. The Recommended Plan will consider interim measures to improve the transportation environment along the Study Corridor.

- **Accessibility**
- **Transit Priority Measures**
- **Complete Streets**
- **Transit-Oriented Development**
- **Equity and Public Health**
- **Climate Change**
- **Urban Design and Public Realm**
- **Right-of-Way and Property Requirements**

Accessibility

An Accessibility approach aims to create inclusive and accessible public space for everyone of all ages/abilities. Key considerations in the design phase with respect to Accessibility include:

- Standards of the *Accessibility for Ontarians with Disabilities Act* and the City of Ottawa's *Accessibility Design Standards* as well as the Federal *Accessible Canada Act*.
- Consultation, including with the City's Accessibility Advisory Committee
- Design elements such as:
 - Sidewalks and cycling facilities
 - Length and type of crosswalks
 - Interaction at bus stops
 - Accessible requirements for barrier-free pedestrian facility including Tactile Walking Surface Indicators (TWSI) – attention and directional
 - Rest areas



Transit Priority

Physical Measures:

- Exclusive bus transit lanes
- Queue jump lanes for buses to bypass congestion
- Signal priority at intersections

Supporting Elements:

- Bus stop location/spacing
- Amenities (benches, shade, passenger information displays)
- Multi-modal integration (pedestrian and cycling connectivity to transit, bicycle parking)



Complete Streets

City Council approved the Complete Streets policy and framework and is developing complete streets as opportunities arise. A Complete Street approach:

- Recognizes the need to provide safety, comfort and convenience to users of all ages and abilities, regardless of their mode of transportation
- Recognizes that streets are public spaces, entryways, crucial to Ottawa's economy

All streets can be a Complete Street but they **may look different based on the surrounding context.**

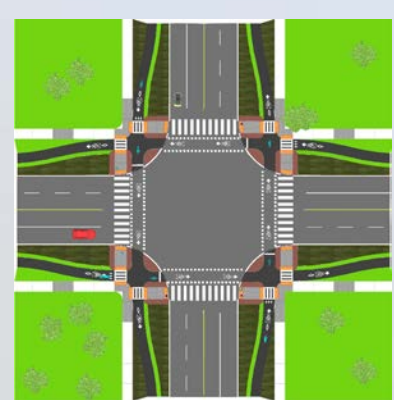
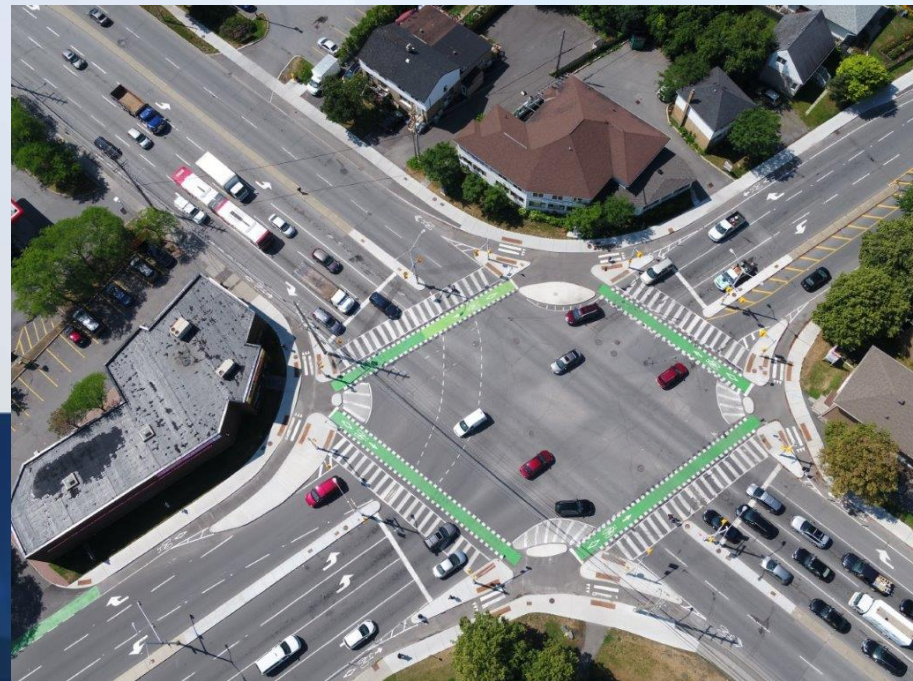


Image 5.7. Example of corner diagonal at Donald Street and St-Laurent Boulevard

Design Features

- Ⓐ Corner diagonal width
- Ⓑ Corner safety island
- Ⓒ Pedestrian refuge

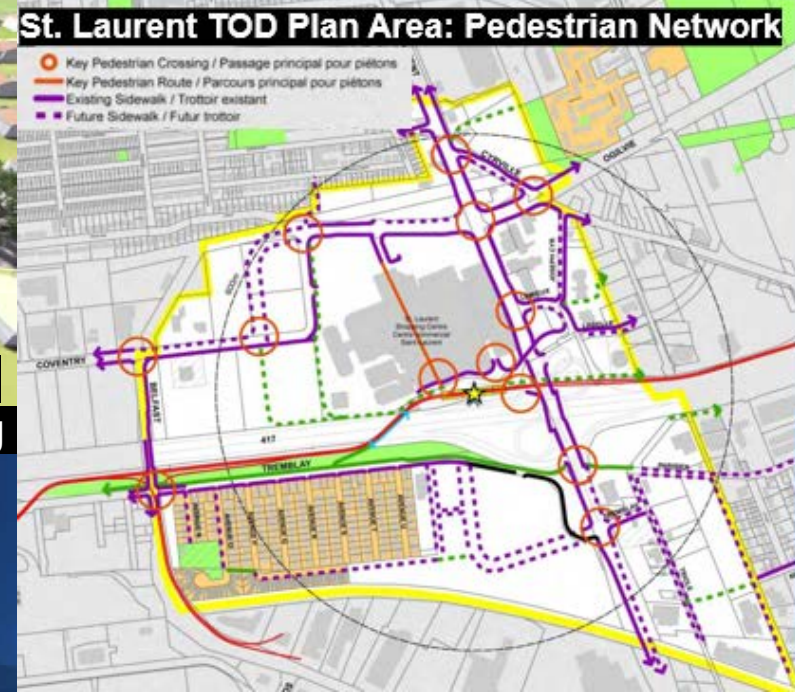
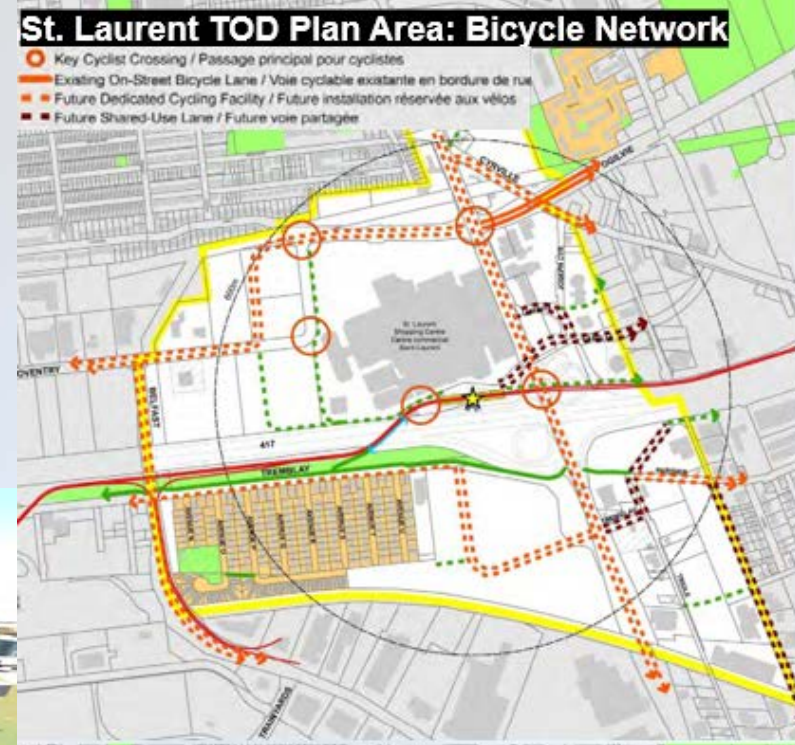


Transit-Oriented Development

- Based on 600-metre walking distance from rapid transit
- Promotes transit use by providing multi-modal connectivity and destinations (development) near transit



Imagined view towards St. Laurent Station (star) from north of Ogilvie and Cyrville Roads, looking south, at future transit-supportive densities.



Equity and Public Health

- Consultation with affected communities and organizations
- Integrate a Safe System Approach, addressing impacts from motor vehicle collisions
- Improve social development and economic opportunity equity through design decisions

Ottawa's Road Safety Action Plan (2020-2024):

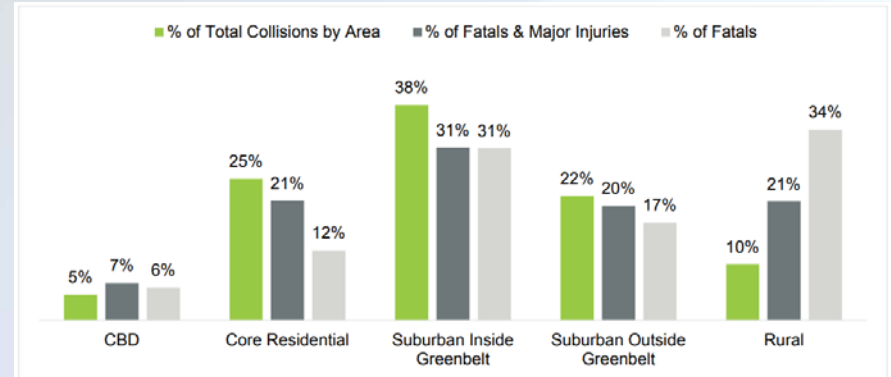
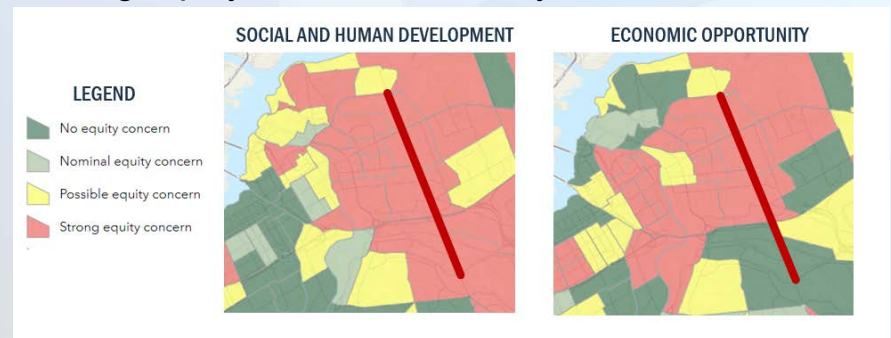


Figure 14: Breakdown of FMI Collisions by Area Type (2013-2017)

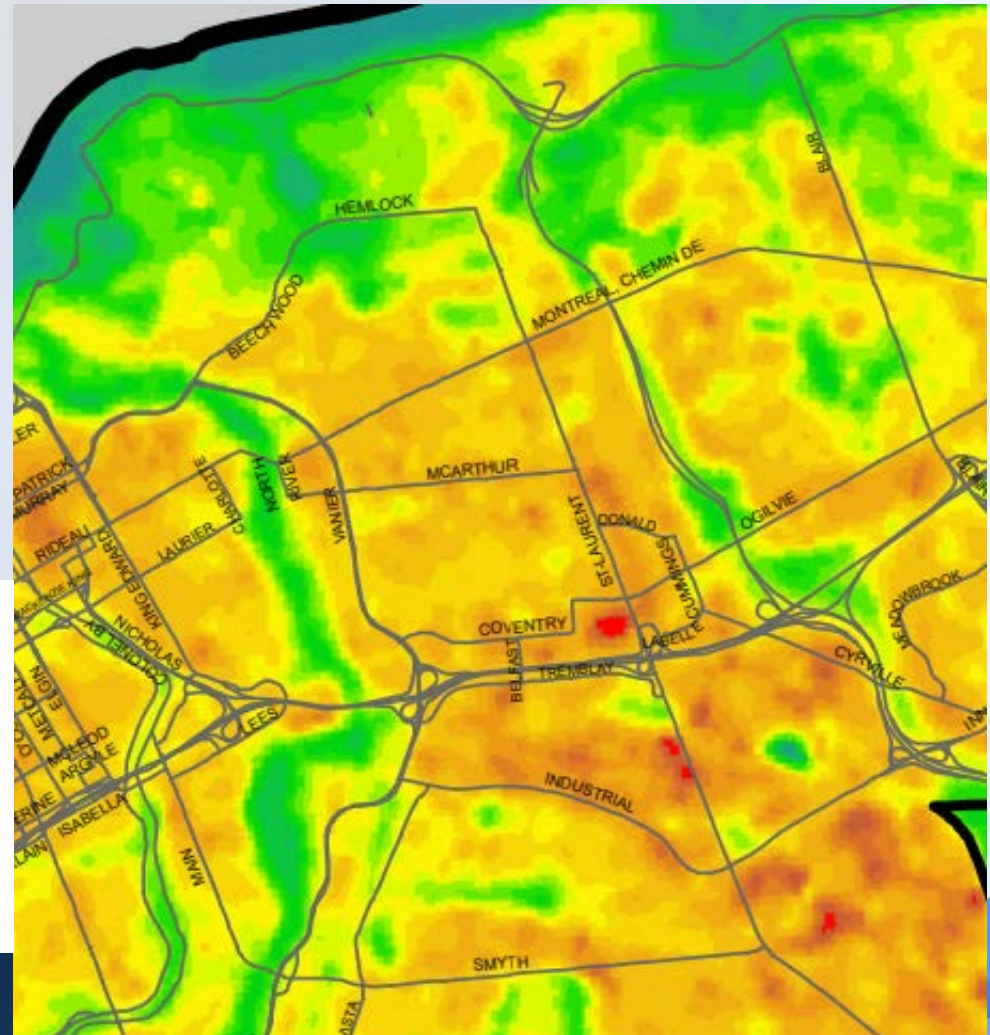
Ottawa's Neighbourhood Equity Index (NEI), strong equity concerns at Study Corridor:



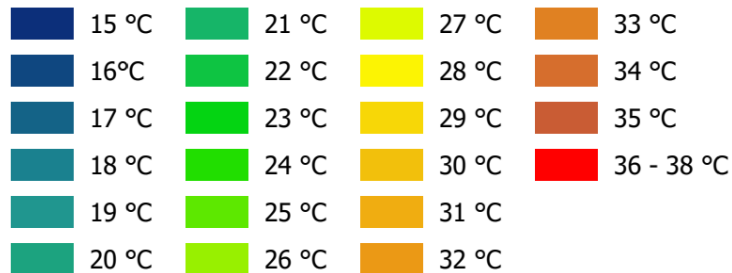
Equity and Public Health

- Consider the urban heat island effect (which disproportionately affects built-up neighbourhoods far from greenspace and water)

Ottawa's Urban Heat Island Effect Map:



Surface Temperature - July 18, 2019



Source: NASA Landsat 8 OLI (July 18, 2019)

Climate Change

An approach to the Study that considers climate change could:

- Contribute to the City of Ottawa's targets for urban forest canopy cover and greenhouse gas reductions in the Official Plan (2021) and Climate Change Master Plan (2020)
- Respond to City Council's declaration of climate change emergency (2019)
- Mitigate climate change (reduce emissions)
 - Promote transit, walking and cycling (reduce automobile dependency)
 - Promote low-impact development where possible
- Improve adaptation and resiliency:
 - Green the corridor (tree planting)
 - Implement low-impact development



All seasons



More Extreme Events



Projections for precipitation carry more uncertainty than for temperature
Source: Climate Projections in the National Capital Region (2020) - high emission scenario

Urban Design and Public Realm

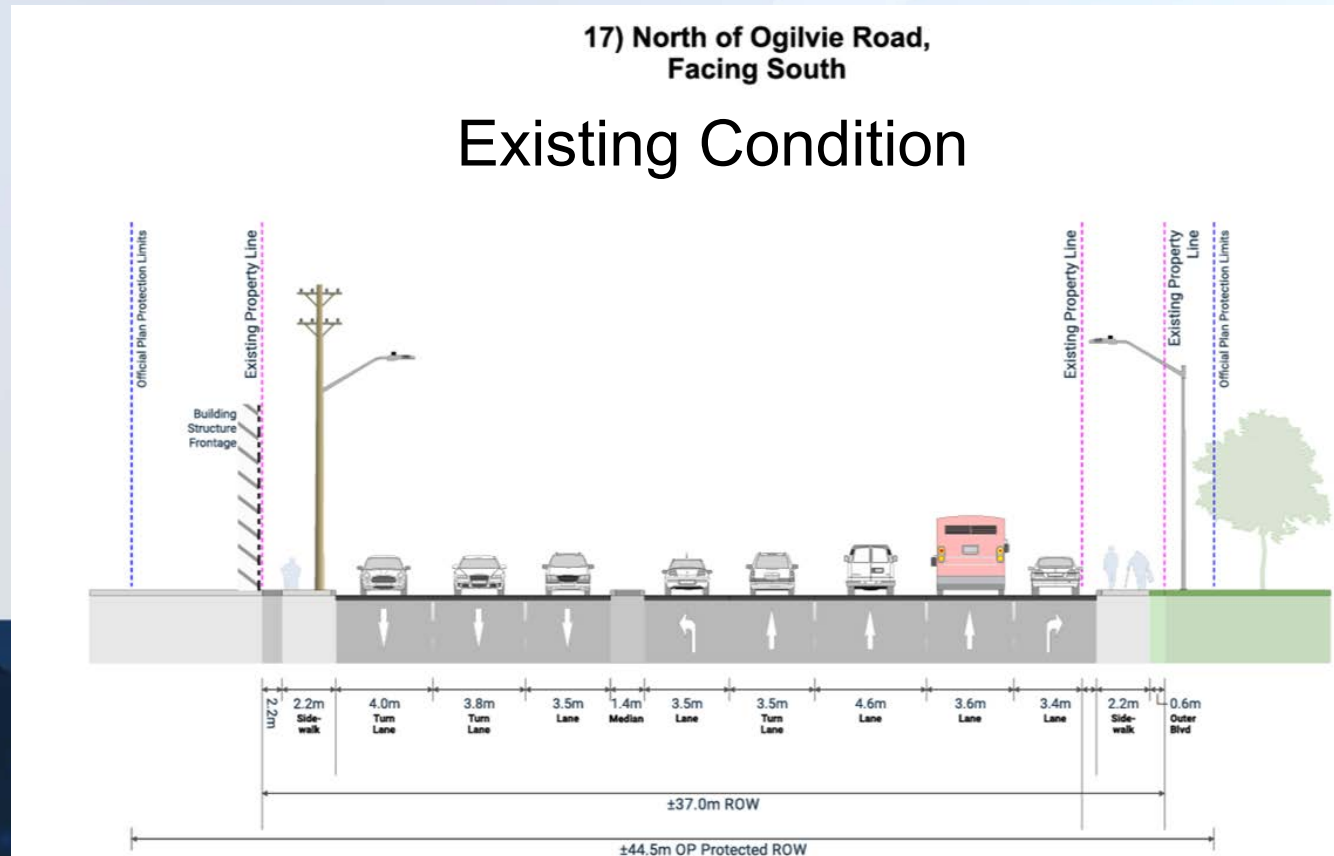


Examples from Montreal-Blair Transit Priority Corridor EA Study



Right-of-Way and Property Requirements

- City has protected future right-of-way (ROW) along corridor:
 - 26 m from Hemlock to Montreal
 - 44.5 m from Montreal to Innes/Industrial
- Existing ROW varies and is less than protected in many locations
- Minimize property requirements by staying within existing ROW (where possible)







Alternative Solutions and Designs



Study Corridor Character Areas

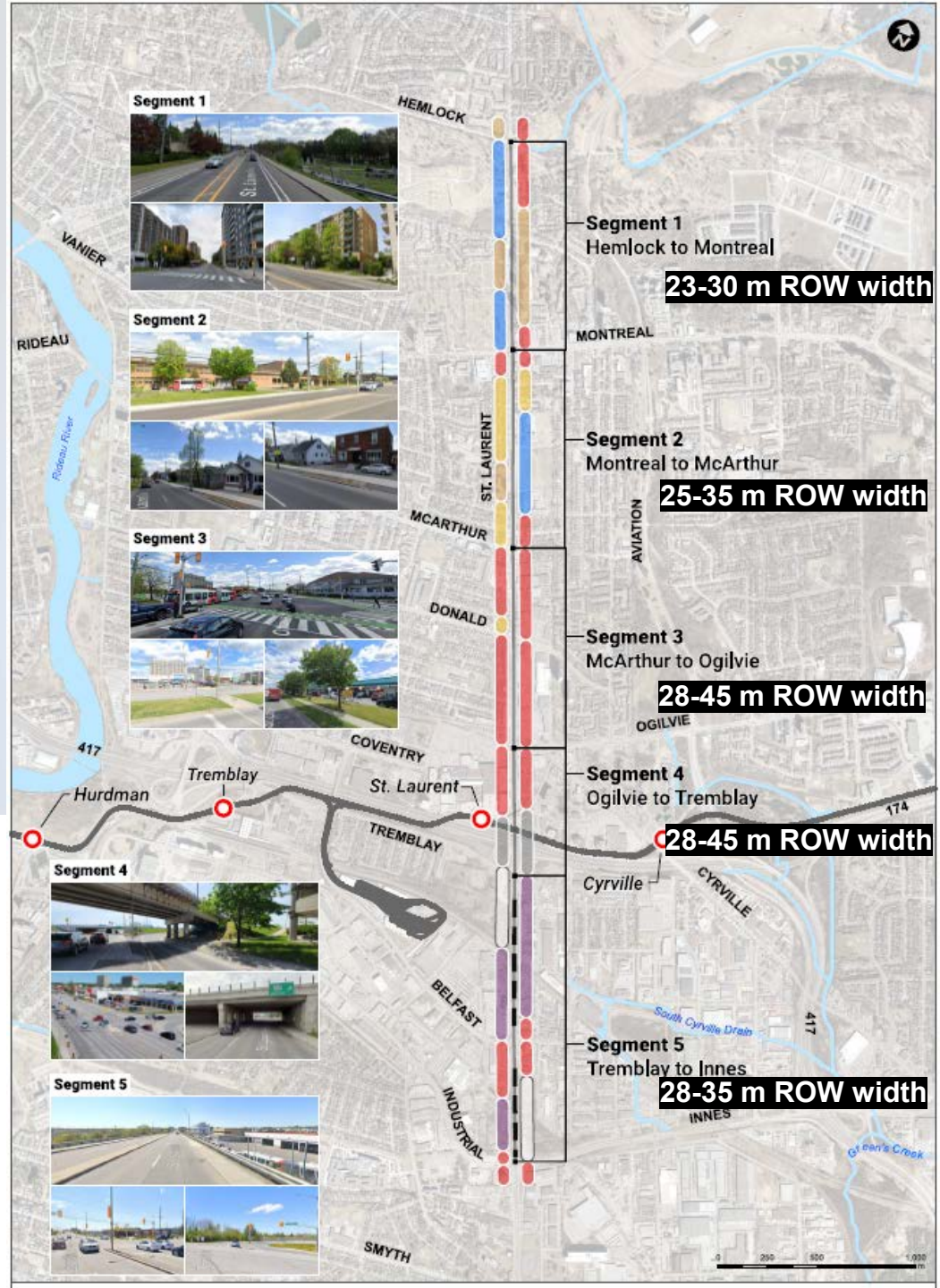
Solutions and designs may look different at various segments of the Study Corridor to respond to the context. The Corridor can be roughly divided into five “character area” segments based on land use and built environment.

Legend

-  Study Corridor
-  Transit Stations
-  Confederation Line
-  Overpass Locations

Land Use Character Areas

- | | |
|--|--|
|  Commercial |  Industrial |
|  Institutional |  Vacant |
|  Low-Rise Residential |  Transportation |
|  Mid-/High-Rise Residential | |



Alternative Solutions

Alternative solutions are functionally different but general ways of addressing a need or opportunity.

- The evaluation of alternative solutions will review the solution identified in the Transportation Master Plan based on updated information.

Alternative Solution	Description
Do Nothing	For comparison, includes no modifications or enhancements.
Expand Road Capacity	Widen roadway, with buses continuing to operate in mixed traffic.
Expand Active Transportation Network	Expand and enhance pedestrian and cycling routes.
Isolated Transit Priority Measures	May include bus queue jumps, special bus stop arrangements, transit signal priority.
Transit-Only Lanes	Provide exclusive bus transit lanes in each direction by reallocating existing traffic lanes or widening the Right-of-Way.
High-Occupancy Vehicle Lanes	Provide high-occupancy vehicle (HOV) lanes in one or both directions.
At-Grade Rapid Transit Facility	Provide a dedicated, continuous rapid transit facility for rapid transit service.

Alternative Designs

Alternative designs for the project will consider how the preferred solution can best be implemented in the Study Corridor. Alternative designs for the project will consider options such as:

- Maintaining the existing number of traffic lanes with potential peak period/peak direction transit lanes or transit priority measures
- Reallocating the existing curb lanes from general traffic to transit lanes
- Widening the road to provide for new curb lanes for transit
- Putting transit lanes in the middle of road, with either one or two lanes provided for general traffic

Four criteria groups will assist in the evaluation of alternative designs:

1. **Transportation System Sustainability**
2. **Land Use, Social and Community Sustainability**
3. **Physical and Ecological Sustainability**
4. **Economic Sustainability**

Next Steps

Next Steps

Following this first Public Consultation Event, the Study team will:

- Review and consider feedback received
- Develop and evaluate alternative solutions and designs for the Study Corridor
- Individual stakeholder meetings and consultation

Upcoming milestone events include:

- Additional round of Consultation Group meetings
- Second Public Consultation Event
 - Presentation of preliminary Recommended Plan, impact assessment, Study recommendations
- Transportation Committee and Council
 - Presentation of finalized Recommended Plan

Opportunities for Stakeholder Input

Ways to provide feedback:

- Review consultation materials on the City's project website:
[Ottawa.ca/stlaurentblvd](https://ottawa.ca/stlaurentblvd)
 - Consult Display Boards that accompany this presentation
 - Complete the survey by July 11, 2022 (link is on the project website)
- Contact City Project Manager with questions and comments at:
Katarina Cvetkovic, P.Eng
Senior Project Manager, Transportation Planning
Planning, Real Estate and Economic Development Department, City of Ottawa
Tel: 613-580-2424 ext. 22842
Email: Katarina.Cvetkovic@ottawa.ca



Please submit your feedback!
Your input is crucial to the Study.