



Main Street Renewal

Construction Newsletter No. 30

September 16, 2016

On-Going

Here's a block-by-block breakdown of the work currently underway:

- **Harvey Street to Clegg Street:** Placement of green thermoplastic and pavement markings for the cycle tracks, installation of bicycle racks and watering of sod and trees;
- **Clegg Street to the McIlraith Bridge:** Replacement of lateral connections, electrical work and road work;
- **Brantwood Place Gates:** Placement of stones on the pillars, and;
- **Rideau River Drive:** Landscaping preparation work.



Installation of bicycle racks

Upcoming

Here are key new upcoming construction activities planned for the next two weeks:

- **Clegg Street to the McIlraith Bridge:** Construction of concrete sidewalks on the east side of Main Street and construction of the Riverdale Avenue retaining wall;
- **Bridge Approach:** Placement of base asphalt, and;
- **Rideau River Drive:** Driveway reinstatement, placement of base asphalt and landscaping.





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Traffic

Pedestrians

Starting on September 26, both sidewalks along Main Street from Clegg Street to Beckwith Road will be closed to pedestrians. The signed pedestrian detour will be via Clegg Street, Marlowe Crescent and Beckwith Road as per the attached Pedestrian Detour map. Closure of both sidewalks will permit us to continue with the lateral replacements on the west side and to commence construction of the concrete sidewalk on the east side of Main Street. The closure duration is expected to be approximately 2 to 3 weeks. Local access for residents of that section of Main Street will be maintained.

Riverside Drive

The section of Riverside Drive beneath the McIlraith Bridge (near Main Street and Smyth Road) will be closed to all traffic between 9 p.m. and 5 a.m. starting September 19 and lasting for up to six weeks. This closure is required as part of the McIlraith Bridge Rehabilitation project.

Motorists and cyclists will be detoured through the area via the on and off ramps with some modifications at the intersection of Smyth Road. Daytime traffic will not be impacted.

Residents in the area can also expect some noise as a result of the work on the bridge. The noise is expected to start on September 19 and will last about 11 days.

For further information on the above, please consult the attached Public Notice.

Placement of stones on the Brantwood Place Gates





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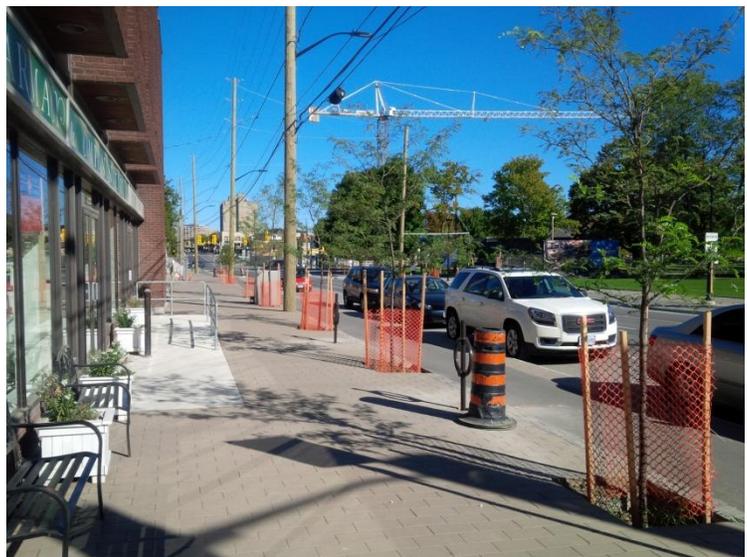
Did you know?

The Main Street Renewal project may seem to be innovative on the surface, but the background work and context of this area is guided by a number of City of Ottawa policies and plans. Most notably, the Official Plan (OP).

The OP provides a vision of the future growth of the city and a policy framework to guide its physical development to the year 2031. It provides the framework for all other plans such as the Transportation Master Plan and the Old Ottawa East Secondary Plan. The OP designates roads and neighbourhood throughout Ottawa to direct projects, development, and investment that are sensitive to the context and history of an area.

Main Street is a unique area in the OP as it is designated as two different areas. From Colonel By Drive to Clegg Street, Main Street is designated a *Traditional Mainstreet*. These areas are intended to be compact, pedestrian oriented streets with a variety of land uses such as retail, institutional, residential, and office. Accordingly, work along a *Traditional Mainstreet* should consider design with pedestrian and cycling infrastructure, streetscape enhancements, on-street parking, and other urban design elements that are often seen in *Traditional Mainstreet* areas. The renewal, currently nearing completion north of Clegg, reflects this designation by incorporating public art, interlocking pavers for the sidewalks, cycle tracks, street furniture, on-street parking, and decorative lighting.

South of Clegg, Main Street is designated as *General Urban Area*. Some of the design elements continue, such as the cycle tracks and street trees. However as this area is not a *Traditional Mainstreet*, certain elements (such as the interlocking pavers for the sidewalk, decorative lighting and street furniture) do not continue throughout the corridor. Despite the difference in designation, the entirety of Main Street will experience benefits from the provision of improved pedestrian and cyclist facilities and the overall reinvestment in the corridor.



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