



## Main Street Renewal Project Functional, Preliminary Design and Detailed Design

Main Street Renewal Project – Working Group Meeting #18  
Key Points of Discussion  
March 19<sup>th</sup>, 2014  
Normandin Room, Saint Paul University, 249 Main Street

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### DISCUSSION TOPIC: Main Street Renewal and Lees Avenue Reconstruction Project Update

#### Attendees:

##### Project Management Committee:

Josée Vallée - Project Manager

Ron Clarke - Consulting Project Manager

##### Consulting Team:

Martha Lush - Corush Sunderland Wright

Arthur Lo - Delcan

##### Advisory Group:

David Atkinson - City of Ottawa

Robin Bennett - City of Ottawa

Stephen Pope - Old Ottawa East Community Association

Paul Goodkey - Old Ottawa East Community Association

Don Fugler - Old Ottawa East Community Association

John Dance - Old Ottawa East Community Association

Michael Wright - Old Ottawa South Community Association

Gervaise Coulin - Lees Avenue resident

Poppy Weaver - Main Street property owner

David Renfroe - Domicile

Ron Farmer - Green Door Restaurant

Chris Osler - Sandy Hill Community Health Centre

Brian McPherson - Citizens for Safe Cycling

Laurie Smith - Heritage Ottawa

Joanna Linsangan - Councillor Chernushenko's Office

Georgia Lay - Walk Ottawa

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The Working Group discussion covered these key points:

- 1. Lees Avenue Project Update:** The project team presented the final design for the reconstruction of Lees Avenue, between Main Street and Chestnut Avenue. The cross-section includes an eastbound dedicated bike lane, an eastbound vehicle travel lane, a westbound wide shared lane (4.1m), and parking bays on the north side of the street. A community drop-in meeting for Lees Avenue has been scheduled for April 16<sup>th</sup>, 2014.
- 2. Lees Avenue Supplemental Plan:** A supplemental plan was undertaken by Delcan to review options for the section of Lees Avenue east of Chestnut Street, considering changes only to pavement markings with no curb or right-of-way width modifications. This plan shows the opportunity for the City to extend the eastbound dedicated bike lane to Lees Station, as a future project. Westbound cycling would be a combination of wide shared lanes and painted bike lanes. In the future, through community consultation and technical review, the City could also consider the elimination of on-street parking on the north side of Lees Avenue between the MTO off-ramp and 200 Lees, in order to provide an on-street painted bike lane. This is not contemplated at this time. However, the plan as presented does show a removal of on-street parking in front of 169 Lees Avenue and in some locations along the south side of Lees Avenue. The concept plan will be subject to

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further technical review and community input.

- 3. Potential Hawthorne Avenue Contraflow Bike Lane:** The opportunity for a contraflow (westbound) bicycle lane on the north side of Hawthorne Avenue is being evaluated by the City. This configuration would include a buffer zone between the contraflow bicycle lane and the on-street parking area. A 3.5m wide eastbound travel lane is maintained. The City is currently continuing to investigate the feasibility of this configuration, with the main concern being whether there is sufficient space for emergency vehicles to use the 3.5m wide lane as the official fire route. This configuration could be also considered with flexible bollards between the contraflow bike lane and the parking area, such that the bollards could be removed in the winter to allow parking on the contraflow bike lane. This seasonal solution would allow more space for snow storage and motor vehicle travel during the winter months.

Previously, the City had prepared a traffic calming plan with a dedicated eastbound bike lane that was intended to be implemented this Spring. Since the project team views this as a less complementary plan to the proposed Lees Avenue reconstruction plan (it duplicates an eastbound bicycle facility and does not strengthen westbound bicycle travel), a hiatus has been placed on this traffic calming plan until the evaluation for the feasibility of the Hawthorne Ave. contraflow bike lane is complete.

- 4. Main Street Renewal Update – Large Diameter Storm Sewer Installation:** The installation of a large stormsewer on Main Street between Greenfield Ave. and Springhurst Ave. will be required as part of the Main Street Renewal project. The potential for completing the installation of this sewer with a trenchless method is currently being investigated with geotechnical work. Trenchless installation would keep at least one travel lane open to traffic. It will be about 6-8 weeks until this potential is determined. If trenchless installation is not possible, then installation of the sewer would likely entail the closure of the entire street right-of-way in segments, for periods of time during construction.
- 5. Main Street Design Refinements:** A hydro pole relocation plan has been established to determine how much the poles on Main Street will have to move to permit the recommended cross section. The poles are located within the utility zone (between the cycle track and sidewalk clear zone) in most cases. Detailed design plans for grading and landscaping have also commenced.
- 6. Land Acquisition Process:** The City is currently in the process of engaging landowners in discussions with regard to acquiring specifically identified right-of-way widenings to enable construction of the recommended plan. The land to be acquired was determined through the project's Environmental Assessment process, and is not related to the City of Ottawa's right-of-way protection policy. The City is also currently reviewing applications for Site Plan Control at 129 and 141 Main Street, and the planning department is working with the applicants to reconcile the right-of-way requirements.
- 7. Public Art Update:** The call to artists to submit proposals for public art on Main Street has been initiated. The submission deadline was March 24, and the public viewing of finalists will be shown to the public in June.
- 8. Pay and Display:** During the meeting, a question was asked about how on-street parking would be regulated once Main Street was reconstructed. The City's parking management staff was subsequently contacted and they advised that there is no plan to charge for on-street parking on Main Street in Old Ottawa East at this time. Charging for on-street parking is used to ensure turnover of limited on-street parking to support local business; however, it is unlikely that Main Street warrants paid parking at this time. Should lack of available spaces become a problem in the future, a Local Area Parking Study would be initiated by City staff, in consultation with local stakeholders (businesses, residents, places of worship). The Study would assess the current situation, project future development and consider a number of different options for improving the management of public on-street parking.

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9. **Access to Bus Loading Zones:** A question was asked regarding whether a person in a wheelchair would be able to directly access bus stop zones from crosswalks across Main Street. In the recommended plan, bus stop loading areas are to be accessed from the sidewalk by crossing the cycle track. The designs meet accessibility requirements.
  
10. **Underground Utilities and Hydro Utility Ducts:** Hydro Ottawa has established the need for north-south power delivery from its substation at Main/Riverdale to support the LRT system and redeveloping areas. They are designing a 12 duct structure that would provide 6 ducts to power the Confederation Line, and 6 ducts to power community needs including the Oblate/Sisters/SPU Land development. This power supply plan would involve the installation of a duct structure and cabling under the west side sidewalk, between Clegg St. and Springhurst Ave. The duct structures cross at Clegg St., and run along Marlowe Crescent to access the hydro substation at Main/Riverdale. The City is also working with Bell to determine the integrity of their duct structures before commencing construction on Main Street. Some utility work could possibly proceed in 2014.
  
11. **Next Steps:** A community drop-in meeting for Lees Avenue is scheduled for April 16<sup>th</sup>, 2014. Two more Working Group meetings will likely take place, concerning the topics of a) Construction staging and traffic management, and b) Streetscaping details. Additional public open houses are anticipated, likely one in Fall 2014 (to present final plans) and one in Spring 2015 (in advance of construction).

Please advise if you have any suggested edits or modifications to ensure that we have accurately summarized the key points/comments made during the discussion.