



Main Street Renewal Project Functional, Preliminary Design and Detailed Design

Main Street Renewal Project – Working Group Meeting #6
Key Points of Discussion
January 23rd, 2013
Normandin Room, Saint Paul University, 249 Main Street

DISCUSSION TOPIC: Street Lighting and Furnishings

Attendees:

Project Management Committee:

Josée Vallée – Project Manager
Ron Clarke – Consulting Project Manager
David Atkinson – Planning and Growth Management, City of Ottawa

Consulting Team:

Martha Lush – Corush Sunderland Wright
Arthur Lo – Urban Planner, Delcan

Advisory Group:

Michael Qaqish – Ward 17 Office, Councillor's Assistant
Michael Oster – Sustainable Living Ottawa East
Neil Stout – Infrastructure Services, City of Ottawa
Laurie Smith – Heritage Ottawa
Kathy Krywicki – Old Ottawa South Community Association
William Quackenbush – Street Light Asset Management, City of Ottawa
John Dance – Ottawa East Community Association
Stephen Pope – Ottawa East Community Association
Don Fugler – Ottawa East Community Association
Jill Stewart – Lloyd Phillips and Associates Ltd.
Kyle Carson – Area Traffic Management, City of Ottawa
Chris Bishop – Saint Paul University
Robin Bennett – Cycling Coordinator, City of Ottawa
Helen Weaver – 3 Trees

The Working Group discussion concerned these key points:

- 1. Update Regarding the Lane Reduction Option and EA:** The City's Infrastructure Service Department is continuing to consider the potential for advancing the lane reduction option for Main Street, which would trigger a Schedule 'C' Environmental Assessment. City staff are to meet to discuss this issue on January 31st, perhaps followed by additional discussions amongst senior City officials. Delcan has prepared a transportation analysis report studying the impact that lane reduction options would have on vehicle traffic on Main Street and the adjoining arterial road network, as requested by the City.
- 2. Undergrounding of Overhead Utilities:** Hydro Ottawa has provided cost estimates for the burial of overhead utilities for two additional sections of Main Street, as requested at a previous Working Group meeting. The 'Level B' cost estimates are \$2.4M from Immaculata High School (Oblate Drive) to Clegg Street, and \$3.8M from Hawthorne Avenue to Clegg Street, excluding hard surface reinstatement. A point of discussion was whether the built form advocated under the Traditional Mainstreet designation is achievable with hydro poles in their existing positions. It was suggested that a case must be identified and brought as a request to council (but not by the City staff or its consultants) if hydro burial is to be pursued.

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3. **List of Construction Related Concerns:** The consulting team is to record concerns related to construction identified by stakeholders (e.g. Farmers Market, Children's Garden) to assist with construction impact mitigation efforts.
4. **On-street Parking in the Vicinity of St. Paul University:** Parking and access to St. Paul University during the construction period was identified as an issue of concern. Maintaining access to the campus during the summertime is important as well, since the residences function as hotels. At present, parking on Main Street in front of the University and on side streets is unpaid, and allowed up to 3 hours. A discussion was had as to whether or not the City should implement paid on-street parking and/or 1 hour time limits after the reconstruction of Main Street to discourage vehicles that park for long durations of time, since they eliminate parking opportunities for patrons of businesses. This discussion will be revisited once designs are completed.
5. **Street Lighting:** The consulting landscape architect, Martha Lush, led a discussion regarding street lighting options on Main Street. The City's Right-of Way Lighting Policy identifies options for tall-height, mid-height, and short-height poles. In the context of Main Street, the area south of Clegg Street can only be serviced by tall-height poles since it is not in a designated "special area". North of Clegg Street, in the Traditional Mainstreet designated area, the options are either: 1. A combination of tall and short height poles, or 2. Mid-height poles, with tall height poles only at intersections.
6. **Street Lighting Decision:** The consulting team presented the option of tall-height poles for the entire length of Main Street from Echo Drive to the Rideau River, in combination with short-height 'pedestrian lighting' in the Traditional Mainstreet area between Echo Drive and Clegg St. It was explained that this option would likely establish the most uniform and 'clean' look down the corridor. A 'cone style' luminaire was presented as an attractive option for the short-height 'pedestrian lighting'. It was suggested that the use of mid-height poles (with tall-height at intersections) may result in too much variation in the heights of poles down the corridor, leading to visual clutter. Furthermore, there may be more mid-height poles required to provide the same degree of lighting as the tall-short combination. The Working Group agreed that the option of tall-height poles along the entire length of Main Street, with short-height poles between Echo Drive and Clegg, is preferred due to its simpler appearance and the need for fewer poles. Delcan is to proceed with producing street renderings with this lighting configuration. Input on pole colour would be required in the future.
7. **Street Furnishings:** Three general categories of street benches were presented as options for Main Street – traditional, modern, and contemporary. Considerations for street benches include material, colour, and with/without a back. Ipe wood is the typical material used for street bench seats, although a new 'pressed paper' alternative can also be explored. It was expressed that the true sustainability of the material (e.g. source location, energy to produce, transportation energy, etc) is an important consideration. Additionally, due to the varied architectural style of buildings along Main Street, it was suggested that a simpler, contemporary or modern style throughout the corridor would be preferred.
8. **Street Pavers:** Several types of street pavers were shown as examples to be considered for Main Street, such as the 'traditional' style on Richmond Road in Westboro, and the more 'contemporary', larger pavers on Rideau Street. Due to technological improvements, pavers that are used today are unlikely to have the uneven 'up-down' quality that plague older pavers. The landscape architect will proceed to make more specific recommendations based on the input received, and will be subject to Working Group input.
9. **Cost Differential:** Several members of the Working Group reiterated that while street furnishings are important considerations, their priority for Main Street are wide uncluttered sidewalks, a cycling facility, and the burial of overhead utilities. It was suggested that a less embellished street environment (e.g. using poured concrete sidewalks only) could potentially result in savings that could be applied towards a higher priority, such as hydro burial. In response, it was expressed that since streetscaping represents a relatively small proportion of the

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total cost of street renewal project, that any savings found in providing fewer/simpler streetscaping elements would likely not be significant enough to affect decisions regarding the other aforementioned priorities.

10. **Street Lighting and Furnishings Bus Tour:** The consulting team plans to organize a bus tour of various neighbourhoods in Ottawa (e.g. The Glebe, Chinatown) for Working Group members and any other interested attendees. The intent of this tour is to stimulate a discussion of streetscaping elements that have been used in Ottawa and consider potential applications to Main Street. This bus tour is being tentatively planned for a Saturday morning in the coming weeks.

11. **McIlraith Bridge:** A question was asked regarding the co-ordination between the Main Street Renewal project and the McIlraith Bridge Rehabilitation project, specifically about opportunities to consider the integration of the two projects due to their adjacency. It was explained that since the bridge rehabilitation project primarily involves seismic upgrades to the structure itself, that a consultative design process similar to Main Street Renewal was not needed. Construction on the bridge will begin in the summer of 2013, and will include two travel lanes in each direction as well as dedicated bike lanes. Concern was expressed that providing two travel lanes leading into Main Street would result in traffic congestion in the scenario that travel lanes are eliminated on Main. The project manager indicated that the open house for the McIlraith Bridge Rehabilitation project could serve as a venue to discuss opportunities to integrate these projects. Furthermore, connections between Main Street and the multi-use pathway connection planned to run beneath the bridge is to be discussed at a future Working Group meeting, since the matters pertain more to the street renewal than the bridge rehabilitation.

12. Next Steps:

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.