

REGION OF OTTAWA-CARLETON
 RÉGION D'OTTAWA-CARLETON

REPORT
 RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 23-98-R073-A
DATE	30 April 1999
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	PRESTON STREET BETWEEN CARLING AVENUE AND SYDNEY STREET - PROPOSED PORTAL ARCH

DEPARTMENTAL RECOMMENDATIONS

That Transportation Committee recommend Council approve the construction of a portal arch across Preston Street at a point 9 m south of Sydney Street as illustrated in Annex B, subject to the Preston Street Business Improvement Association:

- 1. Funding the total construction, annual maintenance, and operational costs; and**
- 2. Executing a legal agreement with respect to the above.**

BACKGROUND

At its annual meeting in December 1997, the Preston Street Business Improvement Association unveiled plans to construct a portal archway across Preston Street approximately 9 m south of the southerly curb of Sydney Street. The purpose of the archway is to welcome all travellers on Preston Street by establishing a meaningful expression of identity to the area's traditional ethnic origin and the distinctive commerce carried out along this roadway.

The location of the proposed archway, in an area context, is shown in Annex A and its specific site on Preston Street is provided in Annex B. The design of the portal archway is illustrated in Annex C.

EXISTING CONDITIONS

Pedestrians

In the vicinity of the proposed archway, pedestrian travel on Preston Street is currently facilitated by 1.5 m wide concrete sidewalks on both sides of the roadway.

Based on a traffic survey conducted at Carling and Preston on 29 May 1998, approximately 350 pedestrians used the sidewalks on Preston Street over an 11 hour period during the day.

Cycling

The Transportation Master Plan does not identify Preston Street for on-street cycling facilities and none exist on this portion of the roadway. A widened southbound curb lane (4.2 m) is provided in the vicinity of the proposed archway; however, northbound on Preston Street the curb lane is 3.6 m wide.

The above-mentioned traffic survey indicates that about 200 cyclists over an 11 hour period travel on Preston Street each day.

Transit

Northbound and southbound on Preston Street, transit patrons are served by O.C. Transpo route 3 at nearby stops.

Automobiles

Preston Street, in the vicinity of the proposed archway, is a four-lane urban arterial roadway with two lanes in the northbound and southbound direction. The southbound lanes consist of a left-turn lane and a combined through and right-turn lane on the approach to Carling Avenue.

An average of approximately 14,400 motor vehicles use this roadway every day of which 4% consist of heavy vehicles.

DESIGN PROPOSAL

The proposed portal archway will consist of a steel tubular structure spanning Preston Street with a minimum vertical distance of 4.8 m from the highest point of the roadway pavement. Conceptually, this structure would rest on a base of approximately 1.5 square metres supporting reduced concrete columns clad with granite. As mentioned earlier, an illustration of this archway is provided in Annex C.

Pedestrians

The base of the archway will be set back approximately 0.5 m from the edge of the sidewalk so that pedestrian travel will not be impeded.

Bicycles

The proposed archway will not have an effect on bicycle travel on this section of Preston Street.

Transit

The existing bus stops and transit operations will not be affected by the construction of the proposed portal archway.

Automobiles

It is anticipated that the proposed archway will have virtually no effect on traffic operations on this portion of Preston Street.

DISCUSSION

The approval and construction of this portal archway would be unique to the Regional Road system in Ottawa-Carleton. There are many permanent structures that span Regional roads that function as a conveyance for people and goods; however, this gateway feature would be the first instance where a structure would be erected for the primary purpose of enhancing the character of the roadway and the surrounding commercial neighbourhood.

While the Preston Street Business Improvement Association have indicated that they would be responsible for the costs of construction, continued maintenance and operation of the archway, the actual ownership of the structure would rest with the Region.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The proposed portal archway maintains a neutral posture towards the guiding principle of the Transportation Master Plan (TMP). There are no proposed roadway modifications that emphasize the modal hierarchy of walking, cycling and transit usage; however, this proposed gateway feature does not detract from these principles, and to a degree, indirectly supports them by enhancing the environment for all the users of Preston Street.

FINANCIAL COMMENT

Should Regional Council approve the proposed portal archway, the proponent, the Preston Street Business Improvement Association, will be responsible for 100 percent of all construction, annual maintenance, and operational costs.

Cost Estimates

The following cost estimates, which have been developed by the consulting engineering firm of Adjeleian Allen Rubeli Limited, are at a functional design stage. These estimates relate only to the costs of construction and are provided solely for the information of the Transportation Committee and Regional Council:

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$175,000.00
Utilities	\$2,000.00
Engineering	\$10,000.00
Contingencies	<u>\$15,000.00</u>
Total Estimated Cost Before GST	\$202,000.00
G.S.T. @ 7%	\$14,000.00
TOTAL ESTIMATED COST	<u>\$216,000.00</u>

CONSULTATION

The public was invited to attend the annual general meeting of the Preston Street Business Improvement Association in December 1997 where plans for the proposed portal archway were unveiled. In addition, this proposal was featured the following day in the Ottawa Citizen, the Ottawa Sun and the local community newspaper.

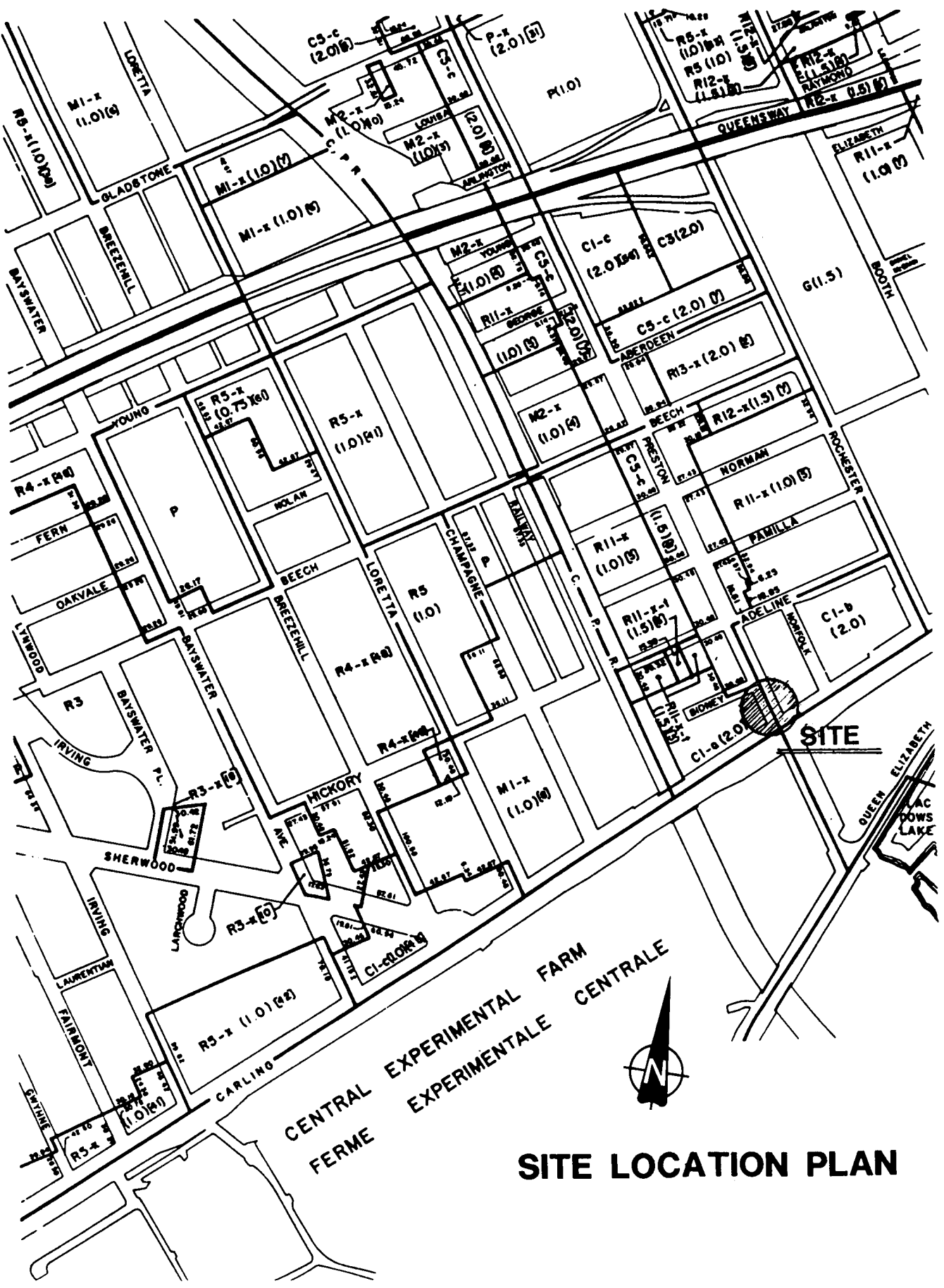
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

This report was provided to the Regional Cycling Advisory Group for their meeting on 04 May 1999. Their comments will be available at the next Transportation Committee meeting.

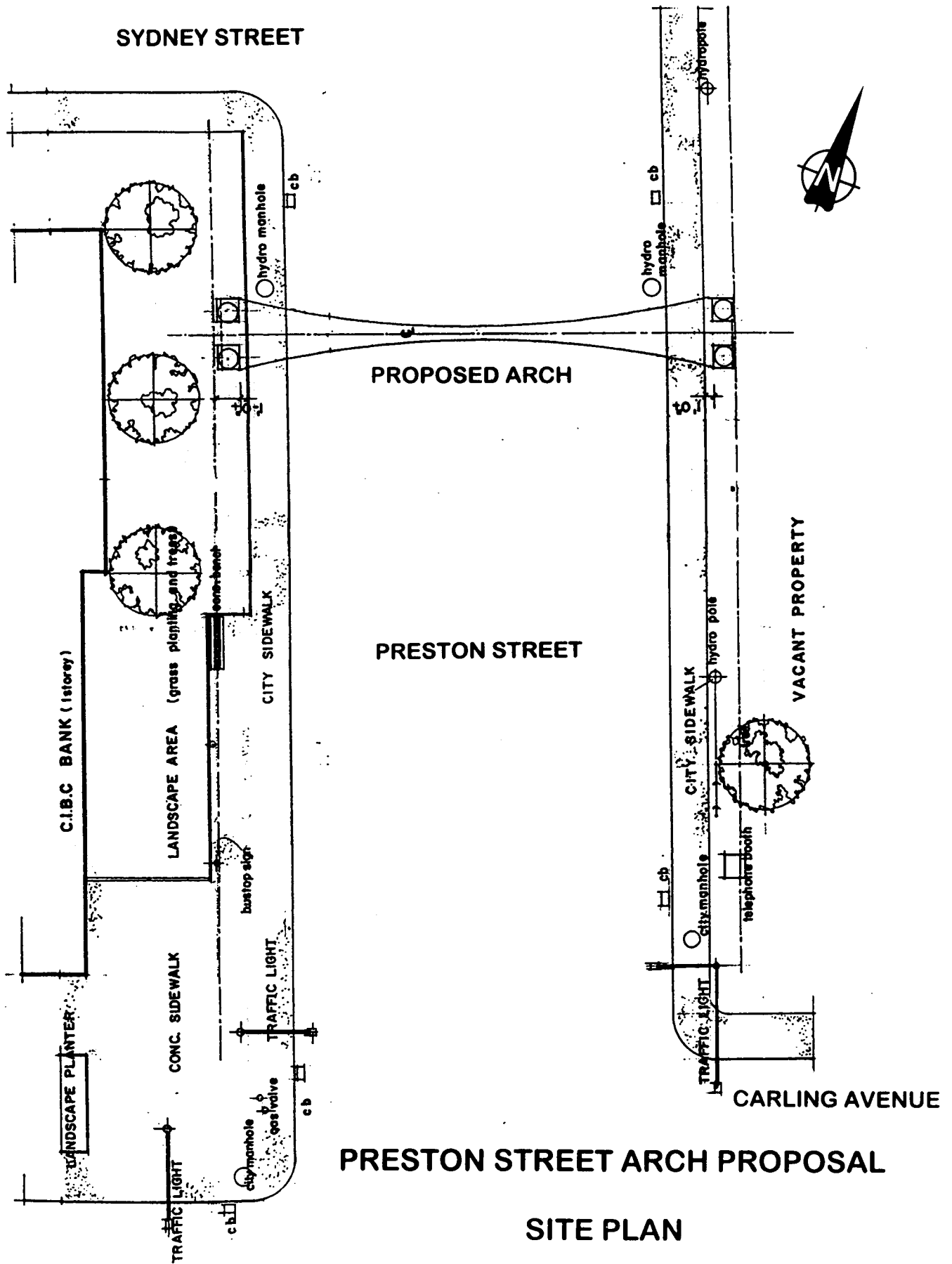
Approved by
Doug Brousseau

WJ/gc

Attach. (3)



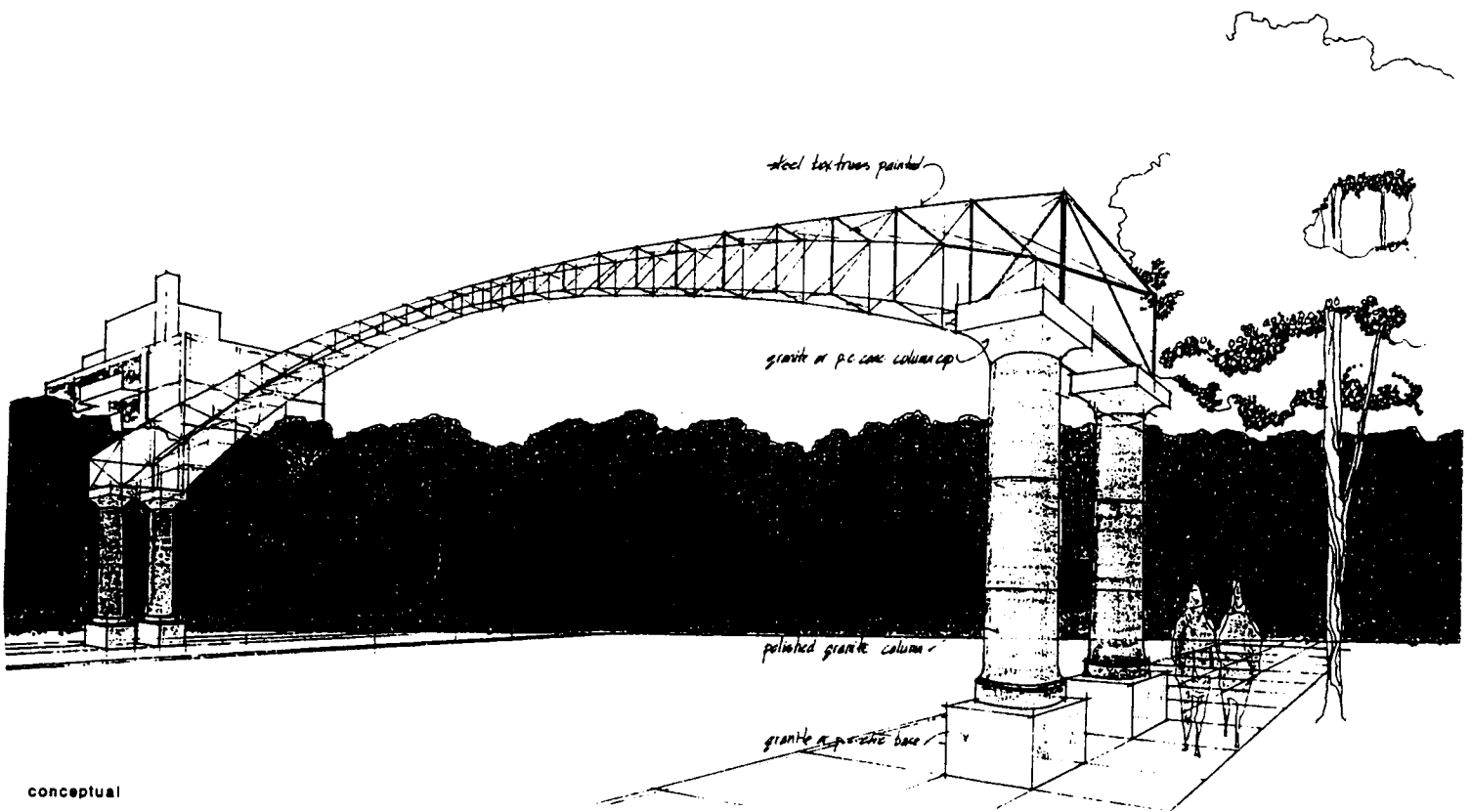
SITE LOCATION PLAN



PRESTON STREET ARCH PROPOSAL

SITE PLAN

NOT TO SCALE



PRESTON STREET ARCH PROPOSAL
CONCEPTUAL PERSPECTIVE DRAWING