Accessibility Advisory Committee

Monday, April 26, 2021
4:00 PM

Darlene Hincks Meeting Room, Main Floor, City Hall

Special Agenda
Accessibility Advisory Committee
Monday, April 26, 2021

Approval of Public Agenda

Communication Memo

ACC21-6 Downtown Design Standards

Recommendation
That the Accessibility Advisory Committee receive and file this communication.

Adjournment

REGINA Infinite Horizons | City of Regina

Memo

April 26, 2021

To: Members,
Accessibility Advisory Committee

Re: Downtown Design Standards

RECOMMENDATION

That the Accessibility Advisory Committee receive and file this communication.

BACKGROUND

Administration developed a five-year Downtown Road Renewal Plan to renew the infrastructure, address infrastructure safety issues, improve walkability and accessibility for pedestrians, and aesthetic improvements. This is in alignment with the Official Community Plan, including maintaining existing infrastructure as well as including elements that enhance the viability, vitality, and growth of our city.

The intention of this memo is to provide an overview of the new design for sidewalks proposed for the downtown core projects and to receive feedback from the committee.

DISCUSSION

The City of Regina (City) is investing in revitalizing the downtown district with consultation of the Regina Downtown Business Improvement District (RDBID) initiative.

The City has rehabilitated and implemented upgrades to Victoria Avenue which include pedestrian safety by installing curb extensions that reach out into the road to shorten the distance for pedestrians through the intersections.

RDBID engaged an architect consultant to create a unique and identifiable ‘look’ to the downtown. This is with the intention of bringing more commerce and activities to the area as well as to create a unique identity that includes concrete sidewalks, landscaping and street lighting. Through collaboration with RDBID and the consultant, Administration has drafted new

construction standards for the sidewalks and lighting unique to the downtown, as follows:

Sidewalks
The plan is to widen sidewalks from existing 1.8 meters to 2.5 meter where possible to provide more comfortable movement for pedestrians. Where widening not possible due to existing property limits, buildings or other obstructions, sidewalks will remain at their existing width. The existing interlocking bricks are planned to be replaced with concrete.

To provide a unique look to the downtown, RDBID's consultant developed decorative sidewalk panels. Administration and industry reviewed the proposal and adjusted the design so that it was constructible, repeatable and walkable and remains in alignment with the RDBID vision, as well as meets the objectives of the City.

The draft drawing of the decorative sidewalks and description of the design can be found in Appendix A.

Lighting
The streetlight lighting designs were revised based on Transportation Association of Canada illumination guidelines to improve safety and visibility. The existing black streetlight poles meets the existing requirements and were designed for the downtown. The selected streetlight heads will bring better lighting as well as a new 'look' to the downtown. A positive outcome of the redesign is with higher illumination for each fixture will reduce the number of streetlight poles, enhancing pedestrian walkability on sidewalks.

The picture of the new streetlight fixture can be found Appendix B.

Mid-block Crossing
The mid-block crossing will improve pedestrian safety as it lines up with the Victoria Park pathway about mid-block, where pedestrians currently cross at on a regular basis. The crossing will have pedestrian ramps on both sides and extend out into the road. Providing pedestrian safety, less distance to cross, a defined crossing and require vehicles to slow down to drive through the narrowed road at that spot. Both pedestrian corridor paint lines and signage will be part of the work to complete the crossing. This work will also include new street lighting on both sides.

The mid-block crossing can be found in Appendix C.

2021 Downtown Construction
Construction work in the downtown is planned for this year where new elements of the downtown design will be implemented. A concept drawing of the projects can be found in Appendix D.

<u>Scarth Street</u>
Will receive a full replacement of concrete sidewalks, curbs and gutters along the west side (Victoria Park), as well as some repairs and spot replacement on the east side. The scope of

work includes installation of some major infrastructure by SaskPower as part of the collaborative work plan. The sidewalk on the west side will include the decorative sidewalk and new lighting.

There is a midblock crossing on Scarth Street that will be reinstated as part of the work. Streetlight poles will be kept as is, other than changing out the streetlight heads to the new modern heads on the east side. As the concrete is in fair to good condition and so only spot replacement is required at this time.

Lorne Street
Will receive a full replacement of the sidewalk, curb and gutter and existing interlocking brick with decorative sidewalk. As well as widening the sidewalk from 1.8 meter to 2.5 meter on the east side (Victoria Park) and installing a mid-block crossing. The sidewalk on the east side along Victoria Park will be widened an additional 700 millimetre for a finished width of 2500 millimetre.

COMMITTEE ENGAGEMENT

Administration would like to have an open dialogue with the Accessibility Advisory Committee about this Downtown initiative as described above.

Respectfully submitted,

Chris Warren, Director, Roadways & Transportation 4/22/2021

Kim Onrait, Executive Director, Citizen Services 4/23/2021

ATTACHMENTS

Appendix A - Description of Decorative Concrete
Appendix B - Streetlight Fixture
Appendix C - Mid-block Crossing
Appendix D - Lorne and Scarth Concept Drawing

Appendix A - Description and Detail Drawings of Downtown Decorative Concrete (RPD036)

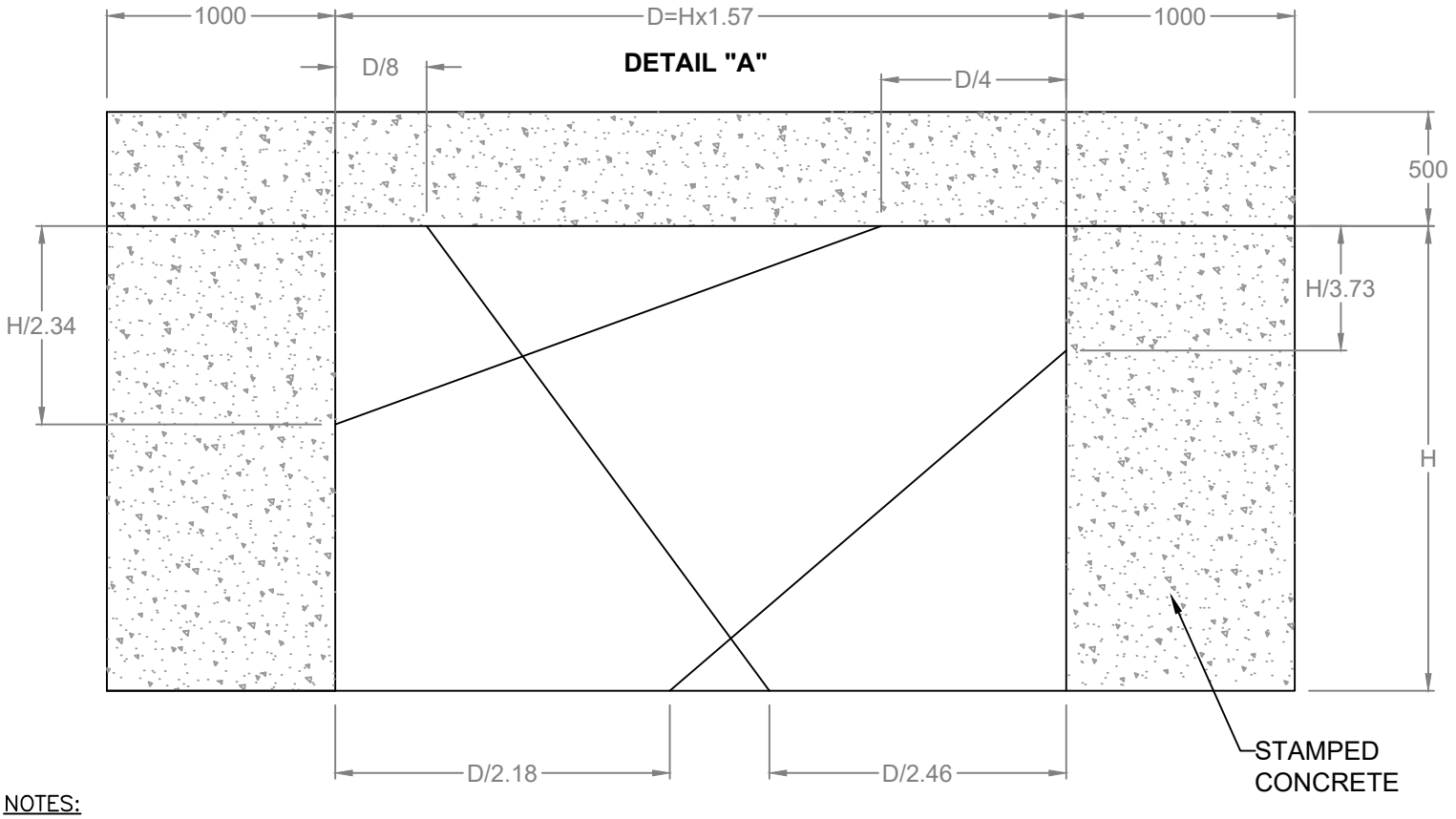
The decorative sidewalks will be standard concrete grey with no added colour. The textured concrete sections will provide the contrast between and frame the back of the geometric design panels. The curb and gutter and pedestrian ramps will be to the City standards, only the sidewalk panels will have the decorative design work.

The textured panels will be 100 cm wide and be placed between the geometric panels. There will also be a strip of textured concrete 500 mm wide along the back of the sidewalk to 'frame' the geometric panels. The texture pattern chosen has subtle undulations and a roughed surface with peaks and valleys not exceeding 6.3 mm. The pattern looks like a large flat rock with slight random changes to the surface to create the 'rock' look.

The texture is achieved by using a special rubber stamp that is pressed into the wet concrete. This will ensure a consistent 'pattern' and undulation from panel to panel.

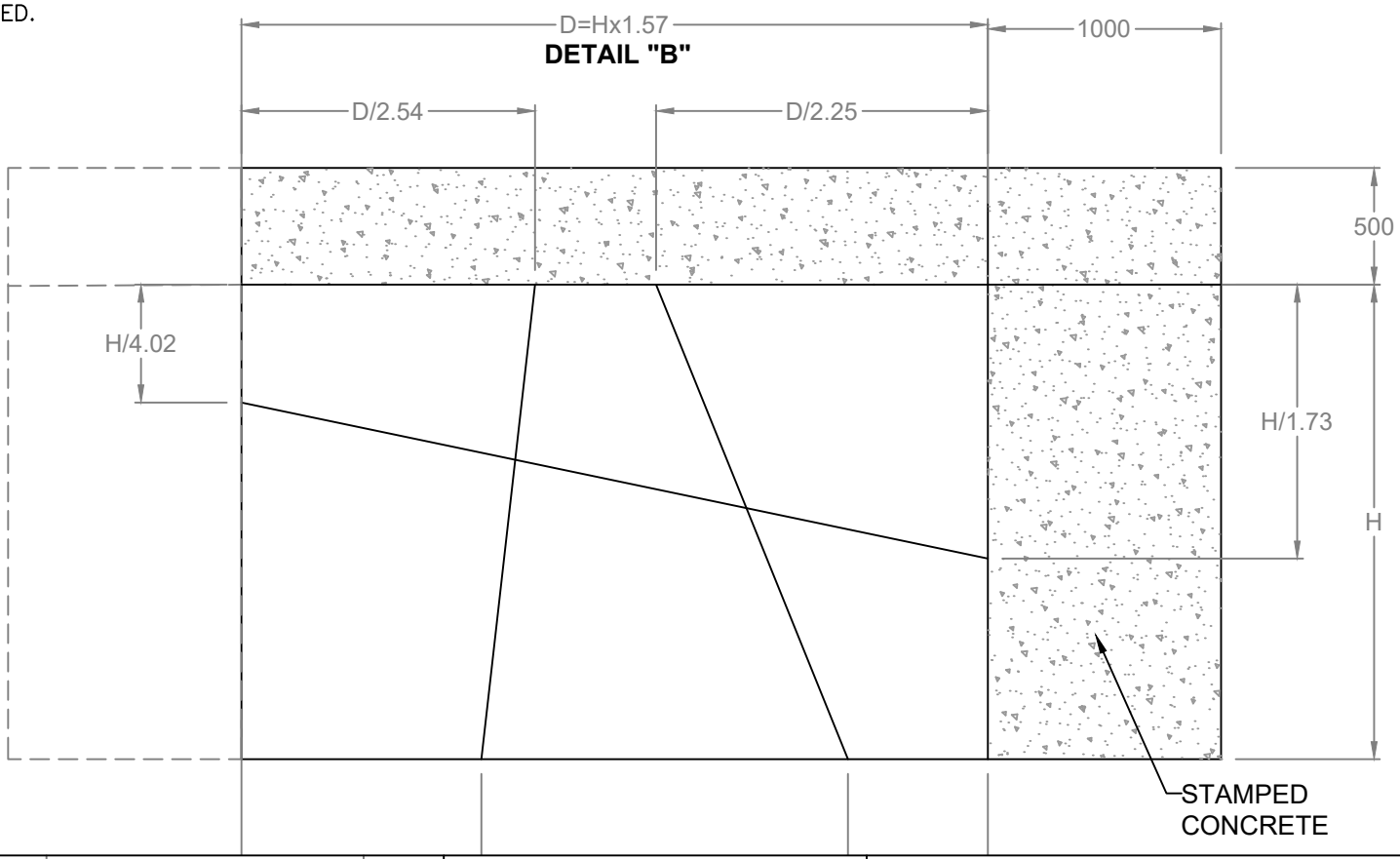
The geometric panels placed inside the textured areas are finished with the City standard brushed finish that leaves a level and slightly rough surface for traction. The geometric design is achieved by cutting 4 lines through the panel at various angles, similar to a simple 'spider web'. The lines are cut while the concrete is still wet and to a depth of about 15 mm and 5 mm wide, which is the same as the City standard for contraction/expansion joints in sidewalks.

The following picture shows the stamp pattern and detail of the decorative concrete design.



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.



Date	Revisions	By
MAR-2021	REV-1	FP

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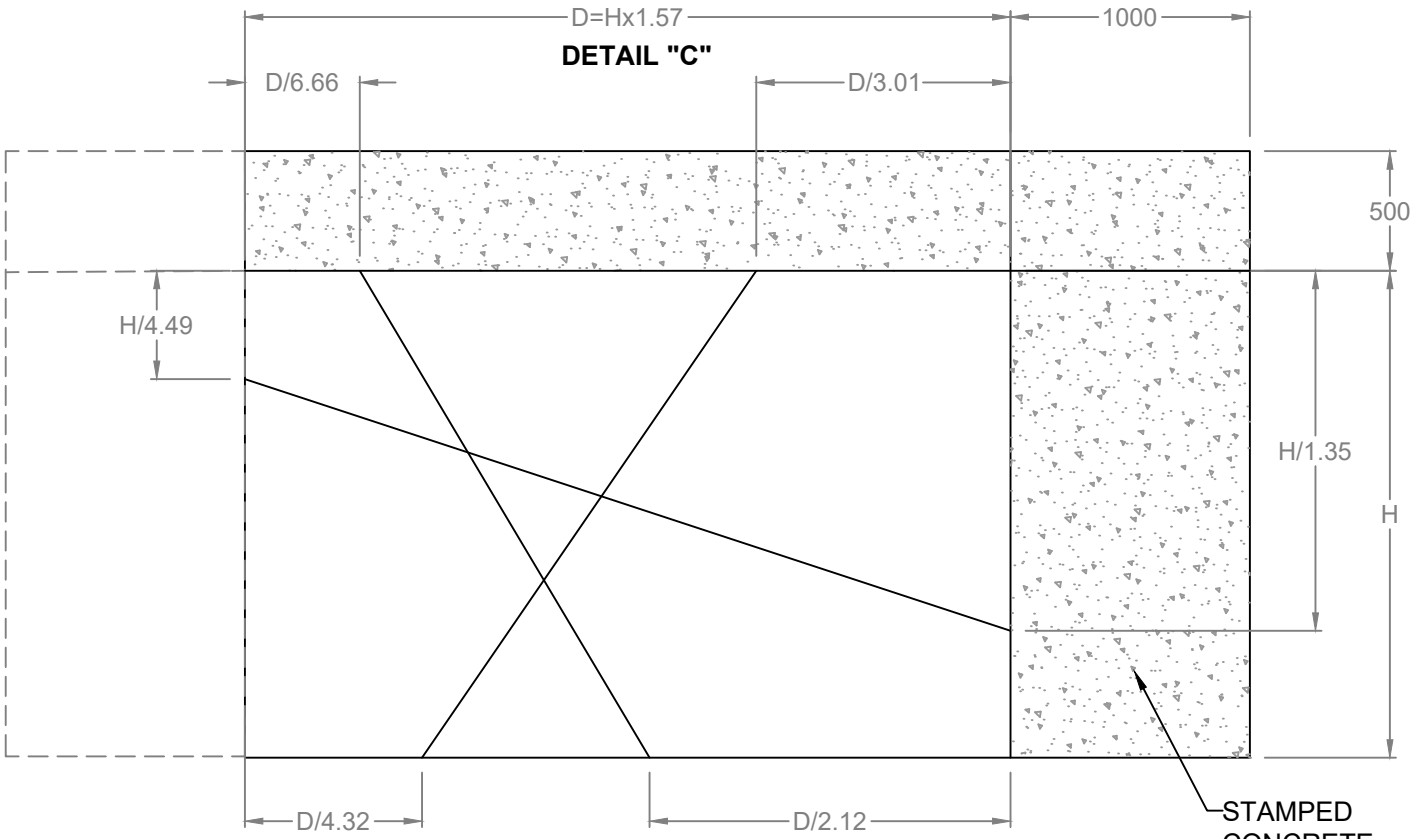
DETAIL

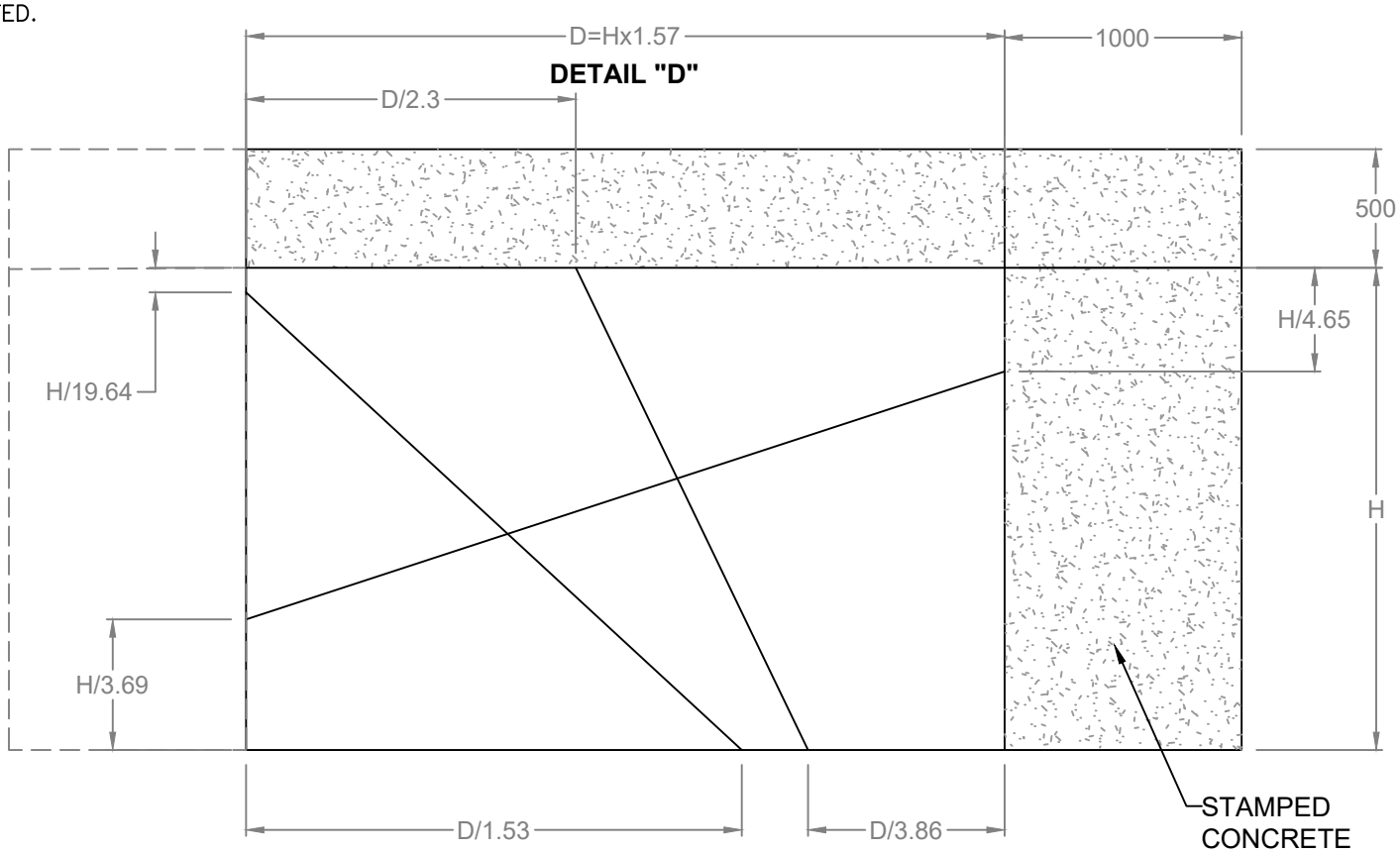
Downtown Decorative Concrete
RPD036 - Detail A-B

Approval / Stamping: RC		File Information: RP DRAWING SPECS SIRP.DWG
Date: March 30, 2021	Scale: NTS	Category: -
		Sheet Number: 1 of 3



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.



Date	Revisions	By
MAR-2021	REV-1	FP

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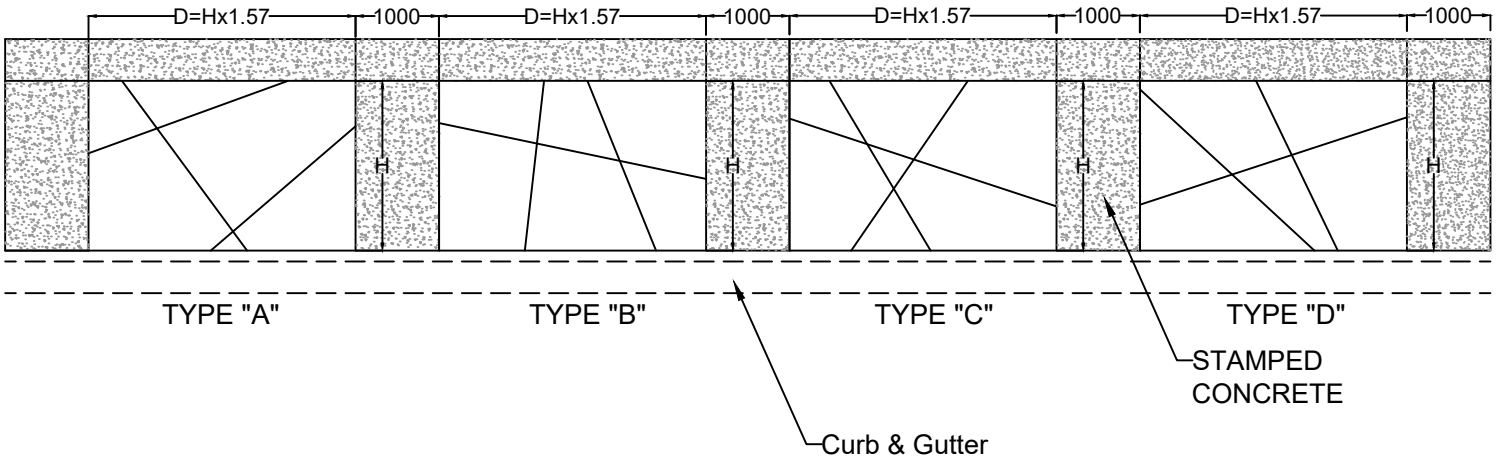
DETAIL

Downtown Decorative Concrete
RPD036 - Detail C-D

Approval / Stamping: RC		File Information: RP DRAWING SPECS SIRP.DWG
Date: March 30, 2021	Scale: NTS	Category: -
		Sheet Number: 2 of 3



NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. PATTERN TO RE-START AFTER TYPE"D"

Date	Revisions	By
MAR-2021	REV-1	FP

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DETAIL

Downtown Decorative Concrete RPD036 - Detail A-D

Approval / Stamping: RC		File Information: RP DRAWING SPECS SIRP.DWG
Date: March 30, 2021	Scale: NTS	Category: -
		Sheet Number: 3 of 3

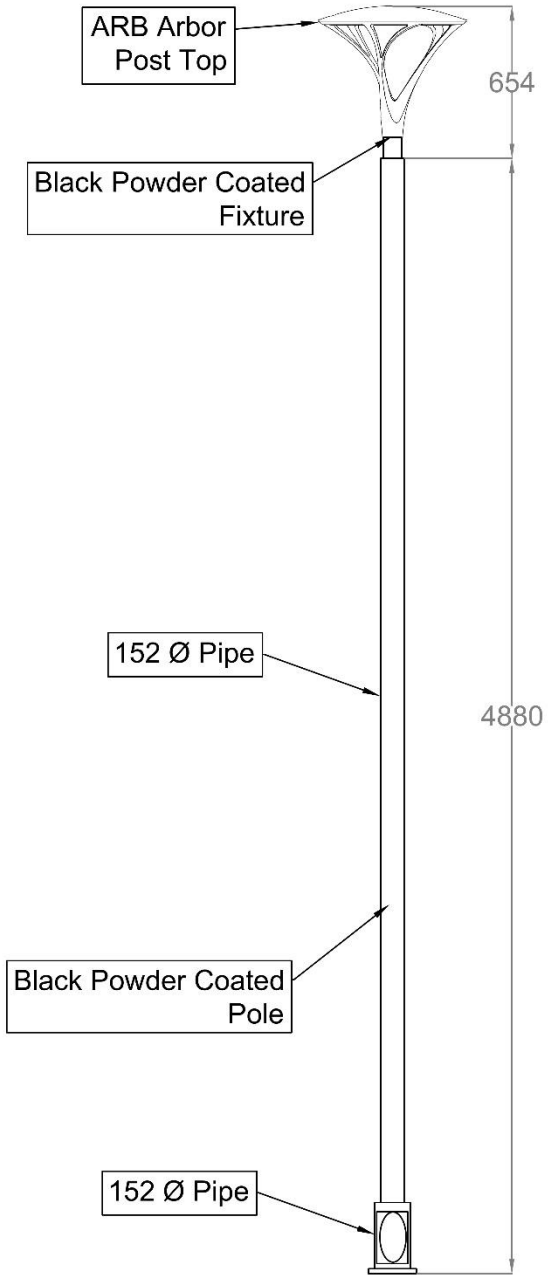
Appendix B – Streetlight Fixture Description and Drawing

The streetlight poles are tall slender cylindrical pipes 4.88 m tall with a wider cylindrical base. The diameter of the base is 152 mm and the pole is 102 mm diameter. They are painted with a gloss black powder coat. This provides a slim, elegant pole that accentuates the head mounted on top. Some poles will also have brackets and electrical outlets at the top (near the head) for Christmas and other special occasion decorations.

The new streetlight heads under review are a modern and simple design. They are like an upside-down saucer sitting on top of extended tree branches. The 'branches' are 3 sets of 2 where the 2 arms of each set 'branch off' in opposite directions in soft curves from the fixture base. The LED lights sit inside the upside-down saucer with a frosted glass cover. The LED lights only illuminate downwards to the street. This improves the intensity of the down lighting and does not create "light pollution" of the sky.

ARB ARBOR
POST TOP

DECORATIVE LUMINAIRE



Note:
LED Fixture with lighting focused downward direction only

All measurements are in Millimiters

Date	Revisions	By

REGINA

DETAIL

2021 Downtown Street Lights

Approval / Stamping: -

File Information:

Date: 22-APR-2021

Scale: NTS

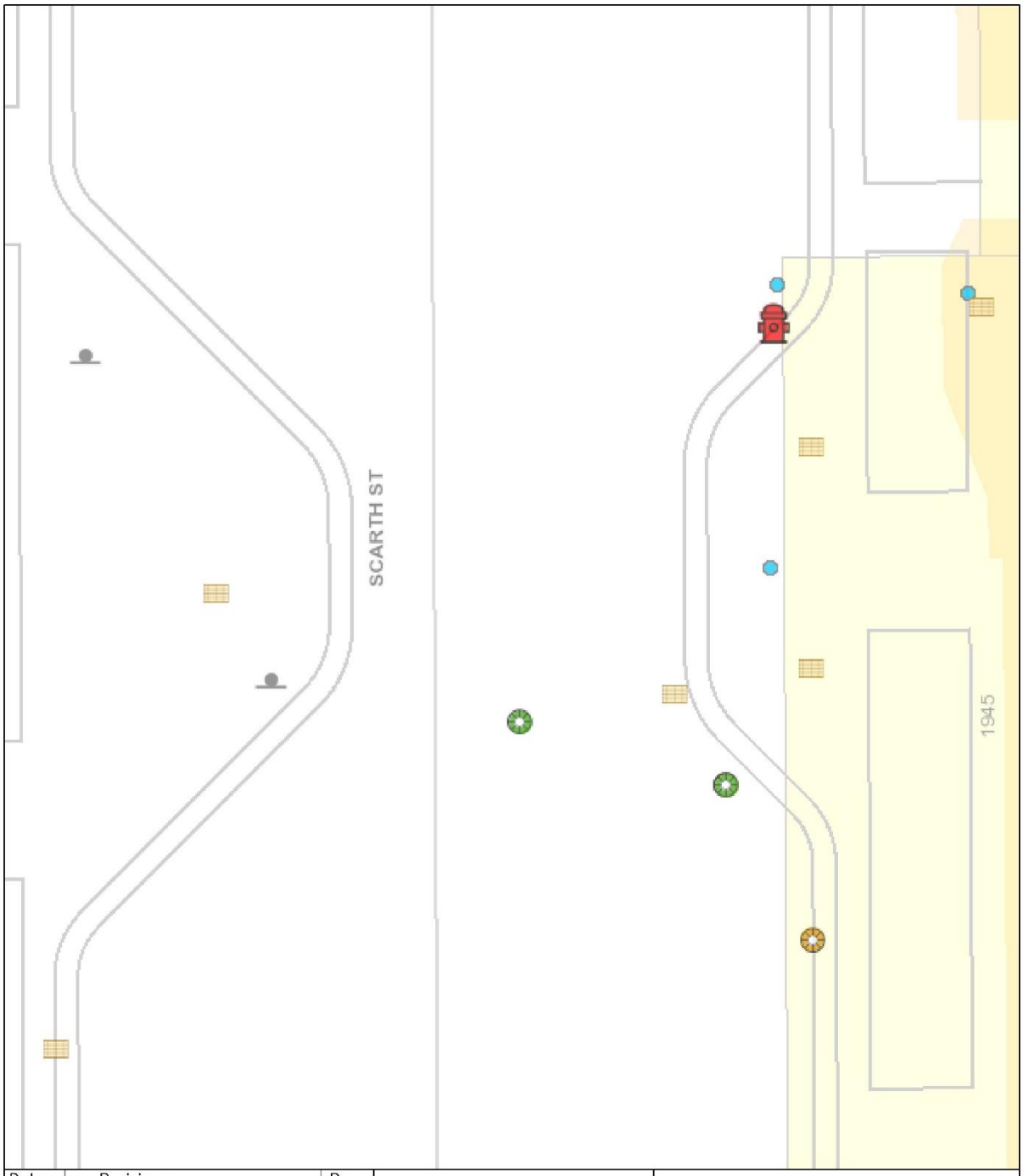
Category: -

Sheet Number: 1 of 1

Appendix C – Mid-block Crossing Description and Drawing

Mid-block pedestrian crossings are designated areas for pedestrians to cross the street between where vehicular intersections occur. These crossings installed where it is convenient for pedestrians to cross the road, to incentivize greater and safer pedestrian mobility. Frequently, this will mean installation in areas where jaywalking (typically, dangerous to pedestrians) already occurs at high rates. When a pedestrian is able to cross a street without having to wait for the nearest intersection, they can travel on more direct and efficient routes. Additional safety design measures are preferred, as drivers are often significantly less alert to pedestrians at non-intersections, even at these formal crossing areas.

These midblock pedestrian crossings installed in front of schools, parks, to creating safe or predictable situations for both pedestrians and vehicles.



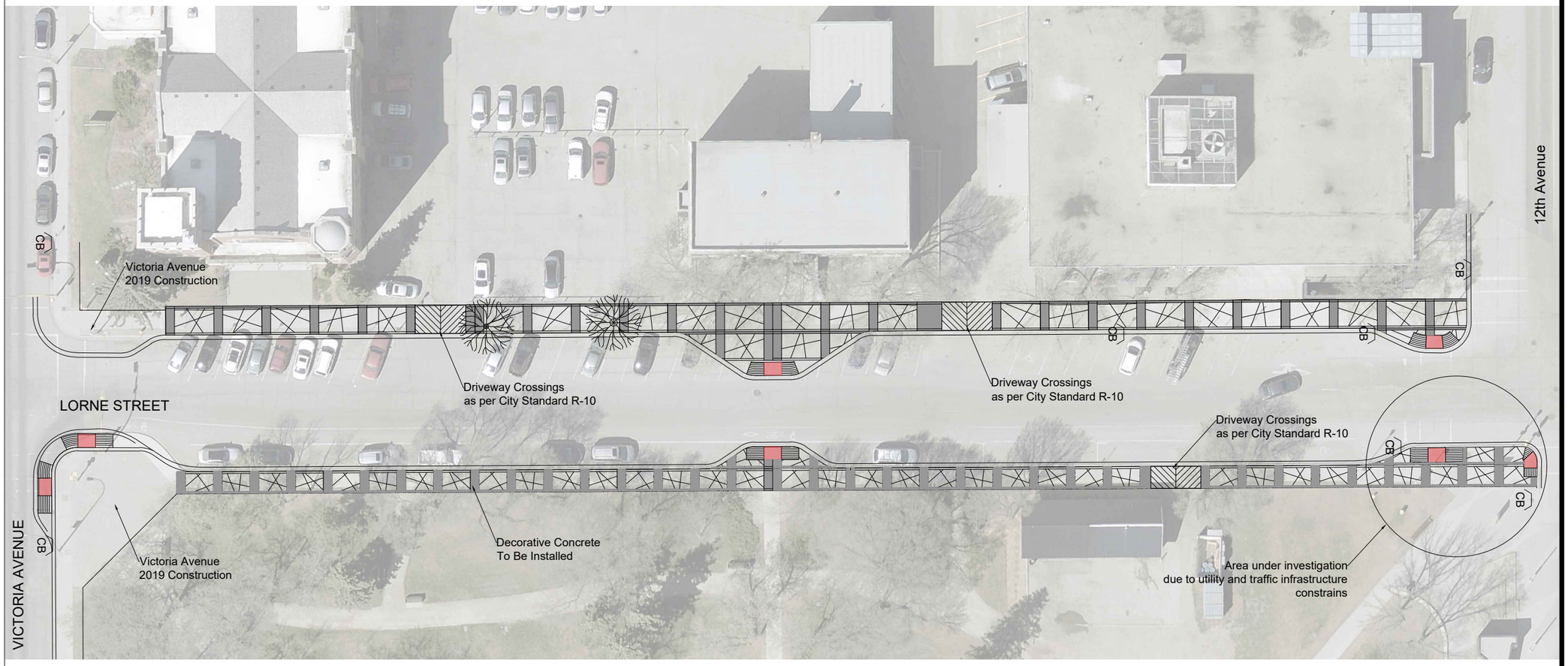
Date	Revisions	By

DETAIL

Curb Extensions Example

Approval / Stamping: FP		File Information:
Date: 19-APR-2021	Scale: NTS	Category: -
		Sheet Number: 1 of 1

Appendix D – Lorne St. and Scarth St. Concept Drawings



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Project Information:

City of Regina

Regina Downtown Projects

Lorne Street - Decorative Concrete Installation Area

N

Approval / Stamping:

Engineer

-

Stamp

Revisions:

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FP	**FP**

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Scale: NTS

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City of Regina | REGINA Infinite Horizons

Project Information:

City of Regina

Regina Downtown Projects

Scarth Street - Decorative Concrete Installation Area

N

Approval / Stamping:

Engineer

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Stamp

Revisions:

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Design: **FP** | Drawn: **FP**

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Last Plot Date: April 19, 2021