



City of  
**Peterborough**

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**To:** **Members of the Committee of the Whole**

**From:** **W. H. Jackson, Director of Utility Services**

**Meeting Date:** **May 29, 2017**

**Subject:** **Report USDIR17-003  
Streetscape and Public Realm for Bethune Street from  
Townsend Street to Dublin Street – Update Report**

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## **Purpose**

To report further on undergrounding of the existing overhead electrical distribution system on Bethune Street from Townsend Street to Dublin Street, and alternative streetscaping options for the areas along Bethune Street at Brock Street and at Charlotte Street.

## **Recommendations**

That Council approve the recommendations outlined in Report USDIR17-003 dated May 29, 2017 of the Director of Utility Services as follows:

- a) That the alternate/refined design to Bethune Street between Murray Street and Hunter Street, inclusive of the Bethune Street/Brock Street intersection, as shown in Figures 3 and 4 of Report USDIR17-003 be adopted;
- b) That the original design to Bethune Street between Simcoe Street and King Street, inclusive of the Bethune Street/Charlotte Street intersection as recommended in Report USDIR16-012 and reported to Council on November 14, 2016 be adopted;
- c) That undergrounding of the electrical distribution system on Bethune Street from Townsend Street to Dublin Street not be undertaken as part of the Bethunescape Project; and

- d) That a strategy be developed, in cooperation with the local electrical distribution utility to re-locate existing overhead hydro poles on Bethune Street as necessary to facilitate reduced building setbacks as per the recommendations of the land-use and urban design study and to address conflicts with planned infrastructure.

## **Budget and Financial Implications**

Inasmuch as the existing overhead electrical distribution system is not proposed to be relocated underground, there are no additional budget or financial implications associated with this part of the project.

Likewise, because no changes have been made to the original Bethune Street design at Charlotte Street there are no additional budget or financial implications associated with this part of the project.

There are also no additional budget or financial implications associated with the recommended alternate/refined design on Bethune Street between Murray Street and Hunter Street, including the Bethune Street/Brock Street intersection.

## **Background**

At its meeting of November 14, 2016, City Council in considering Report USDIR16-012 “Approval of Recommended Streetscape and Public Realm for Bethune Street from Townsend Street to Dublin Street” requested:

- a) That staff report to Council on the matter of undergrounding the existing overhead electrical distribution system on Bethune Street from Townsend Street to Dublin Street and on Charlotte Street from Aylmer Street to Park Street; and,
- b) That Staff report back to Council on an alternate design to minimize the impact to business in the redevelopment area, including the areas of Brock Street/Bethune Street and Charlotte Street/Bethune Street.

## Undergrounding of Electrical Distribution Network

Table No. 1 details the costs that PDI has provided to underground the existing electrical distribution network along Bethune Street.

**Table No. 1 - Bethune Street: Cost to Underground Electrical Distribution System**

No.	Item	Budget
1	Townsend Street to Sherbrooke Street	\$ 3.5 M
2	Sherbrooke Street to Hunter Street	\$ 5.7 M
3	Hunter Street to Dublin Street	\$ 4.5 M
4	<b>TOTAL</b>	<b>\$ 13.7 M</b>

The existing electrical distribution system along Bethune Street is a high voltage main line and, accordingly, the costs to underground such a system are high. Staff believe the cost of undergrounding the existing electrical distribution system on Bethune Street is beyond the financial reach of this project and to include this cost in the overall streetscaping cost of Bethune Street might cause the entire streetscape plan to fail. Accordingly, staff is of the opinion that no further consideration should be given to undergrounding the existing electrical distribution system on Bethune Street.

It is imperative, however, that re-locations of existing overhead hydro poles be co-ordinated between the electrical distribution utility and the project design team to facilitate reduced building setbacks as well as to address conflicts with planned infrastructure.

Council also asked staff to examine the matter of undergrounding the existing electrical distribution system on Charlotte Street from Aylmer Street to Park Street and that issue will be discussed in a separate report.

## Streetscape Design Plan for Bethune Street

Report USDIR16-012, the recommended streetscape and public realm project for Bethune Street from Townsend Street to Dublin Street (referred to as “Bethunescape”) was presented to Council on November 14, 2016. The report was adopted and the streetscape design plan approved with the resultant master plan emphasizing a “linear park-like” corridor along Bethune Street in which vehicle speeds are established by pedestrians and cyclists. The Bethune Street plan will accommodate local traffic only, continuing to provide access to “local” properties that presently have access. Highlighting a first-of-its-kind public realm redevelopment project, this original plan optimizes cycling as well as walking in addition to “programmed” vehicle-free blocks of civic spaces intended to maximize the performance opportunities of the new landscape, connecting numerous parks and trails which would allow people to linger and enjoy the neighbourhood. Potential revitalization design features included the following:

- Bicycle-priority streets;
- Trails for walking;
- Two-way cycle tracks;
- Traffic diversions to eliminate short-cutting by motorists; and,
- “Outdoor rooms” to accommodate community gardens, outdoor cafes, pop-up curling and neighbourhood gatherings.

Council requested staff to look at the following two particular areas where concerns had been raised with respect to vehicular access to/from Bethune Street:

- Brock Street (Hunter Street to Murray Street); and
- Charlotte Street (Simcoe Street to King Street).

### **Brock Street - Bethune Street between Hunter Street and Murray Street**

After the original design (Figures 1 and 2) was presented to Council in November 2016, City staff and AECOM representatives met with many stakeholders in this area during December 2016. Specifically, these stakeholders included Ultimate Car Care, Benson Auto, Youth Unlimited and Hutchison House.

Hutchison House representatives, in particular, expressed concerns with the original design proposal because they wanted continuous east-west through traffic along Brock Street. Their concerns would necessitate a change in the original design.

Other stakeholders, such as Benson Auto, were concerned that the original design would compromise deliveries of supplies for their business. However, after extended engagement with Benson Auto, it became clear to their representatives that Bethunescape would not overly compromise the operation of their business.

Further follow-up with stakeholders was undertaken on April 12, 2017 at which time the original design was presented along with an alternate/refined design. At this meeting, Hutchison House representatives expressed satisfaction with an alternate/refined design.

Youth Unlimited representatives, however, voiced concerns related to the reduced access to their parking lot/area from Brock Street. Consequently, further minor refinements to Bethunescape were made and staff now believe the alternate/refined design as depicted in Figure 3 (Bethunescape: Hunter Street to Murray Street Design) and Figure 4 (Bethunescape: Hunter Street to Murray Street Movement Flow) generally satisfies all stakeholder concerns.

The alternate/refined design developed for the section of Bethune Street from Hunter Street to Murray Street, revised the traffic flow along both Brock Street and Bethune Street. In response to access concerns, the revised design now allows traffic along

Brock Street to continue in both the easterly and westerly directions. To maintain the “park-like” pedestrian and cyclist friendly conditions along Bethune Street, north- and south-bound vehicular traffic on Bethune Street will no longer be able to access Brock Street.

This alternate/refined design lessens somewhat, the establishment of a complete "linear park-like" atmosphere as compared to the original design. However, the alternate/refined design does mitigate confusion that may have arisen for all users at this location. This is particularly the case at the Bethune Street/Murray Street intersection where movements for all users has been simplified – a development that mitigates potential conflicts between different users. A comparison of the characteristics of the original with the alternate/refined design for Bethune Street between Hunter Street and Murray Street is shown in Table 2.

**Table 2 – Comparison of Bethune Street from Hunter Street to Murray Street**

Criteria	Original Design	Revised Design
Linear Park-Like Theme	<ul style="list-style-type: none"> <li>Extended and more evident</li> </ul>	<ul style="list-style-type: none"> <li>Less evident, especially at Bethune and Brock Streets as Brock Street traffic passes through the former car-free trail plaza.</li> </ul>
Operational Context for Users	<ul style="list-style-type: none"> <li>Brock Street traffic was required to turn around at the base of the hill and encroached into the car-free zone, while the pedestrians and cyclists enjoyed the car free zone.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic along Brock Street is more logical and no longer requires a turnaround at the bottom of the hill. Traffic along Bethune Street travels along a bicycle priority street, similar to the balance of the street.</li> </ul>
Business Interests	<ul style="list-style-type: none"> <li>Brock Street traffic was diverted and not able to pass through the intersection resulting in access concerns with Hutchison House.</li> </ul>	<ul style="list-style-type: none"> <li>Existing east-west traffic/flow movement maintained on Brock Street; and</li> <li>Improvement in ability to secure stakeholders' approval</li> </ul>

Figure 1: Original Bethunescape – Hunter Street to Murray Street Design

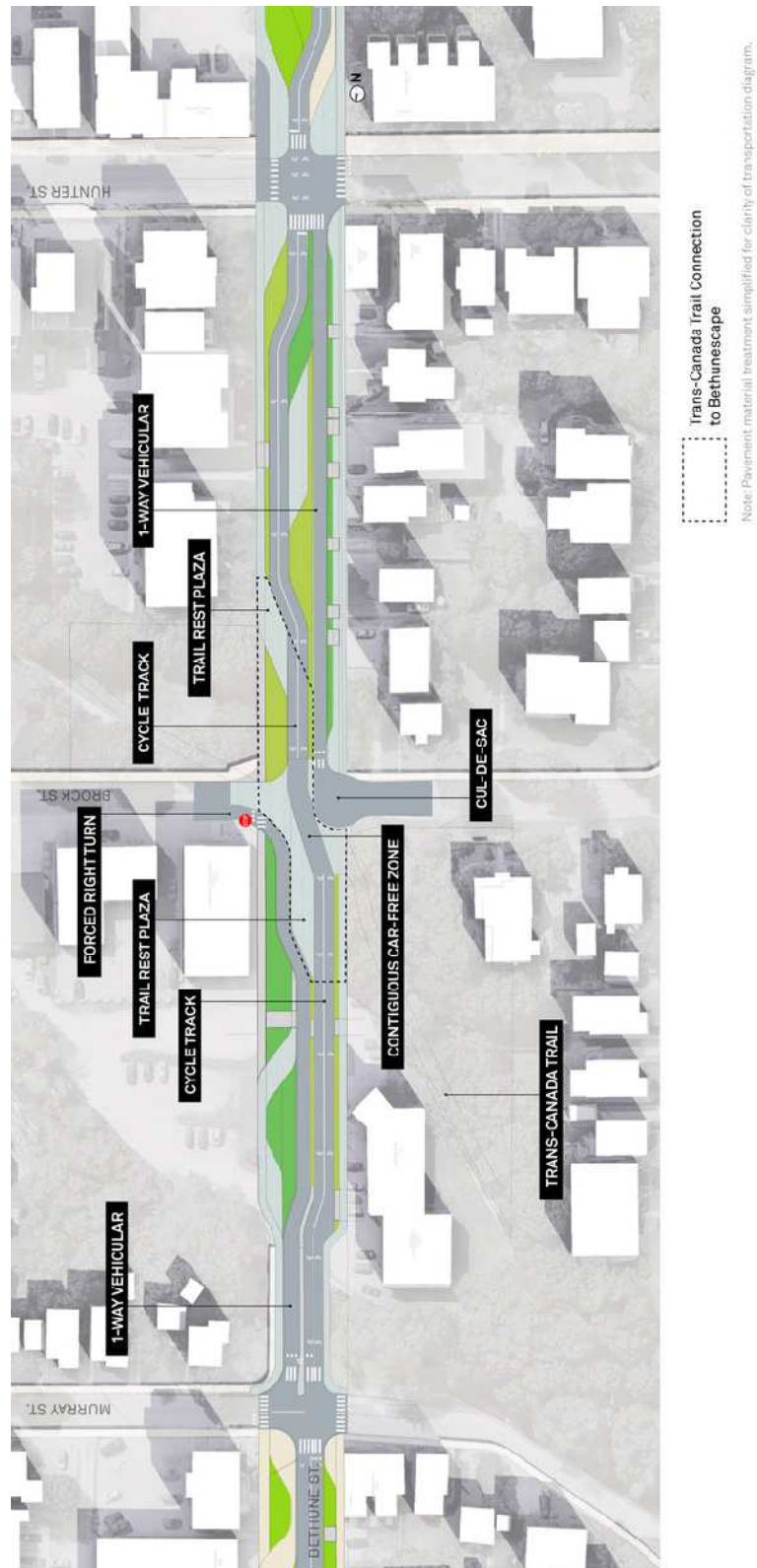


Figure 2: Original Bethunescape – Hunter Street to Murray Street Movement Flow

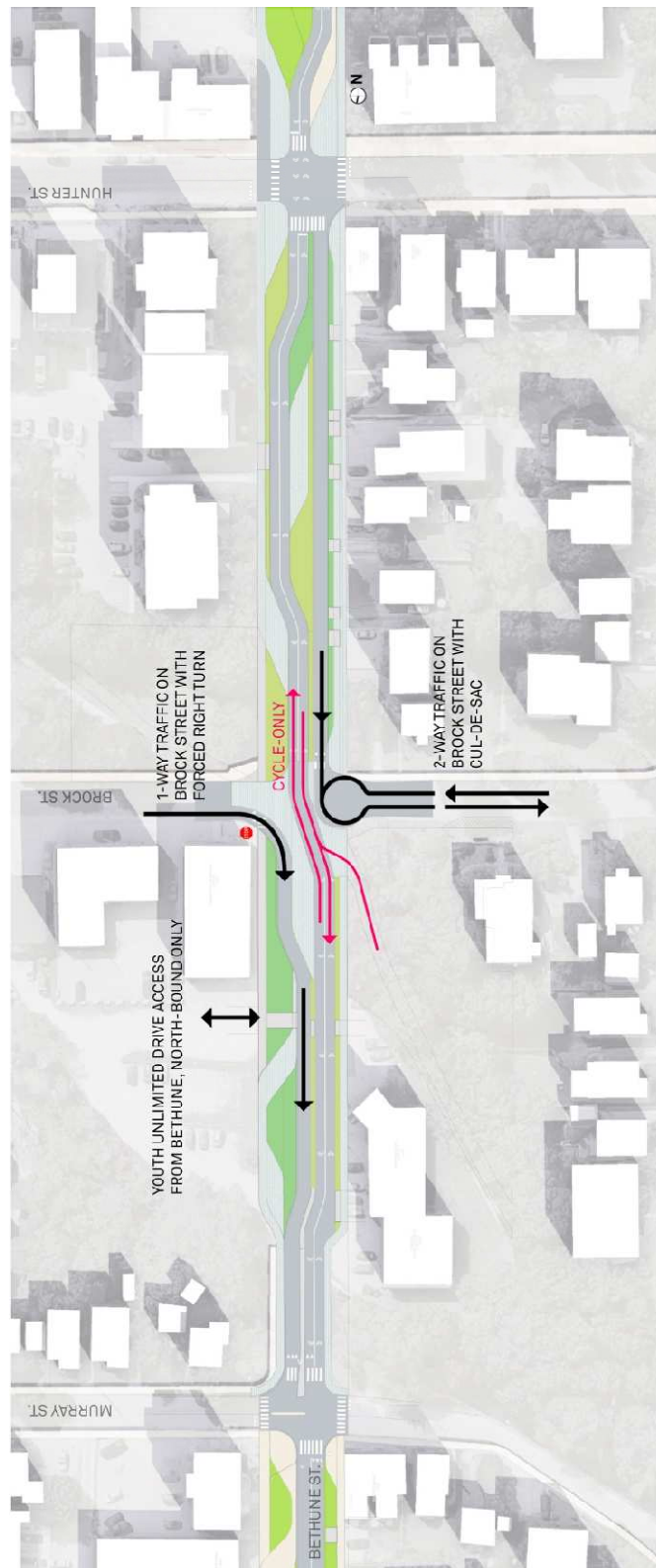


Figure 3 - Bethunescape: Hunter Street to Murray Street Design  
(Alternate/ Refined Design)

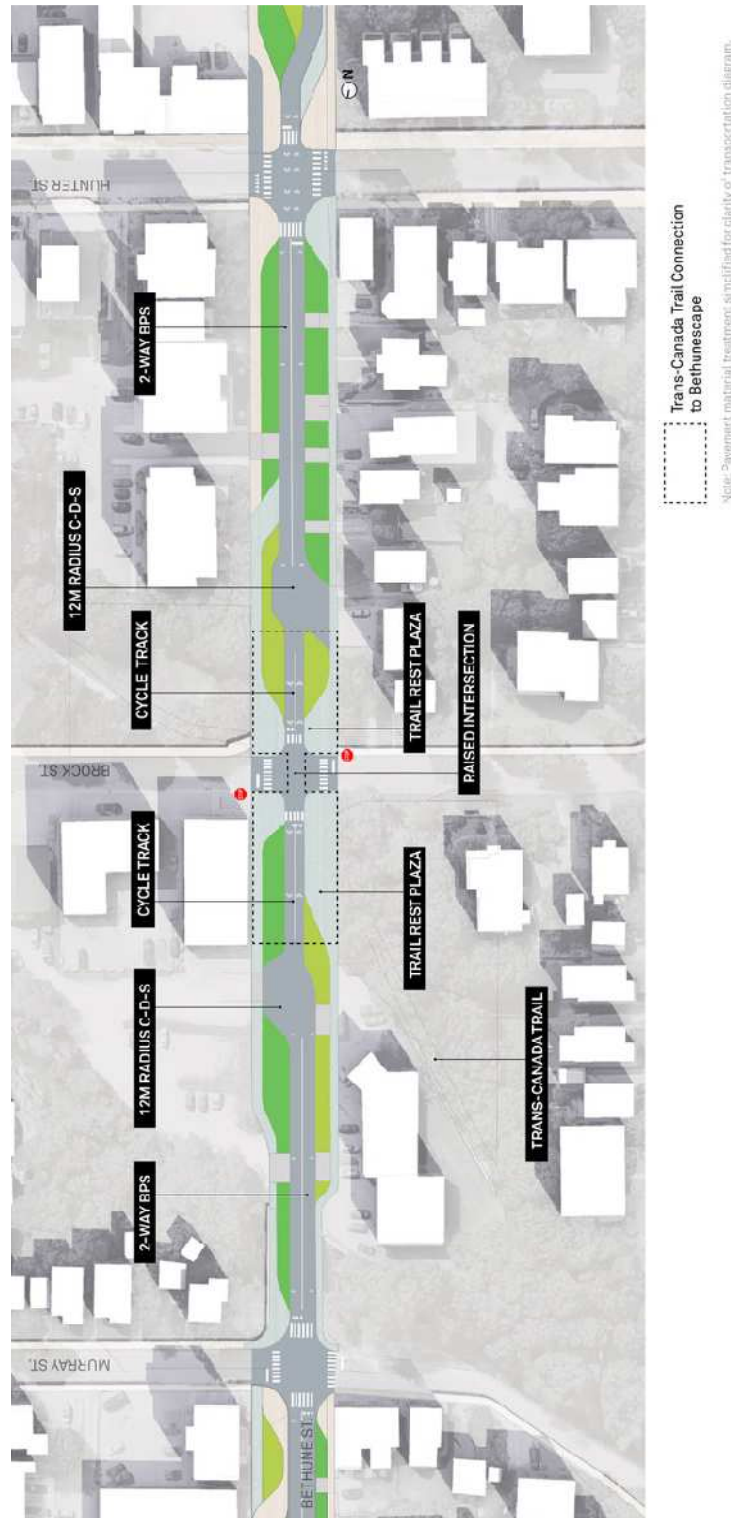
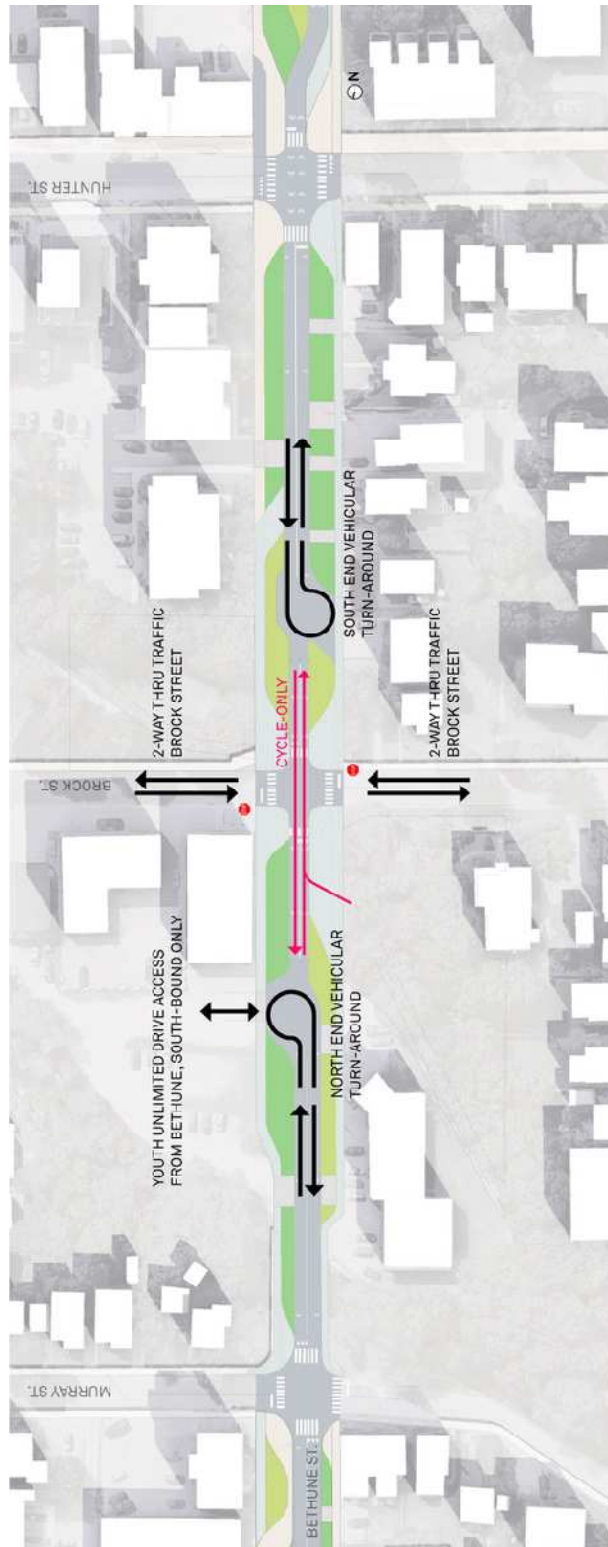




Figure 4 - Bethunescape: Hunter Street to Murray Street Movement Flow  
(Alternate/Refined Design)



### **Charlotte Street - Bethune Street between Simcoe Street and King Streets**

Staff and representatives from AECOM met with Shoppers Drug Mart officials at the Shoppers Drug Mart's corporate offices on January 11, 2017 with a follow-up meeting on March 16, 2017. Shoppers Drug Mart representatives eventually agreed with the original design as it had been presented to Council during November 2016.

However, Shoppers Drug Mart did request that consideration be given to consolidating its garbage collection and removal area with that of the City of Peterborough Public Library on the Library's property to free up additional parking space and snow storage area on Shoppers Drug Mart's property. AECOM did investigate design adjustments on the north/south boundary between Shoppers Drug Mart and the Library's property to accommodate Shoppers' request but operational concerns with combining commercial refuse with that of the Library's caused a rejection of this suggestion.

After several consultations and consideration of design refinements, the design team recommends that the original design for Bethunescape between Simcoe Street and King Street, inclusive of the intersection of Bethune Street/Charlotte Street, as presented to Council on November 14, 2016, remain in place and be adopted. The project team has agreed to collaborate with local stakeholders during detailed design.

## **Summary**

Maintaining the original design in the area of Bethune Street/Charlotte Street as recommended in Report USDIR16-012 and presented to Council on November 14, 2016 has received acceptance and approval from all stakeholders. As well, an alternate/refined design to Bethune Street in the area between Murray Street and Hunter Street has been accepted by all stakeholders in the area.

A high-level cost estimate and analysis for the undergrounding of the electrical distribution system on Bethune Street is provided and it is recommended that no further consideration be given to undergrounding the electrical distribution system in this area. However, it is also recommended that re-locations of existing overhead hydro poles be co-ordinated and planned to facilitate reduced building setbacks and to address conflicts with planned infrastructure.

Submitted by,

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