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# **Elgin Street and Hawthorne Avenue Functional Design Study**

**Public Consultation Summary Report #1**

**(June 28, 2016)**



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**ELGIN STREET AND HAWTHORNE AVENUE FUNCTIONAL DESIGN STUDY**

PUBLIC CONSULTATION SUMMARY REPORT

JUNE 28, 2016

**Prepared for:**



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**24/09/2016**

# EXECUTIVE SUMMARY

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The City of Ottawa is undertaking the functional design and transportation study for the Elgin Street corridor between Laurier Avenue and Queen Elizabeth Driveway, and the Hawthorne Avenue corridor from the Pretoria Bridge to Main Street. In support of the study, a public consultation process has been initiated. A Working Group was established that included representatives of the area community, land owners, business owners, and institutions, as well as City staff from various departments. This group has met once already on June 13, 2016 and will meet two more times to discuss the corridor as the project progresses.

The first of two general public contact events was held on Tuesday, June 28, 2016 as a public design workshop held at Ottawa City Hall Council Chambers and Jean Piggot Hall from 5:30 to 7:30pm. The Workshop included a presentation by the consulting team, identifying the purpose, objectives, project schedule, and key considerations of the study, followed by a brief question and answer period. Attendees then formed break-away groups to tackle various topics / themes pertaining to the corridor, with facilitators on-hand at each table to answer any questions. Following the break-away group session, the consulting team facilitated a plenary discussion that allowed attendees to share their main ideas, thoughts and take-away items that were generated during the discussion.

Below is a list of items that were of greatest interest to many participants at the Workshop:

- Participants expressed the desire for wider sidewalks along Elgin Street;
- Participants would prefer that the existing overhead utility poles and wires be removed and placed underground to allow for improved streetscaping opportunities;
- Participants expressed the desire for enhanced public realm improvements, ie. Removing clutter and including street trees; and
- Participants expressed the desire for some form improvements to the cycling environment along Elgin Street, cycling and pedestrian improvements to the intersection at Elgin Street and Queen Elizabeth Driveway and higher-order cycling improvements along Hawthorne Avenue.

Participants (mainly business owners along the corridor) also expressed the following items as being important considerations for the study:

- Participants, including business owners expressed concern over potential construction period disruption;
- Some business owners would prefer that the existing four lanes of traffic along Elgin Street remain for motor vehicles (hence keeping sidewalks narrow); and
- Some business owners would prefer to keep the existing parking on the street.

In addition to the comments submitted at the Workshop, approximately 630 people participated in an online questionnaire, as of July 18, 2016. Seventy-five percent of the submissions were in regards to Elgin Street and 25% for Hawthorne Avenue. The questionnaire included a series of demographic-related questions pertaining to where people live in relation to the street, whether they own a business or conduct business in the corridor, their mode of travel within the corridor, as well as an open-ended question that asked what each person's vision was for the corridor. Many of the major topics discussed at the Workshop were duplicated in the questionnaire. The following items were also raised by many people in the questionnaire:

- Motorists failing to yield to pedestrians at intersections;
- Motor vehicle congestion;
- The speed limit is too high; and
- Lack of bicycle parking.

The Public Design Workshop generated significant discussion and meaningful feedback on the role of the Elgin Street and Hawthorne Avenue corridors in their current state and a vision for the future. City staff and the consulting team will use the information for consideration in generating and evaluating alternative concepts for the corridor.

The next general public contact will take the form of an Open House and will be held in the Fall of 2016 at which a Preliminary Functional Design for the corridor will be presented.

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# 1.0 INTRODUCTION

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The City of Ottawa is undertaking the functional design and transportation study of the Elgin Street corridor between Laurier Avenue and Queen Elizabeth Driveway, and the Hawthorne Avenue corridor from the Pretoria Bridge to Main Street. The study objective is to identify a preferred corridor design. This initial study will serve as a basis for a subsequent detailed design of Elgin Street from Lisgar Street to Isabella Street and Hawthorne Avenue from Colonel By Drive to Main Street, where reconstruction has been identified as a short term priority.

In support of the study, a major public consultation process was initiated. A Working Group was established that included representatives of the area community, land owners, business owners, and institutions, as well as City staff from various departments. This group has met once already on June 13, 2016 and will meet two more times to discuss the corridor as the project progresses.

In addition to the Working Group, the first of two general public contacts was held in a workshop format (Public Design Workshop #1). This first point of contact provides an opportunity for City staff, stakeholders and members of the public to share information about the project and discuss a range of possible choices for renewal of the corridors.

The general public is also kept up-to-date on project material through postings on the City's Website: <http://ottawa.ca/elginstreet>.

## 2.0 PUBLIC DESIGN WORKSHOP #1

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Public Design Workshop #1 was held on Tuesday, June 28, 2016 at Ottawa City Hall Council Chambers and Jean Piggot Hall from 5:30 to 7:30pm. The Workshop included a presentation by the consulting team in Jean Piggot Hall, identifying the purpose, objectives, project schedule, and key considerations of the study, followed by a brief question and answer period. Attendees then formed break-away groups to tackle various topics / themes pertaining to the corridor, with facilitators on-hand at each table to answer any questions. Following the break-away group session, the consulting team facilitated a plenary discussion that allowed attendees to share their main ideas, thoughts and take-away items that were generated during the discussion.

### Presentation Format

The event began with the City's Project Manager and Councillors Catherine McKenney and David Chernushenko providing welcoming remarks. The consulting team Project Manager then gave a presentation clarifying the intent of the Workshop and providing an explanation of the following items:

- An introduction to the Study;
- Current street conditions and policies;
- Issues requiring attention;
- Implementation; and
- Street design choices.

**Workshop Format**

Tables were set up in Jean Piggot Hall with background material at each table that included existing conditions base mapping, a booklet illustrating a range of potential cross sections (identified in the presentation) and a ‘Breakout Group Discussion Topics’ sheet as a reference guide. A full description of thought-provoking questions within the Discussion Topics worksheet is provided in **Appendix A**. The discussion table topics included:

- Pedestrian Environment / Accessibility;
- Cycling Environment;
- Vehicles and Transit;
- Parking;
- Streetscaping and Public Art; and
- Placemaking Opportunities.

Attendees sat down at a table of their choice to discuss the selected topic in further detail and communicate their ideas and concerns for the corridor. A French-speaking table was also provided with a facilitator for those attendees wishing to communicate their ideas in French.

A resource table with background materials was also made available for review by members of the public. This material included copies of the City of Ottawa Official Plan, Transportation Master Plan, the Pedestrian Plan and the Cycling Plan.

A full-sized plan of the existing conditions of Elgin Street and Hawthorne Avenue (from Laurier Avenue to Main Street) was presented in a series of display boards that informed the public of elements like land use, roadway width and lane direction, existing businesses and green spaces and location of patios, utility poles and bus stops.

All display boards, resource materials and handouts were provided in both French and English. A complete list and copies of the presentation is provided on the City’s project website.

To further assist in obtaining feedback from attendees, a Comment-Questionnaire was distributed at the Public Design Workshop. Members of the public were encouraged to provide written comments via the open-ended Comment-Questionnaire and submit them either before leaving the Open House or by fax, email or regular mail by July 15, 2016.

**2.1 NOTIFICATION**

Notification of the Workshop occurred through a flyer distributed to properties in the surrounding area the week of June 13, 2016 as well as advertisements in daily citywide newspapers on the following dates:

- East EMC News and West EMC News, Thursday, June 16, 2016 and Thursday June 23, 2016
- Le Droit, Thursday, June 16, 2016 and Thursday June 23, 2016

An email notification was sent on June 8, 2016 to all persons on the study’s master mailing list and included members of the Working Group and an extended stakeholder contact list that included other regulatory agencies such as the National Capital Commission, the Ministry of Transportation, and community groups. The City’s Project Manager also sent a reminder email on June 21, 2016 prior to the Public Design Workshop.

## 2.2 SUMMARY OF PRESENTATION QUESTIONS / COMMENTS

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As noted, the consulting team conducted a formal presentation from 5:30 to 6:15pm and held a brief question and answer period following the presentation. The questions and comments and associated responses given by the study team (in *italics*) are recorded below:

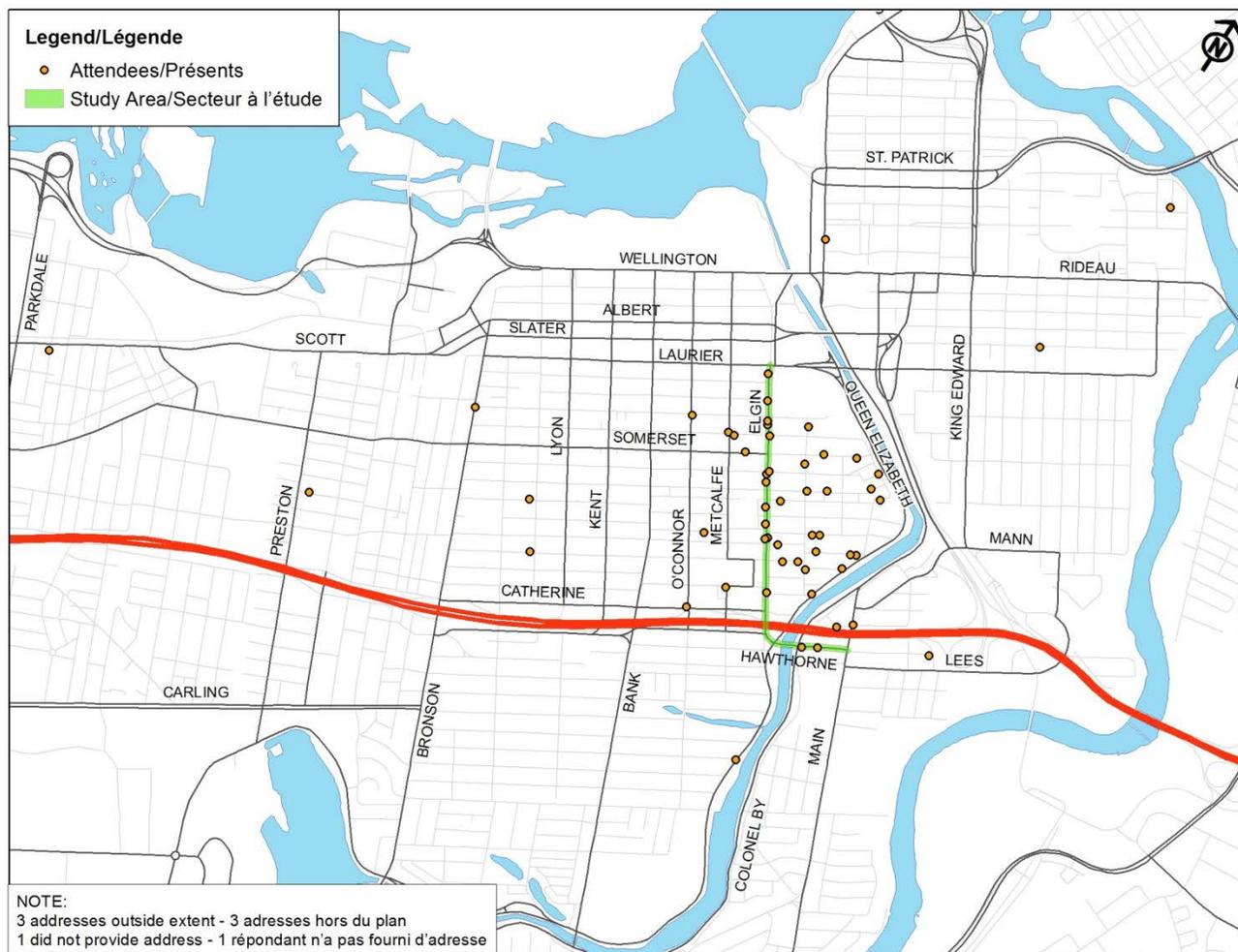
- Construction projects such as this create significant disruption for businesses. Currently the city has no mechanism to provide an abatement under the Municipal Act. Is there any abatement for impacted business owners for this project? *Currently there is no abatement program. The City will make every effort to minimize impacts to people and businesses along the corridor.*
- You indicated the possibility of burying overhead wiring is low without a funding source. Can the budget for public art be used towards burying overhead wires should the study team determine that option is more desirable than street art? *The costs of public art and burying hydro wires requires context. The cost of burying overhead wires is in the millions, far exceeding the public art budget of 1% of project cost. The public art budget for this project would have a negligible impact in funding the undergrounding.*
- This study should examine the types of commercial tenants along Elgin and Hawthorne, as well as the noise that emanates from the bars and cafés. *This project is focused on the design of Elgin and Hawthorne within the City of Ottawa's Right-of-Way. This exercise does not guide land use – rather that is a zoning discussion. However we have seen in Ottawa where a substantial investment in the urban environment ignites renewed investment in private land.*
- You mention your experience in doing similar renewals throughout Ottawa. How many businesses have closed during the construction phases in other projects? *The City does not track such a statistic.*
- I own a business along Bank Street that has gone through a road renewal. My taxes have gone up 35% on this business following the renewal. Is this a trend you have seen in other reconstructions? *In Ontario we have a market value assessment system. As property value rises, so do taxes. When the City makes an investment in infrastructure, it is possible that property values may increase.*
- You talk about a 1.5 to 2 year process. Can this be sped up, potentially by working on weekends? *The process will take approximately 2-3 years. Techniques will be evaluated at detailed design. This may include specific construction methods, incentives and disincentives. The City will explore all of these options during the detailed design phase.*

## 2.3 SUMMARY OF PARTICIPANT COMMENTS

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Attendees were asked to sign-in upon entering the Public Design Workshop. A total of 73 people signed-in over the course of the evening (although there were approximately 170 people in attendance). Based on the addresses provided, individuals attending the Public Design Workshop were largely located within the study area in proximity to the Elgin Street and Hawthorne Avenue corridors (**Figure 1**).

Figure 1: Open House Attendees



## 2.4 SUMMARY OF COMMENT / QUESTION FORM SUBMISSIONS

A total of 11 hand-written Comment / Question Forms were returned during or following the Public Design Workshop. All of the comments received are included below. The following are the most frequently discussed issues or concerns in the Comment / Question Form submissions, in order:

1. Widen the sidewalks;
2. Add a cycling facility on Elgin Street;
3. Bury overhead utility wires;
4. Patios shouldn't encroach onto the sidewalks; and
5. Expediate the construction to reduce construction period disruption.

It is important to note that the above-noted list of comments pertains *only* to those comments on the completed Comment / Question Forms.

| No.                                | Issue / Comment   | Frequency |
|------------------------------------|---|-----------|
| <b>Elgin Street</b>                |   |           |
| <b>1. Vehicle Lane Arrangement</b> |   |           |
| 1.1                                | Keep 4 lanes for vehicles   | -         |
| 1.2                                | Provide 3 driving lanes with one alternating lane                                     | 1         |
| 1.3                                | Provide 2 driving lanes with one parking lane   | -         |
| 1.4                                | Consider one-way street opportunities   | -         |
| <b>2. Parking</b>                  |   |           |
| 2.1                                | Continue to provide parking on the side streets                                       | -         |
| 2.2                                | Flexible parking options - use parking sometimes, pedestrian space other times        | -         |
| 2.3                                | Keep existing amount of parking   | -         |
| 2.4                                | Provide parking on one side of the street   | 1         |
| 2.5                                | Remove parking on both sides of the street  | 1         |
| 2.6                                | Explore options for new parking garage on the street (or on a side street)            | -         |
| 2.7                                | Maintain loading zones on the street  | 1         |
| <b>3. Cycling</b>                  |   |           |
| 3.1                                | Add more bike parking on Elgin  | -         |
| 3.2                                | Add cycling facility (bike lanes / cycle tracks)                                      | 4         |
| 3.2                                | No higher-order cycling facilities needed   | 1         |
| <b>4. Pedestrian</b>               |   |           |
| 4.1                                | Widen the sidewalks   | 4         |
| 4.2                                | Provide raised sidewalks at intersections for accessibility                           | -         |
| 4.3                                | Close off Elgin Street to vehicle traffic (temporarily)                               | 1         |
| 4.4                                | Maintain / add patio space along the street   | -         |
| <b>5. Streetscaping</b>            |   |           |
| 5.1                                | Add street trees  | 1         |
| 5.2                                | Bury overhead utility wires/poles   | 4         |
| 5.3                                | Add more benches along the street   | -         |
| 5.4                                | Too much clutter (street furnishings, signage, etc.); de-clutter if possible          | 1         |
| 5.5                                | Patios shouldn't encroach on sidewalk   | 2         |
| <b>6. Other</b>                    |   |           |
| 6.1                                | Expedite construction period  | 1         |
| 6.2                                | Winter maintenance along the corridor is important                                    | 1         |
| 6.3                                | Space for bus stops is important  | -         |
| 6.4                                | Lots of conflict between pedestrians / cyclists / motorists at Elgin QED intersection | -         |
| <b>7. Hawthorne Avenue</b>         |   |           |
| 7.1                                | Connect Hawthorne with better cycling facility (cycle track)                          | -         |
| 7.2                                | Add street trees  | -         |
| 7.3                                | Provide 2 driving lanes   | -         |

## 2.5 SUMMARY OF BREAKOUT GROUP DISCUSSION

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Attendees sat down at a table of their choice to discuss the selected topic in further detail and communicate their ideas and concerns for the corridor. Each table assigned a scribe to document the ideas in further detail. The following are the most commonly discussed issues or concerns from those participating in the breakout group discussion tables. The issues are broken down into themes with the most commonly discussed issues of each theme shown first on the list.

### Vehicle Lane Arrangement:

1. Provide 2 driving lanes with one parking lane;
2. Consider one-way street opportunities;
3. Narrow travel lanes to reduce vehicle speeds.
4. Consider 3 lanes with one alternating lane;
5. Keep 4 lanes for vehicles; and
6. Limit the number of turning lanes on Elgin Street.

### Parking:

1. Provide parking on one side of the street;
2. Keep existing amount of parking;
3. Explore options for a new parking garage on the street (or on a side street);
4. Remove parking on both sides of the street;
5. Continue to provide parking on the side streets; and
6. Maintain loading zones on the street.

### Pedestrian:

1. Widen the sidewalks;
2. Close off Elgin Street to vehicle traffic (temporarily);
3. Patios liven the street and should remain;
4. Patios limit pedestrian mobility on the sidewalks – widen sidewalks or decrease patio space;
5. Provide raised crosswalks at intersections for accessibility; and
6. Increase / enhance pedestrian crossing times at intersections.

### Cycling:

1. Add a cycling facility along Elgin Street;
2. Significant conflict exists between cyclists, pedestrians and motorists at Elgin Street and QED intersection;
3. No higher-order cycling facilities needed on Elgin Street;
4. Add more bike parking on Elgin Street; and
5. Connect Hawthorne Avenue with a better cycling facility.

### Streetscaping:

1. Add more street trees;
2. Add more benches along the street; and
3. Too much clutter (street furnishing, signage, etc.); de-clutter if possible;
4. Consider traffic calming measures to beautify the street and reduce traffic speeds;
5. Public art would benefit Elgin Street; and
6. Incorporate bus stop space with the overall streetscape plan for the street.

### Placemaking

1. Add more street trees;
2. Add more bike parking along Elgin Street;
3. Bury overhead utility wires;

4. Too much clutter (street furnishing, signage, etc.); de-clutter if possible;
5. Small-scale parkettes would be good for the street; and
6. Consider working with embassies and churches on Elgin Street to increase public art opportunities.

**Business Owner Issues / Concerns:**

1. Parking on the street is essential to the success of businesses on Elgin Street;
2. Bury overhead utility wires;
3. Patios should not encroach onto the sidewalk;
4. Maintain / add patio space along the street;
5. Winter maintenance along the corridor is important; and
6. Expedite construction period.

Note: One of the tables was composed of primarily business owners and landowners along Elgin Street. The table discussion emphasized the importance of finding solutions to minimize the impacts of construction on local businesses, among other matters such as burying overhead wires.

## 2.6 SUMMARY OF WORKSHOP COMMENTS

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As noted, a Comment-Questionnaire was distributed at the Public Design Workshop to further assist in obtaining feedback from attendees. Members of the public were encouraged to provide written comments via the open-ended Comment-Questionnaire and submit them either before leaving the Open House or by fax, email or regular mail by July 15, 2016.

Below is a list of items that were of greatest interest to many participants at the Workshop:

- Participants expressed the desire for wider sidewalks along Elgin Street;
- Participants would prefer that the existing overhead utility poles and wires be removed and placed underground to allow for improved streetscaping opportunities;
- Participants expressed the desire for enhanced public realm improvements, ie. Removing clutter and including street trees; and
- Participants expressed the desire for some form of cycling improvements along Elgin Street, cycling and pedestrian improvements to the intersection at Elgin Street and Queen Elizabeth Driveway and higher-order cycling improvements along Hawthorne Avenue.

In addition to the comments above, participants (mainly business owners along the corridor) also expressed the following items as being important considerations for the study:

- Many participants, including business owners expressed concern over potential construction period disruption;
- Some business owners would prefer that the existing four lanes of traffic along Elgin Street remain for motor vehicles, and hence narrow sidewalks; and
- Some business owners would prefer to keep the existing parking on the street.

The Public Design Workshop generated significant discussion and meaningful feedback on the role of the Elgin Street and Hawthorne Avenue study area in its current state and vision for the future. City staff and the consulting team will use the information for consideration in generating and evaluating alternative concepts for the corridor.

The next general public contact will take the form of an Open House and will be held in the Fall of 2016.

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## 3.0 ONLINE QUESTIONNAIRE RESULTS

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In addition to the comments submitted at the Workshop, members of the public were invited to complete an online questionnaire. The questionnaire included a series of demographic-related questions pertaining to where people live in relation to the street, whether they own a business or conduct business in the corridor, their mode of travel within the corridor, as well as open-ended questions that asked what each person's vision was for the corridor and what concerns they had with the corridor. A total of 628 online questionnaire responses were recorded (473 from Elgin Street; 155 from Hawthorne Avenue). The following are the most frequently discussed issues or concerns in the online questionnaire, in order when asked the question, *'what are your concerns for Elgin Street / Hawthorne Avenue?'*:

*'What are your current concerns about Elgin Street?':*

1. No bicycle lanes;
2. Not enough sidewalk space;
3. Not enough greenery or shade;
4. Motor vehicle drivers do not always yield to pedestrians at intersections.

*'What are your current concerns about Hawthorne Avenue?':*

1. No bicycle lanes;
2. Motor vehicle congestion;
3. Motor vehicle drivers do not always yield to pedestrians at intersections;
4. Not enough sidewalk space.

The following are the most frequently discussed items when asked *'what is your vision for the renewal of Elgin Street / Hawthorne Avenue?'*

1. Widen the sidewalks;
2. Add cycling facility (bike lanes / cycle tracks);
3. Add street trees; and
4. Bury overhead utility wires / poles.

A breakdown summary of the results of the question asking *'what is your vision for the renewal of Elgin Street / Hawthorne Avenue?'* is included in the chart below and a detailed breakdown of comments is included in **Appendix B**.

**Summary of Online Questionnaire Results**

The following chart summarizes the frequency of responses provided from the online questionnaire based on the question, ‘*what is your vision for the renewal of Elgin Street / Hawthorne Avenue?*’.

| No.                                | Issue / Comment   | Frequency |
|------------------------------------|---|-----------|
| <b>Elgin Street</b>                |   |           |
| <b>1. Vehicle Lane Arrangement</b> |   |           |
| 1.1                                | Keep 4 lanes for vehicles   | -         |
| 1.2                                | Provide 3 driving lanes (one alternating lane/turning lane)                           | 3         |
| 1.3                                | Provide 2 driving lanes with one parking lane   | 1         |
| 1.4                                | Provide 2 driving lanes   | 10        |
| 1.5                                | Consider one-way street opportunities   | 2         |
| <b>2. Parking</b>                  |   |           |
| 2.1                                | Continue to provide parking on the side streets                                       | 2         |
| 2.2                                | Flexible parking options - use parking sometimes, pedestrian space other times        | -         |
| 2.3                                | Keep existing amount of parking   | 1         |
| 2.4                                | Provide parking on one side of the street   | 6         |
| 2.5                                | Remove parking on both sides of the street  | 8         |
| 2.6                                | Explore options for new parking garage on the street (or on a side street)            | 3         |
| 2.7                                | Maintain loading zones on the street  | 1         |
| <b>3. Cycling</b>                  |   |           |
| 3.1                                | Add more bike parking on Elgin  | 4         |
| 3.2                                | Add cycling facility (bike lanes / cycle tracks)                                      | 45        |
| 3.2                                | No higher-order cycling facilities needed   | 8         |
| <b>4. Pedestrian</b>               |   |           |
| 4.1                                | Widen the sidewalks   | 84        |
| 4.2                                | Provide raised sidewalks at intersections for accessibility                           | 3         |
| 4.3                                | Close off Elgin Street to vehicle traffic (temporarily)                               | 2         |
| 4.4                                | Maintain / add patio space along the street   | 19        |
| <b>5. Streetscaping</b>            |   |           |
| 5.1                                | Add street trees  | 26        |
| 5.2                                | Bury overhead utility wires/poles   | 17        |
| 5.3                                | Add more benches along the street   | 9         |
| 5.4                                | Too much clutter (street furnishings, signage, etc.); de-clutter if possible          | 2         |
| 5.5                                | Patios shouldn't encroach on sidewalk   | 2         |
| <b>6. Other</b>                    |   |           |
| 6.1                                | Expedite construction period  | -         |
| 6.2                                | Winter maintenance along the corridor is important                                    | 1         |
| 6.3                                | Space for bus stops is important  | 3         |
| 6.4                                | Lots of conflict between pedestrians / cyclists / motorists at Elgin QED intersection | 1         |
| <b>7. Hawthorne Avenue</b>         |   |           |
| 7.1                                | Connect Hawthorne with better cycling facility (cycle track)                          | 10        |
| 7.2                                | Add street trees  | 1         |
| 7.3                                | Provide 2 driving lanes   | 1         |

## 4.0 OTHER COMMENTS RECEIVED

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Prior to and after the Public Design Workshop, the public was invited to submit written comments. The following are the most frequently discussed issues or concerns from the emailed comments, in order. Each of the comments received via email through the City of Ottawa Project Manager are included in **Appendix C**. The study team received comments and documented the results until July 15, 2016. The following are the most frequently discussed issues or concerns in the emailed comments, in order:

1. Widen the sidewalks;
2. Add street trees on Elgin Street;
3. Add a cycling facility on Elgin Street;
4. Bury overhead utility wires / poles;
5. Too much clutter (street furnishings, signage, etc.); de-clutter if possible;
6. Provide parking on one side of the street;
7. Significant conflict between pedestrians / cyclists / motorists at the Elgin / Queen Elizabeth Driveway intersection; and
8. Connect Hawthorne Avenue with a better cycling facility.

| No.                                | Issue / Comment   | Frequency |
|------------------------------------|---|-----------|
| <b>Elgin Street</b>                |   |           |
| <b>1. Vehicle Lane Arrangement</b> |   |           |
| 1.1                                | Keep 4 lanes for vehicles   | 1         |
| 1.2                                | Provide 3 driving lanes with one alternating lane                                     | 2         |
| 1.3                                | Provide 2 driving lanes with one parking lane   | 1         |
| 1.4                                | Consider one-way street opportunities   | -         |
| <b>2. Parking</b>                  |   |           |
| 2.1                                | Continue to provide parking on the side streets                                       | -         |
| 2.2                                | Flexible parking options – use parking sometimes, pedestrian space other times        | 1         |
| 2.3                                | Keep existing amount of parking   | -         |
| 2.4                                | Provide parking on one side of the street   | 4         |
| 2.5                                | Remove parking on both sides of the street  | 1         |
| 2.6                                | Explore options for new parking garage on the street (or on a side street)            | -         |
| 2.7                                | Maintain loading zones on the street  | -         |
| <b>3. Cycling</b>                  |   |           |
| 3.1                                | Add more bike parking on Elgin  | 2         |
| 3.2                                | Add cycling facility (bike lanes / cycle tracks)                                      | 5         |
| 3.3                                | No higher-order cycling facilities needed   | 1         |
| <b>4. Pedestrian</b>               |   |           |
| 4.1                                | Widen the sidewalks   | 7         |
| 4.2                                | Provide raised sidewalks at intersections for accessibility                           | 1         |
| 4.3                                | Close off Elgin Street to vehicle traffic (temporarily)                               | 1         |
| 4.4                                | Maintain / add patios along the street  | -         |
| <b>5. Streetscaping</b>            |   |           |
| 5.1                                | Add street trees  | 7         |
| 5.2                                | Bury overhead utility wires/poles   | 5         |
| 5.3                                | Add more benches along the street   | 1         |
| 5.4                                | Too much clutter (street furnishings, signage, etc.); de-clutter if possible          | 4         |
| 5.5                                | Patios shouldn't encroach on sidewalk   | -         |
| <b>6. Other</b>                    |   |           |
| 6.1                                | Expedite construction period  | 1         |
| 6.2                                | Winter maintenance along the corridor is important                                    | -         |
| 6.3                                | Space for bus stops is important  | -         |
| 6.4                                | Lots of conflict between pedestrians / cyclists / motorists at Elgin QED intersection | 3         |
| <b>7. Hawthorne Avenue</b>         |   |           |
| 7.1                                | Connect Hawthorne with better cycling facility (cycle track)                          | 3         |
| 7.2                                | Add street trees  | -         |
| 7.3                                | Provide 2 driving lanes   | 1         |