Elgin Street and Hawthorne Avenue
Functional Design Study

Public Open House – January 11, 2017
Agenda for the Evening

1. Welcome and Introductions

2. Study Presentation

3. Question and Answer Period

4. Open House in Jean Piggot Place
Presentation Topics

PART A: Study Overview
PART B: Consultation
PART C: The Recommended Design
PART D: Working Together Through Construction
PART A: Study Overview
Study Area

Elgin Street
* 1.3 km of Elgin Street
* North end limit: Laurier
* South end limit: Queen Elizabeth Driveway
* 16 blocks and many intersections
* Connection under Highway 417

Hawthorne Avenue
* 0.4 km of Hawthorne Avenue
* West end limit: Queen Elizabeth Driveway
* East end limit: Main Street
Various Street Sectors

* Various land use contexts
* Right-of-way is approximately 18m
Study Purpose

* To commence the **civic dialogue** on the future reconstruction of the Elgin Street and Hawthorne Avenue right-of-ways
* To identify and confirm a recommended functional design that will be the basis of subsequent detailed design exercises.
Study Objectives

* Determine the street’s lane arrangement including consideration for walking, cycling and transit use
* Determine, confirm and design on-street parking, loading and access solutions
* Determine sidewalk widths
* Understand below-grade services and utilities
* Determine locations for potential public spaces
* Develop potential streetscaping themes / directions
PART B: Consultation
## Consultation Activities –
This study – Functional Design

<table>
<thead>
<tr>
<th>Event</th>
<th>Timing</th>
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<tbody>
<tr>
<td>Working Group Meeting #1</td>
<td>June 13, 2016</td>
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<tr>
<td>Public Design Workshop</td>
<td>June 28, 2016</td>
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<tr>
<td>Working Group Meeting #2</td>
<td>October 13, 2016</td>
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<tr>
<td><strong>Public Open House</strong></td>
<td><strong>January 11, 2017</strong></td>
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<tr>
<td>Urban Design Review Panel</td>
<td>January 12, 2017</td>
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<tr>
<td>Working Group Meeting #3</td>
<td>Late January 2017</td>
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<tr>
<td>Transportation Committee</td>
<td>April 2017</td>
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<tr>
<td><strong>Detailed Design</strong></td>
<td><strong>A subsequent project, commencing 2017</strong></td>
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Consultation Activities –

Next Study – Prelim./Detailed Design

<table>
<thead>
<tr>
<th>Event</th>
<th>Timing</th>
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</thead>
<tbody>
<tr>
<td>Public Consultation (Preliminary)</td>
<td>2017 x 1 event</td>
</tr>
<tr>
<td>Public Consultation (Detailed)</td>
<td>2018-2019 x 1-2 events</td>
</tr>
<tr>
<td>Working Group Meetings</td>
<td>2017-2019, 2+ meetings</td>
</tr>
<tr>
<td>Additional Stakeholder Meetings</td>
<td>2017-2019, as required</td>
</tr>
</tbody>
</table>
What We Heard

* June 28 public event with 170+ people in attendance
* Online questionnaire
* Feedback included:
  * Widen sidewalks
  * Remove clutter and add street trees
  * Improve the cycling environment on Elgin
What We Heard ... continued

* Bury overhead utility lines
* Keep parking on Elgin
* Implement cycling facility on Hawthorne
* Manage construction-related impacts
PART C: The Recommended Design
Vision

* Not just a corridor to travel through ... but a place.

- Elgin Street as a destination ... a place to visit and linger
- Elgin Street as home ... a place to live
- Elgin Street as workplace ... a place to work and shop
- Elgin Street as a growth corridor ... a place to invest
Design Criteria – Core Needs

* Wide sidewalk with high capacity
* **Space for public realm** enhancements
* Improvement for cycling
* Retain **on-street service space**
  * Loading
  * Parking / taxi
* **Continuity** of the Arterial Road function
* Vehicle **speed reduction, traffic calming**
* **Flexibility** for the street to handle special events, entrepreneurism, adaptation
Many Alternative Designs Considered

* Alternative designs included combinations / varieties of:
  * Sidewalk widths
  * Cycling facilities
  * On-street parking
  * Number of vehicle travel lanes
  * Turn lanes at intersections
Recommended Design for Elgin - A Flexible Street!
Recommended Design for Elgin

Looking South, Argyle Street to Catherine Street
Recommended Design for a Flexible Street

Elgin Street: Cooper Street to Somerset Street

EXISTING CURB

PROPOSED CURB

RAISED INTERSECTION
Recommended Design for a Flexible Street

Elgin Street: Argyle Street to Catherine Street
A Flexible Street!
Flexibility for Parking
Flexibility for Outdoor Patio

Streetside Spots
Patio Seating

Beechwood Avenue, Ottawa
Flexibility for Seating and Greening
Flexibility for Seasonal Bike Parking
Wider Sidewalks

* Sidewalks widen out to between 3.0m and 7.5m
* Pedestrian clear zones between 2.1m and 4.5m
Shorter Crosswalks

* Length Reduction:
  * 14% reduction across side streets
  * 21% reduction across Elgin Street
Raised Intersections

* Raised intersections at Lisgar, Somerset, Gilmour and Gladstone
Street Tree Planting

* Number of Trees to be determined at detailed design
* Utility conflicts will inform tree species and locations
Enhanced Public Realm

* Permanent public realm space (with patio space): 43% increase
* Sufficient space for amenities, public art and street trees in quality planting locations
* Bench count: increase from 2 to 10
Public Space Opportunity Areas

* Opportunity for Waverley Street (west of Elgin Street) to be reimagined as a new public space
Waverley Street Street Renewal

* Preliminary Concepts
Speed Reduction Measures

* The objective of the design is to reduce vehicle operating speeds, particularly in the sector between Argyle Street and Lisgar Street:
  * Lane reductions
  * Narrow travel lanes
  * Buses operating in travel lanes
  * Raised intersections
  * Reduced curb radii
  * Road edge friction (on-street parking, flex spaces, patios, street trees, benches, bike racks, etc.)
A 30km/h Street!

* Street to be signed with a 30km/h speed limit
* Appropriate speed for shared cycling
* Safer for pedestrians and cyclists
Cycling Improvements

* Bicycle parking spaces: **65% increase**
* Slower vehicle speeds that are conducive to cycling in a shared lane environment
* Super sharrow markings as a visual cue to encourage single file operation so cars do not “weave” around cyclists
Transit Priority

* More space for bus stop amenities, and buses take priority in lanes
* Number of bus shelters increase from 4 to 8
On-Street Parking

* Flexibility to retain 61 full-time on-street parking plus loading spaces, on both sides in most blocks (122 part-time spaces exist today)
* Choice to program parking/loading space for pedestrian use or outdoor patios or street spots for short durations or seasons
Parking Supply

* Approximately 60 fewer parking spaces are provided along Elgin Street
* However, the new flex parking areas will enable 24/7 availability (no peak period restrictions)
* The space will be used for wider sidewalks and public realm enhancements

<table>
<thead>
<tr>
<th>Parking Scenario</th>
<th>Existing Supply</th>
<th>Remaining Supply</th>
<th>Percentage Decrease</th>
</tr>
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<tbody>
<tr>
<td>WITHIN CENTRETTOWN – ALL PARKING</td>
<td>12468</td>
<td>12408</td>
<td>-0.5%</td>
</tr>
<tr>
<td>WITHIN 2 BLOCKS – ALL PARKING</td>
<td>3749</td>
<td>3688</td>
<td>-1.6%</td>
</tr>
<tr>
<td>WITHIN 2 BLOCKS – ON STREET PARKING</td>
<td>1209</td>
<td>1148</td>
<td>-5%</td>
</tr>
<tr>
<td>WITHIN 1 BLOCK – ON STREET PARKING</td>
<td>529</td>
<td>468</td>
<td>-11.5%</td>
</tr>
<tr>
<td>ALONG ELGIN STREET</td>
<td>122</td>
<td>61</td>
<td>-50%</td>
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Source: Centretown Local Area Parking Study, March 2016
Recommended Design for Hawthorne Avenue

* Westbound buffered bike lane, wider sidewalks, streetscaping
Recommended Design for Hawthorne Avenue

Colonel By Drive to Main Street (west)
Recommended Design for Hawthorne Avenue

Colonel By Drive to Main Street (east)
Hawthorne Avenue

* Sidewalks widened each side

* Opportunity to provide a westbound cycle lane with flexible post delineator

* Tree plantings on south side of the street

* Works in tandem with existing eastbound bike lane on Graham Avenue

* Maintain 14 parking spaces along the south side of the street, remove 14 parking spaces on the north side of the street
PART D: Working Together
Through Construction
Working Together Through Construction

- Detailed design to commence in 2017
- Construction start anticipated 2019
- Street renewal includes construction of new underground services and utilities to full depth, using large equipment
Working Together Through Construction

* Potential techniques to manage business and community impacts (TBD during future project stages):
  * Pedestrian access maintained
  * Cycling, transit and vehicle detour routes
  * Varying degrees of vehicle access
  * Creative parking strategies
  * Stakeholder consultations
  * Ongoing, frequent communications
Question and Answer Period
Open House in Jean Piggot Place