

**ELGIN STREET AND HAWTHORNE AVENUE FUNCTIONAL DESIGN STUDY
ÉTUDE DE LA CONCEPTION FONCTIONNELLE DE LA RUE ELGIN ET DE
L'AVENUE HAWTHORNE**

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve the following:

1. The functional designs which have addressed the City's Traditional Mainstreet designation, Complete Streets policy and the City's accessibility design standards, as described in this report, for:
 - a. Elgin Street (Laurier Avenue to Queen Elizabeth Driveway);
 - b. Waverley Street (Elgin Street to Jack Purcell Lane);
 - c. Hawthorne Avenue (Pretoria Bridge to Main Street); and,
2. Direct Transportation Services staff, in consultation with the Ward Councillor, to post the speed limit of Elgin Street (Lisgar Street to McLeod Street) as 30km/h, as described in this report.
3. That staff work to provide opportunities for additional temporary public parking within close vicinity of Elgin Street during reconstruction;
 - a. The General Manager, Public Works and Environmental Services be delegated the authority, during the time that Elgin is under reconstruction, to designate dates and times when parking at City Hall will be free of charge; and
 - b. Staff work with the business owners on Elgin Street during the reconstruction period to co-ordinate advertising of the opportunities for temporary and for free public parking.

4. That the 90 flexible parking spaces be designed for the purpose of parking or patio use only.
5. That applications for the renewal of permits administered through the Right of Way Patio By-law on Elgin Street are subject to the provisions of the new Right of Way Patio By-law except for the requirements regarding the Accessibility Design Standards and pedestrian clearway, which such requirements are deferred until the reconstruction of the pedestrian elements of the project adjacent to the existing patios are complete.
6. That City Council direct staff to develop a comprehensive Traffic Management Plan for the Elgin Street and Hawthorne Avenue Reconstruction project, as well as a detailed communications plan, as described in this motion and in consultation with Members of Council.

RECOMMANDATIONS DU COMITÉ, TELLES QUE MODIFIÉES

Que le Conseil approuve ce qui suit :

1. Les conceptions fonctionnelles utilisées conformément aux désignations de rue principale traditionnelle de la ville, à la politique sur les rues complètes et aux Normes de conception accessible de la Ville, tel que décrit dans le présent rapport, pour :
 - a. la rue Elgin (de l'avenue Laurier à la promenade Queen Elizabeth);
 - b. la rue Waverley (de la rue Elgin à la voie Jack Purcell);
 - c. L'avenue Hawthorne (du pont Pretoria à la rue Main);
2. Demande au personnel de la Direction générale des transports, en concertation avec le conseiller du quartier, d'afficher une limite de vitesse sur la rue Elgin (de la rue Lisgar à la rue McLeod) de 30 km/heure, tel que décrit dans le présent rapport.

- 3. Que le personnel trouve des solutions pour créer des places de stationnement temporaires supplémentaires à proximité de la rue Elgin durant les travaux;**

 - a. le directeur général des Travaux publics et de l'Environnement soit habilité, pour la durée des travaux sur la rue Elgin, à décider des dates et des heures auxquelles le stationnement sera gratuit à l'hôtel de ville;**
 - b. le personnel collabore avec les commerçants de la rue Elgin pendant la durée des travaux pour coordonner l'affichage des places de stationnement public temporaire et gratuit.**
- 4. Que les 90 places de stationnement flexibles soient aménagées et réservées au stationnement et aux terrasses.**
- 5. Que les demandes de renouvellement de permis délivrés aux termes du règlement actuel pour la rue elgin soient assujetties aux dispositions du nouveau règlement sur les terrasses sur emprise, à l'exception des exigences relatives aux normes de conception accessible et à la voie piétonne, et que ces exigences soient suspendues jusqu'à ce que la reconstruction des installations pour piétons adjacentes aux terrasses existantes prévues dans le cadre du projet soit terminée.**
- 6. Que le Conseil municipal de demander au personnel de concevoir, en consultation avec les membres du Conseil, un plan de gestion de la circulation exhaustif pour le projet de reconstruction de la rue Elgin et de l'avenue Hawthorne, ainsi qu'un plan de communications détaillé, comme l'explique la présente motion.**

DOCUMENTATION / DOCUMENTATION

1. Manager, Transportation Planning's report, dated 18 April 2017 (ACS2017-TSD-PLN-0007)

Rapport du Gestionnaire, Planification des transports, daté le 18 avril 2017 (ACS2017-TSD-PLN-0007)

2. Extract of draft Minutes, Transportation Committee, 3 May 2017.

Extrait de l'ébauche du procès-verbal, Comité des transports, le
3 mai 2017

FOR THE INFORMATION OF COUNCIL

The Transportation Committee approved the following Direction to Staff:

In relation to the implementation of the reconstruction of Elgin Street, that staff be directed to:

- Complete the heavy construction related to the replacement of underground infrastructure in a 12-month period (ie: first lift of asphalt and road in service). The second year of construction to have the road in service with parking available, although sections will be affected by rotating construction activities in the corridor. Staff, in consultation with the Elgin Area Business Association (EABA), to take all reasonable steps to mitigate the impact of such activities.
- Sidewalks to be maintained in operation throughout the whole project with a temporary surface meeting accessibility requirements, although sections will be affected by rotating construction activities in the corridor.
- During Detailed Design, staff to work with the EABA, other local stakeholders and local residents to see whether there are periods of time (e.g., Ottawa Race Weekend, Army Run), when we need to ask the contractor to pause construction in portions of the corridor so that it is not disruptive to the events (even though the corridor will remain closed).
- During construction, staff to work to keep some cross streets open, although sections will be affected by rotating construction activities in the corridor.
- During Detailed Design, staff will consult with the EABA, other local

stakeholders and residents on the detour plans to mitigate impacts.

- Establish working groups with the EABA, other local stakeholders (e.g. Elgin Street Parent Council) and residents to ensure open communication through the design and construction period, similar to the approach used for the Bank Street reconstruction project.
- Work with the local Councillor, the EABA, other local stakeholders and residents on proactive communication with the community on construction activity timing and progress.
- Work with the local Councillor, the EABA, other local stakeholders and residents on communicating “Open for Business” through City and the Councillor’s social media tools and site signage.

POUR LA GOUVERNE DU CONSEIL

Le Comité des transports a donné l’instruction suivante au personnel :

Concernant la reconstruction de la rue Elgin, que l’on donne au personnel les directives suivantes :

- Les grands chantiers liés au remplacement de l’infrastructure souterraine doivent être achevés en 12 mois (c.-à-d. première couche d’asphalte et ouverture de la route). Durant la deuxième année de construction, la rue doit être ouverte et comporter des espaces de stationnement, même si certains segments seront touchés par les travaux de construction ponctuels dans le couloir. Le personnel doit prendre toutes les mesures raisonnables, en collaboration avec l’Elgin Area Business Association (EABA), pour atténuer les répercussions de ces travaux.
- Les trottoirs doivent demeurer ouverts tout au long du projet et leur revêtement temporaire doit satisfaire aux exigences en matière d’accessibilité, même si certains segments seront touchés par les travaux de construction ponctuels dans le couloir.

- Durant la phase de conception détaillée, le personnel doit collaborer avec l'EABA, d'autres intervenants locaux et les résidents du secteur pour déterminer s'il y a des moments (p. ex. Fin de semaine des courses d'Ottawa, Course de l'armée) où l'on doit demander à l'entrepreneur de suspendre les travaux dans certaines sections du couloir afin d'éviter qu'ils ne perturbent les événements (même si le couloir demeurera fermé).
- Durant les travaux, le personnel doit faire en sorte que certaines rues transversales soient ouvertes, même si certains segments de ces rues seront touchés par les travaux de construction ponctuels dans le couloir.
- Durant la phase de conception détaillée, le personnel doit consulter l'EABA, d'autres intervenants locaux et les résidents du secteur à propos des plans de déviation afin d'atténuer les répercussions.
- Le personnel doit créer des groupes de travail avec l'EABA, d'autres intervenants locaux (p. ex. Elgin Street Parent Council) et des résidents du secteur pour garantir une bonne communication tout au long de la phase de conception et des travaux, et privilégier pour ce faire une approche semblable à celle adoptée pour le projet de réfection de la rue Bank.
- Le personnel doit collaborer avec le conseiller du quartier, l'EABA, d'autres intervenants locaux et les résidents pour favoriser une communication proactive avec la collectivité concernant le calendrier des travaux et leur progression.
- Le personnel doit collaborer avec le conseiller du quartier, l'EABA, d'autres intervenants locaux et les résidents pour diffuser le message que les commerces du secteur sont ouverts, dans les médias sociaux de la Ville et du conseiller et au moyen d'affiches sur place.

Report to
Rapport au:

Transportation Committee
Comité des transports
3 May 2017 / 3 mai 2017

and Council
et au Conseil
10 May 2017 / 10 mai 2017

Submitted on April 18, 2017
Soumis le 18 avril 2017

Submitted by
Soumis par:

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**Ward: SOMERSET (14), CAPITAL /
CAPITALE(17)**

File Number: ACS2017-TSD-PLN-0007

SUBJECT: Elgin Street and Hawthorne Avenue Functional Design Study

OBJET: Étude de la conception fonctionnelle de la rue Elgin et de l'avenue Hawthorne

REPORT RECOMMENDATIONS

That the Transportation Committee recommend Council:

- 1. Approve the functional designs which have addressed the City's Traditional Mainstreet designation, Complete Streets policy and the City's accessibility design standards, as described in this report, for:
 - a. Elgin Street (Laurier Avenue to Queen Elizabeth Driveway);**
 - b. Waverley Street (Elgin Street to Jack Purcell Lane);**
 - c. Hawthorne Avenue (Pretoria Bridge to Main Street); and,****
- 2. Direct Transportation Services staff, in consultation with the Ward Councillor, to post the speed limit of Elgin Street (Lisgar Street to McLeod Street) as 30km/h, as described in this report.**

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande ce qui suit au Conseil :

- 1. Approuver les conceptions fonctionnelles utilisées conformément aux désignations de rue principale traditionnelle de la ville, à la politique sur les rues complètes et aux Normes de conception accessible de la Ville, tel que décrit dans le présent rapport, pour :
 - a. la rue Elgin (de l'avenue Laurier à la promenade Queen Elizabeth);**
 - b. la rue Waverley (de la rue Elgin à la voie Jack Purcell);**
 - c. L'avenue Hawthorne (du pont Pretoria à la rue Main);****
- 2. Demander au personnel de la Direction générale des transports, en concertation avec le conseiller du quartier, d'afficher une limite de vitesse sur la rue Elgin (de la rue Lisgar à la rue McLeod) de 30 km/heure, tel que décrit dans le présent rapport.**

EXECUTIVE SUMMARY

Assumptions and Analysis

Elgin Street (Lisgar Street to Isabella Street), including Waverley Street (Elgin Street to Jack Purcell Lane) and Hawthorne Avenue (Pretoria Bridge to Main Street), require full road reconstruction to replace underground watermains and deep sewers, some of

which are more than 100 years old. Construction is planned to begin in 2019, subject to timely approvals, property and final design constraint mitigations, and is expected to continue for at least two full construction seasons. The extent of these renewal works provide the opportunity to assess new surface configurations for these streets.

The estimated full-reconstruction cost is approximately \$34.5 million for Elgin Street, \$3 million for Waverley Street and \$4.5 million for Hawthorne Avenue. These planning-level estimates account for the renewal or replacement of the underground watermain, sanitary, and storm sewers, as well as the street surface configurations. These are considered “Class C” cost estimates as per the City of Ottawa Project Delivery Review and Cost Estimating guidelines ([ACS2013-PAI-INF-0012](#)) and have been reviewed by Infrastructure Services staff. The project cost will be further refined as part of the detailed design phase.

Financial Implications

The total project estimate of \$42 M (2017 dollars) will be confirmed through detailed design and brought forward for funding approval through the capital budget process. Currently, there is some funding available in accounts 906852 Elgin (Lisgar to Isabella) and 906900 Concord-Echo-Greenfield to move forward on design.

Public Consultation / Input

Extensive public consultations included the formation of a Working Group of community and business stakeholders that met several times through the course of study. The study team hosted two public meetings that were well attended by more than 300 people. A project web page (www.ottawa.ca/elginstreet) was established, including an online survey that generated more than 1,000 written comments. The recommended design was presented to the Ottawa Urban Design Review Panel (UDRP) for review and comment. This resulted in the UDRP suggestion to proceed to the detailed design phase of the project.

RÉSUMÉ

Hypothèses et analyse

La rue Elgin (entre les rues Lisgar et Isabella), la rue Waverley (de la rue Elgin à l'allée Jack Purcell) et l'avenue Hawthorne (du pont Pretoria à la rue Main) doivent faire l'objet de travaux complets de reconstruction afin de remplacer les conduites d'eau principales et les égouts en profondeur, dont certains datent de plus d'un siècle. Les travaux

devraient débuter en 2019, sous réserve de l'obtention en temps voulu des approbations nécessaires ainsi que de l'atténuation des contraintes liées à la propriété et à la conception finale, et devraient se poursuivre pendant au moins deux saisons de construction complètes. L'ampleur de ces travaux de réfection donne l'occasion d'évaluer les nouvelles configurations de surface de ces rues.

Le coût de l'ensemble des travaux de réfection est estimé à 34,5 millions de dollars pour la rue Elgin, à 3 millions de dollars pour la rue Waverley et à 4,5 millions de dollars pour l'avenue Hawthorne. Ces estimations à l'étape de la planification tiennent compte du renouvellement ou du remplacement des conduites d'eau principales et des égouts sanitaires et pluviaux, ainsi que des configurations au-dessus du sol. Ces estimations de coût sont considérées comme des estimations de « catégorie C » au regard des directives de la Ville d'Ottawa portant sur l'examen de l'exécution des projets et l'estimation des coûts (ACS2013-PAI-INF-0012) et ont été vérifiées par le personnel des Services d'infrastructure. Les coûts du projet seront davantage affinés à la phase de la conception détaillée.

Répercussions financières

L'estimation totale du projet de 42 millions de dollars (dollars de 2017) sera confirmée au moment de la conception détaillée et soumise pour approbation du financement lors du processus annuel d'établissement du budget d'immobilisations. Actuellement, les comptes n° 906852 Elgin (Lisgar à Isabella) et n° 906900 Concord-Echo-Greenfield renferment des crédits pouvant permettre d'entamer la phase de la conception.

Consultation publique et commentaires

Une consultation publique de grande envergure a été organisée, avec notamment la formation d'un groupe de travail, composé de représentants de la collectivité et du milieu des affaires, qui s'est réuni à plusieurs reprises tout au long de l'étude. L'équipe d'étude a tenu deux réunions publiques, qui ont attiré plus de 300 personnes. Une page Web créée pour donner de l'information sur le projet (www.ottawa.ca/rueelgin) proposait un sondage en ligne qui a donné lieu à plus d'un millier de commentaires écrits. La conception recommandée a été soumise au Comité d'examen du design urbain (CEDU) d'Ottawa, pour examen et commentaires. Le CEDU a ensuite suggéré de passer à l'étape de la conception détaillée du projet.

BACKGROUND

The watermains and deep sewers under Elgin Street, Waverley Street and Hawthorne Avenue are among the oldest in the City of Ottawa, dating back as far as the late 1800s. The replacement of this underground infrastructure creates an opportunity to evaluate the surface configurations for these streets in keeping with the policy directions of the City's Official Plan and other planning related documents and guidelines.

Key City of Ottawa planning documents that provide additional background include:

- Official Plan (OP);
- Transportation Master Plan (TMP);
- Centretown Community Design Plan (CCDP);
- Old Ottawa East Community Design Plan (OOE CDP);
- Downtown Ottawa Urban Design Strategy (DOUDS);
- Downtown Moves: Transforming Ottawa's Streets;
- Undergrounding Policy;
- Speed Zoning Policy;
- Complete Streets Implementation Framework; and,
- Multi-Modal Level of Service (MMLoS) Guidelines.

Figure 1 shows the study area and future road reconstruction limits for the renewal works that are planned to begin in 2019.

Figure 1: Study Area and Street Reconstruction Limits



The general scope of work to develop the recommended functional designs for Elgin Street, Waverley Street and Hawthorne Avenue include the following:

- Undertake a transportation study to assess and establish the motor vehicle lane arrangements, including turning lanes at intersections;
- Confirm on-street parking and loading solutions;
- Determine sidewalk width, cycling and transit requirements and solutions;
- Understand the below-grade services and utilities that might affect street renewal choices;
- Identify potential locations for public places, enhanced streetscape areas and public art;
- Develop, in general terms, potential streetscaping themes and directions that can be addressed during the subsequent detailed design phase; and,
- Assess traffic calming measures for Elgin Street between McLeod Street and Lisgar Street, which could then allow a 30 km/hr speed posted limit for this section of Elgin Street.

DISCUSSION

Existing Conditions

The existing conditions assessment included a review of the land use context, policy environment and transportation conditions for the area. This was completed in collaboration with a Working Group of community and business stakeholders, local ward Councillors and city staff.

The land use context is characterized through five (5) unique sectors in terms of land use, built form and street function, as depicted in Figure 2. These sectors are identified in the City of Ottawa Official Plan as Traditional Mainstreets, with the exception of Elgin Street south of Isabella Street, and are further guided by other key planning related documents, as listed in the Background section of this report.

Figure 2: Project Sectors



Both Elgin Street and Hawthorne Avenue are currently four-lane roads with narrow sidewalks (1.5 m minimum) on both sides of each street. The majority of the public right-of-way is constrained to 18.2 metres wide and most buildings are built out to the edge of their property limits. During peak periods, Elgin Street and Hawthorne Avenue operate with two lanes per direction. During off-peak hours, parking is permitted at designated locations on both sides of Elgin Street and Hawthorne Avenue.

The examination of existing transportation conditions involved the development of a baseline transportation model for the corridor. This information is provided in detail in a supporting document to this report (Document 4). In general, the following is a summary of the existing transportation conditions.

Pedestrians

Pedestrian volumes vary along the corridor with the highest volumes on Elgin Street between Waverley Street and Laurier Avenue. The busiest pedestrian intersections are at Laurier Avenue, Nepean Street and Lisgar Street.

Cyclists

No dedicated cycling facilities currently exist along either street. Cycle tracks cross Elgin Street at Laurier Avenue and a contra-flow bike lane intersects Elgin Street at Gladstone Avenue (east leg). Bicycle lanes are also located on Pretoria Bridge. With regard to bicycle parking, several ring-and-post racks are present along Elgin Street. Both Elgin Street and Hawthorne Avenue are designated as local cycling routes in the Ottawa Cycling Plan.

Transit

OC Transpo routes 5 and 14 currently operate along Elgin Street. Route 5 provides service along both Elgin Street and Hawthorne Avenue and Route 14 provides service along Elgin Street to Gladstone Avenue. Few bus shelters exist along the corridor with the majority located near the south end of Elgin Street. Routes 6, 101 and 103 operate along Hawthorne Avenue and the southern portion of Elgin Street to / from Catherine Street and Isabella Street.

Automobiles

All intersections along Elgin Street currently operate under capacity (Level of Service 'A') during the morning and afternoon peak periods with the exception of the Laurier Avenue / Elgin Street intersection (Level of Service 'E', PM). The intersections of

Hawthorne Avenue / Main Street and Hawthorne Avenue / Queen Elizabeth Driveway currently operate at or near capacity during peak times (Level of Service 'F' or higher) whereas Hawthorne Avenue / Colonel By Drive operates at Level of Service 'D' or higher.

Heavy Vehicles / Trucks

Elgin Street and Hawthorne Avenue are designated truck routes. Some heavy vehicle turning movements are currently constrained along Elgin Street and Hawthorne Avenue. Existing truck turning volumes are relatively low along these roadways with the highest volumes observed, for certain movements, at Laurier Avenue, Gladstone Avenue, Argyle Avenue North, Catherine Street and Main Street.

Travel Times

Travel time runs were conducted on May 5, 2016 during the morning, midday, and afternoon peak periods. On average, 3.5 to 5 minutes is currently required to travel northbound or southbound on Elgin Street, within the project limits.

Collision History

The 2015 collision history along Elgin Street and Hawthorne Avenue indicates that approximately 82% of collisions are classified as Property Damage Only and the remainder is referred to as Non-Fatal Injury. Twelve collisions with unattended vehicles were reported on Elgin Street in 2015. The proposed design is likely to reduce the frequency of this type of collision given that vehicles will no longer be parked in a travel lane.

On-Street Parking

There are currently 122 on-street parking spaces on Elgin Street between Laurier Avenue and Catherine Street. These spaces are only available during off-peak hours for a maximum period of one hour. Pay-and-Display parking is present north of Gladstone Avenue while south of Gladstone Avenue non-metered parking is available. Hawthorne Street has 28 on-street parking spaces located within the project limits and has similar peak-period parking restrictions as Elgin Street. Waverley Street currently has 8 on-street Pay-and-Display parking spaces that are available at all times of the day.

The recent City of Ottawa Centretown Local Area Parking Study (2016) included a review of the parking supply and demand in the vicinity of Elgin Street. Key findings of

the study indicated that parking demand near Elgin Street was the highest in the study area. In general, there is capacity to park on Elgin Street during the day on weekdays, with low availability at other times. The side streets also experience high demand over the weekend, although to a lesser degree than Elgin Street. Highest occupancy was observed at the northern part of Elgin Street with more availability south of Gladstone Avenue, in the residential area. This study also recommended increasing the time permitted for parking on Elgin Street from one hour to two hours on weekdays between 7:00 and 15:30, which has been implemented. Outside these hours, including on weekends, unsigned parking provisions are in effect (three-hour limit between 7:00 and 19:00).

Project Need and Justification

Full road reconstruction, including curbs and sidewalks, is required in order to replace watermains, storm sewers and sanitary sewers, some of which are more than 100 years old. This renewal work provides the opportunity to reconfigure the road surface in keeping with the policy directions of the City's Official Plan and other related design plans and guidelines (Downtown Moves, Centretown CDP, DOUDS, Complete Streets, MMLOS, etc.).

Vision

A Working Group consisting of key partners and stakeholders from the residential and business community, including the local ward Councillors and city staff assisted in identifying a shared vision for Elgin Street, Waverley Street and Hawthorne Avenue. This vision was further tested through a Public Design Workshop that was open to the general public prior to developing any functional design concepts. The shared vision concluded that Elgin Street should not simply be a corridor to travel through, but be a *place* for all people. This includes the following considerations:

- *Elgin Street as a home*: a place to live;
- *Elgin Street as a destination*: a place to visit and linger;
- *Elgin Street as a workplace*: a place to work and shop; and,
- *Elgin Street as a growth corridor*: a place to invest.

These considerations helped inform priorities and core needs of the street, informing subsequent design decisions.

Design Criteria

In keeping with the policy directions of the Official Plan and associated key planning documents and with assistance from the Working Group and public, the following design criteria was developed to meet the main needs of the corridor:

- Wide sidewalks with higher capacity;
- Space for public realm enhancements;
- Improvements for cycling;
- Retain on-street service space for loading, parking and taxi stands;
- Continuity of the Arterial Road function;
- Vehicle speed reduction and traffic calming; and,
- Flexibility for the street to handle special events, entrepreneurship and adaptation.

Alternative Design Concepts

A series of road cross-section alternatives were developed for Elgin Street, Waverley Street and Hawthorne Avenue which included combinations of the following main components:

- Sidewalk widths;
- Cycling facilities;
- On-street parking;
- Number of vehicle travel lanes; and,
- Turn lanes at intersections.

Elgin Street cross-section design options included:

1. Existing conditions (two travel lanes per direction, off-peak parking);
2. One lane per direction, no left-turn lanes, no on-street parking;
3. One lane per direction, no left-turn lanes, parking on one side;

4. One lane per direction, no left-turn lanes, parking on both sides;
5. One lane per direction, left-turn lanes, parking on one side;
6. One lane per direction, left-turn lanes, no parking;
7. One lane per direction, no left-turn lanes, bicycle lanes, parking on one side;
8. One lane per direction, no left-turn lanes, segregated bicycle lanes, no parking;
9. One lane per direction, no left-turn lanes, raised cycle track, no parking; and,
10. One lane per direction, left-turn lanes, parking on both sides.

Waverley Street cross-section design options included:

1. Existing conditions (one eastbound travel lane, 8 off-peak parking spaces);
2. Retention of 6 parking spaces, standard sidewalk on south side, wide sidewalk on north;
3. Retention of 6 parking spaces, narrow sidewalk on south side, wide sidewalk on north;
4. Removal of all 8 parking spaces, standard sidewalk on south side, wide sidewalk on north side;
5. Removal of all 8 parking spaces, wide sidewalks on both sides; and,
6. Retention of 4 parking spaces, standard sidewalk on south side, wide sidewalk on north side.

Hawthorne Avenue cross-section design options included:

1. Existing conditions (two travel lanes per direction, off-peak parking);
2. Two eastbound travel lanes, one westbound travel lane and narrow cycle tracks in both directions, no parking;
3. Two eastbound travel lanes, one westbound travel lane and a westbound cycle track with an eastbound wide shared lane for cyclists; and,
4. Two eastbound travel lanes, one westbound travel lane, a westbound buffered

bike lane with flex posts and an eastbound wide shared lane for cyclists.

Recommended Plan

The recommended functional design establishes the corridor's geometric lane arrangements, parking supply, sidewalk widths, and potential locations for various street amenities.

Elgin Street Recommended Plan

Document 1 shows the recommended functional design for Elgin Street. The key design features are listed below:

- A two-lane cross-section between Lisgar Street and Argyle Avenue with right- and left-turning lanes at the following intersections:
 - Laurier Avenue: northbound right-turn and southbound left-turn lanes;
 - Gloucester Street: northbound left-turn lane;
 - Nepean Street: southbound left-turn lane;
 - Lisgar Street: southbound right-turn lane; northbound left-turn lane;
 - Somerset Street: northbound and southbound left-turn lanes;
 - Gilmour Street: southbound left-turn lane;
 - Gladstone Avenue: southbound right-turn lane;
 - McLeod Street: northbound left-turn lane; and,
 - Queen Elizabeth Driveway: eastbound right-turn lane.
- Flexible street space (i.e. space that can accommodate on-street parking and/or outdoor patio space and/or Streetside Spots and/or seasonal bike parking, etc.).
- 3.5m wide Travel lanes.
- Wider sidewalks on the east and west sides of the street, with pedestrian clear zones between 2.1m and 4.5m.
- A variety of traffic calming measures to reduce motor vehicle speeds and create

a safer pedestrian environment:

- Bulb-outs at intersections to reduce crosswalk length;
 - Four (4) raised intersections at Lisgar Street, Somerset Street, Gilmour Street and Gladstone Avenue;
 - Road edge friction (flexible street spaces, trees, benches, bike racks, etc.); and,
 - Lane widths designed for single-file vehicle and cycling operation.
- More space for bus stop amenities and buses take priority in lanes.
 - Designed for lower operating speed with a posted speed limit of 30km/h to ensure an appropriate speed for shared cycling in the travel lane and to increase safety for pedestrians.
 - Travel times are expected to increase by up to approximately one minute in the northbound direction in both peak periods and between 1.5 minutes (afternoon) and 4 minutes (morning) in the southbound direction.
 - On-street parking, retaining 90 full time spaces plus loading spaces, on both sides of Elgin Street including the adjacent street corners.
 - Left turn prohibitions are proposed from 7:00 to 19:00, Monday to Friday, at all signalized intersections without dedicated left turn lanes between Lisgar Street and Gladstone Avenue.
 - Street tree plantings on both sides of the street, pending a review of potential below-grade service / utility conflicts.

Waverley Street Recommended Plan

Document 2 shows the recommended functional design for Waverley Street. The key design features are listed below:

- Six (6) flexible on-street parking spaces, tree plantings and seating opportunities, to achieve the following objectives:
 - Improve the linkages between Elgin Street and Jack Purcell Park;

- Create a new public space for the neighbourhood;
- Maintain some amount of vehicular mobility / circulation / parking; and,
- Pursue opportunities to green the street.

Hawthorne Avenue Recommended Plan

Document 3 shows the recommended functional design for Hawthorne Avenue. The key design features are listed below:

- Three-lane cross-section between Colonel By Drive and Main Street;
- Retain 14 off-peak parking spaces on the south side of the street;
- Maintain the existing eastbound right-turn lane at Main Street;
- Travel lanes of 3.35m to 4.1m wide;
- Wider sidewalks on the north and south sides of the street, with a minimum width of 2.0m;
- A westbound cycle lane with bike buffer and flexible post delineators; and,
- Street tree plantings on the south side of the street pending a review of potential below-grade service / utility conflicts.

Cycling

The study team received a significant amount of feedback requesting bike lanes on Elgin Street. After thorough analysis, the study team concluded that there is insufficient space within the 18.2m right-of-way to safely accommodate bike lanes while meeting the primary requirement for wider sidewalks and other competing policy directions for the street. In general, an appropriate bike level of service will be provided on Elgin Street through traffic calming design elements and a reduction in the posted speed limit to 30 km/h. Bike lanes on Elgin Street are not recommended for the following reasons:

- City policy emphasizes improvements to the pedestrian realm for designated Traditional Mainstreets like Elgin Street;
- Elgin Street is not designated as a Spine Route or Crosstown Bikeway in the City

of Ottawa Cycling Plan, rather, it is a local route;

- Other north / south routes include the newly-constructed O'Connor Bikeway, Cartier Street and Rideau Canal Pathways;
- Where a three-lane vehicle cross-section is required, bike lanes or cycle tracks would need to transition into shared lanes at intersections and could create a potential conflict with vehicles;
- Bike lanes or cycle tracks would reduce pedestrian space at intersections; and,
- Slowing down the operating speed of the street to 30 km/hr will provide comfortable and safe conditions for cycling.

30 km/hr Speed Limit Along Elgin Street

During the preparation of the functional design and in consultation with the Ward Councillor, the process identified an objective to reduce vehicle travel speed along Elgin Street using all appropriate techniques. The aspiration to reduce vehicle travel speed is pronounced along Elgin Street on the basis that separated cycling facilities are not proposed. Cyclists that would choose to use the Elgin Street corridor would be required to share the lane with vehicles. On this basis, design measures recommended on Elgin Street include the following, in addition to posting a 30 km/h speed limit for Elgin Street between Lisgar Street and McLeod Street:

- Four (4) raised intersections;
- Narrow travel lanes for shared, single-file operation for cyclists and vehicles;
- Raised or mountable medians to reduce large widths of asphalt;
- Vertical elements installed along the curb edge (trees, post and ring bike racks, etc.) to create road edge friction;
- Intermittent sections of on-street parking, raised to sidewalk level, as flexible street spaces; and,
- Curb extensions and reduced curb radii. Larger trucks may encroach into other travel lanes to make turns at some locations. To be reviewed further during the detailed design stage.

It should be noted that vertical traffic calming measures such as raised intersections and medians may affect emergency response times. Emergency services routing should be reviewed during the detailed design phase to confirm or modify routes as required.

Parking Supply

The recommended functional design proposes reducing the number of on-street parking spaces from 122 to 90 along Elgin Street, including the adjacent street corners. Many existing spaces are subject to peak period restrictions while the new spaces will be available at all times. A further reduction of spaces is proposed on Waverley Street (from 8 to 6) and along Hawthorne Avenue (from 28 to 14).

The reduction of on-street parking along Elgin Street was a significant consultation discussion point. The following table summarizes the existing and proposed parking supply within the general vicinity of Elgin Street.

Table 1 – Parking Supply

Parking Scenario	Existing Supply	Remaining Supply	Percentage Change
Within Centretown¹ (All Parking)	12468	12436	-0.26%
Within 2 Blocks¹ (All Parking)	3749	3717	-0.85%
Within 2 Blocks¹ (On Street Parking)	1209	1177	-2.65%
Within 1 Block¹ (On Street Parking)	529	497	-6.05%
Along Elgin Street	122	90	-26.23%

1. Source: Centretown Local Area Parking Study, March 2016

Hydro Poles

Hydro Ottawa intends to replace approximately 25 existing utility poles along Elgin Street as part of its infrastructure renewal work. Further discussion with Hydro Ottawa will be required during the detailed design phase to coordinate this replacement work and to explore options to relocate the utility poles.

The option of burying hydro and other utilities was reviewed by the study team. A high-level cost estimate for hydro burial on Elgin Street is in the \$10 million range. This estimate does not include additional costs for upgrading electrical panels and associated works on private property which can be several thousands of dollars for individual private property owners. The City of Ottawa Undergrounding Policy calls for an external funding source to be identified before proceeding with burial, which typically involves development proponents or Business Improvement Area (BIA) Associations. A Local Improvement Charge that covers the full cost of the utility burial is one possible way to proceed in the absence of an identified funding partner, but this would require concurrence with the local Ward Councillor. Since no funding source has yet been identified, the study team is assuming that hydro burial will not proceed at this time.

Street Finishings, Furnishings, and Plantings

To achieve the vision of a more pedestrian-focused street environment, the plan for Elgin Street, Waverley Street, and Hawthorne Avenue includes significant attention to the quality of the public realm. The details regarding sidewalk materials, street furnishings, lighting, public art, and trees will be determined during the detailed design stage. The choice of these materials will be based upon aesthetics and balanced with long-term lifecycle, renewal and maintenance requirements.

Construction Staging and Traffic Management

Based on experience with previous infrastructure renewal projects of similar scope, three (3) construction seasons would typically be required to complete the extent of the proposed works. While the specifics related to construction staging and traffic management is contingent on information from the subsequent detail design phase, city staff made a concerted effort to fully evaluate options that minimize construction impacts even with several unknown parameters at this point in time (i.e. underground conditions).

In consultation with local construction experts, the preferred approach will likely include relocating the hydro poles and other utilities to temporarily reside in the existing travel/parking lane on the west side of Elgin Street. This would require travel lane restrictions and will temporarily eliminate some on-street parking. Heavy construction would then commence requiring full road closure of Elgin Street for approximately 12 months, followed by approximately 10 months of moving operations along the corridor for finishing asphalt, boulevard and landscaping requirements. While the bulk of the traffic detours will be most significant during the first 12 months of heavy construction, detours and traffic and mobility impacts will also occur during the final 10 months of the project. Adjacent one-way streets will also likely need to be temporarily converted to two-way traffic during construction which will require the temporary removal of some on-street parking spaces.

All construction phasing and traffic management solutions will be developed during the detailed design stage. Efforts will be made to minimize the duration of construction activities recognizing that a shorter construction period is better for adjacent business operations. The City is committed to continue to work with the established Working Group of stakeholders and the general public to refine and communicate the construction and traffic management plans through to completion of the project.

Property Requirements

The proposed design will require acquisition of additional right-of-way from four properties within the project limits. Two of the properties are municipally owned, one is federally owned and one privately owned. The costs associated with these property requirements are estimated to be minimal and will be confirmed during the detailed design process which will further define costs and schedule implications. Provisions for property have not been included in the estimated cost of the proposed designs.

Project Cost

The estimated full-reconstruction cost is approximately \$34.5 million for Elgin Street, \$3 million for Waverley Street and \$4.5 million for Hawthorne Avenue. These planning-level estimates account for the renewal or replacement of the underground watermain, sanitary, and storm sewers, as well as the street surface configurations. These are considered “Class C” cost estimates as per the City of Ottawa Project Delivery Review and Cost Estimating guidelines ([ACS2013-PAI-INF-0012](#)) and have been reviewed by Infrastructure Services staff. The project cost will be further refined as part of the detailed design phase.

RURAL IMPLICATIONS

No rural implications are anticipated as a result of this project.

CONSULTATION

The study team undertook extensive consultation which included the establishment of a Working Group of stakeholders, two public information meetings for the general public, a project website (www.ottawa.ca/elginstreet) with an on-line survey tool, consultation with the Ottawa Urban Design Review Panel and additional stakeholder meetings with various agencies, residents and business owners.

Working Group

A Working Group was established for the project consisting of key stakeholders from the residential and business community, elected officials and City staff specializing in walking and cycling facilities, traffic safety, urban design, traffic operations, traffic signals, OC Transpo, parking services, street maintenance, emergency and protective services and selected others. The group was tasked with identifying challenges and

bringing forward solutions for the development of the recommended design. The Working Group met four times through the course of study (June 13, 2016, October 13, 2016, January 26, 2017 and February 17, 2017).

Public Meetings

Two public meetings were hosted by the Study Team on June 28, 2016 and January 11, 2017. The first public meeting was a design workshop that focused on the vision and guiding principles for preparing the design while the second public meeting highlighted the recommended functional plan for public comment.

Public Design Workshop (June 28, 2016)

A public design workshop was held at City Hall in June 2016 and advertised in the local newspapers (EMC and Le Droit) on June 16, 2016 and June 23, 2016. Notification was also provided through flyers that were delivered by Canada Post to all mailing addresses within a two block radius of the project corridor. The event was also promoted on the project website and the websites of the local Ward Councillors and the City's corporate Twitter and Facebook accounts. The event included a slide presentation, a question and answer period and brainstorming session in smaller groups. Approximately 170 people attended the workshop. The main public comments identified included:

- Wider sidewalks;
- Bury overhead utility lines;
- Remove clutter and add trees; and,
- Improve the cycling environment along Elgin Street and adding higher-order cycling facilities along Hawthorne Avenue.

Most business owners that attended the workshop also expressed concern over the potential for disruption during the construction period. A few business owners also suggested keeping the existing four lane configuration of Elgin Street and to maintain all of the existing on-street parking.

Public Open House (January 11, 2017)

A Public Open House was held in January 2017 for the general public to comment on the proposed recommended functional plan. The event was advertised in the local newspapers (EMC and Le Droit) on December 22. Additional notification was provided through the project website (www.ottawa.ca/elginstreet), the websites of the local Ward Councillors, e-mails to the project mailing list, through the Planning and Development e-newsletter and via the City's corporate Twitter and Facebook accounts. The format for the event included display boards, a slide presentation, and a question and answer session. Approximately 125 people attended the Public Open House. Below is a summary of the main comments that were collected from the event:

- Enhanced cycling infrastructure (bike lanes, cycle tracks) should/should not be included on the Elgin Street corridor;
- Burial of overhead utility wires/poles;
- Wider sidewalks, trees and street furnishings are greatly needed on Elgin Street;
- Reducing the amount of on-street parking proposed in the design is concerning;
- Enhanced cycling infrastructure is needed on Elgin Street, south of Gladstone Avenue;
- Priority should be given to active transportation (walking, cycling) over on-street vehicle parking on Elgin Street;
- Reducing the speed on Elgin Street to 30km/h is good for the street and will make it safer for pedestrians and cyclists;
- Desire for a reduced number of travel lanes on Elgin Street, south of Argyle Avenue; and,
- The proposed Waverley Street renewal with permanent public space (some/all parking removed) is preferred.

Project Website

A project website was created and maintained to share information about the project through the course of study (www.ottawa.ca/elginstreet). In addition to background and

project overview information, the website also provided notifications for upcoming public engagement events, including an online questionnaire to gather additional feedback from the general public. As of September 6, 2016 approximately 1,050 respondents completed the online questionnaire, of which approximately 80 percent of the submissions were about Elgin Street and 20 percent were about Hawthorne Avenue. The online questionnaire covered many of the major topics discussed at the workshop, including the following existing concerns:

- Motorists failing to yield to pedestrians at intersections;
- Motor vehicle congestion;
- The speed limit being too high; and,
- A lack of bicycle parking.

Ottawa Urban Design Review Panel

The Ottawa Urban Design Review Panel consists of design professionals from around Ottawa and other parts of Ontario. The study team presented the recommended plan to the panel on January 12, 2017 for review and comment. The panel provided constructive feedback to the study team and recommended to move forward with the subsequent detailed design stage of the project with the following comments:

- Enhance Elgin Street as a “place”;
- Use sustainable installation techniques (permeable paving, tree installation);
- Use modern / contemporary, durable site furnishings on Elgin Street;
- Reinforce the ‘sectors’ on Elgin Street i.e. business, residential, Central Area; and,
- Program the street / public spaces to attract children, families and seniors.

Heritage Review

Elgin Street between Lisgar Street and Argyle Street is located within the Centretown Heritage Conservation District, which was approved by City Council in 1997. Through consultation with the Working Group, comments were raised that Elgin Street has a heritage designation and as such, the existing street design, including the four travel

lanes, cannot be modified. Staff consulted internally with the Heritage Services Unit and the Planning, Development & Real Estate Law Branch regarding the proposed design and this specific concern.

The street and its attributes, including road width, are not identified as part of the attributes of the district. Policy No. 17 of the Official Plan (Volume 1, Section 2.5.5 - Cultural Heritage Resources) states, “The City will enhance the environs of cultural heritage resources when undertaking its capital works and maintenance projects through such means as tree planting, landscaping, street improvements, underground wiring, and the provision of street furniture, lighting, signage and other streetscape components, consistent with the heritage character of the streetscape. [Amendment #76, OMB File #PL100206, August 18, 2011]”. Staff has determined that the proposed road design will enhance the environs of cultural heritage resources. Therefore, the City of Ottawa’s legal opinion is that modifications to Elgin Street would not require an application under Part V of the Ontario Heritage Act and that the design changes can proceed as currently proposed for Transportation Committee and Council’s consideration.

COMMENTS BY THE WARD COUNCILLOR(S)

Comments from Councillor McKenney (Ward 14)

We know that streets designed as good places for people to be, with trees and benches and patios, streets that are inviting and safe for pedestrians and cyclists, are good for the business along them, for the neighbourhoods surrounding them, and for the city as a whole

Currently, the focus of Elgin Street is to move people through to get somewhere else. The plan for renewal will help to transform the street into a place for people to stay and visit the local businesses, parks, schools, churches and other gathering spaces.

We are fortunate at the City of Ottawa to have a complete streets policy to guide how we rebuild streets like Elgin. For this specific kind of street, the policy says we prioritize the safety of pedestrians and cyclists.

Today on Elgin, private vehicles are getting the highest level of service – A – but at the expense of pedestrians, who are at a D, and cyclists and bus users who today have the lowest level of service – E.

When we asked residents what their priorities for the renewal of Elgin Street and Hawthorne Avenue were the priorities, they responded overwhelmingly that they wanted to see wider sidewalks, additional cycling facilities, more street trees, more patio space along the street.

I am confident that with the plan that staff are recommending we could have a good street for people in Ottawa, the kind of street that will be a pleasure to use every day and that we will all want to show off to visitors to the city.

Comments from Councillor Chernushenko (Ward 17)

Regarding the Hawthorne section of the project and report, I am in support of the recommendations. Additional space for walking and cycling has been found, and conditions overall should be generally safer and calmer. Traffic flow should not be impeded — for any mode — and the redesigned Hawthorne fits well with the new Main Street design. A special effort will need to be made to connect the city’s designated cycling route from Pretoria Bridge to Graham via Colonel By Drive, in order to complete this linkage in a safer and more intuitive manner than currently exists.

As for Elgin Street, a small portion of which is in Capital Ward, but which serves as an important travel route and commercial destination for Capital Ward residents travelling by bus, car, bike or on foot, I submit the following comments.

The city heard clearly from the public that Elgin Street can and must be designed for the future as a “destination” street that can compete against other such destinations by offering a greater appeal than currently exists. This would be accomplished by upgrading the pedestrian environment, improving conditions for transit riders and cyclists, and calming traffic speeds. Above all, a strong recommendation from the majority was that removing a number of on-street parking spaces would help accomplish this goal, and serve to attract far more visitors than it would repel.

Unfortunately, in the latter stages of the consultations and report writing, a significant number of parking spaces were added back in, in response to pressure from some business owners that their livelihood depends on such on-street parking. While I can understand this point of view and these concerns, the prioritizing of on-street parking over all other uses and users is an old and discredited one when it comes to business development and success. Across North America, cities are putting “placemaking” over on-street parking. Studies and data show that on the streets where such “parking-lite”

design changes are made, retail and service business goes up, not down. User feedback indicates that these streets are preferred by customers and visitors over status quo streets.

I am concerned that the proposed 90 spaces, although less than the current parking supply, is a half-measure that will ultimately prove a disservice to the same businesses that are in favour of more parking, as the renewal of Elgin Street will not be as complete as it might have been had fewer such parking spaces on the street itself been included.

ADVISORY COMMITTEE(S) COMMENTS

Both the Accessibility Advisory Committee and the Environmental Stewardship Advisory Committee have been included on public notice information and design review circulations, including the recommended plan.

On April 11, 2017, this project was included in an Accessibility Advisory Committee meeting, regarding the proposed changes to curbside regulations in capital projects and resulted in the following motion:

Whereas Elgin Street is scheduled for full reconstruction to begin in 2019 to replace aging underground infrastructure including watermain and sewer work;

Whereas the existing sidewalks on Elgin Street are substandard in width and do not comply with the City of Ottawa Accessibility Design Standards;

Be it resolved that the Accessibility Advisory Committee recommends Council to approve the city staff recommendations to widen the sidewalks on Elgin Street as part of the upcoming renewal works so that they comply with the City of Ottawa Accessibility Design Standards.

LEGAL IMPLICATIONS

There are no legal impediments to proceeding with the recommendations in the report.

Legal Services offers the following legal comments that may be of assistance in the consideration of this report.

Underground Infrastructure

Legal Services is advised that thirteen watermain breaks have occurred over the past thirty years within the roads that form part of the proposed project. Seven of those breaks have occurred over three separate years since 2010. Given the age of the water and sewer infrastructure in this area, should the authorization from Council to commence the design for the reconstruction project not be forthcoming during this term of Council, commencement of construction could be delayed to 2021, and it is likely that a further watermain break or breaks could occur.

While the extent of such a possible watermain break is not of course able to be known at this time, a past watermain break did cause flooding of buildings in the vicinity. Should a future watermain break occur, it is likely that any impacted owners or tenants will seek compensation on the ground in negligence from the City not having properly maintained its infrastructure.

Accessibilities for Ontarians With Disabilities Act (AODA) and City Accessibility Policy

The City is required to meet the Part IV.1 Accessibility Standards for the Built Environment of the AODA including sidewalks which states that when constructing new or redeveloping existing sidewalks that they intend to maintain, the City shall ensure that new and redeveloped sidewalks provide a minimum clear width of 1.5 metres.

In addition, recognizing in 2002 through the Technical Design Guidelines that a 1.8 clear width provides for safe passing room between an adult and a person pushing a baby carriage, a person in a wheelchair, child on tricycle, etc., Council has adopted 1.8 metres as its own accessibility provision for minimum clear width which provides for a higher level of accessibility than that currently required by the AODA for clear width on sidewalks.

Further, in the instance of patios, Council recently approved on March 8, 2017 that a minimum clear width of 2.0 metres is required.

With respect to the AODA alone (in other words, without also considering the City's standards for Complete Streets, patio clearances and accessibility), there are four instances today where the provincial accessibility standard of 1.5 m is not met. This could be remediated in three instances. In one instance (a pay and display machine), it has not yet been possible to find a means to address the shortage from the standard.

Legal Services is advised that it would ultimately likely be possible to determine a means to provide 1.5 metres clearance in the case of this pay and display machine.

With respect to the City's policies for accessibility, Legal Services is advised that there are a further 24 instances where the City of Ottawa Accessibility Design Standards are not met with the existing sidewalk. These standards having been imposed by City Council itself, Council would have the legal ability to waive these higher level standards through either a majority vote (those adopted in 2012) or a vote of three-quarters present and voting (the clearance from patios as in Legal Services opinion this would be revisiting a recent (March 8, 2017) decision of Council).

Complete Streets

The Complete Streets Implementation Framework was adopted by Council in October, 2015. As stated in a report also proceeding to Transportation Committee on May 3, 2017, the adopting recommendations envisaged a review of the projects completed under the Complete Streets Framework, including looking ahead to planned work in 2017. While this report has been adopted within the current term of Council, it contains the following passage:

...Complete Streets is a process rather than a prescribed design and that they will look different depending upon the location and context of the street.

This Council has thus approved moving forward with road reconstruction on the basis of a Complete Streets framework. The interpretation of this framework as each project comes before Committee and Council would be based upon Council's decision as to the input that has been received through the consultation process, the consideration of the criteria in the October, 2015 report and the studies identified in Document 1 to that report and the staff advice provided.

RISK MANAGEMENT IMPLICATIONS

The most significant risk associated with this project concerns the unknown conditions of underground utilities and soils, which may impact the overall timeline and budget for the project. Until these conditions have been confirmed, the scope, duration and phasing of construction cannot be finalized. Given the high concentration of commercial land uses on Elgin Street between Lisgar Street and Gladstone Avenue, business owners have expressed concerns over the impacts to their businesses during

construction and a desire for a reduced construction schedule.

ASSET MANAGEMENT IMPLICATIONS

The information documented in this report is consistent with the City's Comprehensive Asset Management (CAM) Program (City of Ottawa Comprehensive Asset Management Program) objectives. Implementation of complete street objectives as outlined assists to fulfil the City's obligation to deliver quality services to the community, in a way that balances service levels, risk, and affordability.

Ongoing long term operation, maintenance and capital renewal cost may increase in order to sustain the upgraded assets in order to support the expected level of service. Including the scope of work with planned renewal projects is an effective means of coordinating delivery of the targeted enhancement and changes in level of service to the community. Depending on the nature of the components integrated into the scope, this impacts the extent of funding and work directed to the overall lifecycle renewal program objectives. Moving forward, there is a need to assess the impacts to renewal funding and objectives as a result of the coordinated enhancement construction. These impacts (reduced scope of renewal, ongoing operation and maintenance costs, future renewal costs of the new assets) and the strategies to maintain these assets should be reflected in Long Range Financial Plan and Asset Management Plan updates.

FINANCIAL IMPLICATIONS

Elgin and Waverley Streets (906882 Elgin (Lisgar – Isabella))

The total available and forecasted budget is \$32,992,770; of which, \$6,222,770 has been approved and \$26,700,000 is identified as a year 2018 forecast through the 2017 budget. The current estimates of \$37,500,000 (2017 dollars) will be confirmed through the preliminary and detailed design processes and the updated estimates will be brought forward through capital budget process.

Hawthorne Avenue (906900 Concord-Echo-Greenfield)

These works have been budgeted and forecasted within the Concord-Echo-Greenfield project estimates of \$26,830,000; of which \$1,630,000 is existing and \$25,200,000 is identified as a year 2019 forecast through the 2017 budget. The current Hawthorne Avenue estimate of \$4,500,000 (2017 dollars) will be confirmed through the preliminary

and detailed design processes and the updated estimates will be brought forward through the capital budget process.

ACCESSIBILITY IMPACTS

The proposed recommended design fulfills all municipal, provincial and federal accessibility requirements. In general, the proposed design will improve accessibility through providing wider sidewalks and shorter pedestrian crossing distances at all intersections. Additional space is also recommended at select transit stops which will provide more space for buses to deploy accessibility ramps. Tactile Walking Surface Indicators (TWSIs) and curb ramps are also required for all intersections with pedestrian crossings. The existing sidewalks will be widened to provide a minimum clear width of 2.0m.

ENVIRONMENTAL IMPLICATIONS

The study process has given regard for provisions of the Municipal Class Environmental Assessment (MCEA) roadway modification requirements. With added clarification provided by the Municipal Engineers Association and upon completing a detailed Transportation Impact Study (Document 4), it was determined that the recommended plans for Elgin Street, Waverley Street and Hawthorne Avenue can be carried out as a pre-approved Schedule A+ activity under the MCEA process.

TERM OF COUNCIL PRIORITIES

The recommendations summarized in this report will help achieve the following Strategic Directions of the 2015–2018 Term of Council Priorities:

- TM2 Provide and promote infrastructure to support safe mobility choices
- TM4 Improve safety for all road users

SUPPORTING DOCUMENTATION

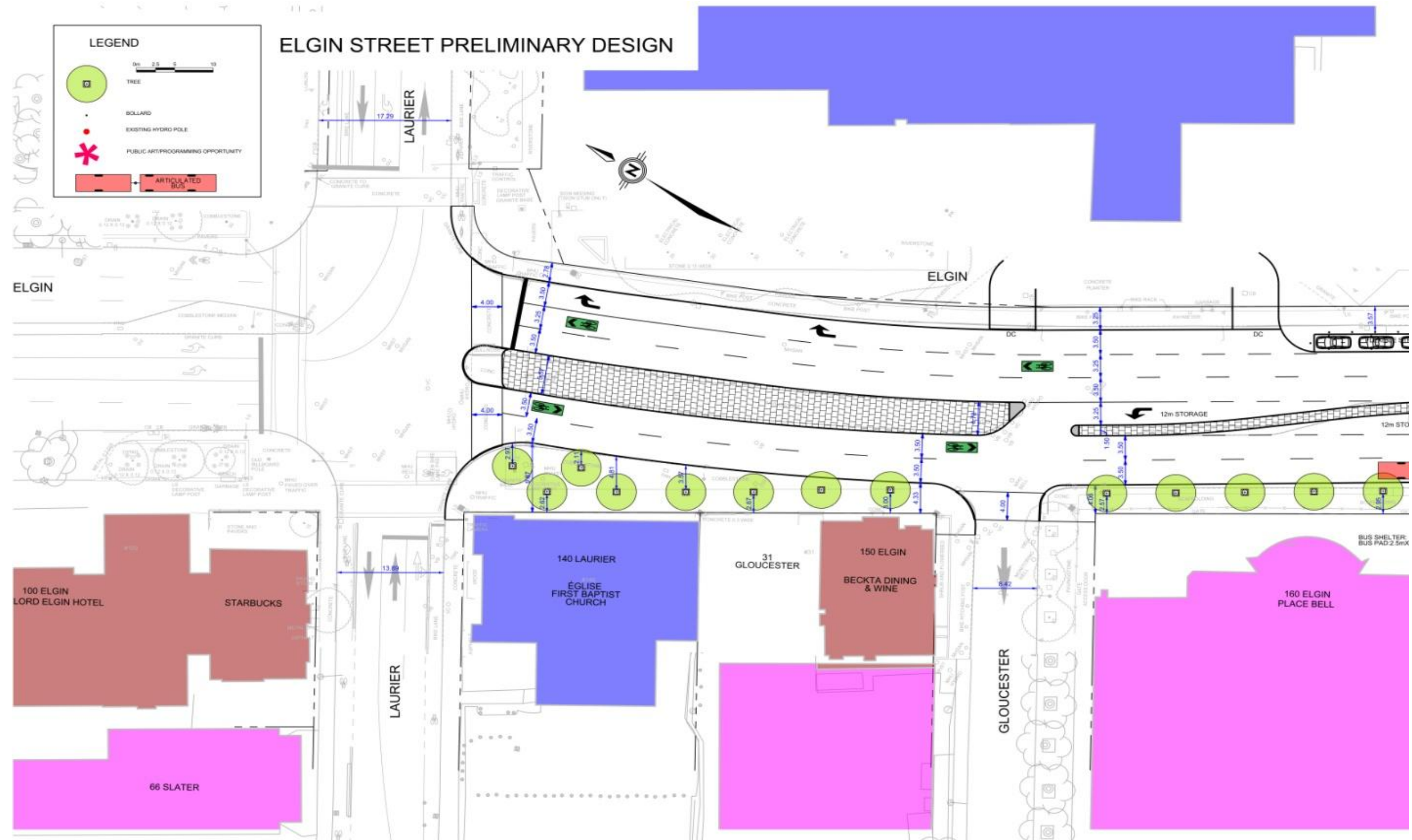
Document 1	Recommended Functional Designs for Elgin Street
Document 2	Recommended Functional Design for Waverley Street
Document 3	Recommended Functional Designs for Hawthorne Avenue

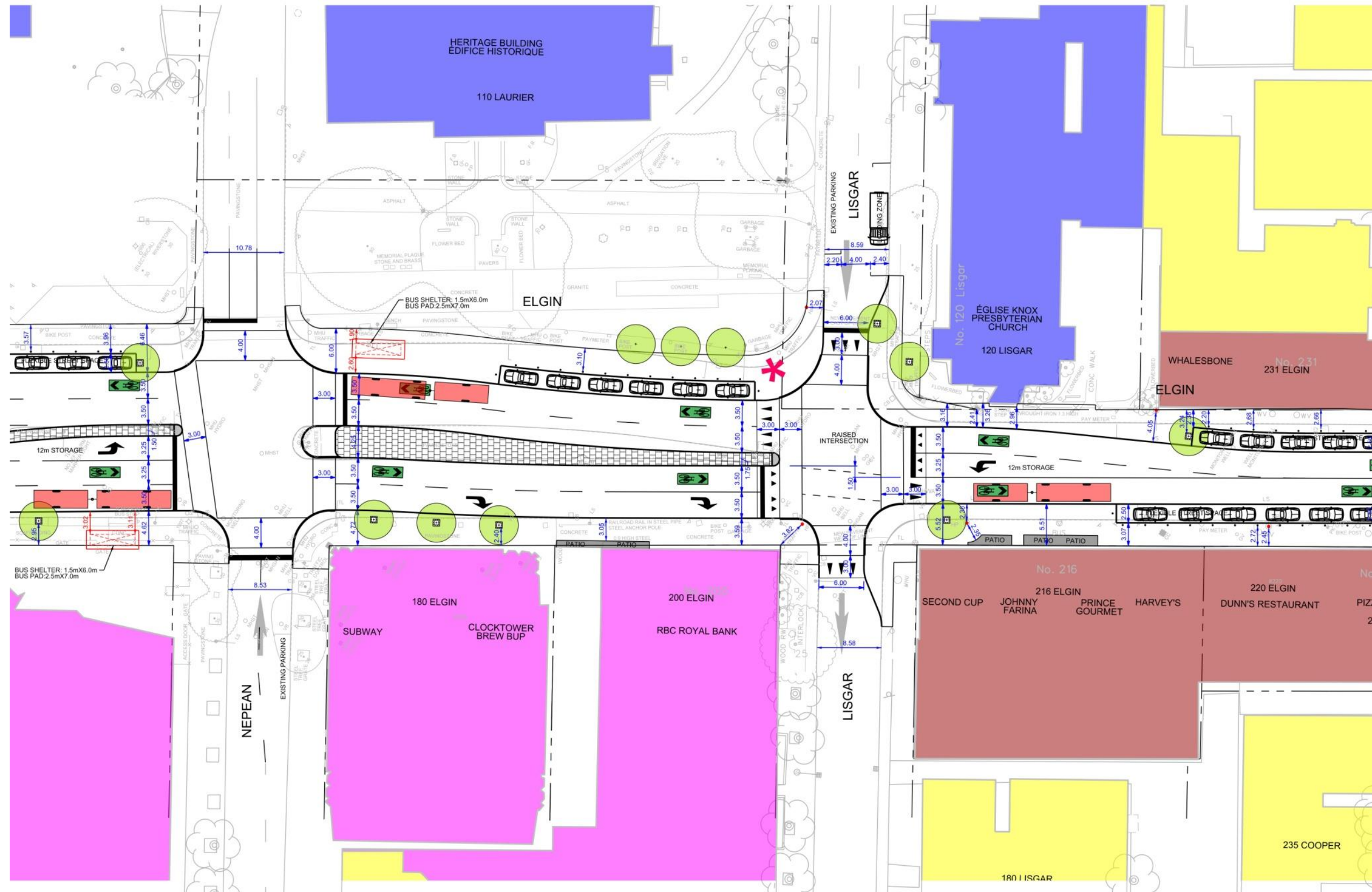
Document 4 Elgin Street – Hawthorne Avenue Functional Design Future Travel
Implications Assessment

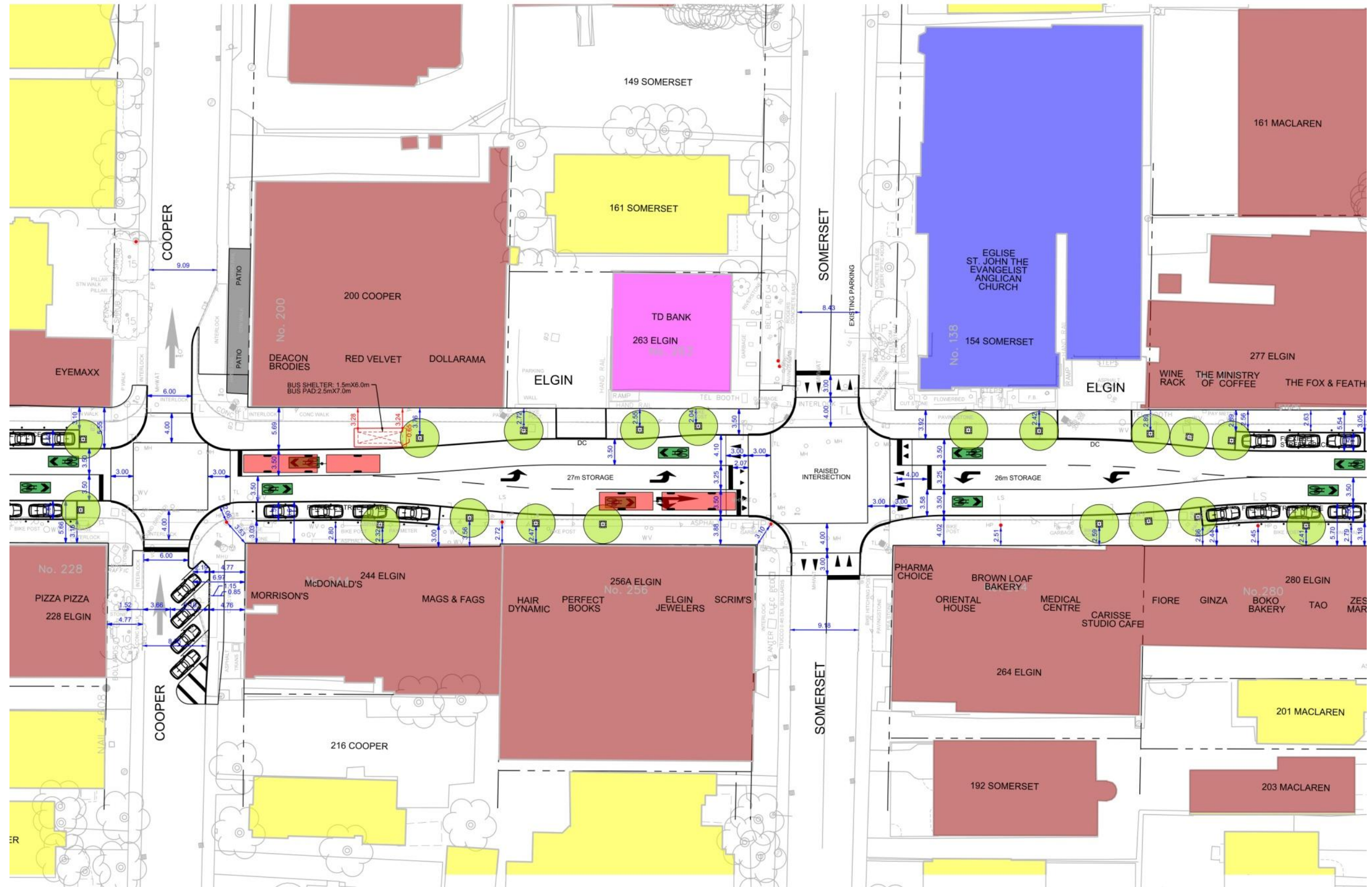
DISPOSITION

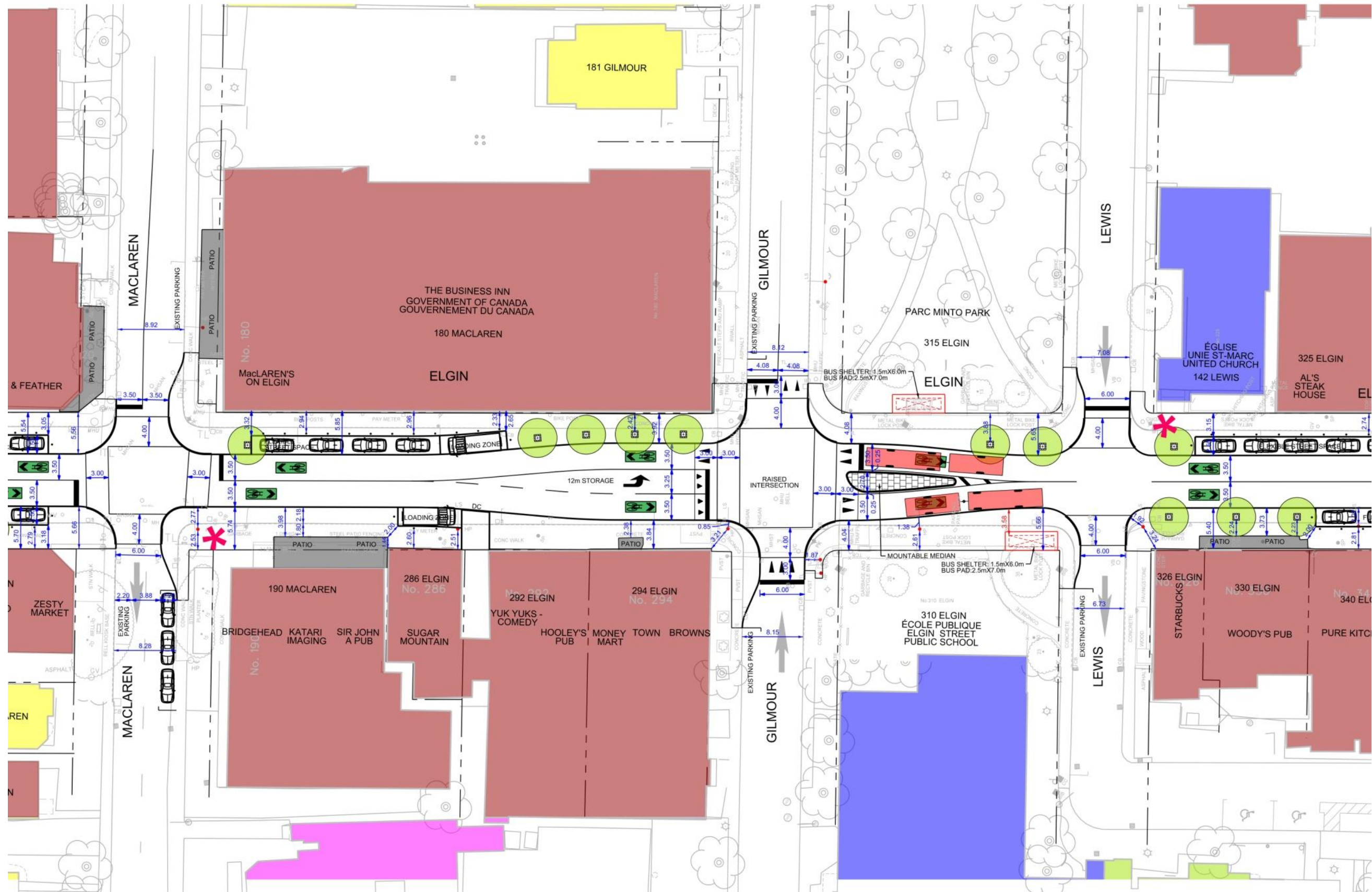
Following Council approval, staff will commence the preliminary and detailed design for the reconstruction of Elgin Street, Waverley Street and Hawthorne Avenue, as described in this report. Staff will also implement a 30 km / hr speed limit on Elgin Street (Lisgar Street to McLeod Street) following the renewal of the street.

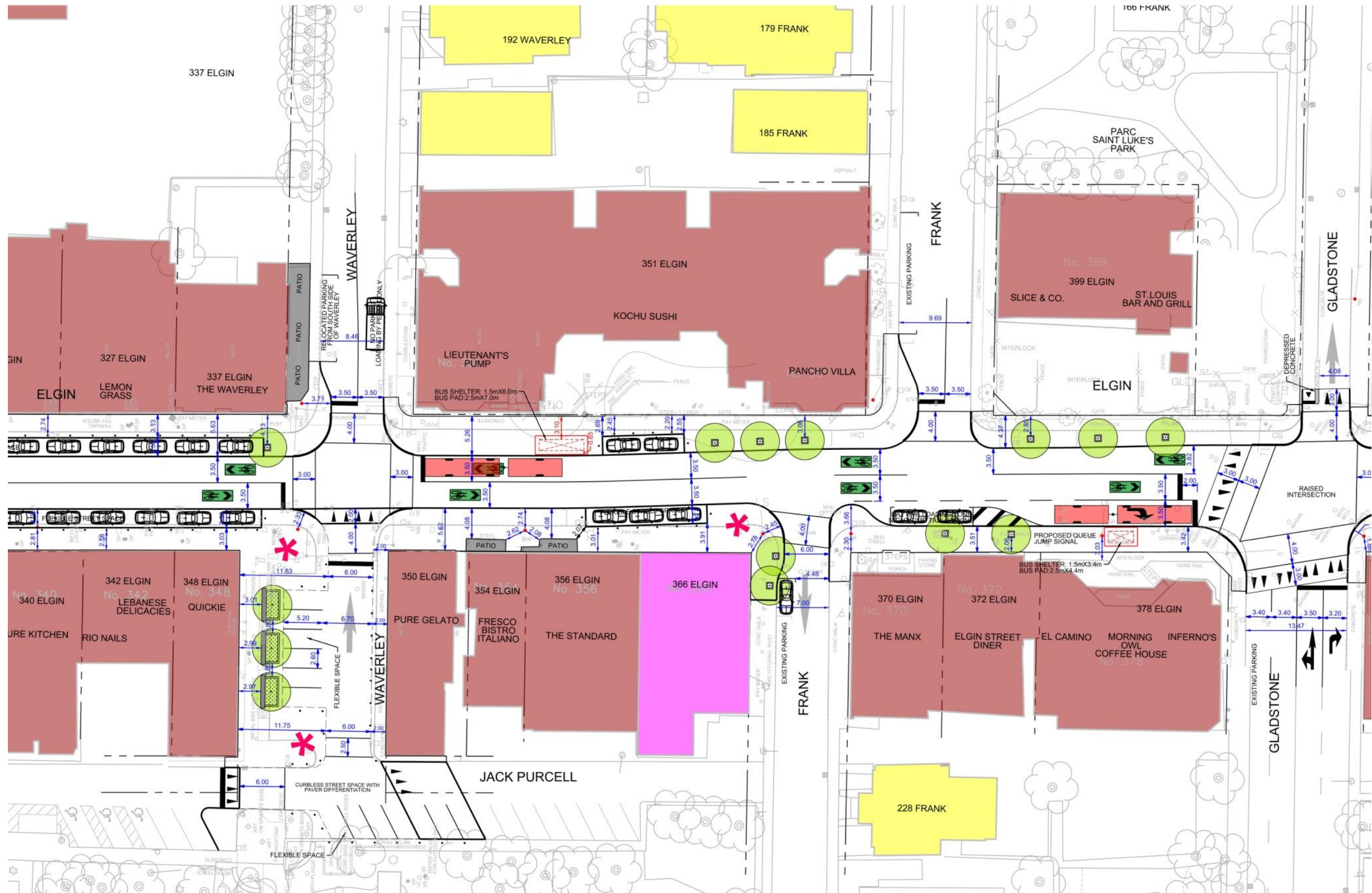
Document 1 - Recommended Functional Designs for Elgin Street

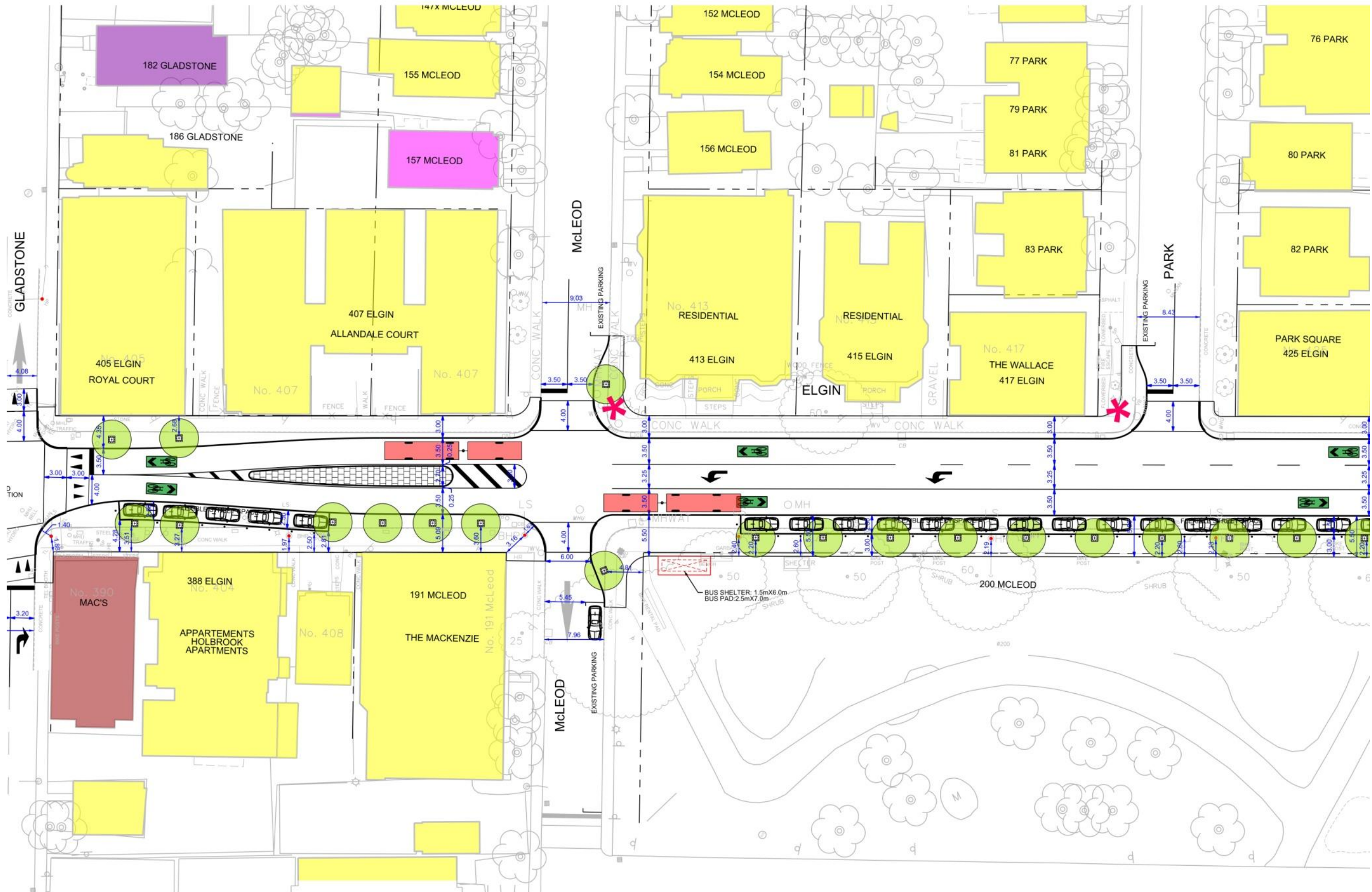


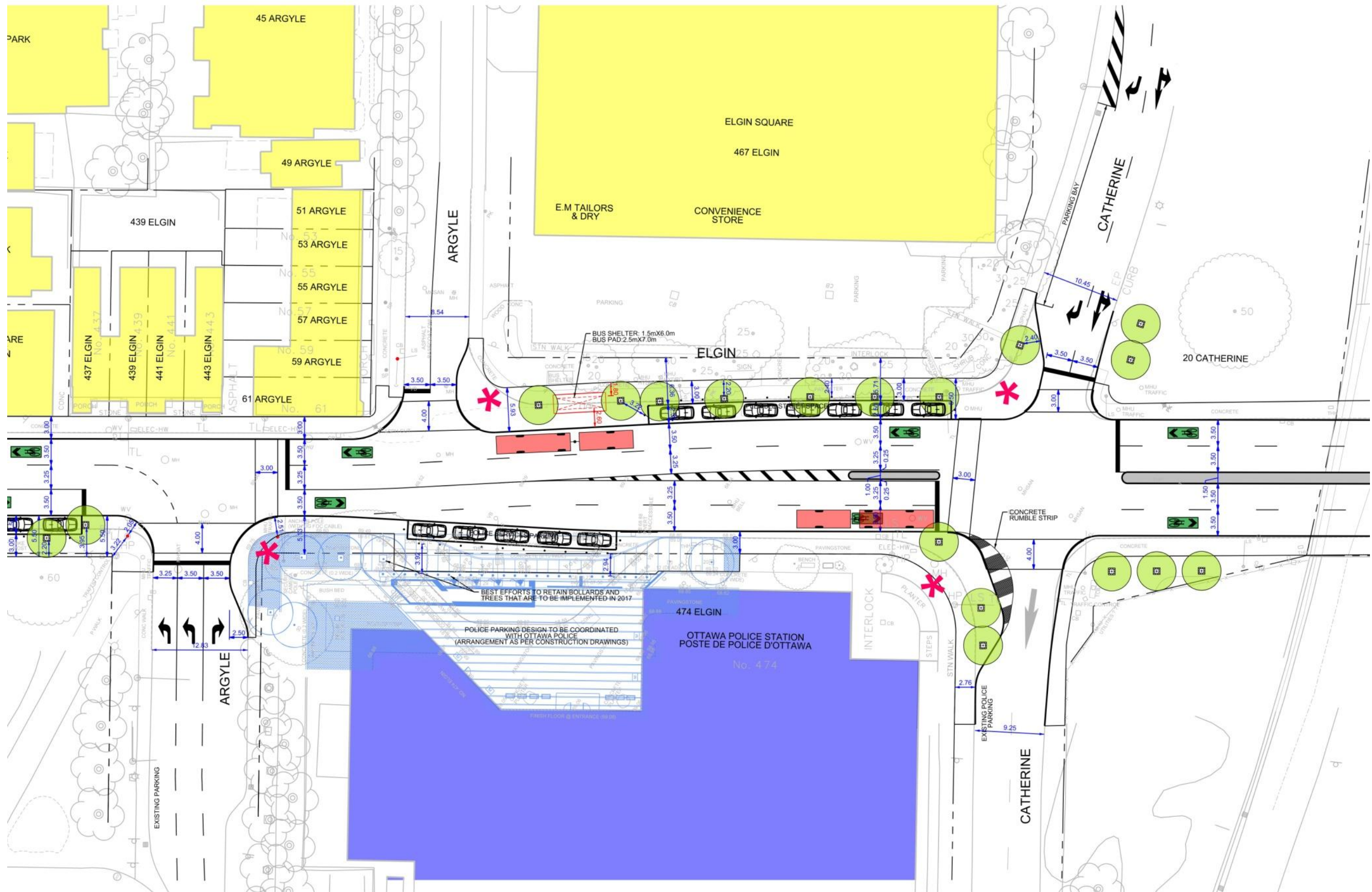


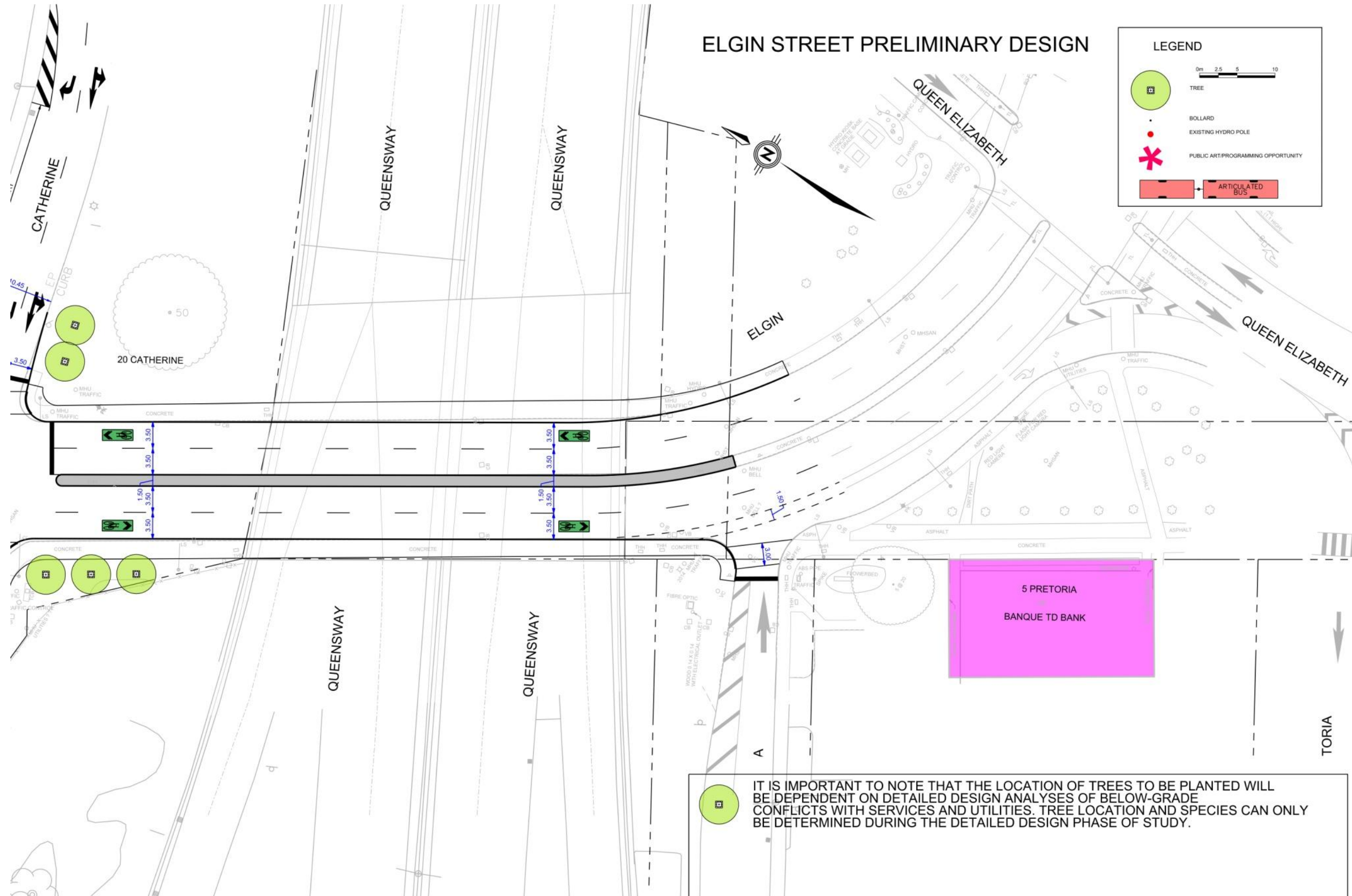




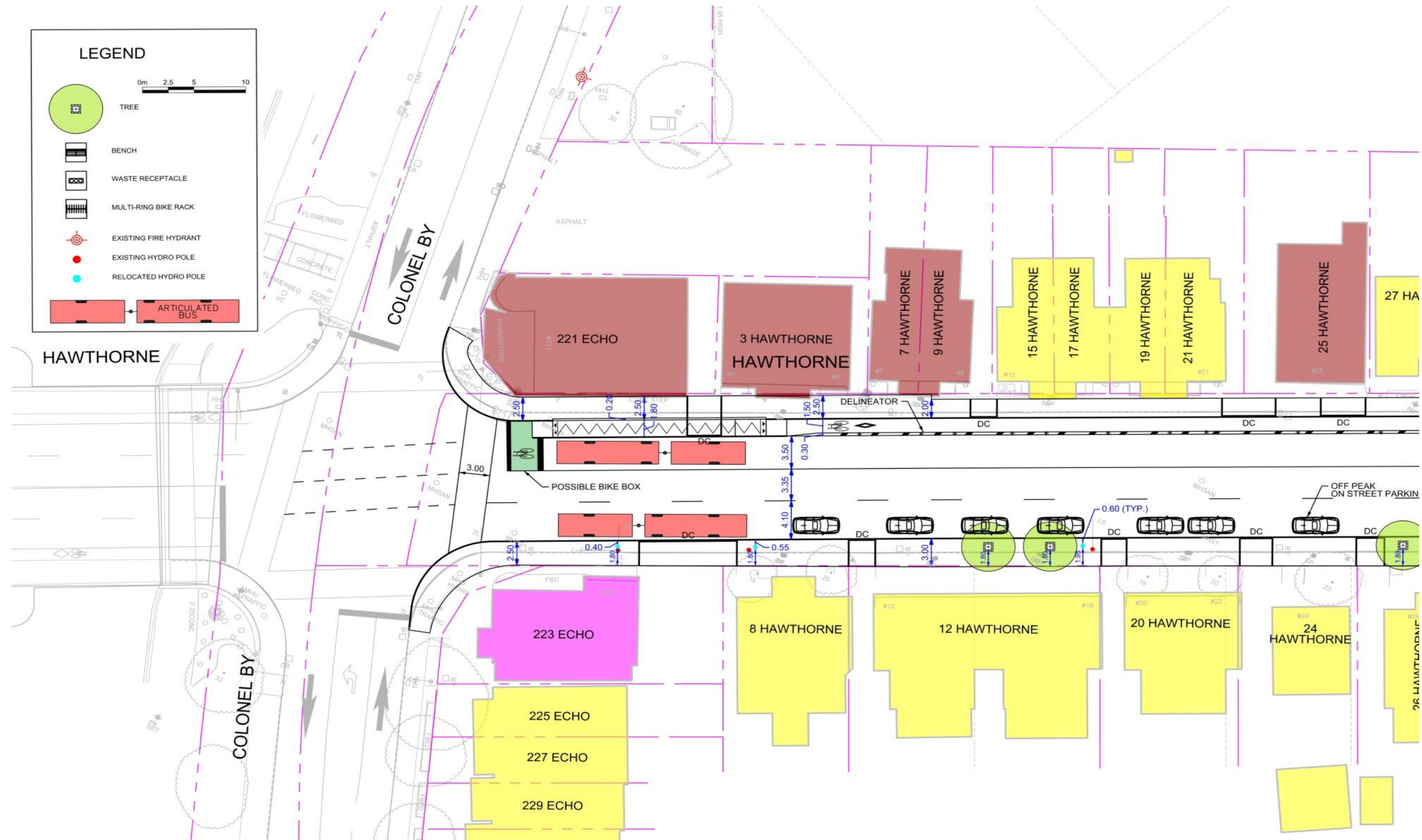








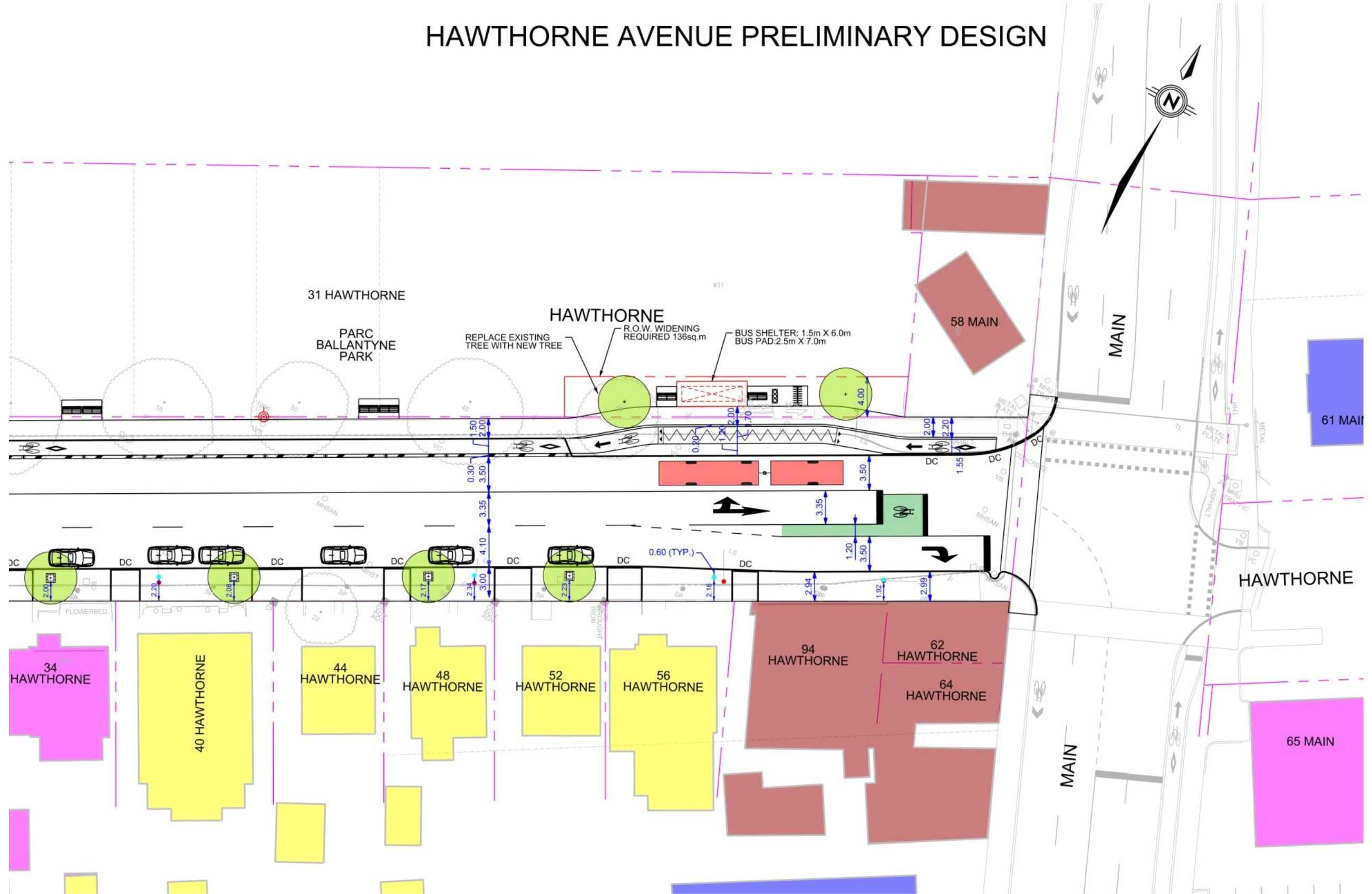
Document 3 - Recommended Functional Designs for Hawthorne Avenue



HAWTHORNE AVENU



HAWTHORNE AVENUE PRELIMINARY DESIGN



**Document 4 - Elgin Street – Hawthorne Avenue Functional Design Future Travel
Implications Assessment**

(Under separate file with City Clerk)