
ELGIN STREET AND HAWTHORNE AVENUE FUNCTIONAL DESIGN
STUDY

ACS2017-TSD-PLN-0007

SOMERSET (14); CAPITAL (17)

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.**

The following correspondence was received in support of the staff report:

- a. Richard Akerman email dated 30 April
- b. Environmental Stewardship Advisory Committee (ESAC) submission received on 1 May
- c. Citizens for Safe Cycling letter dated 1 May
- d. Randall Kemp, Wellington West BIA email dated 2 May
- e. Centretown Citizens Community Association email dated 2 May

A copy of each submission is held on file.

Vivi Chi, Manager, Transportation Planning & Engineering introduced Colin Simpson, Program Manager, Transportation Engineering Services and Ron Clark, from Parsons. She also acknowledged the project team from Parsons and Vanessa Black, the City's Project Manager, also in attendance. Mr. Simpson gave a detailed presentation on the proposed functional design, a copy of which is held on file.

A number of Motions and staff directions were introduced prior to the hearing of the public delegations. The full texts are contained in subsequent pages of this Minute extract.

The following individuals spoke in support of the staff recommendations:

Nancy Biggs, ESAC *

Peter Abraham, Sir John A Pub

Brian Karam, Elgin Area Business Association (EABA)

*[*Individuals / groups marked with an asterisk above either provided comments in writing or by e-mail; all submissions are held on file with the City Clerk.]*

Committee members discussed a number of issues related to the report, including:

- the capacity on Elgin Street during peak periods
- the availability of parking along specific stretches of Elgin
- the reality of keeping to a full road road closure for only 12 months
- the opportunity of installing duct work for underground hydro cables along Elgin Street

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- the ability to maintain an operating speed of 30 km/h on Elgin between Lisgar and McLeod

John Manconi, General Manager, Transportation Services, Kevin Wylie, General Manager, Public Works and Environmental Services, Stephen Willis, General Manager, Planning, Infrastructure and Economic Development and Phil Landry, Director, Traffic Services were also present and responded to questions of Committee members and other council members in attendance.

Staff agreed to follow-up with some councillors in response to their specific concerns raised.

Following further discussion, the Committee considered the following Motions to amend the report:

MOTION TRC 24/1

Moved by Councillor B. Monette

WHEREAS on-street parking along Elgin Street will be temporarily removed during the reconstruction of the street; and

WHEREAS Elgin Street business owners have indicated that their customers, who come from across the city, will need access to nearby parking during construction;

THEREFORE BE IT RESOLVED THAT:

- 1. Staff work to provide opportunities for additional temporary public parking within close vicinity of Elgin Street during reconstruction;**
- 2. That the General Manager, Public Works and Environmental Services be delegated the authority, during the time that Elgin is under**

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construction, to designate dates and times when parking at City Hall will be free of charge;

3. That staff work with the business owners on Elgin Street during the construction period to co-ordinate advertising of the opportunities for temporary and for free public parking.

CARRIED

MOTION TRC 24/2

Moved by Councillor M. Fleury

WHEREAS the Elgin Street redesign incorporates flexible space that can be used for different functions; and

WHEREAS the number of parking spaces has been reduced with the street redesign;

THEREFORE BE IT RESOLVED that the 90 flexible parking spaces be designed for the purpose of parking or patio use only.

CARRIED

MOTION TRC 24/3

Moved by Councillor C. McKenney

WHEREAS the New Right of Way Patio Program and Evaluation of Streetside Spots Pilot Program was adopted by City Council on March 8, 2017; and

WHEREAS same requires patios to comply with Accessibility Design Standards including a minimum pedestrian clearway width of 2.0m on sidewalks abutting patios; and

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WHEREAS Council deferred the requirement for existing patios to comply with the Accessibility Design Standards and pedestrian clearway until April 1, 2018; and

WHEREAS following reconstruction Elgin Street, including existing patios, will comply with the Accessibility Design Standards, including the pedestrian clearway;

THEREFORE BE IT RESOLVED 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.

CARRIED

MOTION TRC 24/4

Moved by Councillor S. Moffatt

WHEREAS Elgin Street is an important transportation, residential and commercial hub in the downtown core and this significant reconstruction activity will have a major, temporary impact on those who use the Elgin Street corridor as part of their daily transportation route whether they walk, cycle, drive or take public transit; and

WHEREAS a number of other major construction projects are planned in the downtown core over the course of the same construction period (including the Metcalfe Street and King Edward Avenue Road Resurfacings, the Laurier Avenue East cycling lanes, the Kent Street Combined Sewer Storage Tunnel, and Catherine Street and Bronson Avenue renewal and resurfacing); and

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WHEREAS a comprehensive Traffic Management Plan, in concert with a detailed communications plan, was developed and implemented successfully for Ottawa on the Move to ensure that disruption to local and flow-through traffic was minimized during that lengthy construction period; and

WHEREAS Members of Council want to ensure that the mitigation strategies related to the Elgin Street and Hawthorne Avenue reconstruction incorporate a broad understanding of construction in the area, the full range of traffic management tools that could be employed to assist with pedestrian, cycling, vehicle and public transit movement during construction, as well as the multi-modal impacts of each initiative and an appreciation that some may need to be changed quickly if they are not working as intended; and

WHEREAS communications will be key to the success of a traffic management plan for this project, and Members of Council all have residents that will be affected for the duration of this construction period;

THEREFORE BE IT RESOLVED that Transportation Committee recommend 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.

CARRIED

The Committee then CARRIED the staff recommendations, as amended, with Councillor Darouze dissenting on Recommendation 2, and with the following staff directions:

DIRECTIONS 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.

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- 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.