

April 22, 2021

Municipality of Port Hope Reconstruction of Walton Street

Public Information Center #1
(Virtual Format)



MUNICIPALITY OF
PORT HOPE

Reconstruction of Walton Street

Agenda (6:00 ~ 7:30)

- Introductions
- Background
- Design Directions
- Preliminary Design Elements
- Wrap-up
 - Next Steps
 - Discussion and Feedback



Introductions & Purpose

Purpose of this meeting is to share background and present preliminary design options for public & stakeholder feedback to help guide final design



Jeanette Davidson, C.E.T.
Director of Works and Engineering



Mike van den Broek
Manager of Engineering



CIMX+
Dan Campbell
Project Manager



Ron Albright, P.Eng.
Lead Design Engineer

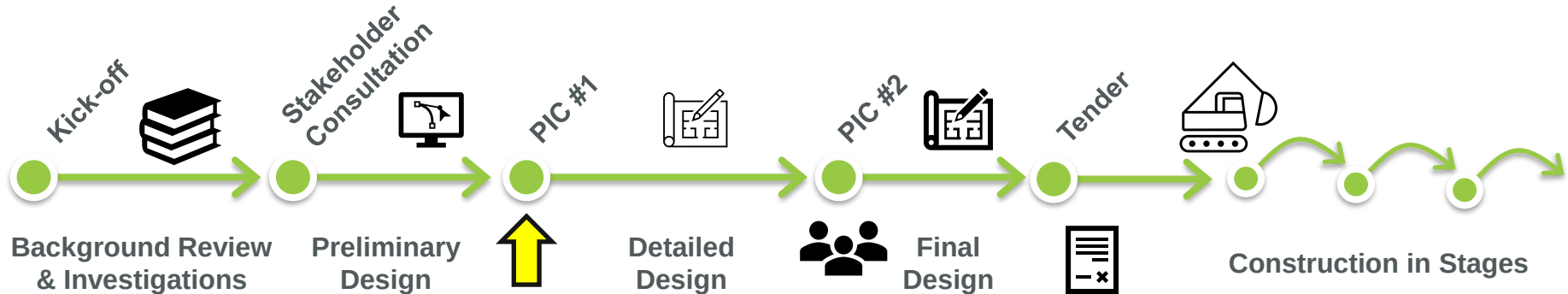


Lisa Cullen, OALA
Senior Landscape Architect



Claire Wallis-South, EIT
Engineer in Training

*Project Team Members
at this Meeting*



1

Background



Why?

Project Rationale

- A need to replace underground infrastructure including:
 - Undersized and aging cast iron watermain circa 1930s
 - Multiple aging clay and brick sanitary sewers circa 1920s, some of which were previously combined storm/sanitary sewers
- Creates an opportunity to:
 - Enhance the existing streetscape
 - Improve the pedestrian space and connectivity
 - Improve accessibility
 - Enhance stormwater management

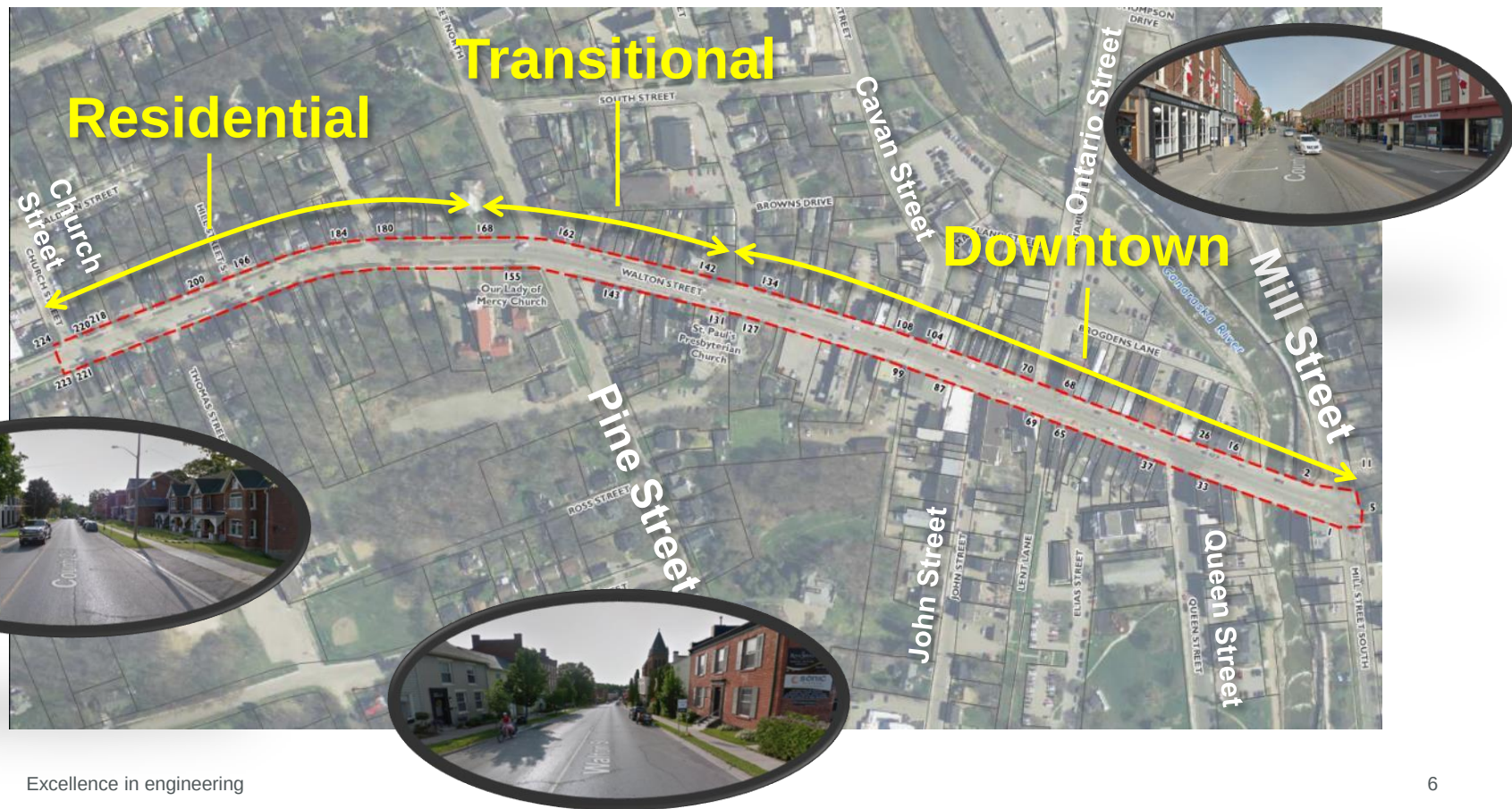


Typical Cast Iron Watermain After Removal



Partially Collapsed Vitrified Clay Sewer on Walton Street

Project Limits and Zones



Evolution of Walton Street



Early 1900s

1930s

1960s

2000s

- Unpaved roads
 - Concrete/wood sidewalks
 - Overhead utilities
 - Some awnings on store fronts
- Paved roads
 - Concrete sidewalks
 - Underground utilities
 - Angled parking
 - Awnings on north side
- Paved roads
 - Concrete sidewalks
 - Underground utilities
 - Parallel parking
 - Reduction in awnings
- Paved roads
 - Concrete sidewalks
 - Underground utilities
 - Parallel parking
 - No awnings
 - Some trees

Review of Existing Planning Documents

- There are 12 extensive Planning Documents that span 1974-2018
- Strong message and policy regarding importance of historic buildings and the unique sense of place and environment that they create in the Downtown
- Policy and incentives to maintain buildings and facades
- The importance of the views that the buildings provide and vistas they create
- While much of the documents focus on buildings there are other themes
 - Improve public realm to enhance the historic character of the buildings
 - Improve the Downtown experience for the public, building owners and merchants
 - Create focal points/nodes/gateways to create an even better sense of place
 - Use the existing historic lighting to tie new streetscape initiative together

Downtown Design Development Plan (by B&A)

In 2013 Council endorsed the Downtown Design Development Plan which was a major element of the previous 2012 Downtown Revitalization Project. The plan included a Streetscape Concept to provide recommendations meant to guide the Municipality and other stakeholders as opportunities for improvements occur.

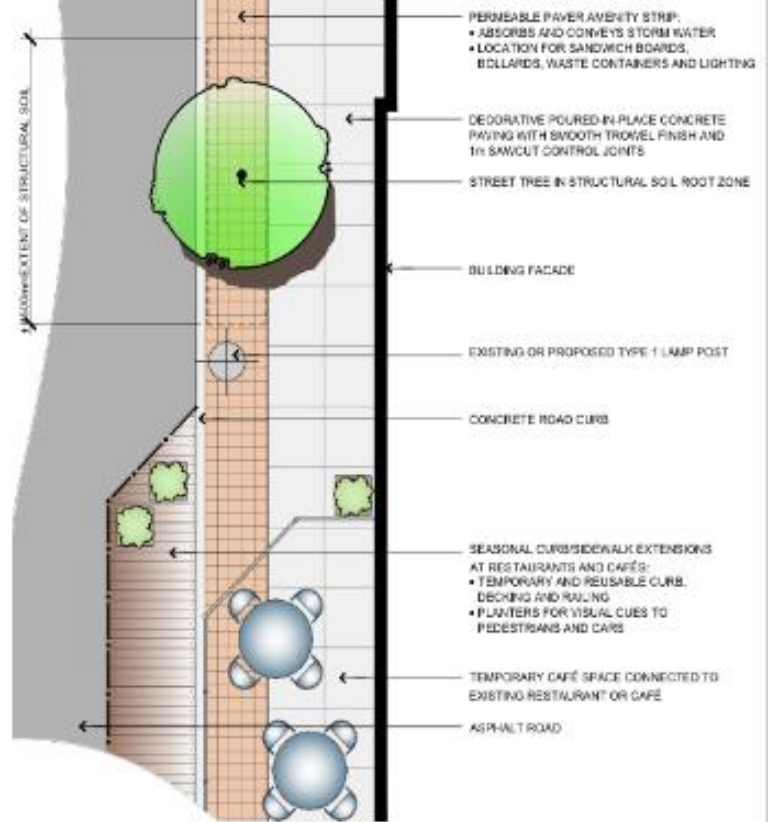
This plan primarily addresses strategies for the public realm in terms of physical design and includes recommendations for public realm improvements in the Downtown; such as streetscape furnishings, street lighting, extensions, wayfinding elements, pedestrian connections, laneways, locations for cultural heritage interpretation and public art and private realm infill opportunities.



Conceptual Downtown Development Plan (B&A)



Downtown Port Hope Design Development Plan (B&A)



Stakeholder Consultation

Committees Consulted

- Heritage Business Improvement Area / Chamber of Commerce
- Tree Advisory Committee
- Accessibility Advisory Committee
- Parks, Recreation and Culture Advisory Committee
- Heritage Port Hope Advisory Committee

Key Comments / Concerns

- Heritage District Gateway Features
- Tree Size and Distribution
- On-Street Parking
- Cycling on Walton Street and/or Alternate Routes
- Accessibility / Accessible Parking



2

Design Directions

A Summary of Overall Design
Approach for Key Items

Street Trees

- Allow building façades to remain the dominant visual element in the downtown core
- Preserve existing memorial trees and remove other trees that are in poorer health
- New tree plantings in targeted locations:
 - Bump-out areas where larger soil volume can be provided to promote tree growth, health and longevity
 - Sloped paving area adjacent to Bell parking lot where trees can fill in gap in building façades
- Maximize tree preservation in the residential area
- Look for opportunities to collaborate with property owners to include new trees on private property where they will be clear of overhead utility lines



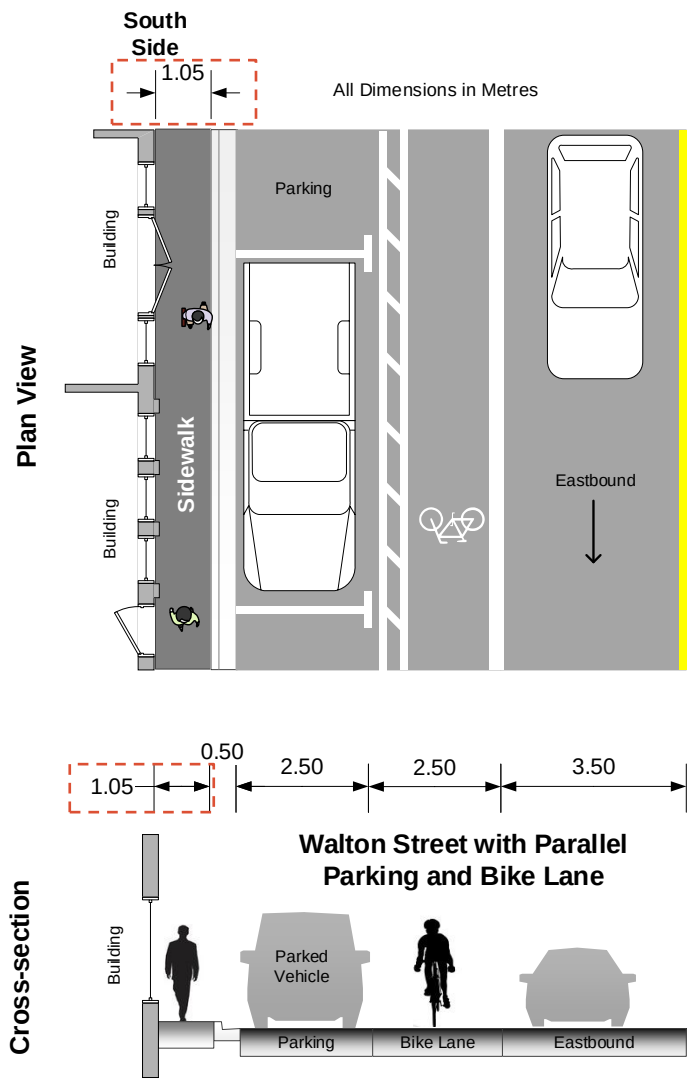
Example Struggling Ornamental Pear Tree on Walton Street



Existing Memorial Ginkgo Tree on the North Side of Walton Street (in good condition)

Cycling Facilities

- As presented to Council in 2014, the Cycling Facility Implementation Strategy identified that:
 - There is insufficient width in the Walton Street right-of-way to provide sidewalks, on-street parking and cycling lanes.
 - Sidewalks would be less than 1.5m minimum as required by AODA.
 - Traffic volumes on alternative routes (e.g Sherbourne/Augusta) are more conducive to cycling facilities.
 - Connectivity to Walton Street from an alternative route can be provided along the Lent Lane corridor.



Alternate Cycling Facilities

Enhanced Wayfinding
Signage Examples



Bicycle Parking Examples



Long-term Bicycle Parking (Shelter Rack)
Credit: City of Ottawa from OTM Book 18
Figure 7.5

Alternate Routes Following Realigned
Waterfront Trail on Lower Traffic Roads

On-Street Parking

- Balance the retention of on-street parking with the provision of localized bump-outs to enlarge the pedestrian space
- Maintain the current parallel parking format:
 - Various angle/reverse angle parking formats have been considered based on travelled lane and parking space requirements for today's vehicles
 - The 20m (66ft) wide right-of-way does not provide sufficient width for sidewalks, travelled lanes and angle parking
 - Streets with angle parking typically have right-of-way widths of 25m or wider
- Explore opportunities for enhanced accessible parking spaces at key locations during detailed design
- Potential modifications to the layout and type of parking meters will be presented at the next PIC



Current Parallel Parking Arrangement



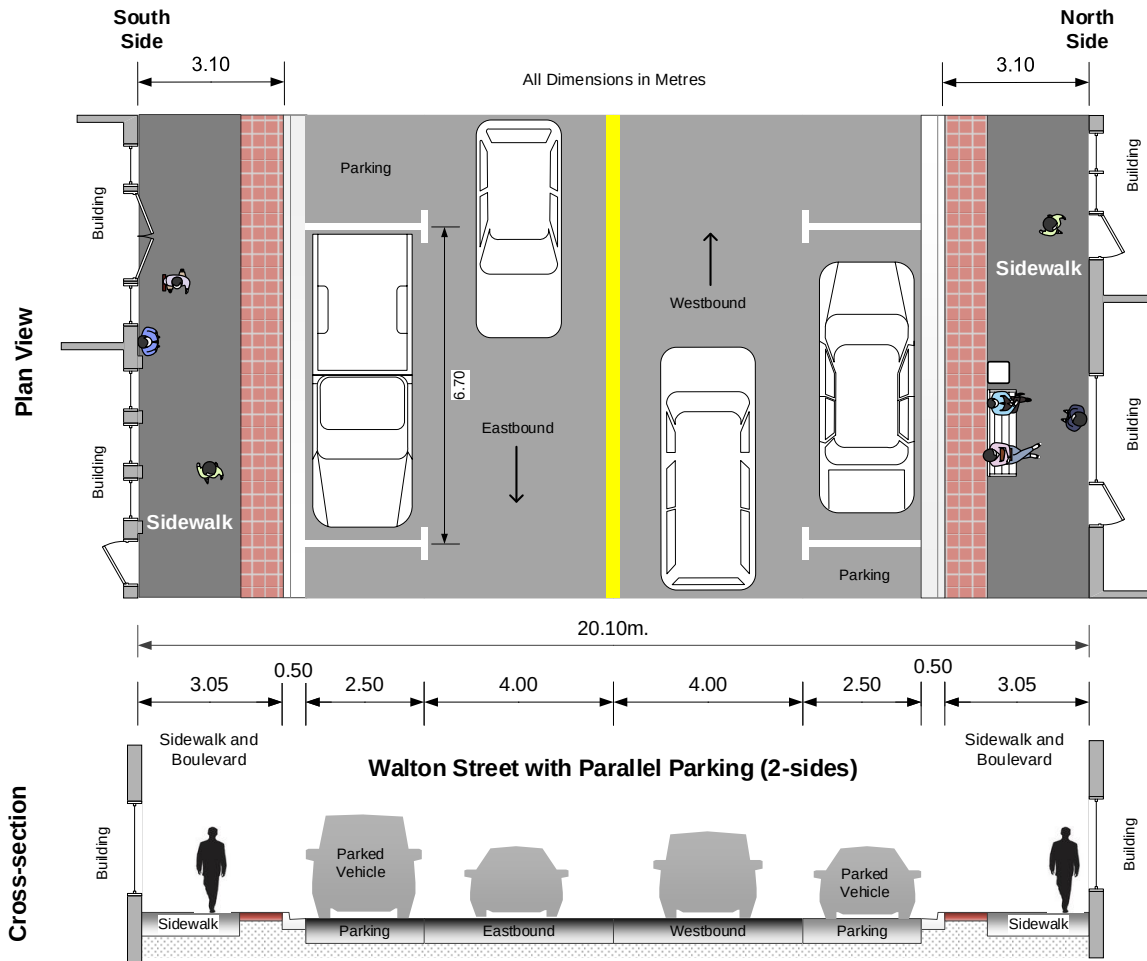
Historic Angle Parking, no defined spaces and variable angles based on vehicle size



Example of an Enhanced Accessible Parking Space

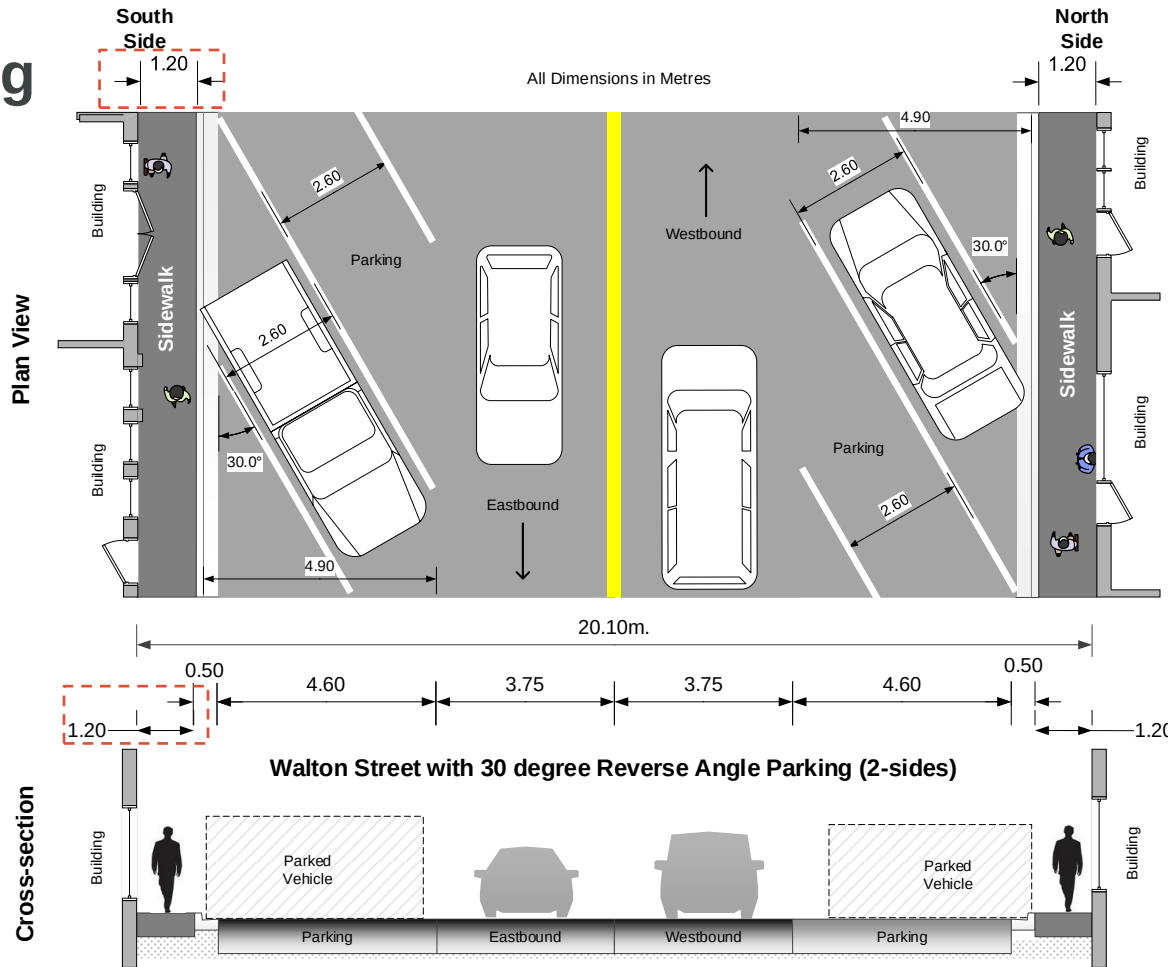
Parallel Parking

- Consistent with existing road widths
- Allows for sidewalk widths of about 3.0m
 - Exceeds AODA requirements and allows for some amenities along the sidewalk
- Easily integrated with curb bump-outs or parking patios to enhance pedestrian space



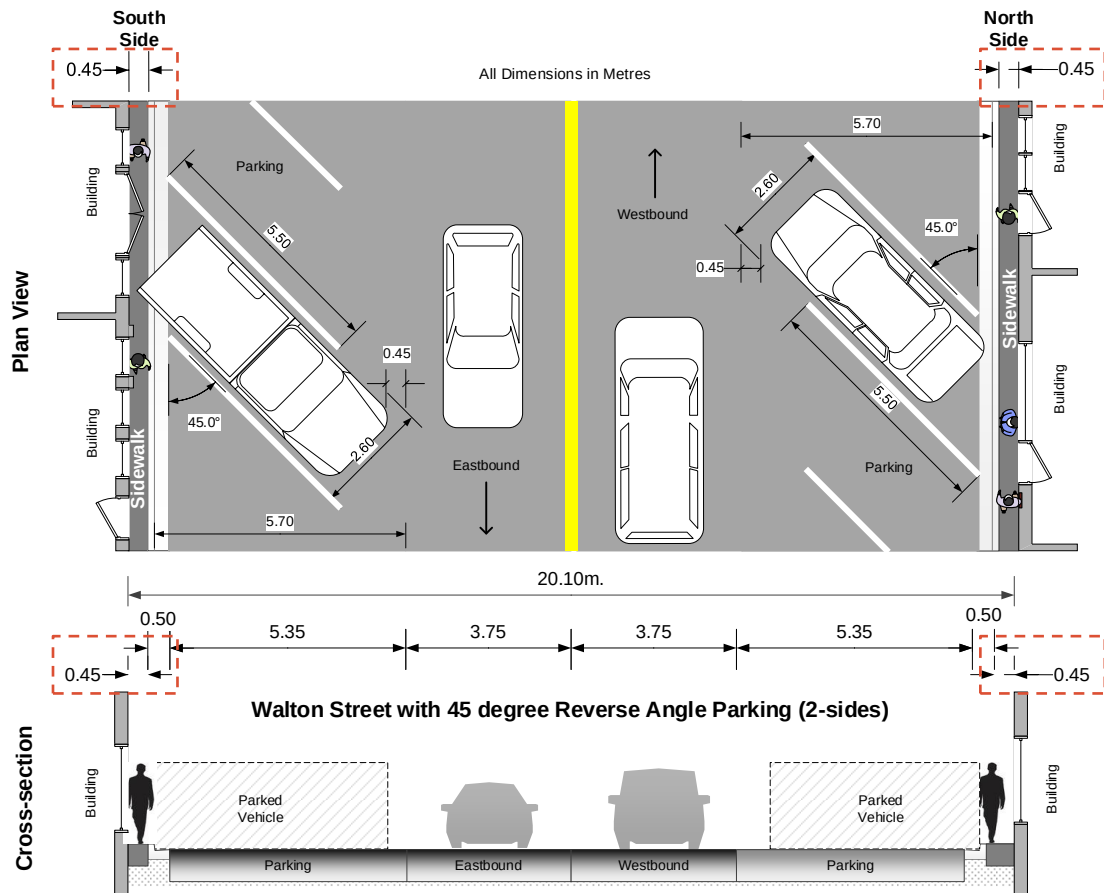
30 Degree Angle Parking

- Would enlarge the portion of the right-of-way occupied by the road
- With parking on both sides of the road sidewalk width would be 1.2m which is:
 - Significantly narrower than existing sidewalks
 - Less than AODA requirement of 1.5m
 - Too narrow to accommodate any amenity features



45 Degree Angle Parking

- Would significantly enlarge the portion of the right-of-way occupied by the road
- With parking on both sides, the remaining sidewalk width would be too narrow at 0.45m
- 45-degree angle parking could only be accommodated on one side of the road with no parking on the other



3

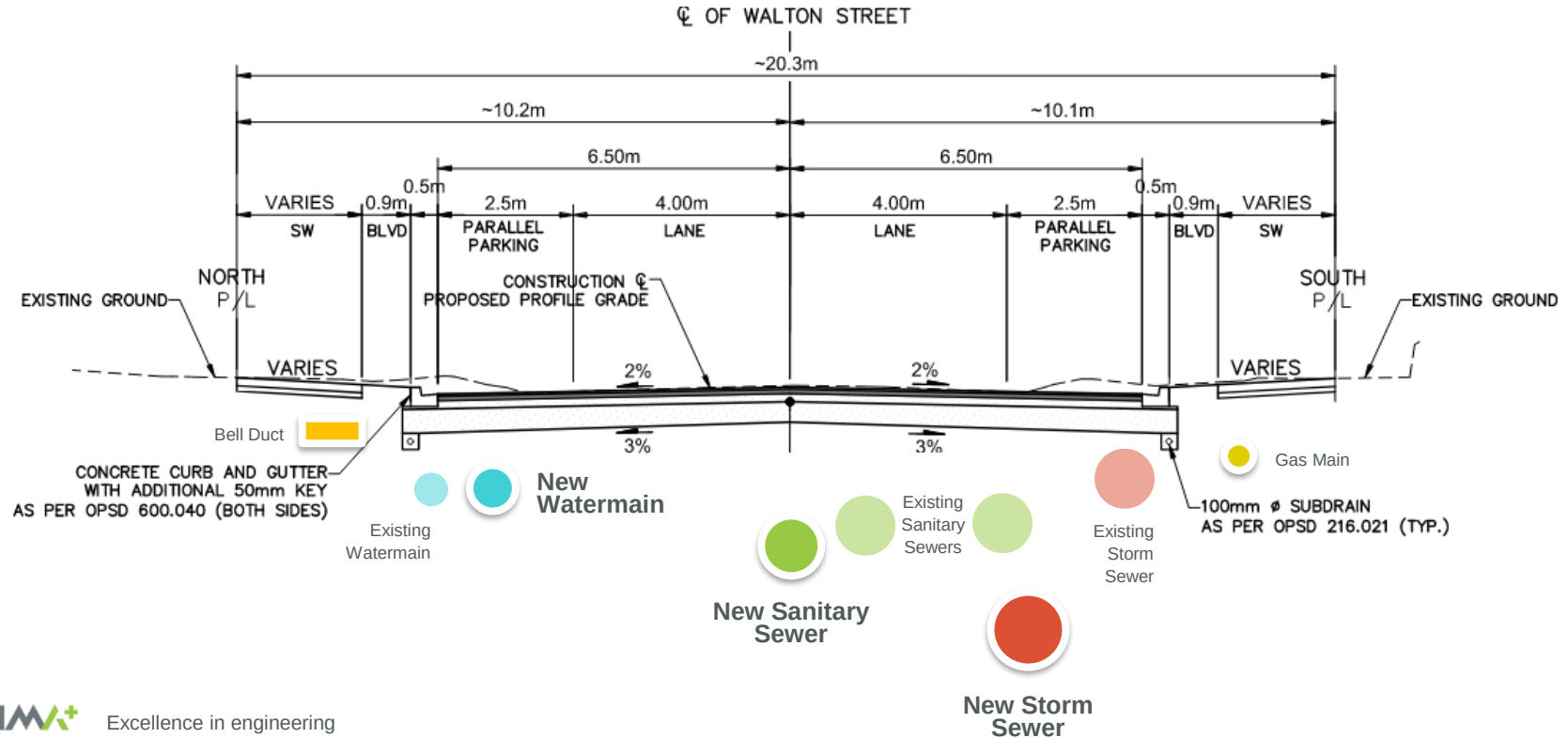
Preliminary Design Elements

A Summary of Key Design Elements
Included in the Current Preliminary Design

MUNICIPALITY OF PORT HOPE
WALTON STREET RECONSTRUCTION
WEST OF CHURCH STREET TO WEST OF MILL STREET NORTH
PRELIMINARY ILLUSTRATION OF DESIGN CONCEPT AND OPTIONS
April 22, 2021

please visit myporthope.ca/walton-street after April 23, 2021 to download and review a full-size plan

Underground Infrastructure



Gateway Features

Example Wall
Feature to
Accommodate
Gateway Signage



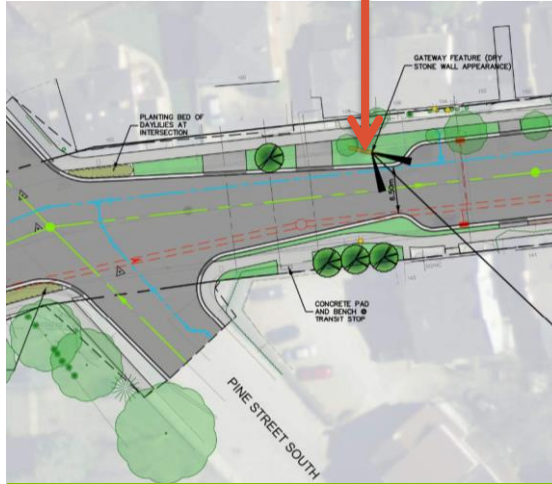
Example
Bump-out
Planting
Detail



East Gateway at Mill St.

Low wall feature located on existing median and visible from Mill Street

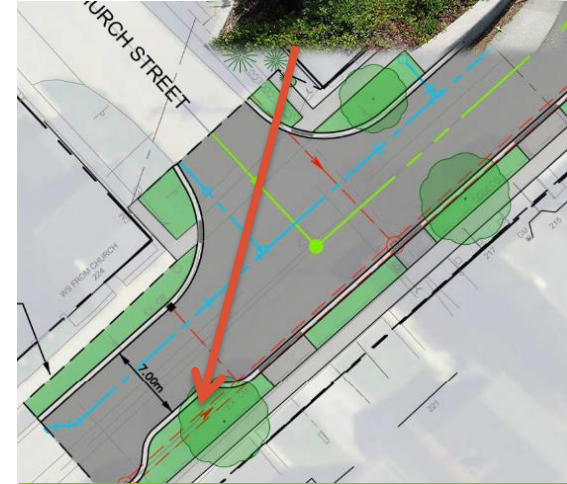
Visual appearance similar to adjacent buildings



Central Gateway at Pine St.

Two options for traffic calming narrowing of road width (Option 1 shown)

Signage feature with a dry-stone wall appearance on the north side



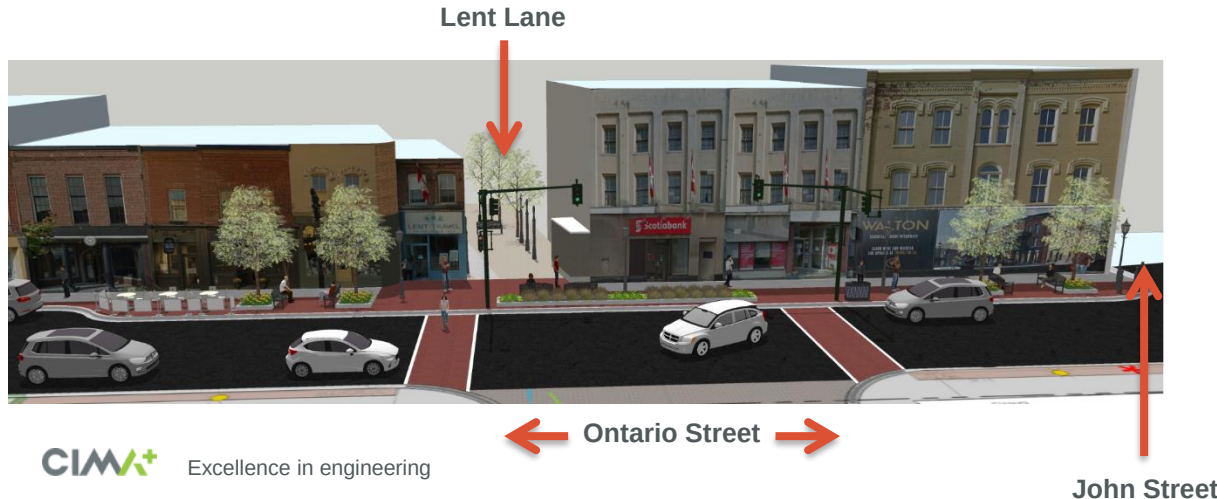
West Gateway at Church St.

Traffic calming bump-out on south side of the street

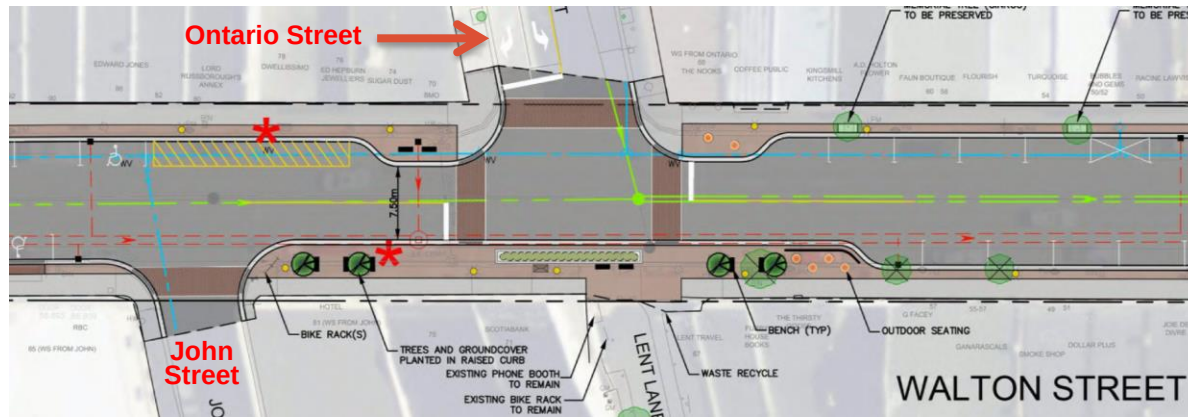
Low ground cover perennial flowers or shrub plantings in bump-out area

Lent Lane

- Curb “bump-out” on south side of Walton Street from John Street to east of Ontario Street to create a 5.0m wide sidewalk across the top of Lent Lane
- Planter beds, bollards and fencing (seasonal) to help delineate the pedestrian space from the roadway and intersections
- Benches and table seating through the bump-out area



Walton Street at Ontario Street – Two Options



Option 1: With North Bump-outs

Bump-outs on north side with no dedicated turning lanes (right or left)

Shorter pedestrian crossings and more opportunities for pedestrian amenities on the north side of the road and additional parking

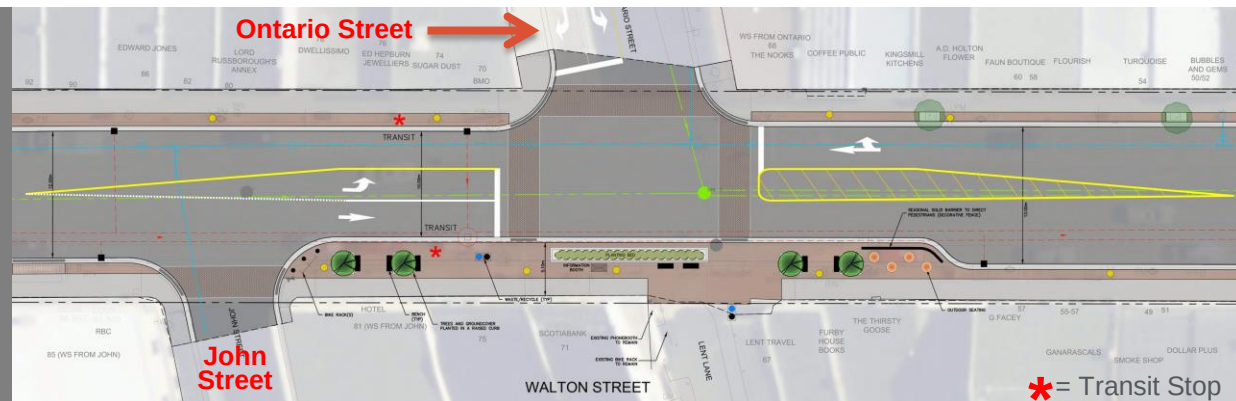
Some additional, although manageable, traffic delays associated with left turning traffic

Option 2: With Left Turn Lane

Like Option 1 includes a long bump-out on the south side connected to Lent Lane

Eastbound left turn lane at Ontario Street remains and westbound right turn lane is eliminated

Westbound through lane is shifted north, which eliminates parking spaces



Pedestrian Crossings



Example Intersection
(Main Street Village Markham)



Audible and Tactile Signal Push Button



Example of Cavan Street Crossing



Tactile Plates

- Curb bump-outs have been proposed to improve the alignment of crosswalks and shorten the length of crossings
- Tactile plates are proposed at all drop curbs and crosswalk ramps
- Addition of audible pedestrian signals and other accessibility measures to existing traffic signals
- Replacing painted crosswalks with embedded thermoplastic crosswalks using Traffic Patterns-XD™ or a similar product to provide longer lasting, slip resistant crossing surfaces

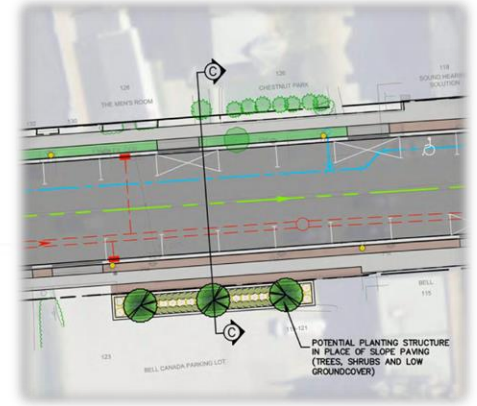


Examples of Traffic Patterns-XD™ Surfaces

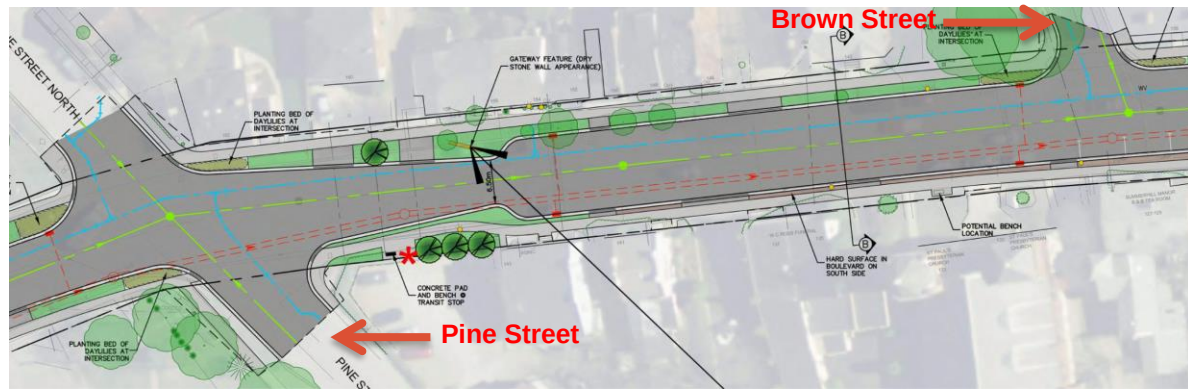
Colour and Pattern for Walton Street to be Determined

Potential Tree Planting at Bell Parking Lot

- In discussion with Bell to determine if the sloped paving area between the parking lot and sidewalk can be replaced with a tree planting structure (to be confirmed)
- Will screen parking and help fill gap in building façades



Walton Street (Pine Street to Brown Street) – Two Options



Option 1: Parking On Both Sides

Neck-down type bump-outs on both sides of the road for traffic calming

On street parking on both sides of the road remains, south side reserved for funerals

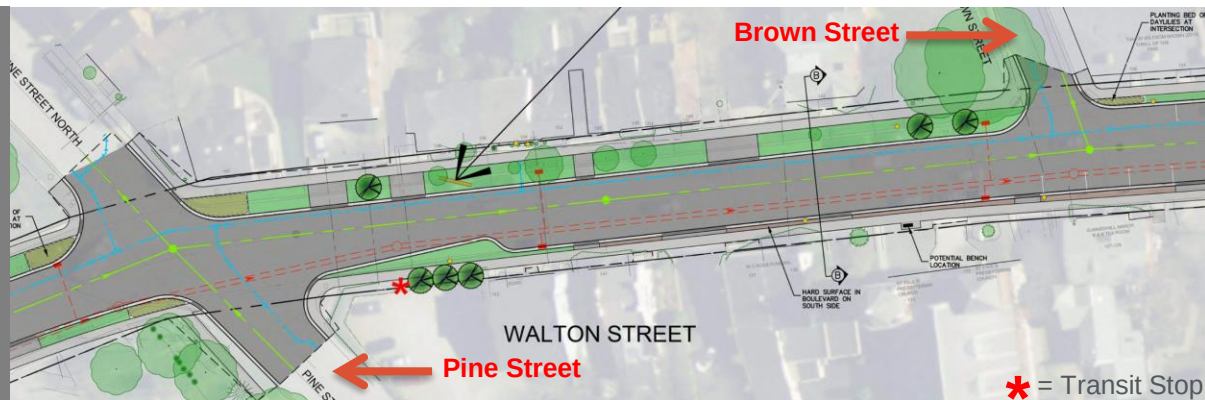
Preserve existing trees in north boulevard, limited opportunities for additional plantings

Option 2: Widened North Boulevard

Parking eliminated on north side of the road, south side reserved for funerals

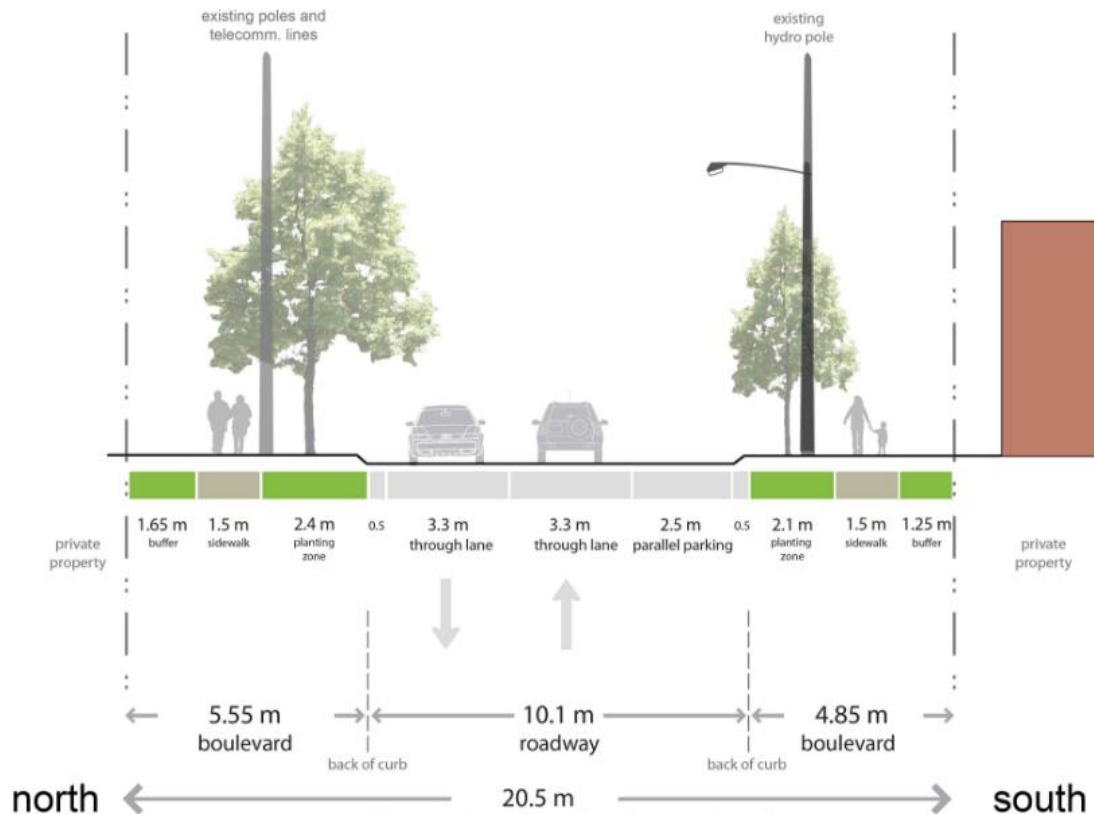
North boulevard widened to provide additional green space and improved opportunity for tree planting

Narrower, more constrained road width will assist with traffic calming



Walton Street (Church Street to Pine Street) – Residential

- Maintaining road width to protect boulevard trees
- No changes to privately owned overhead utilities (electrical, telecom.)
- Preserve on-street parking (one side)



Walton Street (Church Street to Pine Street) – Residential

- Opportunity for tree planting is limited by overhead utilities
- Plant ornamental sized trees in the boulevard
- Opportunity for collaboration with homeowners to plant on private property so trees can grow to their potential and contribute to the streetscape



Example of existing tree conflict with overhead utilities



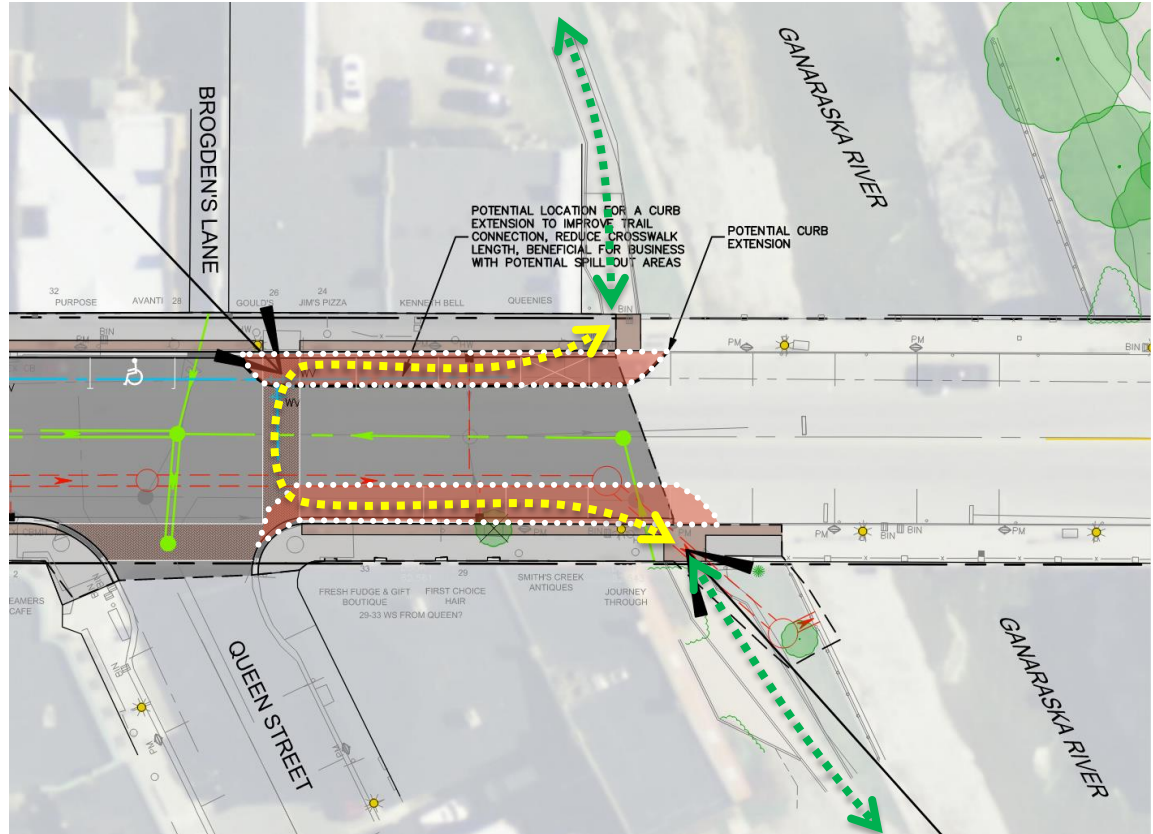
Plant ornamental species adjacent to street in strategic locations to avoid conflict with overhead utilities



Examples of trees on adjacent property that contribute to the streetscape

Additional Bump-outs and Trail Connectivity

- Existing Cochingonmink west riverside trail
- Proximity to Queen Street complicates options to create a formal direct crossing of Walton Street
- Opportunity to consider additional bump-outs to create more pedestrian space
- Encourage trail users to circulate through downtown



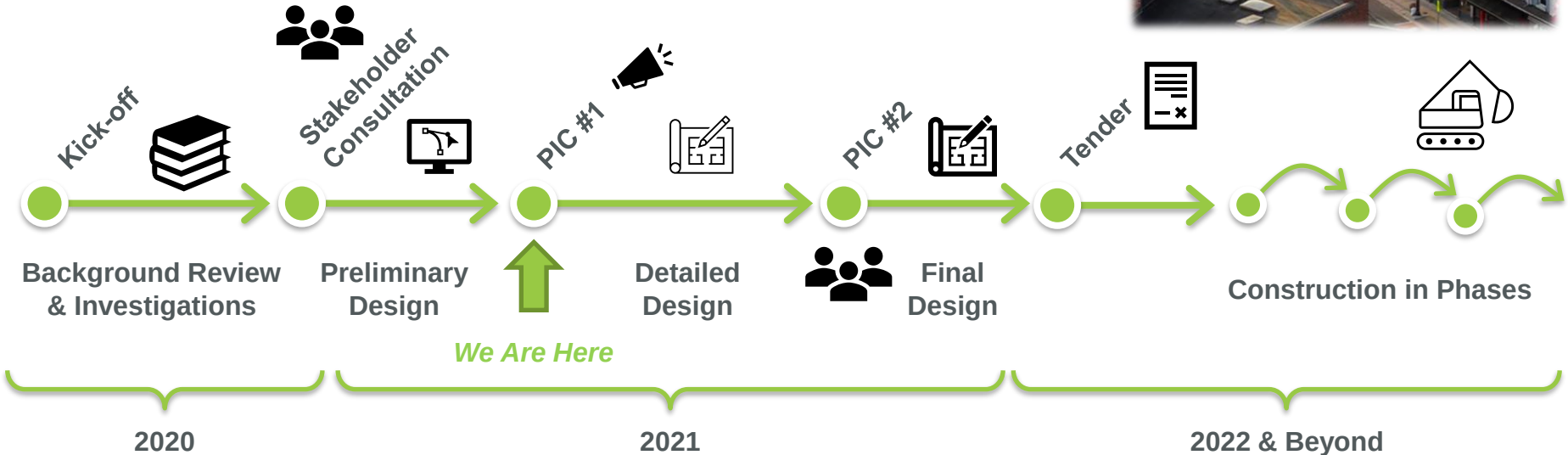
4

Wrap-up

Next Steps, Questions & Answers

Next Steps

- Assess all input received from stakeholder and public consultation and put forward a plan to complete detailed design
- Present detailed design at a second Public Information Centre including a suggested staging plan to reduce business disruption



Public Input...

The Municipality of Port Hope and the CIMA+ project team thank the public for their continued feedback and interest in this important infrastructure project.



How to provide feedback and stay engaged...

- Raise your hand in “Zoom” to ask a question after the presentation is over...
- Visit myporthope.ca/walton-street to:
 - Access presentations and plans from this PIC
 - Complete a questionnaire and submit a comment form
 - Request a follow-up from the project team to discuss a particular item
 - Stay informed about upcoming public meetings and new information related to the project

