

CHARLOTTE STREET PROJECT

Overview

Presentation by Mike Hubicki, OALA
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Charlotte Street Project

Bethune Street Project Area Plan

Project Area and Purpose



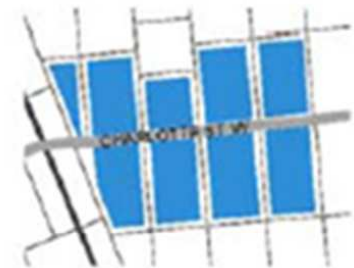
Project Preamble

The project area is the Central Area's east-west "Main Street".

Development should feature:

- Uses that generate pedestrian traffic (especially retail) at grade;
- Buildings designed to ensure continuity of facades and heights of buildings in vicinity;
- Multi-modal transportation functions, and
- Identification of gateway to Downtown.

*Charlotte Street
West Business
District*



Project Context

Extensive public consultation resulted in a wide range of comments, preferences and concerns which the design team has considered.

The key new consideration introduced into this design exercise was the integration of a formal bicycle route along Charlotte Street between Park Street and Aylmer Street.

Project Context

Surface Parking will be reduced:

1. Bethunescape will result in approximately 56 fewer on-street parking spaces.
2. Replacing the Louis Street parking lot will result in the removal of approximately 85 parking spots plus 3 accessible spots.
3. Transformation of Louis Street into the new park will result in 11 fewer parking spaces.

In summary, project area parking could be reduced by 155 spaces before any alterations to Charlotte Street.

Project Context

ROW Width & Traffic Volume along Charlotte Street:

1. The “best practice” solution for cycling on Charlotte Street requires a protected & separate cycle track on each side.
2. Constraints related to right-of-way width throughout the study area do not allow for separated facilities without reductions in sidewalk width or reduction in parking .
3. Physically separated facilities were investigated for potential implementation within the study area.

In conclusion, traffic volume is too high to warrant cycling on Charlotte Street without other impacts.

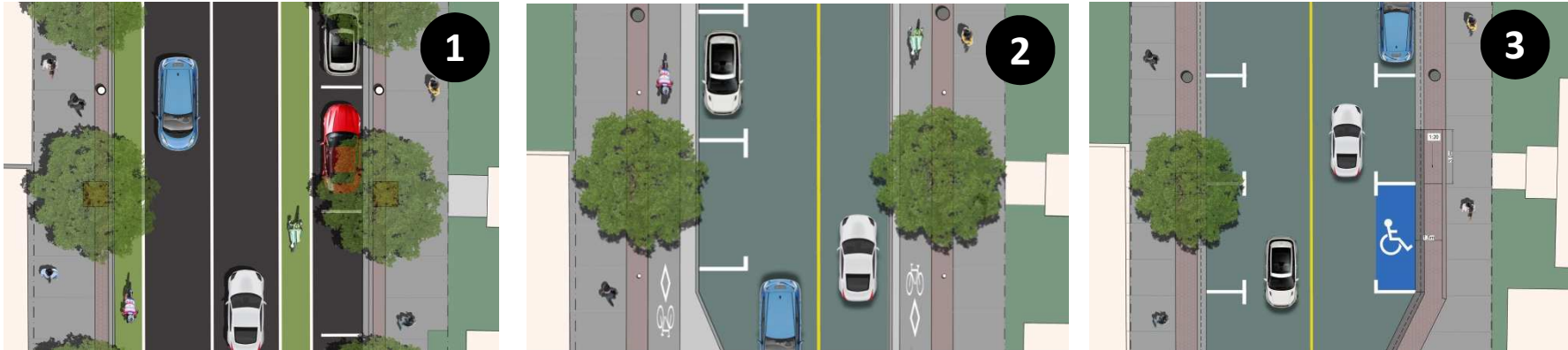
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STREETSCAPE CONCEPTS

Streetscape Principles

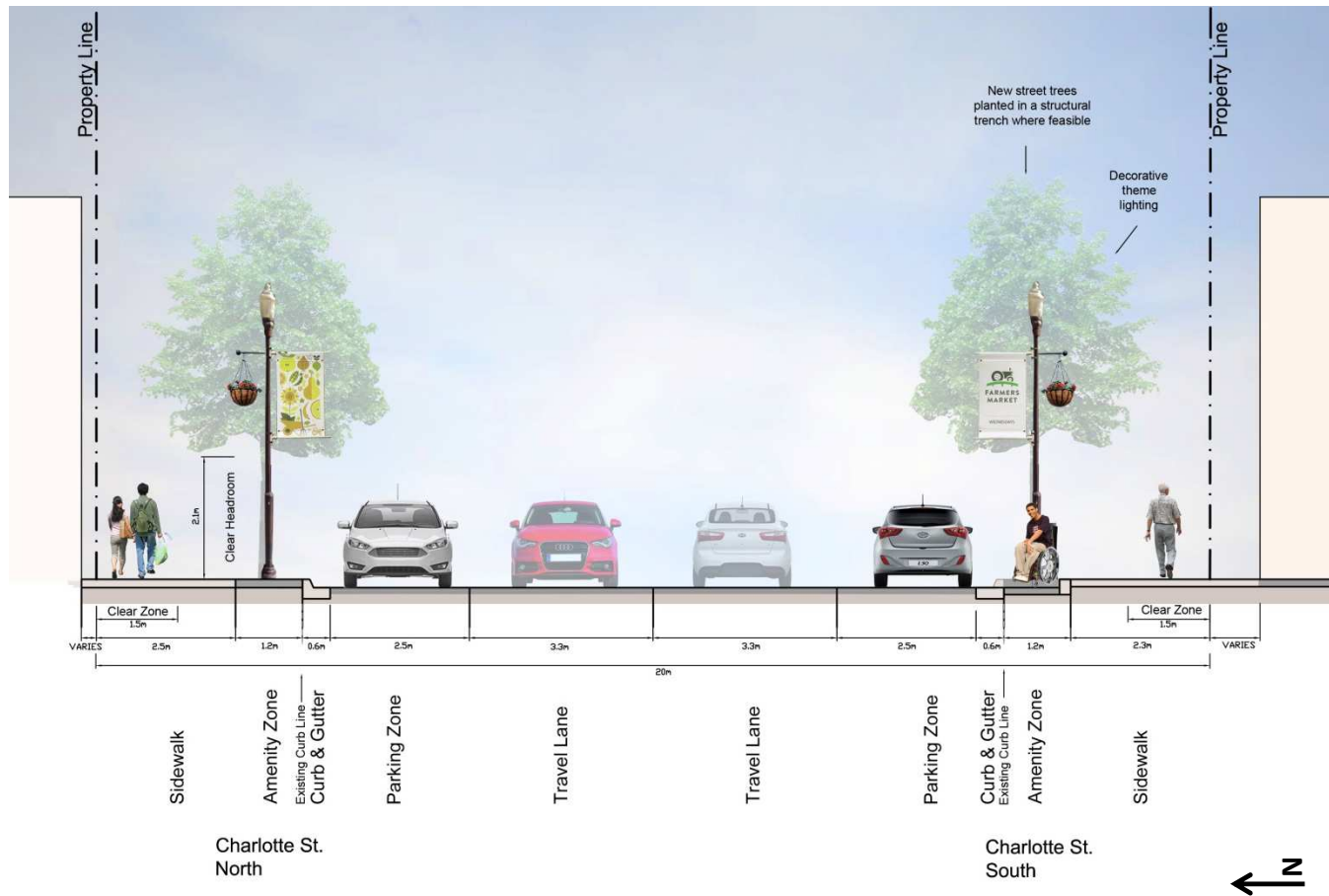
1. Reconstruction of sidewalks to accommodate additional landscaping;
2. Two vehicle lanes, one in each direction;
3. Majority of parking maintained, several accessible parking spaces added;
4. Elevated intersection platforms and sidewalk bump outs to signify pedestrian priority zone and reduce time for pedestrians to cross Charlotte Street;
5. Enhancements to sidewalk and public realm; and
6. Enhanced connection to the proposed Charlotte Street East and Louis Street Urban Park projects.

Streetscape Options



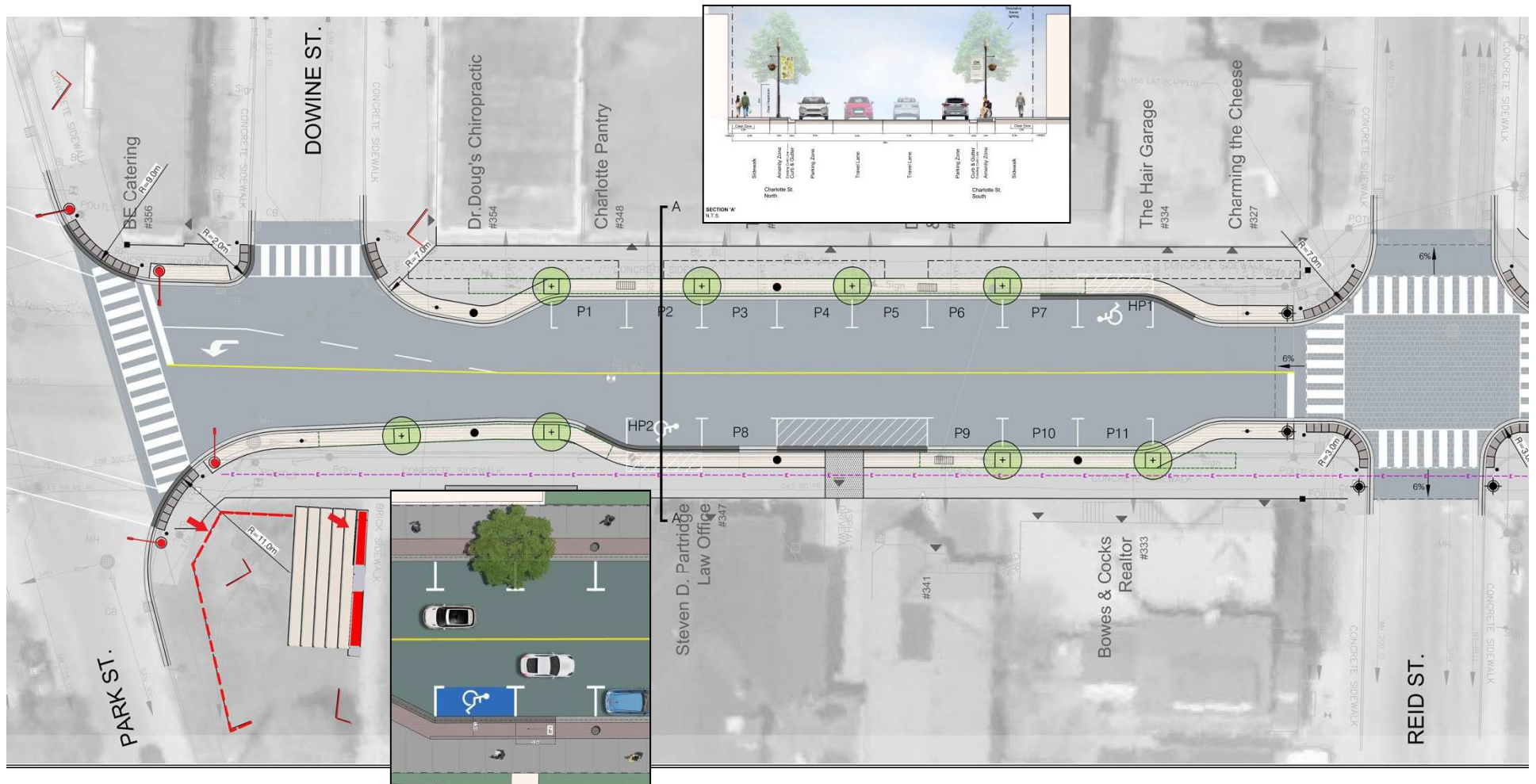
Streetscape Characteristic:	Current Condition	Concept 1: On-street Bike Lanes	Concept 2: Protected Bike Lanes	Concept 3: Enhanced Pedestrian
On-street parking spaces	58	17	15	47
On-street accessible parking spaces	0	3	3	7
Total Parking spaces	58	20	18	54
Street trees	2	44	41	38
Decorative light fixtures	3	28	26	24
Shortened Pedestrian Crossings	no	no	no	yes
Clear Delineation between Cyclists and Pedestrians	yes	Not at intersections	Not at intersections	yes
<u>AODA</u> Compliant within ROW	no	yes	yes	yes

Streetscape Preferred Concept 3

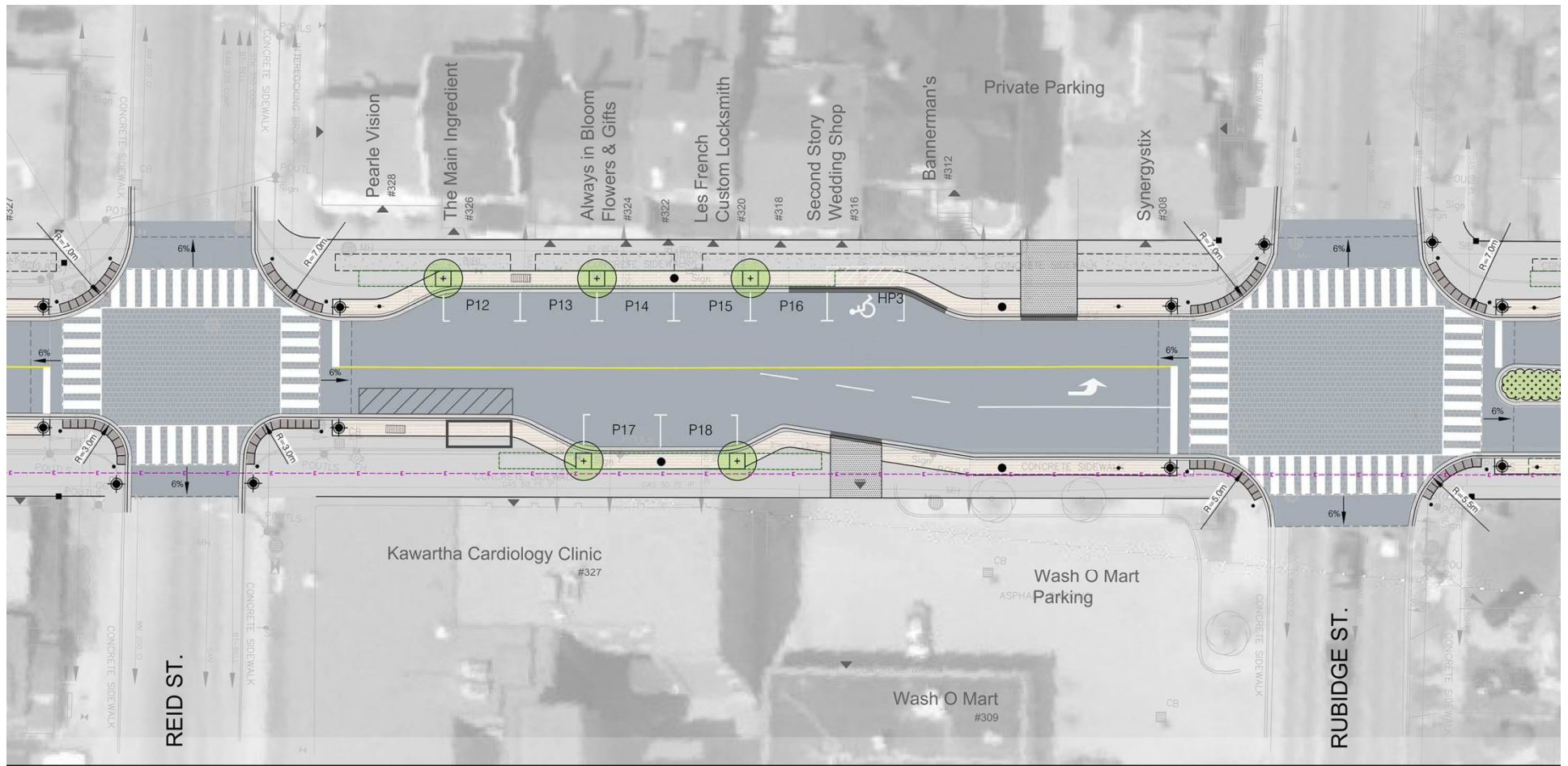


The streetscape design that best suits the advancement of the “Charlotte Street West Business District” is Concept 3 – enhanced pedestrian realm with enhanced commercial features, pedestrian comfort and maximizing of on-street parking.

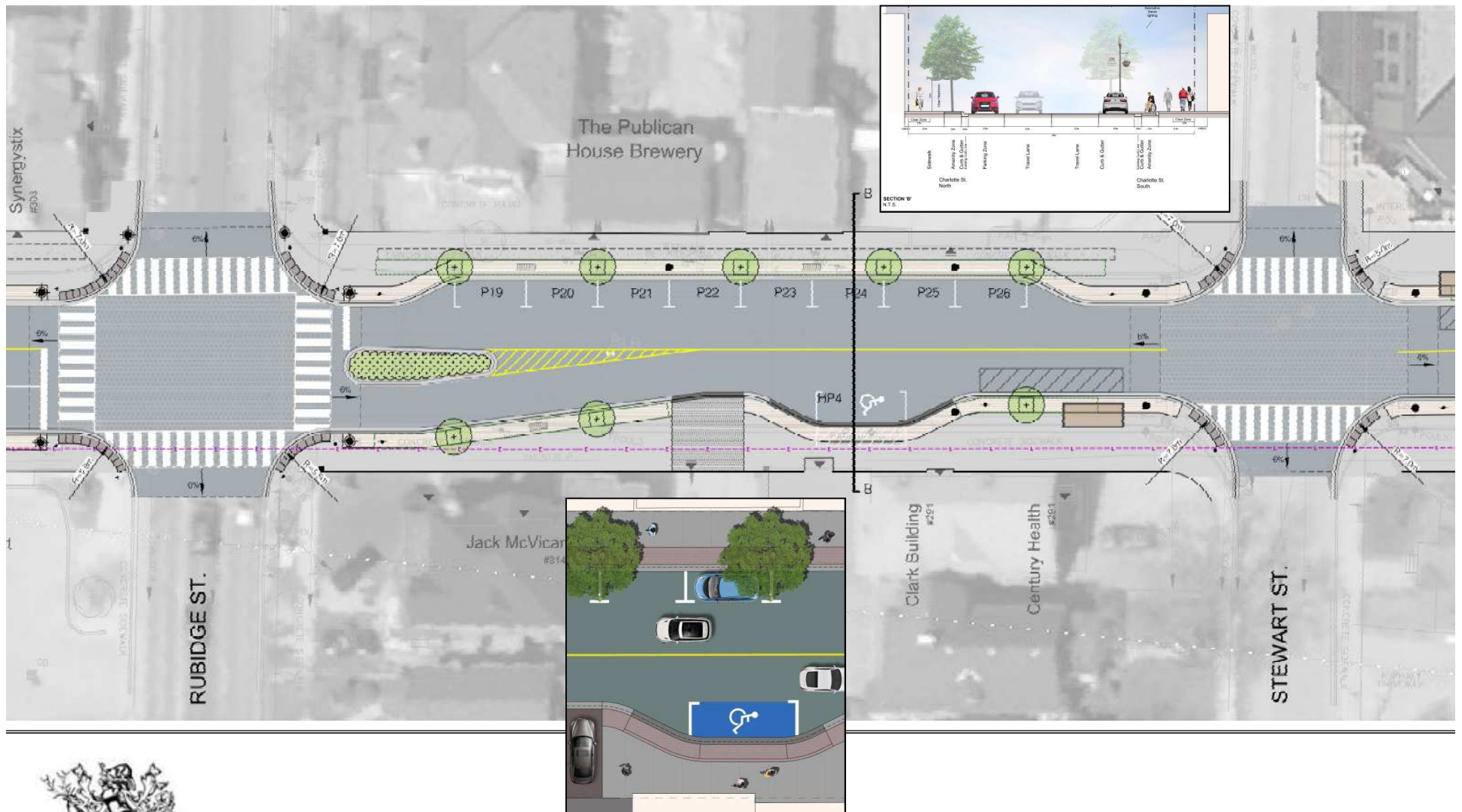
Streetscape Preferred Concept



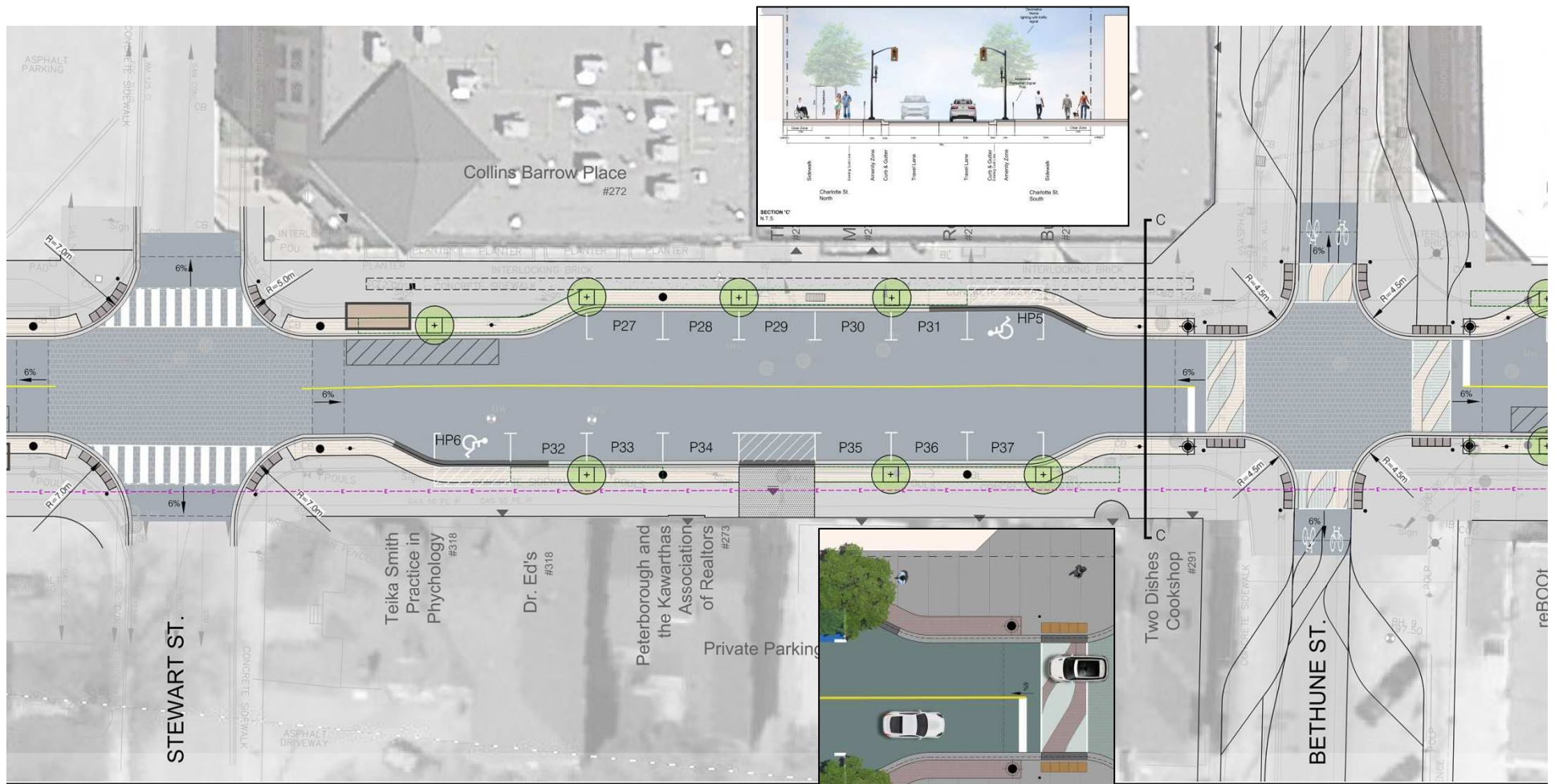
Streetscape Preferred Concept



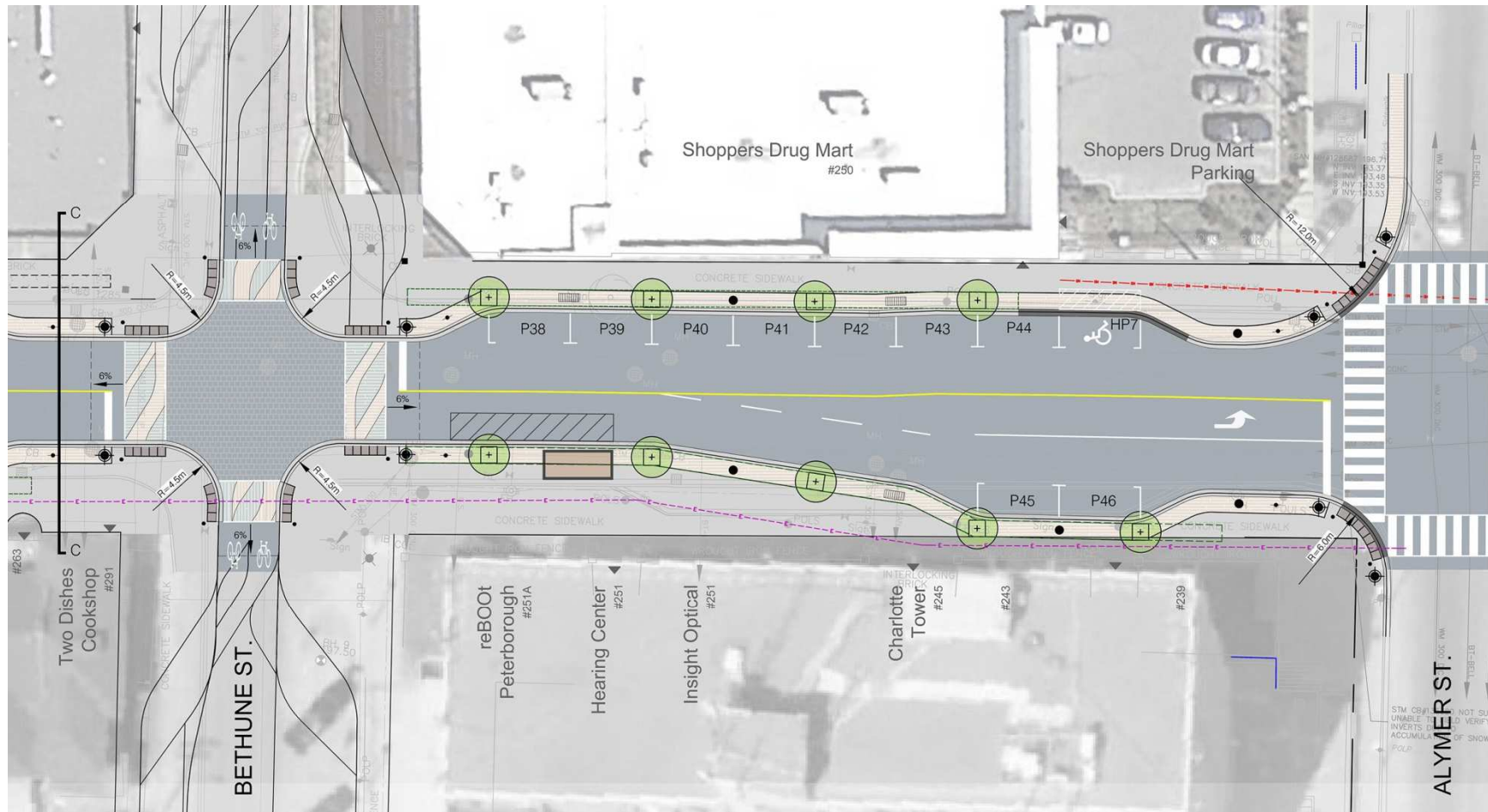
Streetscape Preferred Concept



Streetscape Preferred Concept



Streetscape Preferred Concept



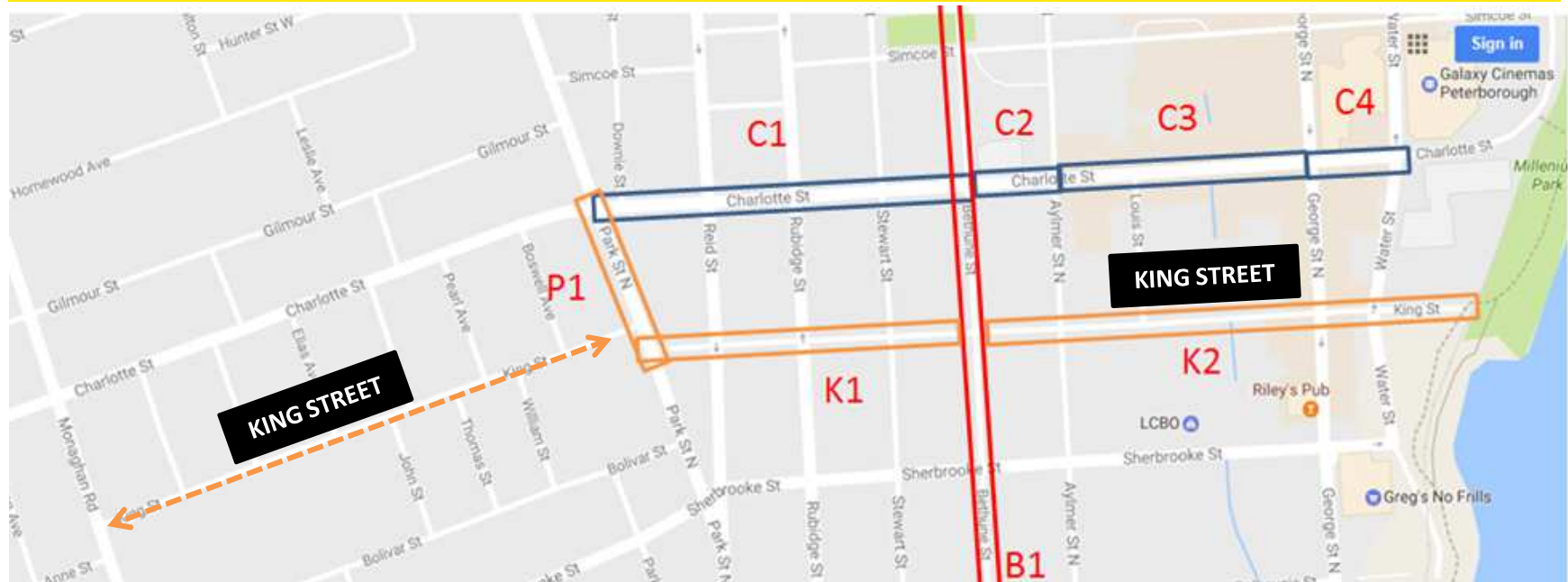
Comments Received – Cycling

The public consultation process has also identified the very strong desire to formalize an east-west bicycle route into and out of downtown Peterborough.

The design team promotes the completion of a comprehensive downtown bicycle network master plan. This plan is also recommended within the City's Transportation Master Plan.

The plan should consider a new bicycle network connection along King Street between Millennium Park and Park Street, or possibly Monaghan Road, and beyond.

Downtown Cycling – Next Steps



Current investigation supports the introduction of a bicycle network along King Street (K1 and K2) between Millennium Park and Park Street, or possibly Monaghan Road, and beyond.

Charlotte Street Project

COMMENTS & QUESTIONS