

**2. MODIFICATIONS TO PRESTON STREET TO ACCOMMODATE AN OUTDOOR PATIO AT 434 ½  
PRESTON STREET - PUBLIC HEARING**

**COMMITTEE RECOMMENDATIONS**

**Having held a public hearing, that Council approve the functional design for the modifications to Preston Street (Regional Road 73) as illustrated in Annex B, subject to the proponent:**

- a. funding 50% of the total cost of the proposed road works shown; and,**
- b. executing a Legal agreement with respect to (a) above.**

**DOCUMENTATION**

- 1. Director, Mobility Services and Corporate Fleet Services report dated 6 April 2000 is immediately attached.**

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf.                   **50 23-00-R063-B**  
Your File/V/Réf.

DATE                               06 April 2000

TO/DEST.                         Co-ordinator Transportation Committee

FROM/EXP.                       Director Mobility Services and Corporate Fleet Services  
Environment and Transportation Department

SUBJECT/OBJET                 **MODIFICATIONS TO PRESTON STREET (REGIONAL ROAD  
73) TO ACCOMMODATE AN OUTDOOR PATIO AT 434½  
PRESTON STREET**

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**DEPARTMENTAL RECOMMENDATIONS**

**That Transportation Committee recommend that Council approve:**

- 1. the functional design for the modifications to Preston Street (Regional Road 73) as illustrated in Annex B, subject to the proponent:**
  - a) funding 50% of the total cost of the proposed road works shown, and;**
  - b) executing a Legal agreement with respect to (a) above.**

**BACKGROUND**

Preston Street, strategically located in the city centre, is both a regional commercial destination and local main street. It is a main arterial road and a bus and truck route, but has sufficient traffic capacity to accommodate short-term parking in the curbside lanes. It is the site of two festivals and linked to other festival areas. However, despite these attributes, Preston Street's attractiveness suffers. Lacking such enhancements as decorative paving, furnishings and landscaping, the streetscape appears harsh, dominated by hard surfaces and overhead hydro wires, and, the absence of widened sidewalks limits opportunities to accommodate street improvements and activity.

These issues were addressed in the *Preston-Champagne Plan of Development*, undertaken by the City of Ottawa in consultation with the residential and business community. The Plan was approved by City Council on 15 June 1994 and incorporated into the City's Official Plan as the Preston-Champagne Secondary Policy Plan [Official Plan Amendment 9, 22 May 1996]. Policies related to the Preston Street corridor focus on: encouraging uses which are pedestrian oriented, vibrant and/or promote an ethnic theme and evening activity; and promoting a main street theme through streetscape enhancements and co-ordinated façade improvements. The policies also refer to supporting Design Guidelines included in the Official Plan Appendices, that include:

- creating focal points at entry nodes (Carling; Somerset)
- expanding the pedestrian environment with bump-outs, which would become activity nodes
- compact and continuous commercial activity at grade, such as small outdoor patios, to attract pedestrians

In keeping with these policies and guidelines, the Preston Street Business Improvement Association (BIA) is pursuing several streetscape initiatives, and has sought the Region's support in this regard. The first initiative, recently approved by Regional Council, is the construction of a portal arch at Carling Avenue. The second initiative is a pilot restaurant patio project, the subject of this report. It is hoped that the patio will have a notable impact on the street and build support for the third initiative, a full streetscape project.

## DISCUSSION

The proposed patio would be located adjacent to Pub Italia, located at 434½ Preston Street, just north of Pamilla Street. The existing sidewalk area will be reconstructed and extended outward into the curb lane, which is not presently required for traffic purposes. The 'bulb-out' will accommodate the patio and pedestrian sidewalk and will be constructed by the applicant, subject to the appropriate terms and conditions.

The patio will directly adjoin the restaurant along its frontage in the sidewalk area, and along part of its south side wall, in a private alley area. When the patio is in operation, the outer, curbside portion of the bulb-out will serve as the sidewalk, moving pedestrians around the patio. When the patio is not in use, the railings and furnishings will be removed. The sidewalk and pedestrian movement will return to the storefront, facilitating winter mobility and maintenance. Outside of the patio season, the bulb-out area could also be used to accommodate special activities or decorative features such as for festivals. Similar patio bulb-outs are in place in Kingston, Ontario.

The southern property limit of 434½ Preston is approximately 12 m. from the corner of Preston Street and Pamilla Street. Because of the close proximity of the proposed widening to the corner and the potential benefits to pedestrians to have a widened sidewalk at the intersection, staff propose that the sidewalk expansion be continued to the corner of Preston Street and Pamilla Street as shown in Annex B.

### EXISTING CONDITIONS

Preston Street is the “Main Street” of Ottawa’s “Little Italy” running from Prince of Wales Drive/Queen Elizabeth Drive in the south to Wellington Street/Scott Street to the north (refer to Annex A). The roadway has been constructed as a four-lane undivided urban arterial but effectively operates as a two-lane roadway due to the provision of parking on either side of the street, 24 hours a day.

The intersection of Preston Street and Pamilla Street is signalized and is in the southern portion of Preston Street approximately 3 blocks north of Carling Avenue. Pamilla is one-way eastbound on the east side of Preston Street and is a short two-way street on the west side of the roadway. Other signalized intersections on Preston in the immediate area are at Gladstone Avenue, Beech Street, and Carling Avenue.

The proposed design will primarily affect pedestrians on the west side of the roadway and southbound traffic.

#### Pedestrians

There is currently a 1.5 m. sidewalk on the west side of Preston Street. An eight-hour count conducted on 23 July 1999 at Preston Street and Pamilla Street indicates that 185 pedestrians crossed Pamilla Street on the west side of the intersection and 135 pedestrians crossed Preston Street on the north side. A total of 320 pedestrians, therefore, utilized the corner that is proposed to be modified.

#### Bicycles

Preston Street is not denoted in Schedule “F” the Cycling Transportation Network of the Official Plan.

Bicycle volumes recorded on 23 July 1999 show that 136 cyclists traversed the intersection of Preston Street and Pamilla Street over the eight-hour count. Of these, 55 were southbound cyclists; the direction most likely to be affected by the proposal.

### Transit

Transit patrons have been and are currently well served by the long-established, regular bus route #3 operating on 20 minute headways.

### Automobiles

The 23 July 1999 count showed Preston Street at Pamilla carrying approximately 15,000 vehicles that day. The peak hour occurred between 3:45 p.m. and 4:45 p.m. comprised of 715 vehicles southbound and 629 vehicles northbound. Eighteen of the southbound vehicles made a left turn and seven turned right. In the northbound direction three turned left and 26 turned right.

There are currently two metered parking spaces in front of 434½ Preston Street.

### DESIGN PROPOSAL

Mr. Joe Catroneo has submitted an application for an outdoor café encroachment permit at 434½ Preston Street that will require the lateral widening of the sidewalk in front of his pub as shown in Annex B. The widening required for the patio area extends across the frontage of the property including the tapered section to meet the existing sidewalk at the north end.

This proposed bulb-out on Preston Street will have sufficient width to include an outdoor café that will encroach over the existing sidewalk yet accommodate new sidewalk of an approved dimension around the perimeter of the patio.

Signs will be required at either end of the expansion to warn drivers and cyclists of the narrowed roadway.

Due to the close proximity of the proposed widening to Pamilla Street, staff recommend that the sidewalk expansion be extended to the intersection of Pamilla Street and Preston Street, as shown in Annex B. This will create more room for pedestrian storage on the northwest corner, reduce the pedestrian crossing distance on the north side of the intersection and remove the possibility of vehicles using the area between the widening and the corner for parking.

The extra widening may also provide room for street furniture and/or landscaping.

Preliminary cost estimates indicate that the Regional portions of the proposed works is approximately 50% of the total project cost.

### Pedestrians

The proposed sidewalk expansion, of itself, will provide a wider walking area, a larger buffer between pedestrians and vehicles, increased pedestrian storage area at the intersection of Pamilla and Preston, and a shorter crossing distance across Preston Street on the north side of the intersection. In front of 434½ Preston Street, however, there will be a patio, from as early as 01 April to as late as 31 October. Pedestrian traffic will have to circumvent the patio, thereby putting them closer to the travelled portion of the roadway. In order to compensate for this, the proposed sidewalk area around the patio will be larger than the present sidewalk.

### Bicycles

The proposed sidewalk expansion is not anticipated to create any concerns for cyclists as there will be an extra wide lane in the southbound direction.

### Transit

Transit operations on Preston Street will not be affected by the design proposal.

### Automobiles

The proposal will cause increased delays for southbound motorists as southbound left-turning vehicles will block all other southbound traffic. However, the added delay will be minimal due to the relatively low demand for left turns.

The proposal will eliminate two metered parking spaces from the west side of Preston Street.

### CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle from the Transportation Master Plan is the provision of a modal hierarchy with the emphasis on walking, cycling and transit usage. This principle will be reflected in the detailed intersection design which will incorporate widened sidewalks, and shorter pedestrian crossings.

### FINANCIAL STATEMENT

Should Regional Council approve the proposed modifications to Preston Street, Joe Catroneo will be responsible for 50% of the total cost of the sidewalk and road works shown on Annex B. Mr. Catroneo will also have to pay the By-law encroachment fee to operate an outdoor patio at a rate of \$ 0.91 per square metre for each day the encroachment remains in existence.

The Region will be responsible for the remaining 50% of the total cost of construction.

Funds are available in the 2000 Capital Budget, Order No. 900065, Traffic Calming Measures.

Cost Estimates

The cost estimate, prepared by Adjeleian Allen Rubeli Consulting Engineers, is \$16,000 for the total project. This is preliminary and based on functional design details.

CONSULTATION

Notice of the proposed Preston Street modification to accommodate the outdoor patio at 434½ Preston Street has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun once a week for four consecutive weeks. With regard to the application for an encroachment permit, residents within a 60 m. radius of this proposed outdoor café have been individually canvassed and if there are any objections, they will be heard at the public hearing for this roadway modification project.

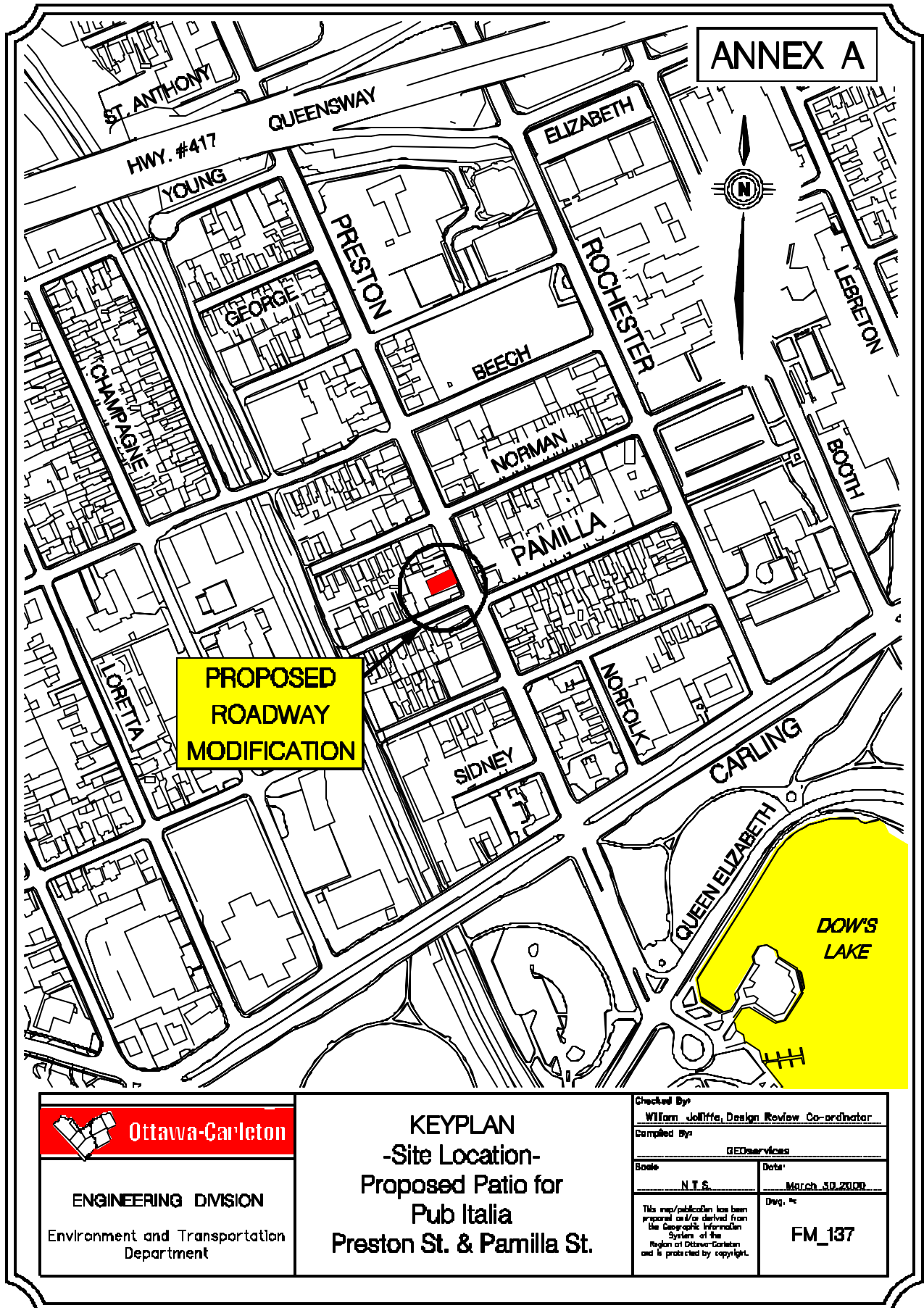

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

On 07 April 2000, a draft report containing a conceptual drawing of the proposed roadway modifications was directed to the Regional Cycling Advisory Group for their consideration. Staff has requested that their comments be made available for the Transportation Committee meeting.

*Approved by Jim Bell on behalf of  
Doug Brousseau*

JF/WJ/gc

Attach. (2)

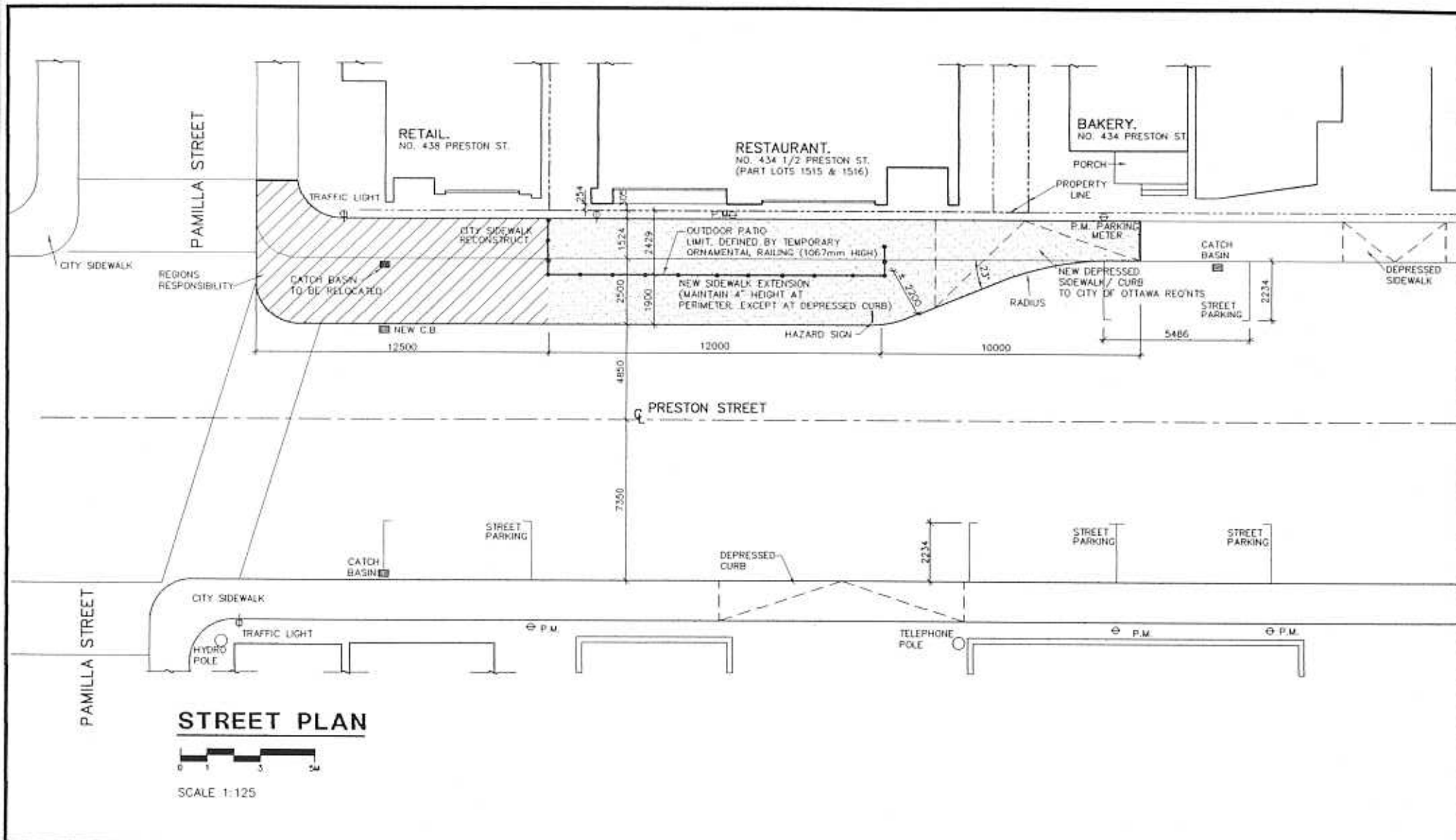
**Ottawa-Carleton**

**ENGINEERING DIVISION**  
Environment and Transportation  
Department

**KEYPLAN**  
-Site Location-  
Proposed Patio for  
Pub Italia  
Preston St. & Pamilla St.

Checked By: William Joliffe, Design Review Co-ordinator	
Compiled By: GEDservices	
Scale: N.T.S.	Date: March 30, 2000
This map/publication has been prepared as it is derived from the Geographic Information Systems of the Region of Ottawa-Carleton and is protected by copyright.	
Dwg. No. <b>FM_137</b>	





**STREET PLAN**



SCALE 1:125

Project: <b>PLAN- OUTDOOR SIDEWALK PATIO          FOR PUB ITALIA</b>		Designed: LRB	Drawn: RWC	Project No. 2943-00
		Approved: LRB	Scale: AS NOTED	Drawing <b>LP.01</b>
		Checked: LRB	Date: 13/03/2000	