

Item No. 9.1.2

HALIFAX

**Applications for
Permanent Encroachment
on Sidewalks for
Accessible Ramps**

HRM Accessibility Advisory Committee

Outline

- Transportation Association of Canada (TAC) Guidelines for Sidewalk Design
- The “2.1m Guideline”
 - Sidewalk Café Designs
 - Temporary Sign By-law (S-800)
 - Other Encroachments
- Application for 5990 Spring Garden Road
- Application for 1587 Dresden Row

The word "HALIFAX" is written in a bold, white, sans-serif font against a dark blue background. The background features a large white triangle pointing towards the bottom right, and a light blue triangle pointing towards the top right, creating a dynamic geometric composition.

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Sidewalk Design Specifications, Guidelines, and By-Laws

Presented by: Christopher Davis, P.Eng.
Supervisor, Right of Way Services

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What are HRM's Guidelines?

Where did they come from?

Transportation Association of Canada (TAC) Guidelines for Sidewalk Design

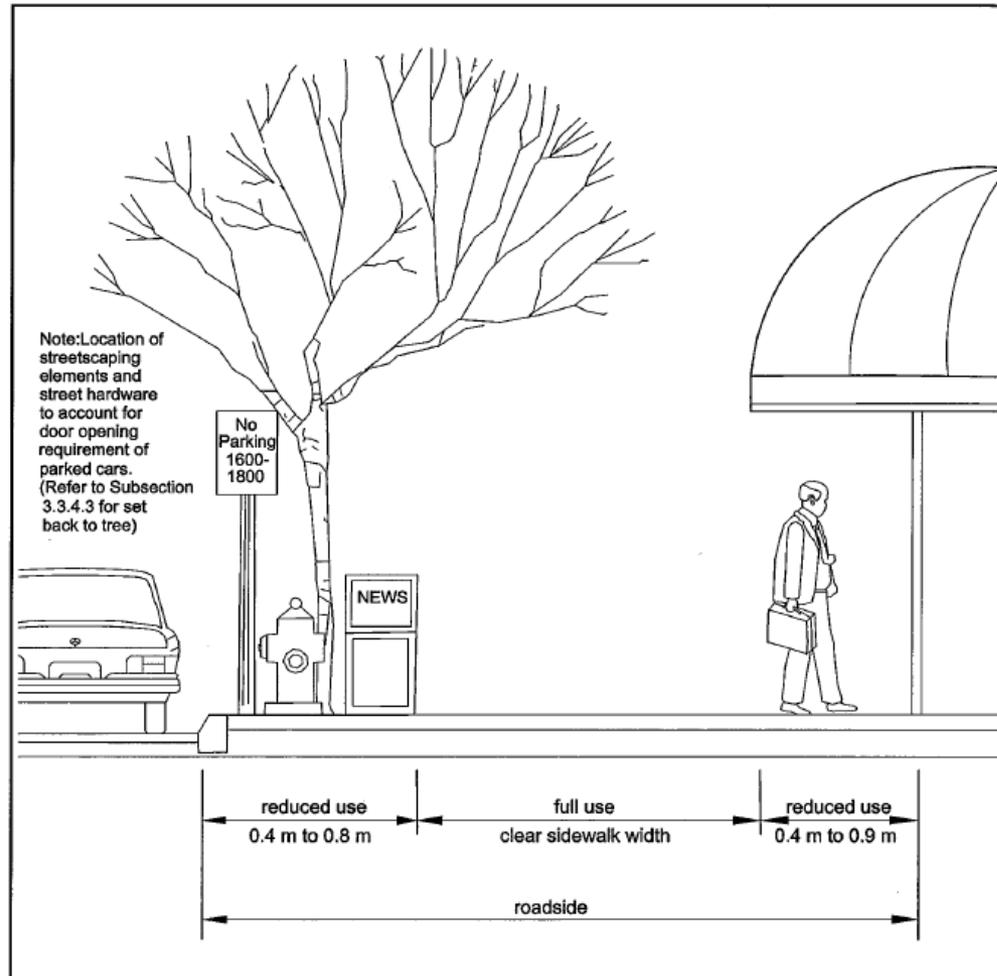
- Geometric Design Guide for Canadian Roads
 - The Guide was developed by TAC with many nationwide contributors
 - The Guide is intended to provide information and background to designer and policy makers
 - It is NOT a “minimum national design specification”

TAC Guidelines for Sidewalk Design

Streetscaping



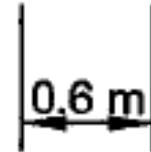
Figure 3.3.2.1 Usable Pedestrian Space¹



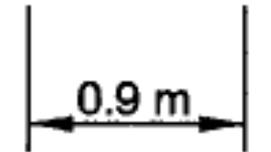
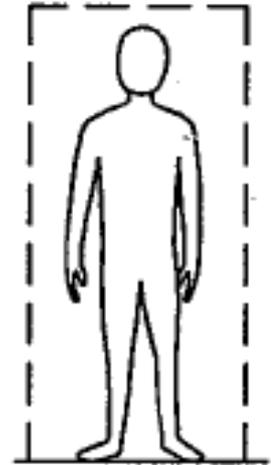
TAC Guidelines for Sidewalk Design

- Typically accepted pedestrian dimensions:
 - Physically occupied space is 0.6m (2ft)
 - Including comfort zone or “no touch zone”, one pedestrian requires approximately 0.9m (3ft)

basic pedestrian dimensions



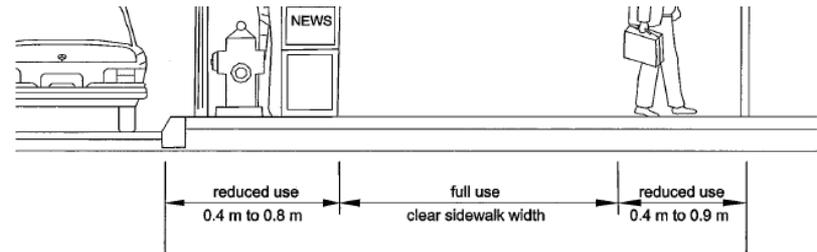
physically
occupied
space



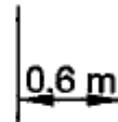
occupied space
plus
"no touch zone"

TAC Guidelines for Sidewalk Design

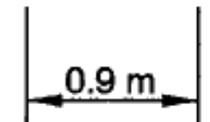
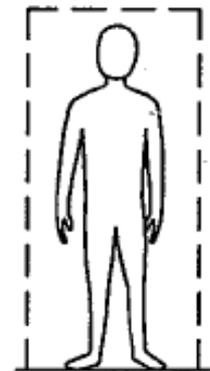
- Applying the Concept of “Clear Sidewalk Width”
 - For each to “feel” unimpeded, a clear width of 1.8m is normally needed



basic pedestrian dimensions



physically
occupied
space

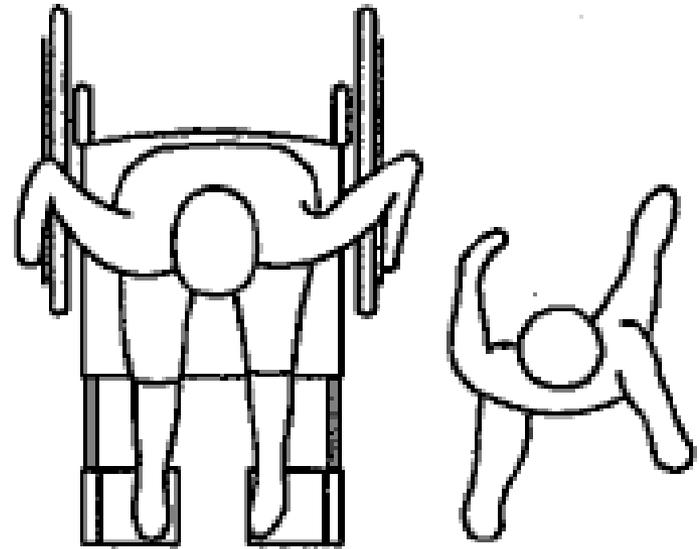
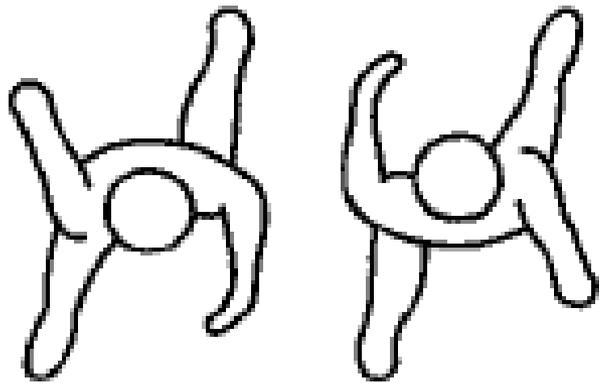


occupied space
plus
"no touch zone"

TAC Guidelines for Sidewalk Design

Two pedestrians walking past each other comfortably require 1.8m (6ft)

One pedestrian and one person in a wheel chair require 2.0m (nearly 7ft)



Challenges of Existing Streets

New – Basswood Run



Existing – Sackville Street



Challenges of Existing Streets

- Older and well established streets in the urban core tend to have wider sidewalks, but...
 - are more likely to have “zero setback” buildings
 - are more likely to have concrete or hard surfaces all the way out to the curb (no sod)
 - are more likely to have high pedestrian volumes
- Also the streets where pressures for other uses of the sidewalk are the most common

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Where did the “2.1m Guideline” come from?

... and why 2.1m anyway?

The “2.1m Guideline”

- The 2.1m minimum clear pedestrian zone first appeared in the Halifax Regional Municipality Capital District Urban Design Project (2004).
 - Available in .pdf format at:
<http://www.halifax.ca/RealPropertyPlanning/Streetscapes/index.htm>
 - Section 3 focused on sidewalk design in the Capital District and illustrated how many different uses could be accommodated
 - Consistently called for a 2.134m (7ft) clear zone

The “2.1m Guideline”

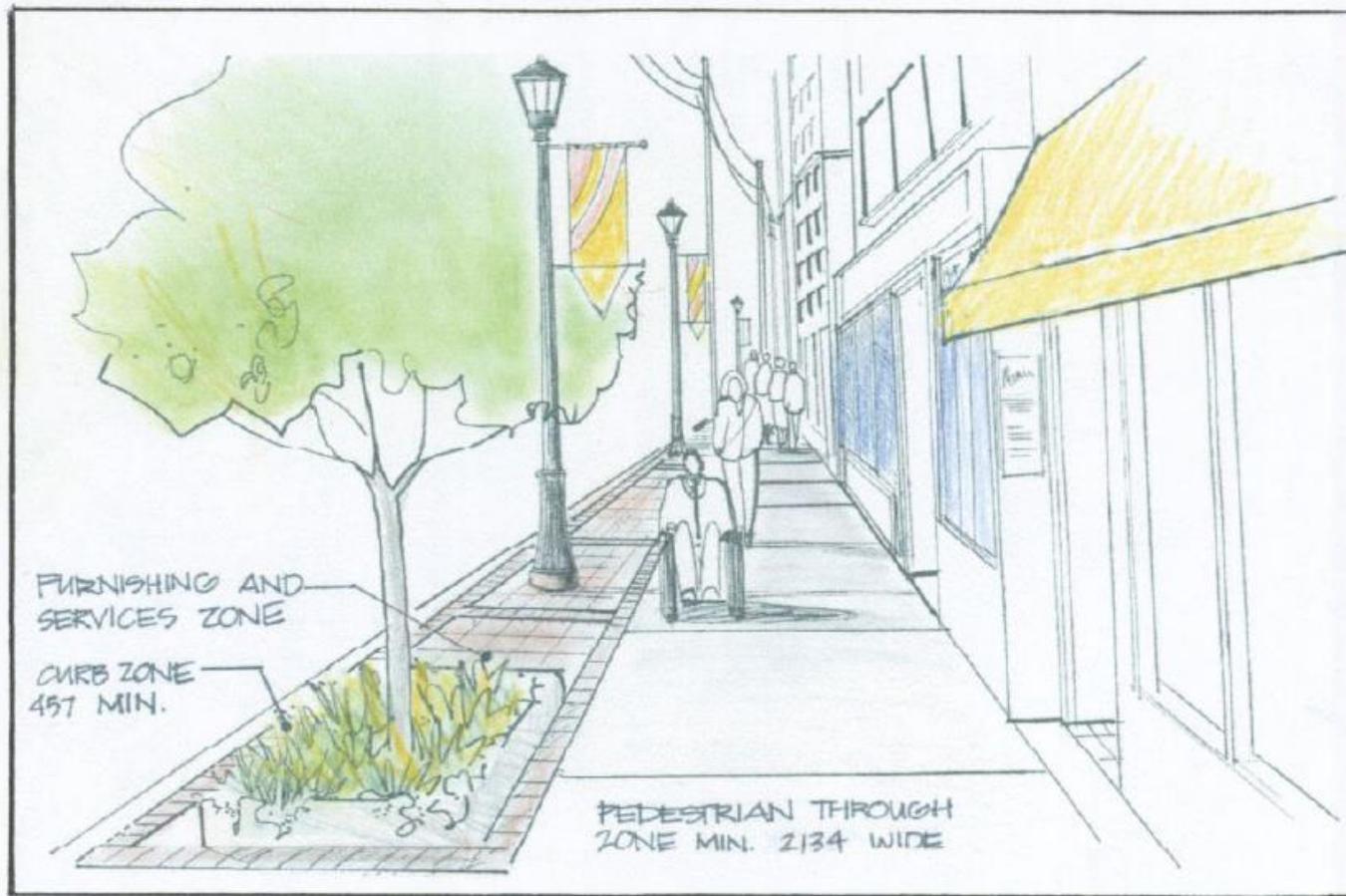
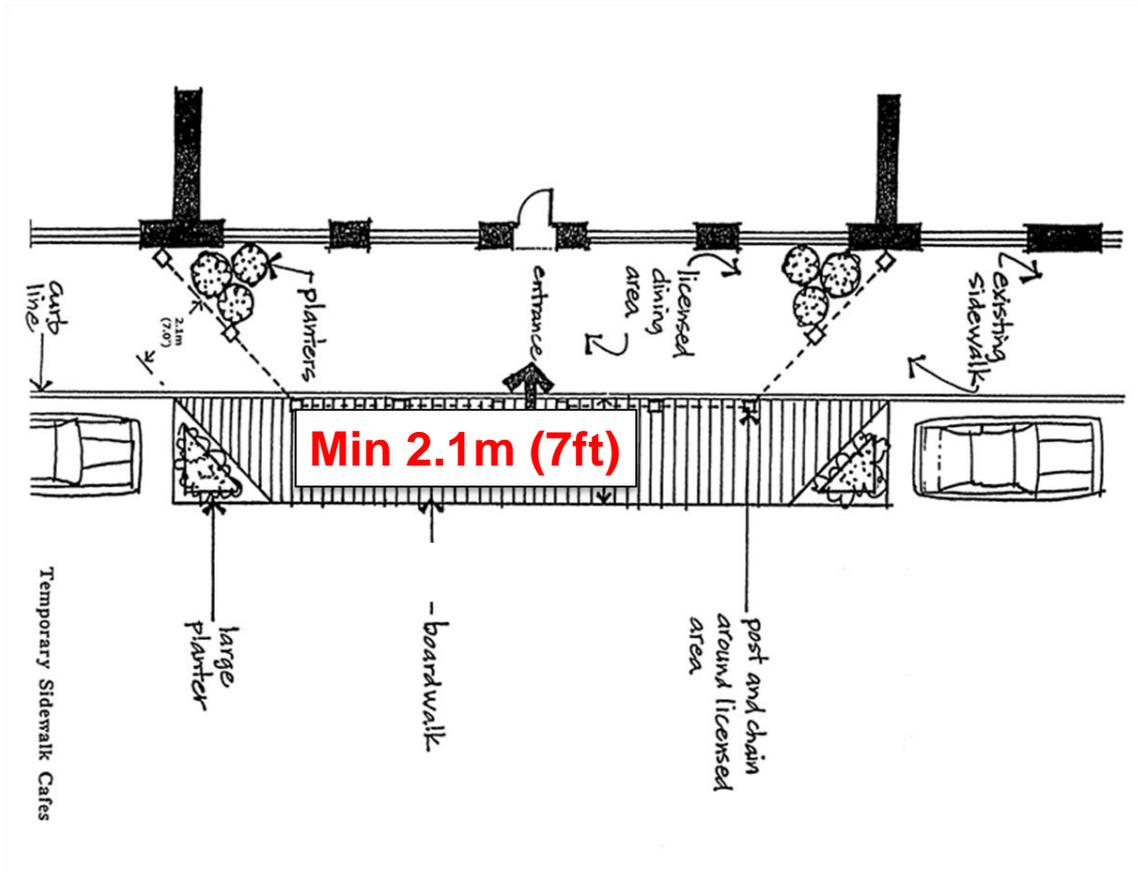


Figure 3.1 Sidewalk Corridor Zones, Sidewalk 3.6 m (12 feet)

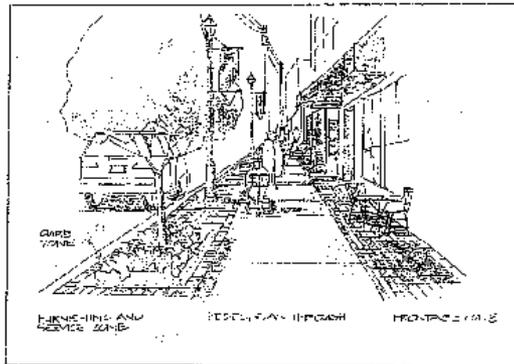
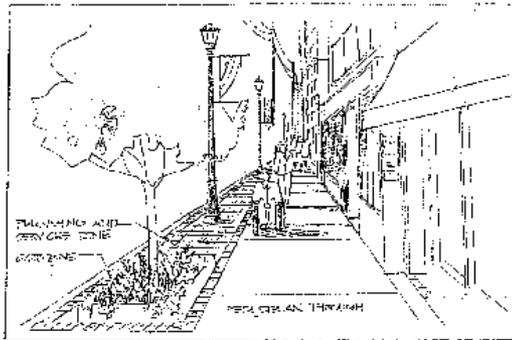
Sidewalk Café By-Law



Temporary Sign By-law (S-800)

Schedule A

Service and Zone Standards



- Schedule A is a copy of the two graphics from the Urban Design report
 - Includes the following note: “Size of each zone shall be determined on a street by street basis by the HRM Right of Way Engineer, but in no cases shall the pedestrian through zone be less than 2.134m”

Note: Size of each zone shall be determined on a street by street basis by HRM Right-Of-Way Services but in no case shall the pedestrian through zone be less than 2.134 m.

Other Encroachments

- Permanent Encroachments within the public street right of way require Regional Council approval
 - Staircases
 - Window wells
 - Wheelchair Ramps
- Some encroachments may encumber the sidewalk

Other Encroachments

- HRM Staff who receive requests for permanent encroachments and prepare reports to Council must consider not only the “2.1m Guideline” ...
 - Any planned future use of the right of way
 - Impacts of granting the encroachment today, but terminating the licence in the future
 - How will the public be affected by the proposed encroachment

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**Applications for
Permanent Encroachment
5990 Spring Garden Road
and 1587 Dresden Row**

Presented by Shannon O'Connell, P.Eng.
Development Engineer

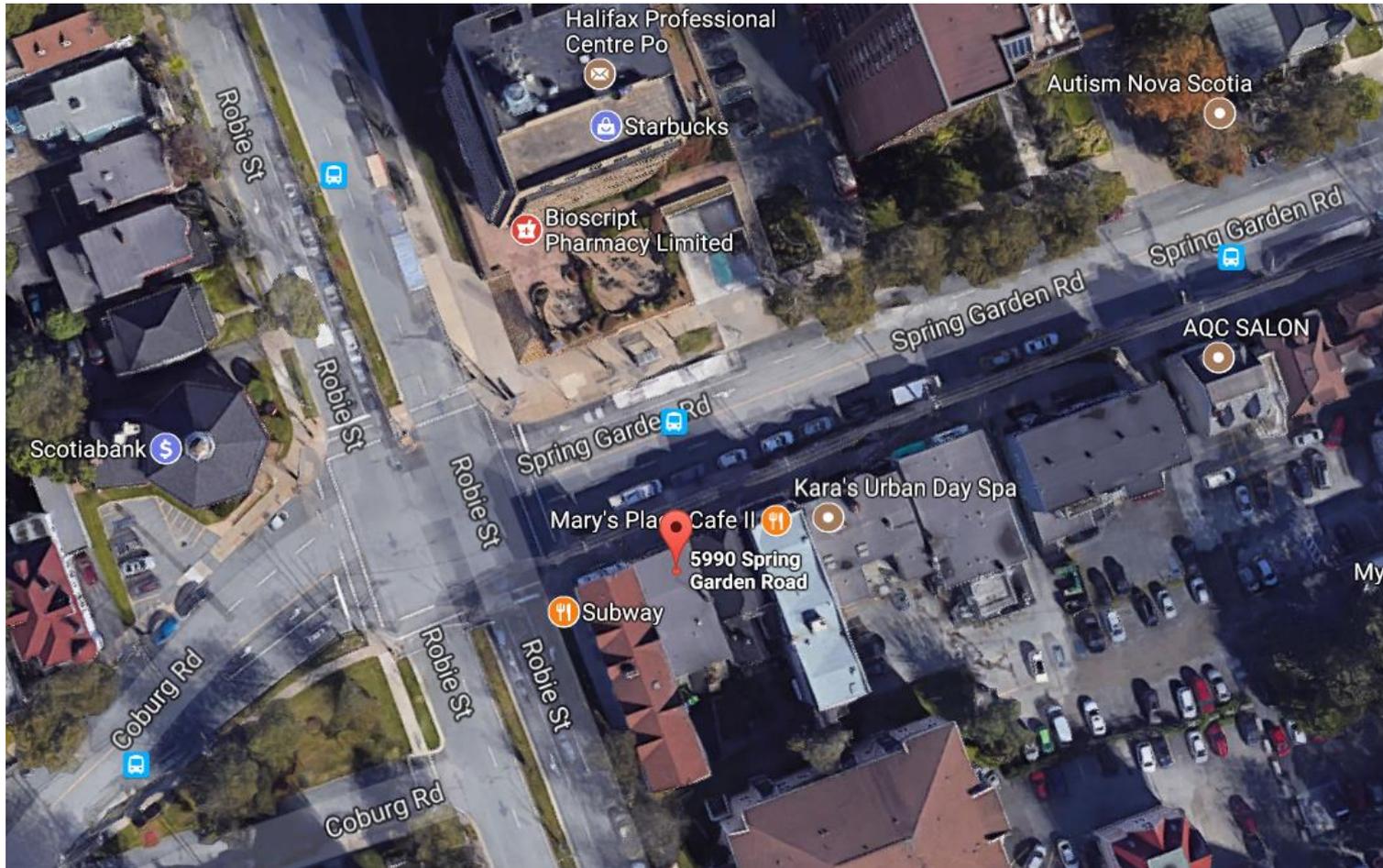
Background

- Commercial properties
- Front entrances abut property line / right of way
- Proposed accessible ramps would encroach on existing sidewalk
- Request to locate in right of way
- 2.1 m remaining clearance typically recommended to allow for accessibility

By-Law E-200 Respecting Encroachments

- Permanent encroachments on HRM Right of Way require encroachment license
- Must be approved by Council
- Reviewed by Accessibility Advisory Committee

5990 Spring Garden Road



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5990 Spring Garden Road

- 5.0 m existing sidewalk width
- 2.5 m remaining clearance left between edge of sidewalk and proposed accessible ramp
- Would allow accessibility to front entrance of commercial space
- Other sidewalk cafes exist along this road
- 2.1 m remaining clearance typically recommended to allow for accessibility

5990 Spring Garden Road



Proposed Entrance Elevation

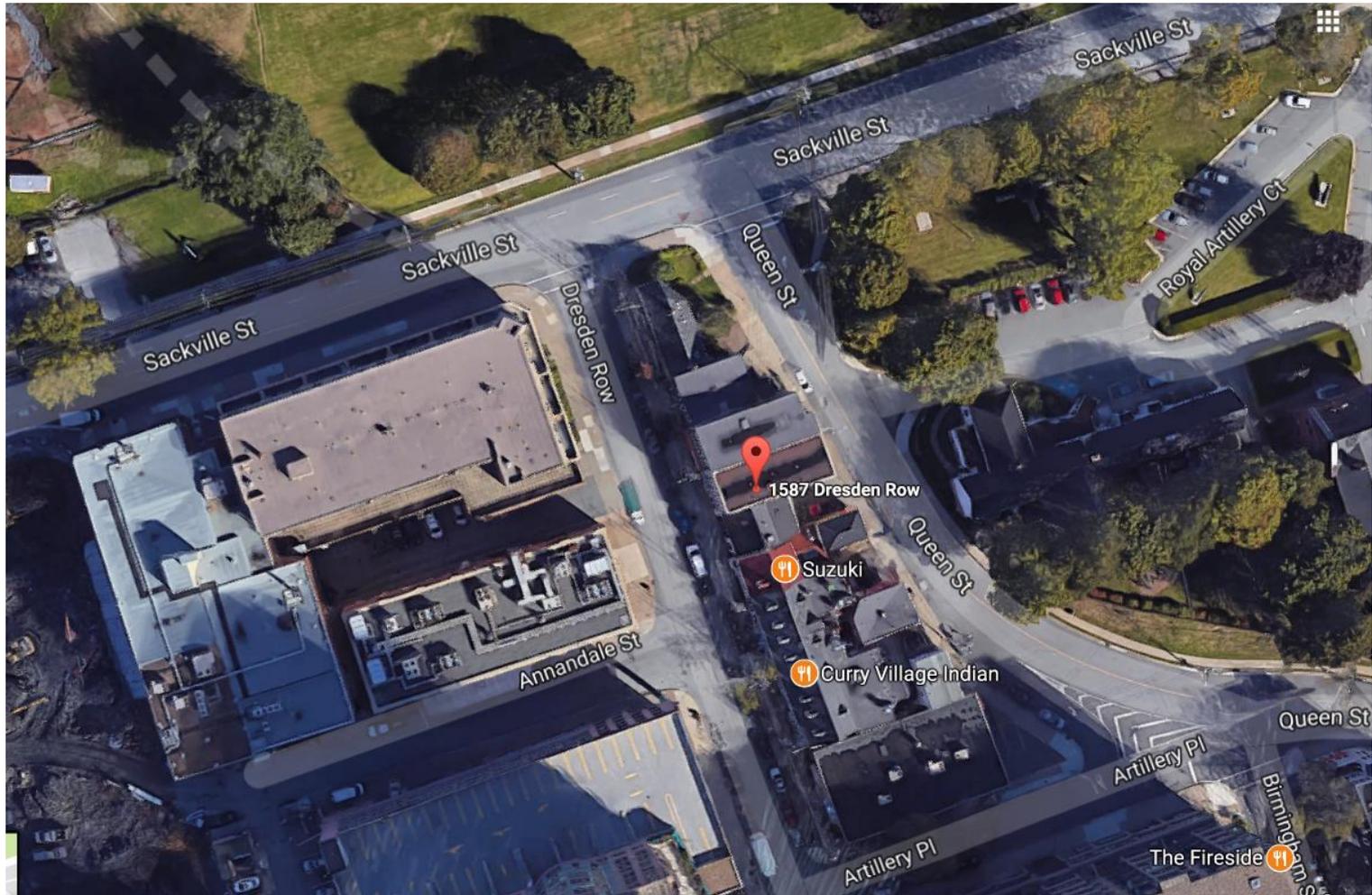
5990 Spring Garden Road



Proposed accessible ramp footprint outlined in chalk

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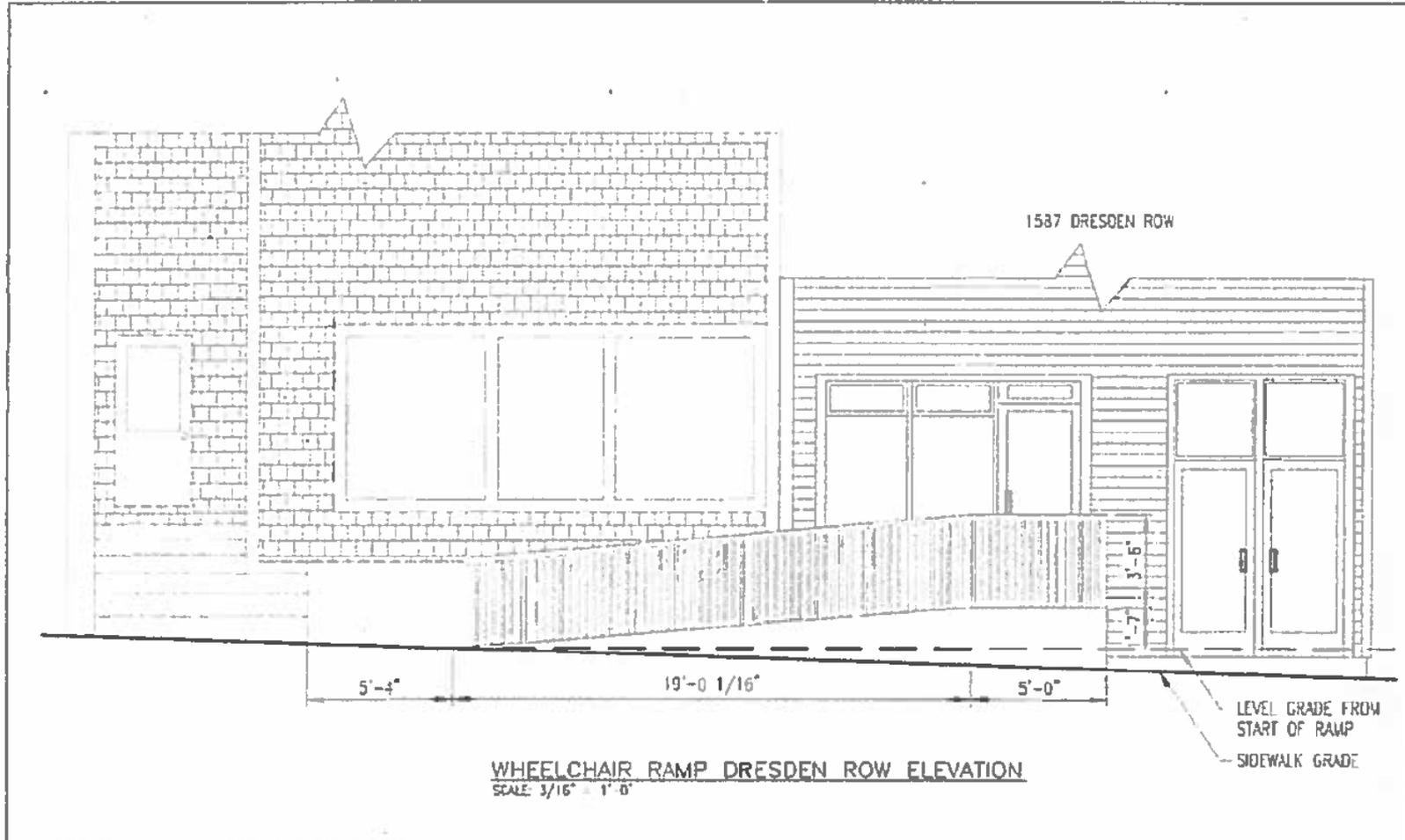
1587 Dresden Row



1587 Dresden Row

- 4.6 m existing sidewalk width
- 1.5 m remaining pedestrian clearance at “pinch point”, 2.1 m elsewhere
- Would allow accessibility to front entrance of commercial space
- Other sidewalk cafes common on this road
- Given the pedestrian volumes, configuration, and classification of Dresden Row as a local street, is the remaining clearance of 1.50 m (4.9 ft) at pinch point acceptable?

1587 Dresden Row



1587 Dresden Row



Proposed accessible ramp footprint outlined in chalk

Discussion

- Comments and recommendations for the application for Permanent Encroachment for a wheel chair ramp at 5990 Spring Garden Road?
- Comments and recommendations for the application for Permanent Encroachment for a wheel chair ramp at 1587 Dresden Row?

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Thank You