A. Recommendations

THAT Council receive Staff Report CSOPS.19.088, entitled “Sidewalk Locations for Elma & Alice Street Area Reconstruction Project”;

AND THAT Council direct staff to move to advance Final Design with the level of service as follows:

1) Alice Street section, from Bruce Street west to Victoria Street final design to include one (1) sidewalk to be located on the North side of Alice Street consistent with the existing sidewalk location and level of service;

2) Elma Street section between Alfred Street North to Alice Street final design to include one (1) sidewalk on the West side of Elma Street consistent with the existing sidewalk location and level of service; and,

3) Elma Street section from Alice Street North to Arthur Street (Highway 26) final design to include two (2) sidewalks on the East and West side of Elma Street which is a slight increase in sidewalk locations and level of service.

B. Overview

This report is a follow up to previous direction provided by Council relating to the Elma and Alice Street Area Reconstruction Project (See Location Plan, Attachment 1). The concerns of residents relating to sidewalk locations that were approved to be included in the final design works received Council approval to be reconsidered during the November 15, 2019 Special Meeting of Council.
C. Background

At the October 7, 2019 Committee of the Whole meeting, Council discussed CSOPS.19.064 “Elma and Alice Area Streetscape Report” (Attachment 2) and asked for clarification regarding the location of sidewalks that would be constructed on the two streets.

At the October 21, 2019 Council meeting, Council received Staff Reports CSOPS.19.064 “Elma and Alice Area Streetscape Report” and CSOPS.19.083 “Follow-up to Sidewalk Locations for Elma and Alice Street” (Attachment 3). Council provided direction by resolution for both reports which clarified sidewalks would be constructed on both sides of all the street sections in the construction limits.

Concerns have been received by Council and staff regarding the direction provided to staff. Residents are concerned that new sidewalks on Alice Street and Elma Street south of Alice would conflict with their existing parking arrangements. Opportunities were provided through the town's typical meeting procedures for members of the public to speak at the November 13th, 2019 meeting of Council.

After hearing the deputation and comments made by the Public, Council requested staff to consider how the previous direction of Council could be reconsidered. During the November 15th, 2019 Special Meeting of Council, passed a motion to formally reconsider Item 5 of the October 21, 2019 resolution related to CSOPS.19.064 and the October 21, 2019 resolution to CSOPS.19.083 related to sidewalks on both sides of the streets.

D. Analysis

Staff is recommending that based on public comments, direction to staff would be to complete the final design as outlined below:

1) Alice Street section, from Bruce Street west to Victoria Street final design to include one (1) sidewalk to be located on the North side of Alice Street consistent with the existing sidewalk location and level of service (Attachment 4);

2) Elma Street section between Alfred Street North to Alice Street final design to include one (1) sidewalk on the West side of Elma Street consistent with the existing sidewalk location and level of service (Attachment 5); and,

3) Elma Street section from Alice Street North to Arthur Street (Highway 26) final design to include two (2) sidewalks on the East and West side of Elma Street which is an increase in sidewalk locations and level of service (Attachment 6).

This level of sidewalk servicing represents Staff’s recommended options and allows for two (2) sidewalks to be continuous on Elma Street from Alfred Street North to Arthur Street (Highway 26) providing one (1) sidewalk on the North side of Alice Street from Bruce Street west to Victoria Street.
The final design shall consider the various options listed here with respect to the current engineering standards, the current evolving design and pedestrian traffic connectivity.

The final design tender will include a provisional item to include alternative sidewalk servicing design if warranted.

The preliminary design for Victoria Street and Louisa Street Area reconstruction is well underway. The preliminary design will consider options for the reconstruction of this area and it will reflect similar levels of service and connectivity to the Elma Street and Alice Street project. The anticipation is that Victoria Street will identify an increased level of service in sidewalk connectivity and staff will ensure the pedestrian connectivity to the commercial and current and future residential areas west of Victoria Street South including Beaver Street and Lansdowne Street South.

Staff have not completed a fulsome review of the “Complete Streets” program as it relates to the Elma and Alice Street Area Reconstruction Project as this would require additional assessment causing impacts to project timing. However, Staff recommend the Transportation Committee conduct a more comprehensive focus on “Complete Streets” as it relates to active transportation and the related provision of sidewalk locations, servicing and design configuration in Thornbury including, but not limited to, the Victoria and Louisa Street reconstruction project. A sub-committee of the Transportation Committee could be established as a useful tool for proactive planning and engagement on key transportation initiatives.

E. The Blue Mountains Strategic Plan

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F. Environmental Impacts

Supporting active transportation and healthy lifestyle opportunities.
G. **Financial Impact**

Works to be completed within the scope of the Elma and Alice Street Reconstruction Capital Project

H. **In consultation with**

Shawn Everitt, CAO  
Sam Dinsmore, Deputy Treasurer/Manager of Accounts and Budgets  
Operations Staff

I. **Public Engagement**

This report is a supplementary report to CSOPS.19.064 and CSOPS.19.083. Notice was provided as part of the October 7th, 2019 Committee of the Whole.

J. **Attached**

1. Location Plan  
2. CSOPS.19.064 - Elma and Alice Area Streetscape Report  
3. CSOPS.19.083 - Follow-up to Sidewalk Locations for Elma and Alice Street  
4. Alice Street, Victoria to Bruce map  
5. Elma Street, Alfred to Alice map  
6. Elma Street, Alice to Arthur map

Respectfully Submitted,

Michael Campbell, Construction Coordinator

Shawn Carey, Director of Operations

For more information, please contact:  
cc@thebluemountains.ca  
519-599-3131 extension 275
A. Recommendations

THAT Council receive Staff Report CSOPS.19.064, entitled “Elma and Alice Area Streetscape Report”;

AND THAT Council receive the Elma and Alice Area Streetscape Report by Tatham Engineering as presented;

AND THAT Council directs Staff to advance the Final Design with the level of service and design elements to be incorporated into Elma and Alice Street Area Reconstruction as per the completed checklist attached as Attachment #2.

B. Overview

The purpose of this report is to present the Elma and Alice Street Area Reconstruction Preliminary Streetscape Report and receive direction from Council on the level of service to be provided by this project.

C. Background

During the preliminary engineering assignment, undertaken by WSP Canada in 2017 and 2018, 3 workshops with Council were undertaken to establish design criteria related to the level of service that would be provided by reconstruction projects in Thornbury.

As part of the final design assignment Tatham Engineering conducted a Public Information Centre (PIC) to present their interpretation of the conclusions from the Level of Service Workshops.

The focus of the level of service discussions have been with the surface elements of the municipal infrastructure. These are the elements that the residents come in contact with daily.

The bulk of the municipal infrastructure are the water, wastewater and storm systems that are almost exclusively underground. These systems, while vital, were not part of the level of
service considerations. These systems are expected to function adequately to service the existing and future demands of the residents.

The level of service discussion has presented several options, but decisions on the final design criteria have not been reached. Staff are seeking clarification of the design elements that will be incorporated into the Thornbury Road Infrastructure Projects.

D. Analysis

The municipal infrastructure is generally deficient and considered beyond its useful life in the project area. In order to clarify the scope of the work, each system will be discussed. The systems within the project area were not all constructed at the same time or to the same specification or by the same owner and many of the design considerations and construction details have been lost to time.

Water System

The water system is comprised of cast iron pipes and plastic pipes that do not meet current Town standards. The Water Department have reported increased failure rates with these pipes. In addition, there are service connections that cross private properties that will need to be corrected. The new water system will be designed and constructed in accordance with Town Standards, MECP Design Guidelines and the Town’s potable water model to ensure the system is suitable for existing and future demands.

Wastewater System

The wastewater system is generally comprised of clay tile and asbestos cement pipe as well as several brick maintenance holes. CCTV inspections revealed significant leaks in the clay tile pipes and some indication of ground water being discharged from sanitary services. There are service connections that cross private property without easements that will need to be corrected. The new wastewater system will be designed and constructed in accordance with Town Standards, MECP Design Guidelines and the Town’s sanitary sewer model to ensure the system is suitable for existing and future demands.

Correction of Water and Wastewater Services on Private Property

A number of buildings are serviced by unusual service connections that connect buildings to water or wastewater mains by crossing private property without easements. Buildings must be connected directly to mains by a service pipe that crosses the property on which the building is located to the Town land in which the main is located. Correcting these unusual service connections may mean that the new municipal service from the main to the property is in a different location than the private service. The new municipal service connection location may require work on private property to route the private service to the new municipal service connection.

In order to explain this issue an example may help. Three houses at the corner of Elma and Louisa are serviced by 1 municipal wastewater connection. One of the houses fronts on Louisa
and 2 front on Elma. The project will extend individual services to the 3 houses, 1 from Louisa and 2 from Elma. The private service pipes will have to be extended from the house drains to their new individual municipal service connection locations. Work, plumbing, on private land will be required to make these connections.

Staff suggest correction of plumbing on private lands to reach a proper service connection should be the responsibility of the landowner.

Staff is looking for direction from Council on whether the work on private lands will be the responsibility of the landowner or the Town.

Storm Water System

The storm water system level of service varies within the project area. The discussion of service level for this project is to bring the area to a consistent service level which would see the roads constructed to the Town’s standard cross-section, an urban cross-section with storm sewers with storm service laterals to each lot. The storm laterals will provide the lot owners a location to discharge ground water that may currently be discharged to the sanitary system illegally. The new storm water system will be designed and constructed in accordance with Town Standards, MECP Design Guidelines and the Thornbury West Drainage Master Plan to ensure the system is suitable for existing and future demands.

Staff recommend that the project level of service include storm sewers with storm water laterals.

Staff is looking for confirmation from Council that a storm sewer system will be constructed throughout the project limits along with storm service laterals extended to each lot.

Road Width

The road width was discussed at some length during the level of service workshops. When the final workshop concluded the road width was suggested as 7.5m. Following the workshops, Staff reviewed common urban road widths and concluded the existing Town standard of 8.5m should be retained to provide the flexibility of short-term street parking with the retention of a 6m clear path for emergency vehicles.

Staff recommend that an 8.5m road width be confirmed as the level of service through the project consistent with the existing Town standard cross-section.

Staff is looking for direction from Council to determine the road width as either 8.5m or 7.5m.

Sidewalk Width

Along with the road width discussion during the level service workshops the sidewalk width was discussed. When the final workshop concluded, the sidewalk width was suggested as 1.8m. The widths were suggested to move focus off cars and onto active transportation. Following the
workshops, Staff reviewed common sidewalk widths and concluded the existing Town standard of 1.5m should be retained.

Staff recommend a 1.5m sidewalk width which is consistent with provincial standards

Staff is looking for direction from Council as to the sidewalk width for local roads.

Multiple or Single Sidewalks

The Town has received feedback from some residents suggesting sidewalks be installed on both sides of the streets for all or a portion of Elma and Alice Streets. Elma and Alice Street have sidewalk on one side of the street through the construction limits. Elma also has a second sidewalk on a portion of the road section on its west side between Louisa and Alice. In addition, Elma has portions of the boulevard paved intermittently from the top of the hill towards Arthur Street on both its east and west sides. The paved boulevard sections seem to be an attempt to provide street parking, it does not seem that these paved sections were meant as sidewalks or paths due to their intermittent nature.

The preliminary engineering and early work on the final design have been advanced with the understanding that a single sidewalk would be reconstructed on Alice and Elma. The continuous sidewalk on Alice would be constructed in its present location to avoid significant tree disruption. The sidewalk on Elma would be best located on the west side of the road making it consistent with its current location between Alfred and Alice but changes from its current location between Alice and Arthur as a compromise best fit.

Staff recommend a single sidewalk for both Elma and Alice Streets.

Staff is looking for direction from Council on how to proceed with the sidewalk locations on Elma and Alice.

Parking and Sidewalks on Alice Street at Bruce Street

Another section of the project with sidewalks on both sides of the street is on Alice Street at Bruce Street. The church at the corner of Alice and Bruce has no onsite parking. The church uses the Alice Street boulevard for their parking, one of the parking spaces is labeled as an accessible parking space presumably for the church. The parking spaces and sidewalk do not currently fit properly in the boulevard, vehicles often overhang the sidewalk and the street.

The construction of these parking spaces should go ahead under an encroachment agreement or an MLU Occupancy agreement with the Town. The parking spaces and walkways should be designed to maximize the number of spaces and walkway route in the space available.

Staff recommend the parking and sidewalk/pathway be reconstructed under an encroachment or municipal land use occupancy agreement.

Staff is looking for direction from Council on how to proceed with the parking and walkways in the Alice and Bruce Street Area.
Curb Type

The curb type has been discussed at some length. When the last version of the engineering standards that were approved by Council in 2009 the curb type on the “Standard Road Cross-Section” was OPSD 600.100 mountable curb with narrow gutter. The engineering standards also state “The Town, at its sole discretion, may require barrier, mountable or semi-mountable curbs. Since 2009 the Town has adopted barrier curbs as the norm. Barrier curbs offer protection to pedestrians in the boulevard and reduce boulevard damage caused by winter control operations. Mountable curbs possibly offer better drainage of the boulevards and it has been suggested that they are safer for cyclists, however Operations is not aware of any studies that would support this last assertion.

Staff recommend barrier curbs for this project.

Staff is looking for direction on from Council as to which curb type will be incorporated into the works.

Streetlights

The electrical utility in the project area is overhead. The existing streetlights are attached to existing hydro poles. Generally, the streetlights are every other hydro pole and are wired directly off the hydro conductors. The lighting levels at street level are inconsistent due the spacing of lights as well as being less that the Town’s engineering standards dictate. The suggested lighting improvement is to place cobra head light on all the existing hydro poles and accept the lighting levels achieved. It should be noted that some of the existing poles may not accept a cobra head light due to the wiring present on the pole.

There were comments expressed regarding the existing lighting being problematic with light pollution into homes. A solution voiced was to install decorative lighting on the streets that is thought to have less light pollution.

Council should be aware that the cobra heads on existing poles is a relatively inexpensive solution. Installation of a decorative lighting system on these streets would be significantly more expensive due to the underground wiring required along with the poles and luminaires.

Staff recommend cobra head lights on existing hydro poles.

Staff is looking for direction from Council as to the streetlight option they wish to advance on this project.

Street Trees

The discussion on street trees is typically in reference to the larger specimen trees that form the urban canopy. In addition to these trees Staff will need to understand what to do with the rest of the private landscaping that has crept onto the Town land over the years. In more than one case individuals have planted cedar hedges in the right of way that presumably need to be removed. Other landscaping such as planting beds, fences and landscape elements would
presumably also be scheduled for removal. However, this would wait for direction from Council.

The Arborist’s Report from the preliminary engineering task suggested 13 existing trees would be removed based on conflicts with the 30% design concept. The report did not suggest the trees that are warranted for removal based on their condition. It is expected that a larger number of trees will be lost either to their condition or conflicts with infrastructure replacement.

When trees are lost the appropriate replacement becomes the question. Staff have suggested replacement trees at 16m on center. Suggestions from residents have promoted closer planting in the 8m on center range. The tree species that the Town has been planting on projects include Valley Forge Elm, Red Oak and Autumn Blaze Maple. The crowns of these trees can be as wide as 18m, notes on the Red Oak suggest they need room to grow and do not do well hemmed in by other trees. It would seem that planting replacement trees at 16m on center, which would be about 1 tree per lot, is about right.

Staff recommend clearing private landscaping in boulevards and replant specimen trees to achieve 16m spacing of these trees to enhance the urban canopy.

Staff is looking for direction from Council on clearing private landscaping on Town lands and tree replanting protocol to follow.

E. The Blue Mountains Strategic Plan

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<td>Constantly Identify Opportunities to Improve Efficiencies and Effectiveness</td>
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<td>Objective #3</td>
<td>Implement Best Practices in Sustainable Infrastructure</td>
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F. Environmental Impacts

The replacement of failing infrastructure will reduce sewer flows and treatment costs and reduce non-recorded water loss.

G. Financial Impact

The Elma and Alice Street Reconstruction budget was approved in 2018 at a cost of $5,692,700, with funding coming from multiple sources, including reserve funds, provincial grants, and long-term debt. The items discussed in the body of the report will be funded through this budget.

It is the Town’s historical practice to not fund or do work on the private lands associated with servicing. Typically, the service is extended to the property line and then it is the responsibility
of the property owner to connect to the new lateral. If Council wishes to change this practice it could have significant impacts on this and future projects.

H. In Consultation With

Shawn Everitt, CAO
Sam Dinsmore, Deputy Treasurer/Manager of Accounting and Budgets
Jim Mc Cannell, Manager of Roads and Drainage
Allison Kershaw, Manager of Water and Wastewater

I. Public Engagement

The topic of this Staff Report has been the subject of a Public Information Centre (PIC) which took place on July 10 & 13, 2019. Those who provided comments following the PIC, including anyone who has asked to receive notice regarding this matter, have been provided notice of this Staff Report.

J. Attached

1. Elma and Alice Street Area Reconstruction Preliminary Streetscape Report
2. Elma and Alice Street Area Reconstruction Level of Service and Design Element Checklist

Respectfully submitted,

________________________
Michael Campbell, C.E.T.
Construction Coordinator

________________________
Shawn Everitt
Chief Administrator Officer

For more information, please contact:
Michael Campbell, C.E.T.
ccthebluemountains.ca
519-599-3131 extension 275
A. Recommendations

THAT Council receive Staff Report CSOPS.19.083, entitled “Follow-up to Sidewalk Locations for Elma and Alice Street”;

AND THAT Council direct staff to move to advance Final Design with the level of service specific to sidewalk locations on Elma Street and Alice Street as outlined in Option ___ of this report.

B. Overview

This report is a follow up to October 7th, 2019 Committee of the Whole Report CSOPS.19.064 entitled “Elma and Alice Street Area Streetscape Report“. During the presentation and discussion Council requested more information relating to the options specific to the sidewalk locations being outlined in the staff report.

C. Background

A significant amount of consultation has taken place through the Elma and Alice Street project design process and how the final design would incorporate specific streetscape design.

Through discussion at the October 7th, 2019 Committee of the Whole meeting in regards to Staff Report CSOPS.19.064 a series of options were provided for Council to consider and provide direction. Staff Report CSOPS.19.064 is also on the October 21, 2019 Council meeting agenda for adoption by Council. This report provides supplementary information as requested by Council.

Council during the October 7th, 2019 Committee of the Whole meeting had considered sidewalks be constructed on both sides of Elma Street and Alice Street. Staff on the basis of the discussion noted that the decision may need further review and clarification as the checklist may not have provided a clear list of options and a map may be helpful to provide important information when considering sidewalk placement.
D. Analysis

The following options are outlined in the attachments contained in this report.

Attachment 1 of this Report identifies the current sidewalk locations.

Option 1

Outlined in Attachment 2 of this Report identifies what sidewalks on both sides of Elma Street and Alice Street would look like. The map also identifies the trees that are marked as red dots that would be removed with the addition of sidewalks that are currently not in place.

Option 2

Outlined in Attachment 3 of this report identifies an option that would allow for the addition of a sidewalk to be constructed on the west side of Elma Street north of Louisa and formalize a sidewalk on the west side of Elma Street south of Louisa Street. This option would have a single sidewalk on the south side of Alice street that is consistent with what exists today and a single sidewalk on the west side of Elma Street.

Option 3

Outlined in Attachment 4 of this report essentially highlights an option that could help reduce the impact on the potential loss of trees by offsetting the alignment of sidewalks on the hill portion of Elma Street south of Louisa Street. If the offset option is to be considered, Option 1 would be 1 (b) and Option 2 would be 2 (b).

E. The Blue Mountains Strategic Plan

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<tr>
<td>#6:</td>
<td>Implement Best Practices in Sustainable Infrastructure</td>
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F. Environmental Impacts

The promotion of healthy lifestyle and active transportation connectivity.

G. Financial Impact

The Elma Street and Alice Street Reconstruction budget was approved in 2018 at a cost of $5,692,700.
H. In consultation with

Michael Campbell, Construction Coordinator

I. Public Engagement

This report is a supplementary report to CSOPS.19.064. Notice was provided as part of the October 7, 2019 Committee of the Whole.

J. Attached

1. Existing Sidewalk locations
2. Option 1
3. Option 2
4. Option 3

Respectfully submitted

______________________________

Shawn Everitt
Chief Administrative Officer

For more information, please contact:
Shawn Everitt
cao@thebluemountains.ca
519-599-3131 extension 234