



# Staff Report

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## Operations – Capital Projects Division

**Report To:** Special Committee of the Whole  
**Meeting Date:** June 27, 2022  
**Report Number:** CSOPS.22.050  
**Title:** Thornbury West Parkettes PIC Follow-up  
**Prepared by:** Michael Campbell, Construction Coordinator

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### A. Recommendations

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THAT Council receive Staff Report CSOPS.22.050, entitled “Thornbury West Parkettes PIC Follow-up”;

AND THAT Council approve increasing the Thornbury West Road Reconstruction Phase 1 budget by \$900,000 with funding coming from Parks and Recreation Development Charges;

AND THAT Council approve the final design concepts for the parkette on Beaver Street and Louisa Street.

### B. Overview

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This Staff Report provides a summary of the questions and public feedback received surrounding the Public Information Centre (PIC) and online questionnaire for the Thornbury West Parkettes. The summary of the comments and questionnaire results can be found as Attachment 2 and Attachment 3. The report also provides the preferred options for the parkettes and asks Council to approve funding of the parkettes from the Parks and Recreation Development Charges as this is Parkland Development driven by growth.

### C. Background

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As the design of Thornbury West Reconstruction Phase 1 evolved, Town Staff realized a couple of opportunities to create parkettes in Thornbury. Parkette concepts for Louisa Street and Beaver Street were first presented to Council and the public in the PIC for Thornbury West Phase 1 – 90% Design on December 1, 2021. The PIC for the parkettes presented a more detailed description of various options.

### D. Analysis

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An online questionnaire was produced that allowed the public an interesting opportunity to provide detailed feedback. While the comments regarding the parkettes ranged from

extremely positive to extremely negative, the questionnaire allowed voting for various options to provide direction on a final design direction. A copy of this questionnaire is included as Attachment 1, and an executive Summary of Questionnaire Responses is included as Attachment 2. A summary of the written comments received through the questionnaire is included as Attachment 3.

### **Beaver Street Parkette**

For the Beaver Street Parkette Concept 2, the wilder park with some interior seating arrangements was selected by 58% of respondents. Concept 1 was selected by 21%, and 21% of respondents preferred the park not go ahead.

The Beaver Street Parkette final concept can be enhanced with mounds to provide some variation in the terrain. The project will have clean excess fill that can be used for this purpose.

### **Louisa Street Parkette**

For the Louisa Street Parkette Concept 1, with the seating areas arranged in pods rather than a linear bench was selected by 51% of respondents. Concept 2 was selected by 23% and 26% of respondents preferred the park not go ahead.

Regarding the style of furnishings for the Louisa Street Parkette, the contemporary style was preferred by 75% as opposed to 25% of respondent for the Victorian style.

Regarding the surfaces for the Louisa Street Parkette seating area, the mix of poured concrete sidewalk with unit paver accents was preferred.

With the preferred options identified through the questionnaire there are a few items that came up and will be discussed below.

A few residents expressed concerns regarding pedestrian safety in the parkette from cars turning onto Louisa Street from Bruce Street, a recent car accident was cited to highlight this concern. Staff discussed the details of the accident with the OPP. It turns out a car crossing Bruce Street from Louisa Street East to Louisa Street West ran into a car travelling southbound on Bruce Street. The driver did not see the car with the right-of-way on Bruce Street. It was not a car turning onto Louisa Street from Bruce Street. The officer said that this is a low incident intersection and thought the idea of one-way Louisa Street off Bruce Street was a good idea for the reasons Staff have cited, being poor sight lines onto Bruce Street.

The concern with the separation of vehicular traffic on Louisa Street from the pedestrians gathering in the parkette seating area is mitigated using barrier curb across the seating area and the low speed limits in the area. However, Staff suggest a pedestrian guard could be installed on the curb between the road and the seating area similar to the pedestrian guard used on the Highway 26 Beaver River bridge.

Staff are recommending adding \$900,000 to the Thornbury West Road Reconstruction Phase 1 project to fund the two parkettes. The funding will come from Parks and Recreation Development Charges.

## **E. Strategic Priorities**

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### **1. Communication and Engagement**

We will enhance communications and engagement between Town Staff, Town residents and stakeholders

### **2. Organizational Excellence**

We will continually seek out ways to improve the internal organization of Town Staff and the management of Town assets.

### **3. Community**

We will protect and enhance the community feel and the character of the Town, while ensuring the responsible use of resources and restoration of nature.

### **4. Quality of Life**

We will foster a high quality of life for full-time and part-time residents of all ages and stages, while welcoming visitors.

## **F. Environmental Impacts**

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The parkettes will increase the urban canopy and wildness of Thornbury. The Beaver Street Parkette will see the elimination of 110m of asphalt road replaced with a multi-use trail and trees. The Louisa Street Parkette will see a significant increase in the number and diversity of trees, shrubs and ground cover. The parkettes will also allow habitat enhancements such as bat boxes, bird and pollinator houses. Staff have contacted the school and found that a teacher developed a project with one of the classes to build birdhouses this past school year. The school was asked if they might be interested in a project for the parkettes to build and install habitat enhancements.

## **G. Financial Impacts**

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Staff are recommending that the development of two parkettes be added to the scope of the Thornbury West Reconstruction Phase 1 project. The budget requirement for these parkettes is \$900,000 with funding coming 100% from Parks and Recreation Development Charges.

## **H. In Consultation With**

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Ryan Gibbons, Director of Community Services

Sam Dinsmore, Deputy Treasurer/Manager of Accounting and Budgets

Jason Petznick, Communications Coordinator

## **I. Public Engagement**

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The topic of this Staff Report has been the subject of a Public Meeting and/or Public Information Centre which took place on April 27, 2022. Those who provided comments at the Public Meeting and/or Public Information Centre, including anyone who has asked to receive notice regarding this matter, has been provided notice of this Staff Report. Any comments regarding this report should be submitted to Michael Campbell, Construction Coordinator [cc@thebluemountains.ca](mailto:cc@thebluemountains.ca).

## **J. Attached**

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1. Attachment 1 – Parkette Questionnaire
2. Attachment 2 – Summary of Questionnaire Responses
3. Attachment 3 – Questionnaire Comment Summary

Respectfully submitted,

Michael Campbell  
Construction Coordinator

Brent Rolufs  
Manager of Capital Projects

Shawn Carey  
Director Operations

For more information, please contact:  
Michael Campbell, Construction Coordinator  
[cc@thebluemountains.ca](mailto:cc@thebluemountains.ca).  
519-599-3131 extension 275



### Report Approval Details

Document Title:	CSOPS.22.050 Thornbury West Parkettes PIC Follow-up.docx
Attachments:	<ul style="list-style-type: none"><li>- Attachment 1 Parkette Questionnaire.pdf</li><li>- Attachment 2 Summary of Questionnaire Responses.pdf</li><li>- Attachment 3 Questionnaire Comment Summary.pdf</li></ul>
Final Approval Date:	Jun 14, 2022

This report and all of its attachments were approved and signed as outlined below:

**Brent Rolufs - Jun 13, 2022 - 12:09 PM**

**Shawn Carey - Jun 14, 2022 - 6:07 AM**



## Thornbury West Phase 1 Parkettes

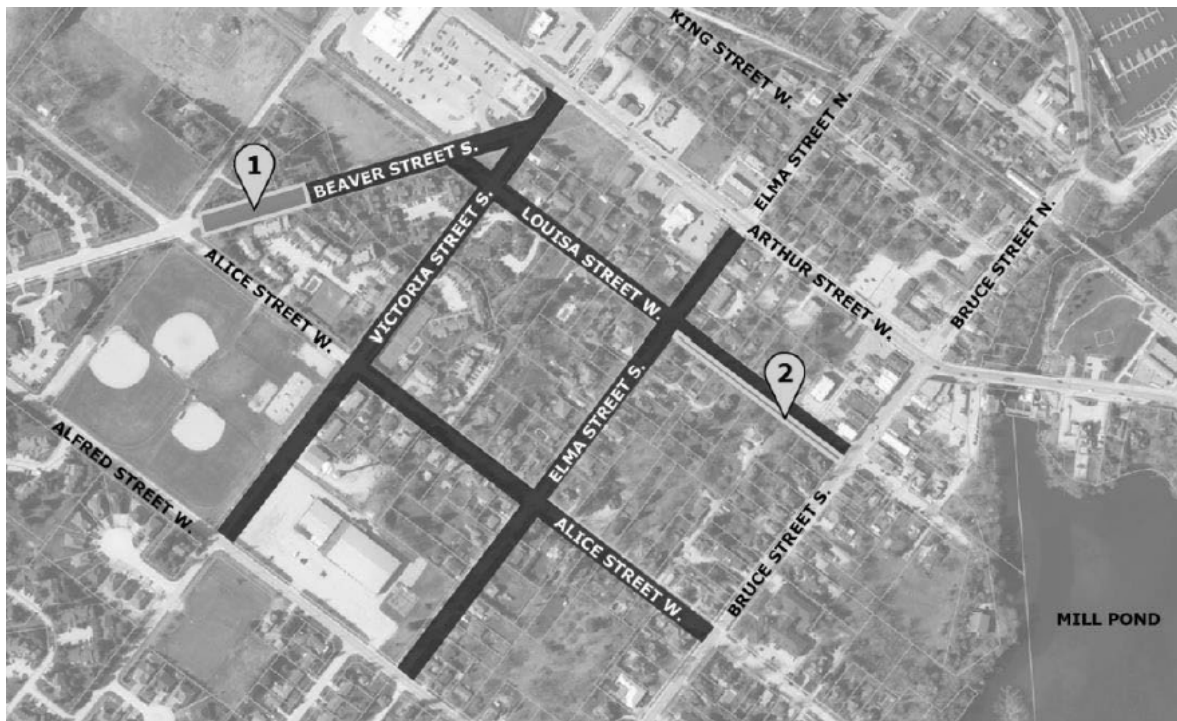
### Project Introduction

The Town of The Blue Mountains is reconstructing several roads in Thornbury West to address ageing underground infrastructure. Phase 1 improvements to the road network have created the opportunity for two new parkettes in this established neighbourhood.

The Town is conducting this survey to gauge the community's interest in each parkette, and to provide preliminary insight into their future designs. It's estimated to take 6-10 minutes to complete.

### Legend

1. Location of proposed Beaver Street South Parkette
2. Location of proposed Louisa Street West Parkette





## Thornbury West Phase 1 Parkettes

### Beaver Street South Parkette - Overview

The Beaver Street South Parkette is intended as a neighbourhood park with passive use. The design objectives include:

- Provide a multi-use trail to promote active transportation options
- Where possible, ensure the main features are accessible to all users in accordance with the Accessibility for Ontarians with Disabilities Act
- Buffer views of adjacent private properties
- Maintain sightlines into the park for safety
- Provide appropriate furnishings (seating, waste receptacles, signage, etc.) to support park amenities





## Thornbury West Phase 1 Parkettes

### Beaver Street South Parkette - Design Concepts

**Below are two preliminary design concepts incorporating aspects of the design objectives. Please review each concept and indicate your preference in the question at the bottom of the page.**

### Concept 1

#### Concept Features

1. Park gateway with bench seating and accent planting beds
2. Multi-use trail
3. Coniferous trees for screening and to delineate park limits along condominium
4. Open lawn space and snow storage

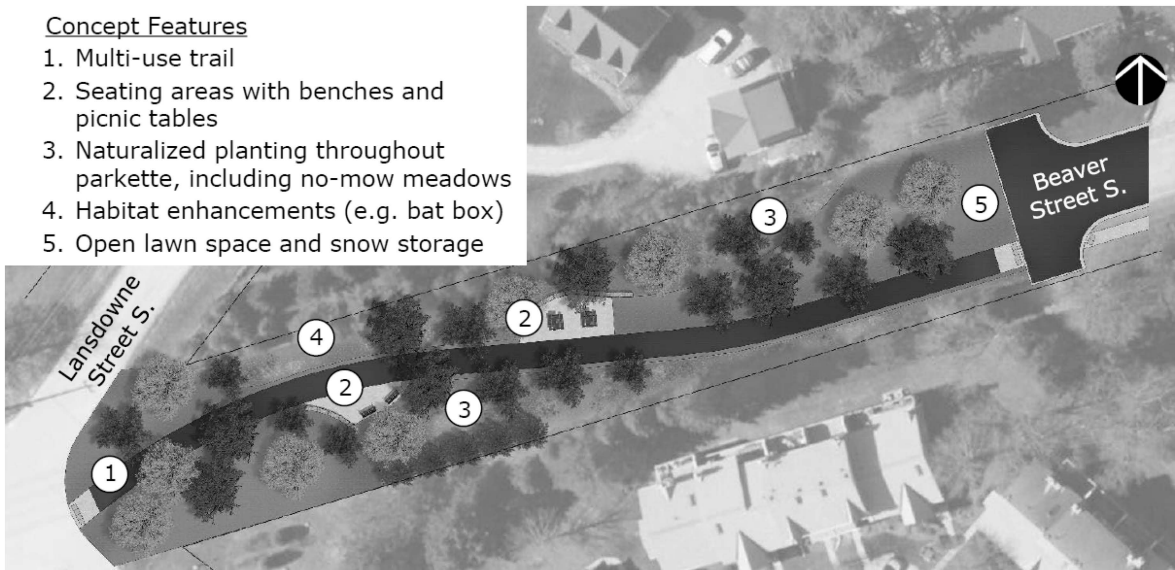




**Concept 2**

### Concept Features

1. Multi-use trail
2. Seating areas with benches and picnic tables
3. Naturalized planting throughout parkette, including no-mow meadows
4. Habitat enhancements (e.g. bat box)
5. Open lawn space and snow storage





\* Which concept do you prefer for the Beaver Street South Parkette?

- ☐ Concept 1
- ☐ Concept 2
- ☐ I don't support the construction of the Beaver Street South Parkette

Do you have any additional comments on the proposed designs or ideas for amenities?

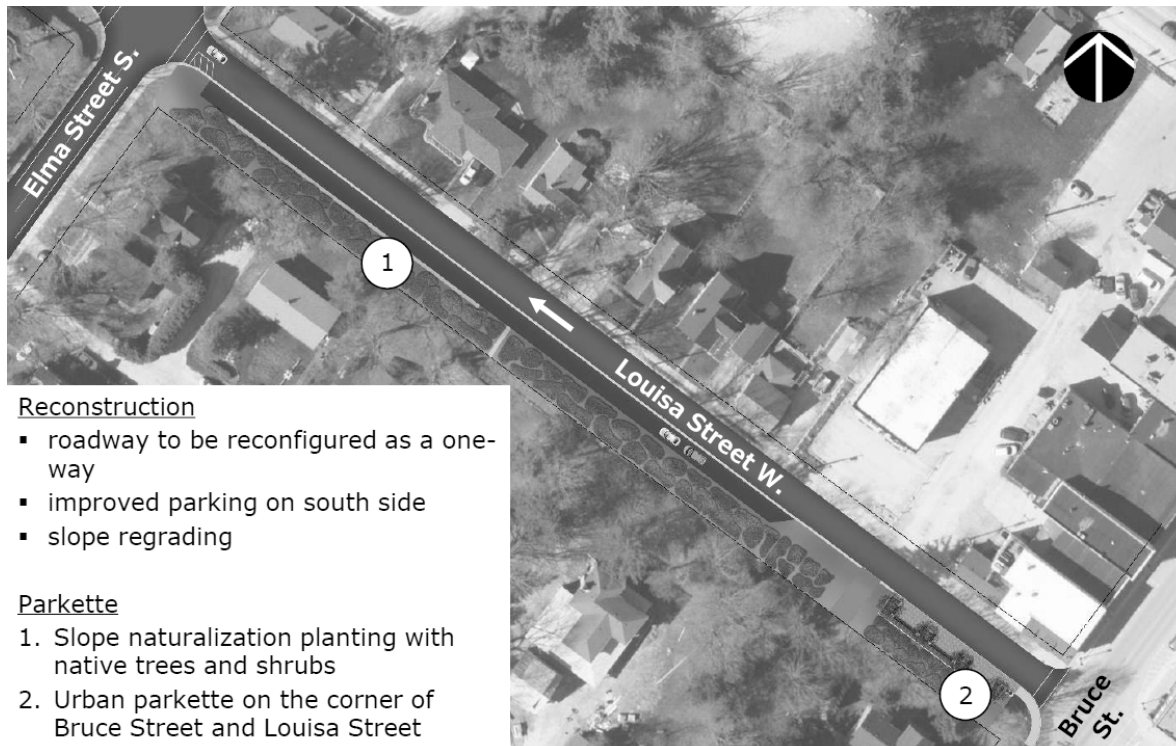


## Thornbury West Phase 1 Parkettes

### Louisa Street West Parkette - Overview

The Louisa Street West Parkette is intended to support downtown businesses with supplemental seating, and expand the urban forest on the Louisa Street embankment. The design objectives include:

- Where possible, ensure the main features are accessible to all users in accordance with the Accessibility for Ontarians with Disabilities Act
- Maintain sightlines into the park for safety
- Provide appropriate furnishings (seating, waste receptacles, signage, etc.) to support park amenities
- Utilize native, site-appropriate species, where possible



#### Reconstruction

- roadway to be reconfigured as a one-way
- improved parking on south side
- slope regrading

#### Parkette

1. Slope naturalization planting with native trees and shrubs
2. Urban parkette on the corner of Bruce Street and Louisa Street





## Thornbury West Phase 1 Parkettes

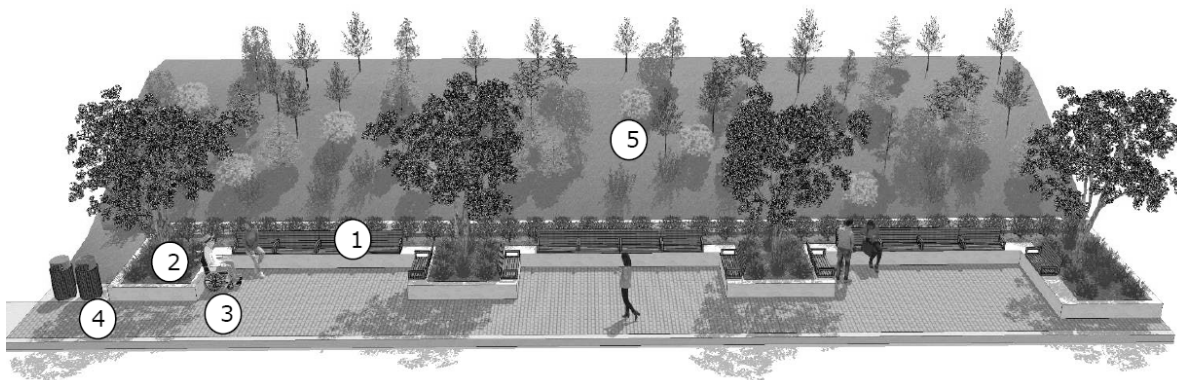
### Louisa Street West Parkette - Design Concepts

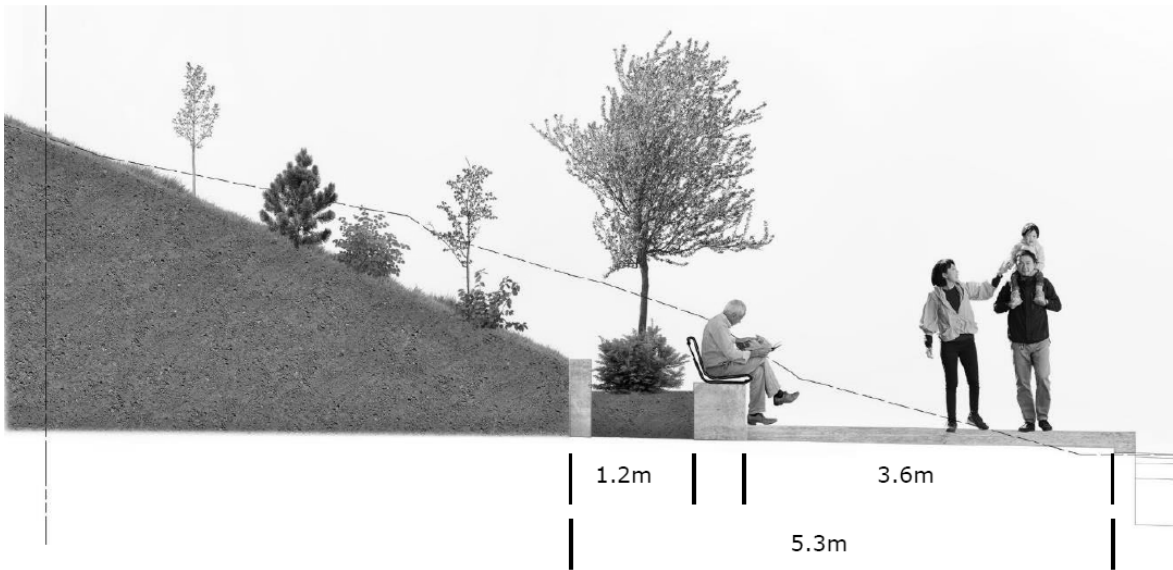
**Below are two preliminary design concepts incorporating aspects of the design objectives. Please review each concept and indicate your preference in the question at the bottom of the page.**

### Concept 1

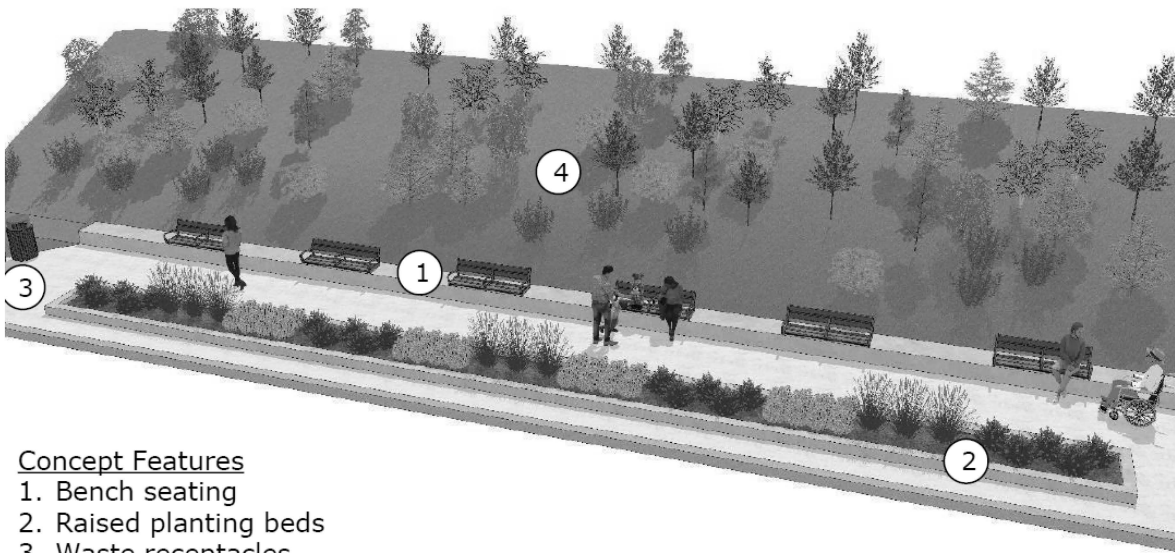
#### Concept Features

1. Clustered bench seating areas
2. Raised planting beds with ornamental shade trees
3. Accessible seating options
4. Waste receptacles
5. Slope naturalization planting



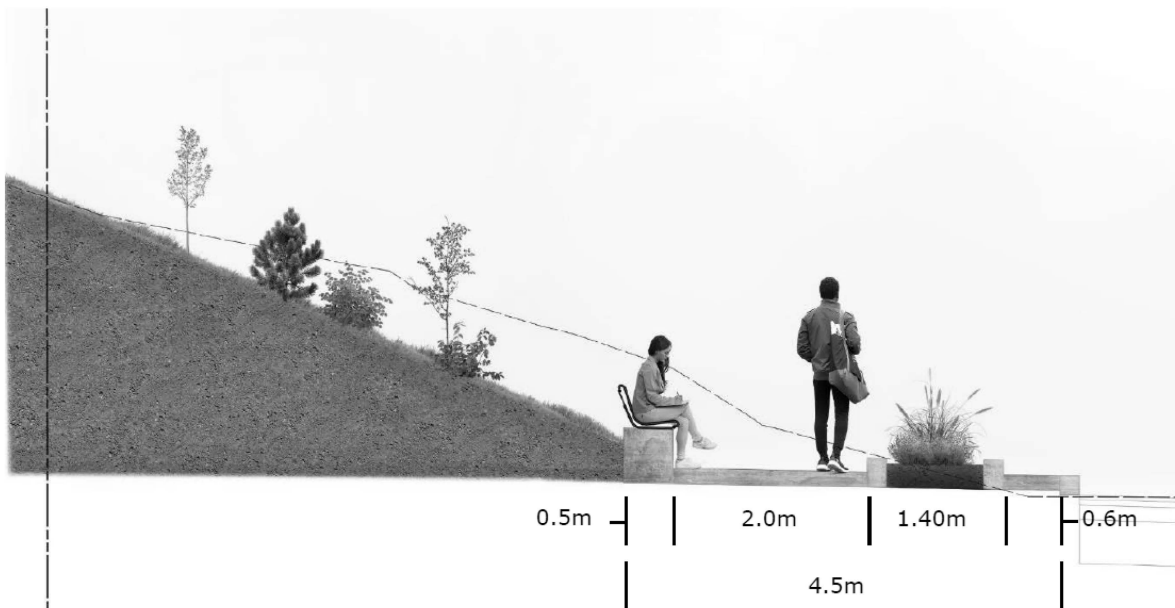


**Concept 2**



#### Concept Features

1. Bench seating
2. Raised planting beds
3. Waste receptacles
4. Slope naturalization planting





\* Which concept do you prefer for the Louisa Street West Parkette?

- ☐ Concept 1
- ☐ Concept 2
- ☐ I don't support the construction of the Louisa Street West Parkette

Do you have any additional comments on the proposed designs or ideas for amenities?



## Thornbury West Phase 1 Parkettes

### Louisa Street West Parkette - Furnishings

**Below are two preliminary options for furnishing styles. Please review each option and indicate your preference in the question at the bottom of the page.**

#### **Option 1 - Victorian Furnishings**



(Image for illustrative purposes only)

- Similar style to existing downtown site furnishings
- Limited to steel slats for bench-top seating in Victorian style

#### **Option 2 - Contemporary Furnishings**



(Image for illustrative purposes only)

- Wood slat/recycled plastic options available

\* Which furnishings do you prefer for the Louisa Street West Parkette?

- ☐ Option 1 - Victorian
- ☐ Option 2 - Contemporary

Do you have any additional comments on the proposed furnishings?



## Thornbury West Phase 1 Parkettes

### Louisa Street West Parkette - Ground Surface

**Below are three preliminary options for ground surface treatments. Please review each option and indicate your preference in the question at the bottom of the page.**

#### **Option 1 - Tumbled Concrete Unit Paving**



(Image for illustrative purposes only)

- Consistent with the paving of the rest of Thornbury's downtown core
- Highest cost

#### **Option 2 - Mix of Concrete and Unit Paving**



(Image for illustrative purposes only)

- Differentiate between walkway and seating areas

## Option 3 - Concrete



(Image for illustrative purposes only)

- Compatible with Louisa Street sidewalk
- Lowest cost
- Clean and contemporary

\* Which ground surface do you prefer for the Louisa Street West Parkette?

- ☐ Option 1 - Tumbled Concrete Unit Paving
- ☐ Option 2 - Mix of Concrete and Unit Paving
- ☐ Option 3 - Concrete

Do you have any additional comments on the proposed ground surfaces?





## Thornbury West Phase 1 Parkettes

### Contact and Demographic Information

#### \* Contact Information

**Name**

**Email Address**

**Phone Number**

#### \* What is your age?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+

#### \* Please select the option that best describes yourself:

- ☐ Full-time resident (lives in The Blue Mountains year-round)
- ☐ Part-time resident (lives in The Blue Mountains for 6 to 11 months per year)
- ☐ Seasonal resident (lives in The Blue Mountains for less than 6 months per year)
- ☐ I own property, but I do not live in The Blue Mountains
- ☐ I am not a resident or property owner in The Blue Mountains

Where is your property located in the Town of The Blue Mountains

Do you have any other comments about this project that were not addressed in this survey?



# Summary of Questionnaire Responses

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Thornbury West Phase 1 Reconstruction – Proposed Parkettes

# Project Background

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Through the design and engineering of the Thornbury West Phase 1 Reconstruction project, the project team saw the opportunity to create two new community parkettes.

The Town's engineering consultant has completed preliminary designs of these parkettes for public consultation.

Questionnaire Overview

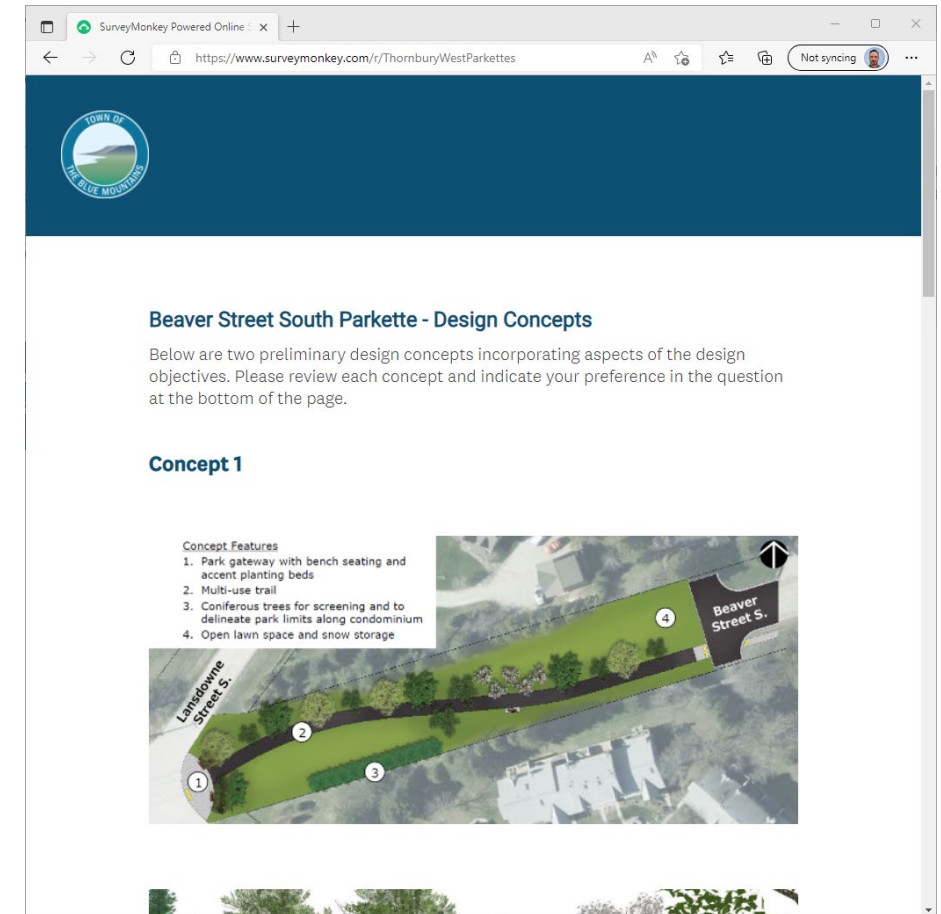
Beaver Street South Parkette

Louisa Street West Parkette

Demographic Details

# Questionnaire Overview

- Unveiled as a part of the Public Information Centre held April 27, 2022
- Available to complete April 27 to May 13
- Emailed to Thornbury West Phase 1 Project List and Town Press Releases List
- Posted to Thornbury West Phase 1 Project Page, Town Newsroom and Town Twitter Account
- 128 total responses were received during the questionnaire period



# Beaver Street South Parkette

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# Beaver Street Design Concepts

## Concept 1

### Concept Features

1. Park gateway with bench seating and accent planting beds
2. Multi-use trail
3. Coniferous trees for screening and to delineate park limits along condominium
4. Open lawn space and snow storage



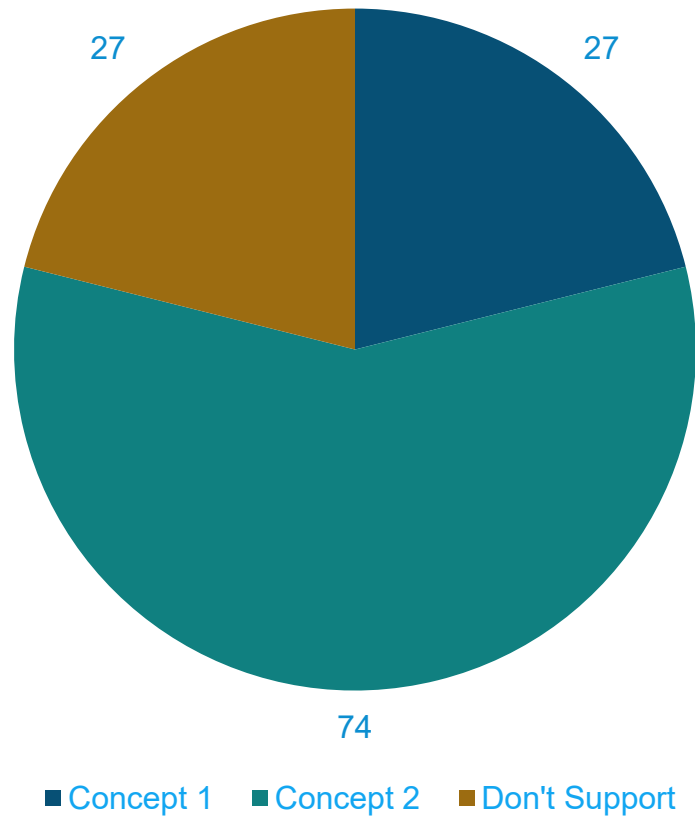
## Concept 2

### Concept Features

1. Multi-use trail
2. Seating areas with benches and picnic tables
3. Naturalized planting throughout parkette, including no-mow meadows
4. Habitat enhancements (e.g. bat box)
5. Open lawn space and snow storage



# Which concept do you prefer for the Beaver Street South Parkette?



- Answered: 128 | Skipped: 0
- Top comments from those who prefer Concept 1
  - Prefer the cleaner/manicured look
  - Add a “no mow” component
- Top comments from those who prefer Concept 2
  - Prefer naturalized look
  - Think it will make a good rest area
- Top comments from those who don't support
  - Would be better elsewhere
  - Beaver Street should not be closed



# Louisa Street West Parkette

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# Louisa Street Design Concepts

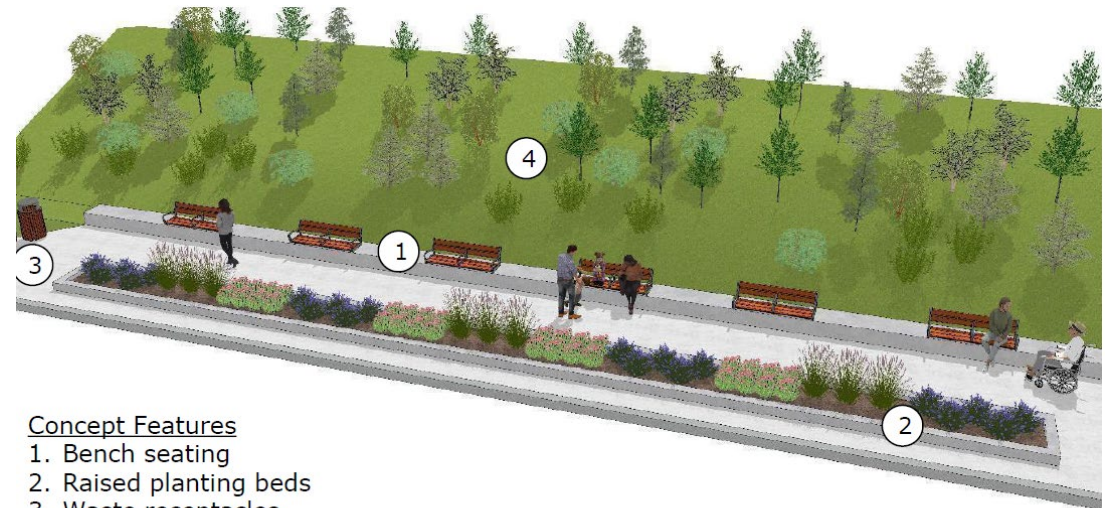
## Concept 1

### Concept Features

1. Clustered bench seating areas
2. Raised planting beds with ornamental shade trees
3. Accessible seating options
4. Waste receptacles
5. Slope naturalization planting



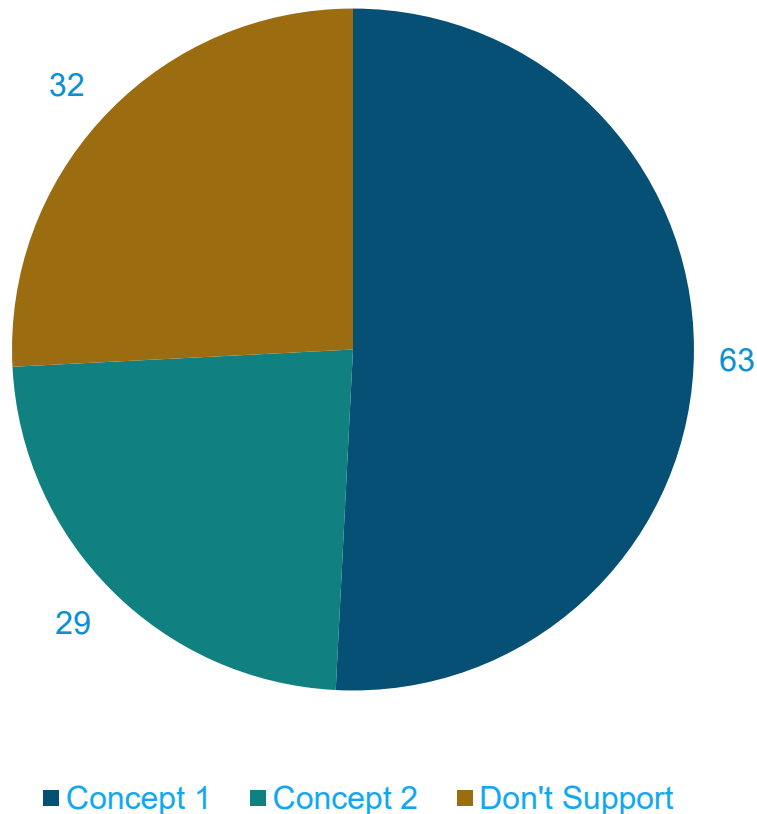
## Concept 2



### Concept Features

1. Bench seating
2. Raised planting beds
3. Waste receptacles
4. Slope naturalization planting

# Which concept do you prefer for the Louisa Street West Parkette?



- Answered: 124 | Skipped: 4
- Top comments from those who prefer Concept 1
  - Nook seating supports groups
  - More visually appealing
- Top comments from those who prefer Concept 2
  - Like increased safety of barrier
  - Incorporate nooks from Concept 1
- Top comments from those who don't support
  - Not a safe location
  - Do not make Louisa one-way
  - Protect the trees



# Louisa Street Furnishings

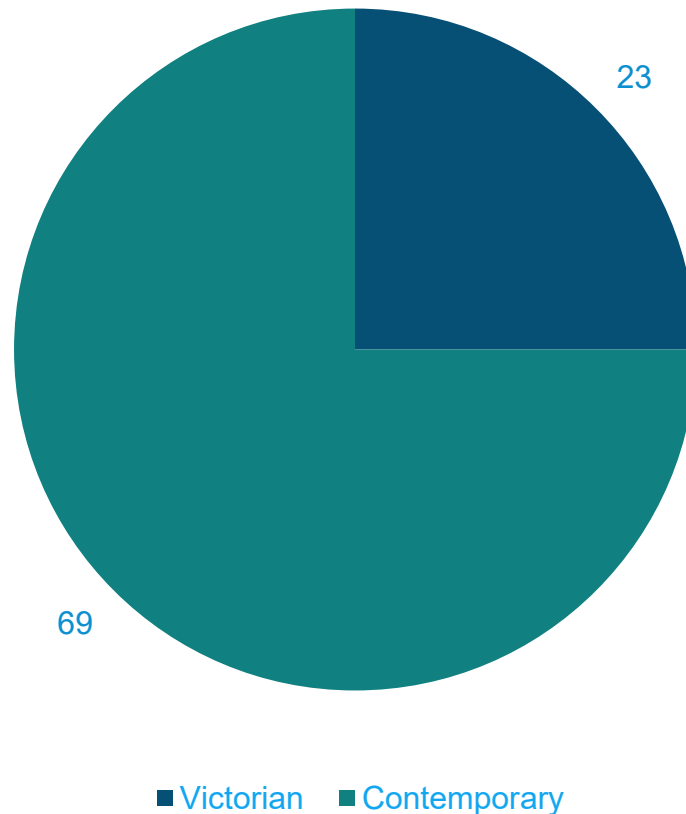
## Victorian



## Contemporary



# Which furnishings do you prefer for the Louisa Street West Parkette?



- Answered: 92 | Skipped: 36
  - Only presented to those who supported one of the two concepts
- Top comments from those who support Victorian
  - Looks more weather-proof/durable
- Top comments from those who support Contemporary
  - Will not get as hot/cold
  - Make sure they are comfortable

# Louisa Street Ground Surface

**Unit Paving**



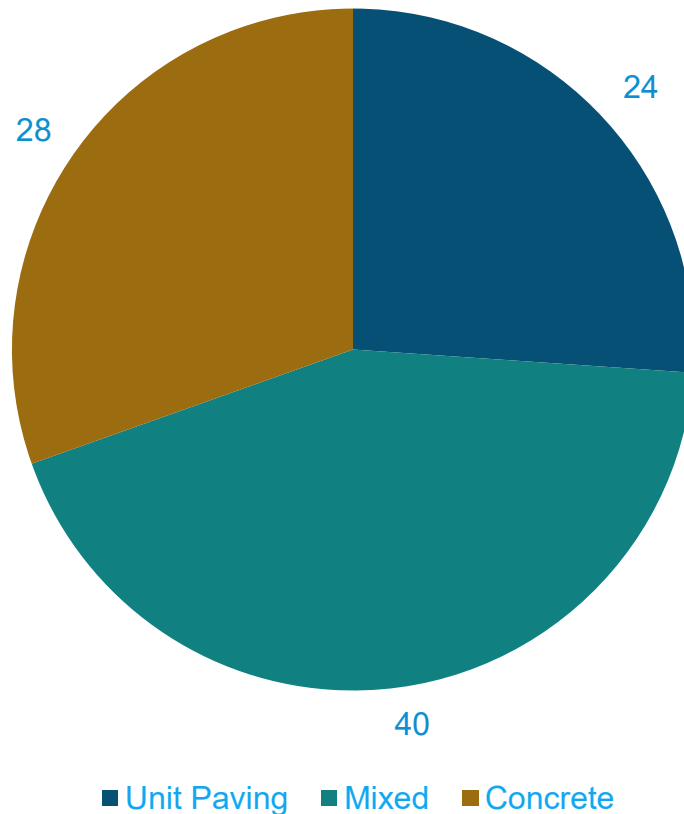
**Mixed Surface**



**Concrete**



# Which ground surface do you prefer for the Louisa Street West Parkette?

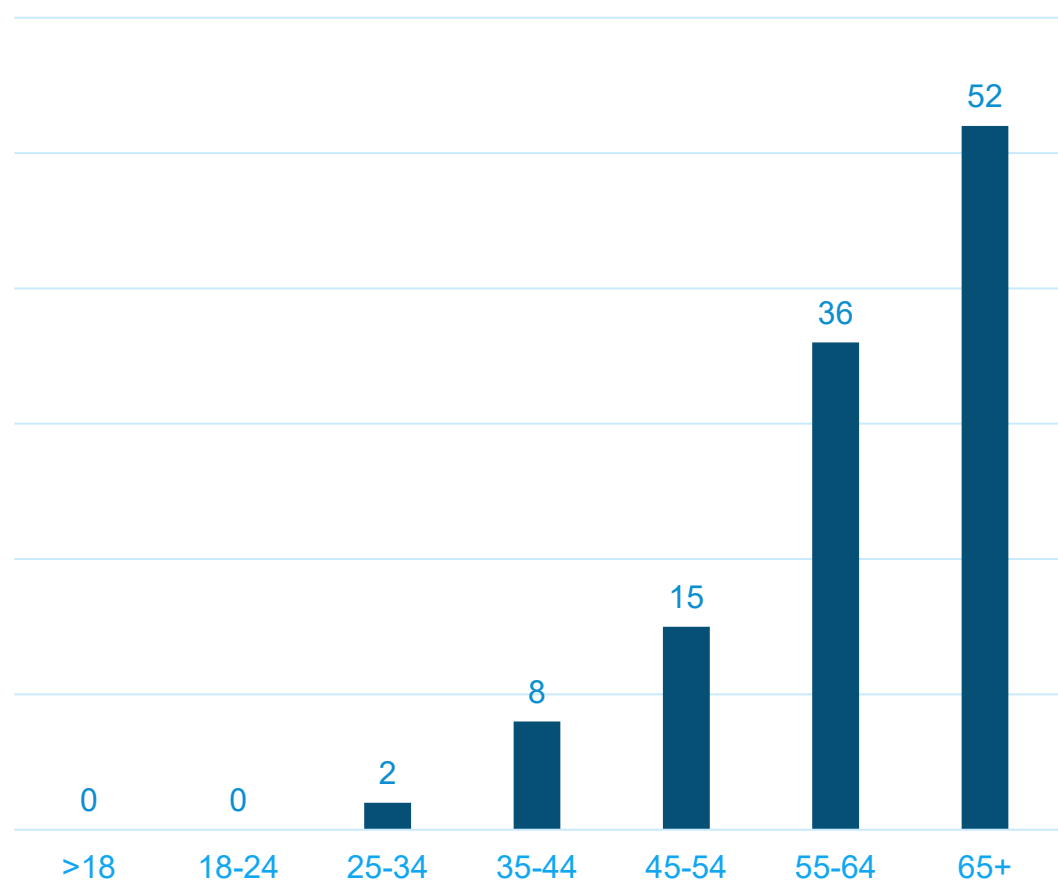


- Answered: 92 | Skipped: 36
  - Only presented to those who supported one of the two concepts
- Top comments from those who support unit paving
  - Consistency with downtown
  - Better drainage
- Top comments from those who support mixed surface
  - Complements downtown
  - Provides drainage
- Top comments from those who support concrete
  - Most accessible

# Demographic Details



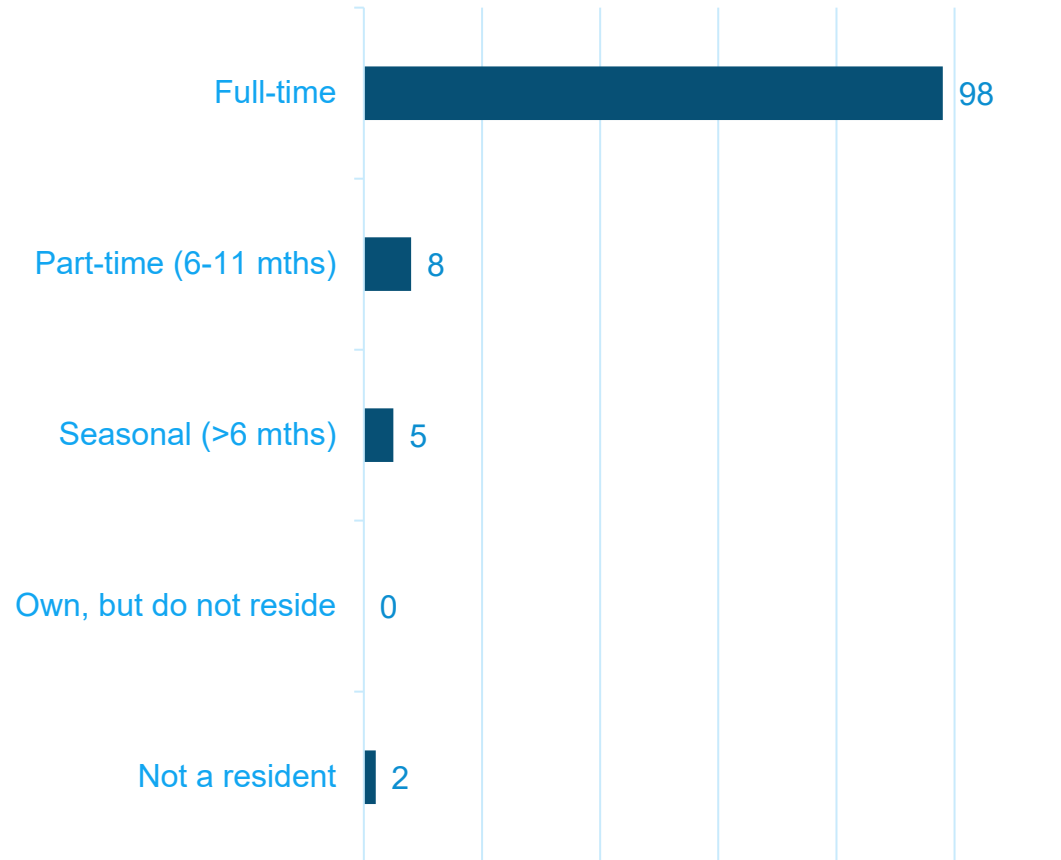
# What is your age?



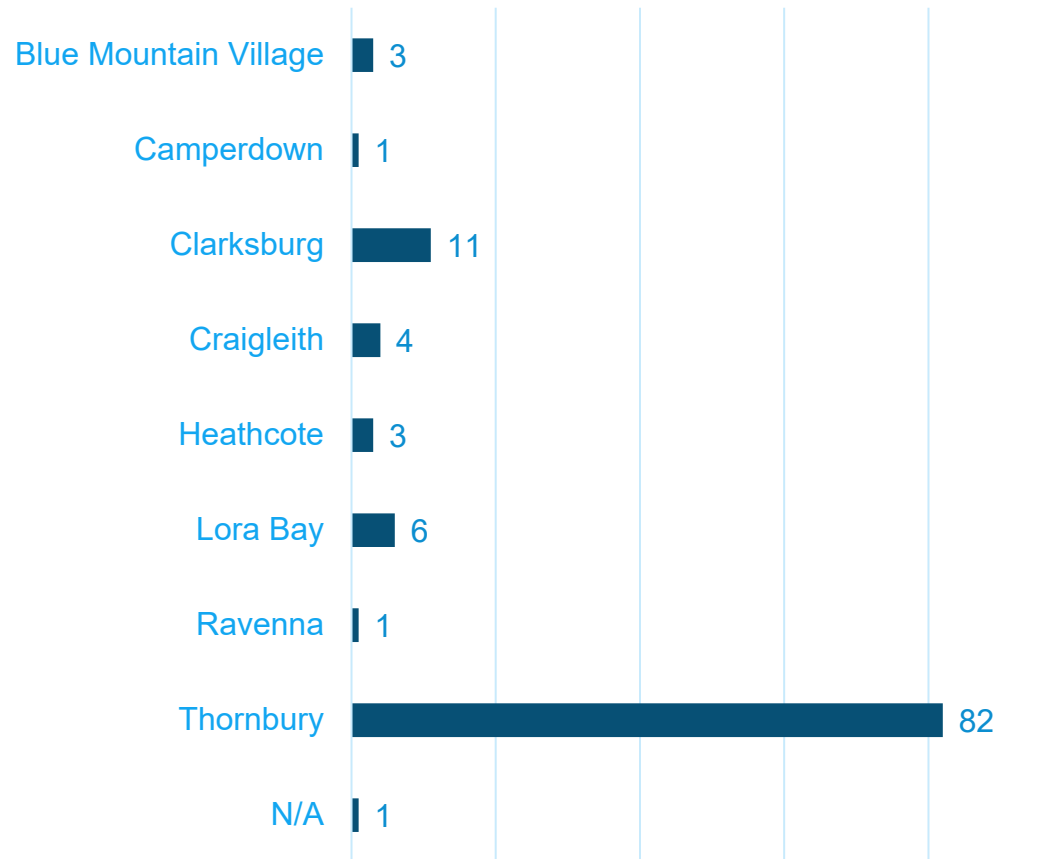
- Answered: 113 | Skipped: 15

# Please select the resident status option that best describes yourself

• Answered: 113 | Skipped: 15



# Where is your property located in the Town of The Blue Mountains?



- Answered: 112 | Skipped: 16
- No responses from residents of Banks, Castle Glen, Duncan, Egypt, Gibraltar, Kolapore, Loree, Osler, Red Wing, Sandhill, Slabtown, Swiss Meadows or Victoria Corners

# Thank you for your time

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## Town of The Blue Mountains

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Thornbury, ON N0H 2P0  
Phone: 519-599-3131 Fax: 519-599-7723  
[www.thebluemountains.ca](http://www.thebluemountains.ca)

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### Questionnaire Comment Summary

The questionnaire regarding the proposed parkettes had many locations where individuals could add in more specific comments to expand on their answers. This document provides an overview of those comments, grouped based on the response given to the related question.

#### **Question 2: Do you have any additional comments on the proposed designs or ideas for amenities within the Beaver Street South Parkette?**

##### *Comments from those who prefer Concept 1 for Beaver Street*

- As much as concept 2 appears attractive for benches within the park, it could also be an attraction for unwanted group gatherings in the evenings.
- Add in no mow component
- As a resident who backs on to the facility I don't want our lawn to be overtaken by natural grasses. What are your plans for the ditch - it is always wet if not water filled.
- Incorporate area 5 into the paved area. Reduce winter impacts on grassed area. Make 2 building lots. One accessing Beaver and one to Alice. Landsdowne need to be reconstructed immediately to handle increased traffic volumes
- I prefer the cleaner look of concept 1 rather than the wild look of concept 2
- prefer a more manicured look
- I like concept 1 but with the natural planting throughout like Concept 2

##### *Comments from those who prefer Concept 2 for Beaver Street*

- Parking will be an issue, I feel.
- Great idea for parkette area. It will be a wonderful rest area for folks from the campus of care on their journey to and from downtown. In my opinion Concept 2 is far superior in that the people sitting on the benches have a little separation from the moving people on the path. A separate bypass path for cyclists including e-bikers starting at 1 and returning to the multi use path east of the picnic area should be considered to further reduce cycle/scooter and seated patron conflicts.
- But they both look nice
- Further to my comments regarding the use of clover instead of traditional lawn: you mentioned the potential use of a clover/fescue mix. This is what was recommended to us for our lawn as well, and we regret agreeing to it. We were told that the fescue would help to establish the clover, and would then be crowded out by the clover, resulting in a full clover lawn. That was 3 years ago. Our lawn still includes significant amounts of fescue and it looks patchy and requires

additional mowing. We used 100% clover on the area around our vegetable garden - it got established without problem and looks much better than the clover/fescue mix. It also requires very little mowing. Feel free to drop by [REDACTED] if you want to see the difference before making a decision.

- Native tree species, large canopies, plenty of seating opportunities.
- Is there lighting along the path?
- I strongly favor concept 2 and the naturalized approach and how it looks.
- Does this mean you are closing the street?
- Concept 1 with one bench actually in the parkette and the rest out on the intersection of the roads makes 0 sense. Please keep safety a top priority
- The ability to connect parklands and neighborhoods is a key feature of a community. This parkette does this. Further, It connects Far Hills, Applejack, and Thornbury Meadows to the shopping area at foodland. Im looking forward to it.
- Naturalized approaches are very important for our overall tree canopy and biodiversity in TBM. Great design.
- Why? this will drive traffic to lansdown which is in need of repair and widening or to Victoria street. How does this affect the entrance to the LCBO . do we still not have the non right corner at beaver and victoria? Love the idea thanks
- While I prefer concept 2, I'm also totally okay with concept 1. I think the parkette is a great idea.
- I'd want to see native plantings predominante and edible landscapes too
- The multi-use trail should have an asphalt surface, the rendering appears to have a black asphalt surface but nowhere that I could see does it say it is asphalt
- If you are making a parkettes, it is best to have the most varied of uses, not just a lot of green grass
- Accentuate the no-mow meadows with the tall (wild) grasses to provide a truly passive park - go easy on the picnic tables - accentuate the natural character of the area - no active kids stuff - save the rural open space that's left in the area.
- I like concept two with picnic tables. This concept has to be given thought regarding garbage left behind, noise level at night for the neighbours living on Beaver S. as well as perhaps drugs and smoking in this small area. To bad my comments are reality in todays way how people live and lack of caring cleaning up, pets included. Looking forward to have traffic controlled at Beaver St. and lovely expansion of relaxing space.
- Natural place structures would be a great addition. And not very expensive - could include large rocks to climb, logs to sit on, etc
- The resting spots in and around the proposed "bat boxes" provide small community gathering spaces for people with mobility issues as resting spaces in the natural surroundings of the walking trail.

#### *Comments from those who do not support the Beaver Street Parkette*

- This only benefits the condo owners

- With respect, I suggest the triangle, bounded by Louisa, Beaver and Victoria streets as a parkette. Close the Beaver St., entrance-exit and put in a new entrance-exit off a rebuilt Louisa St. Close Beaver St., between Louisa and Victoria and add this to the triangle parkette.
- That is the way that many people go to Foodland for groceries. Why are you making Victoria St. more busy?? It is unbelievable now already. People will go to Meaford to get groceries. Your pictures show a flat ground, this is NOT flat Beaver St. is uphill. There are only two homes on Beaver St. why would you close this route for the community to get groceries?
- This belongs along the water front, not in a residential area where there is nothing to look at. I feel bad for those residents losing the privacy of their backyards.
- I would like to see a complete wilding of this area for birds and creatures. Humans have enough spaces in TOBM!
- Doesn't matter what I say! The box will be ticked and town staff and council will do what they want!
- Waste of taxpayers money
- Not needed. Seems like a stand alone area with no similar links to areas north and east toward downtown. Too short to be a destination to walk through/to.
- If you build it put in a drinking fountain or water refill and bike racks.
- I appreciate the spirit of the effort, but there are so many Thornbury areas that would benefit more from the resources needed to create such a small space. I live in the condo areas referenced during the public meeting and we do not need a space to gather nor a route to Foodland. We are within walking distance of a park, the condos all have community rec buildings.
- You are insane putting an entrance/exit so close to hwy 26. Have you watched how many cars turn left from 26 onto Victoria, and how many cars turn left from Victoria onto 26? Saturday take the time in ski season or any long weekend. Do your home work. Make the south opening on Louisa St. west opposite the 23 under construction condos. Then there is plenty of time to get onto the road while turning out of the parking lot. The traffic is speeding down Victoria and should be 40 km as there is a Community Centre, a children's play area, a skate board park (also the kids like to skate board down Victoria on the road) a dog park and of course a base ball park. We have a lot of young families with prams and children walking on the side walk. It is also the main path taken by the dog walkers. I think you should consider Beaver St. south a main emergency exit for the towns people. Victoria St. will cause congestion with traffic on Bruce if you make a left at the end. And finally I believe you want to square up the plaza parking so you can build another building, as you once proposed, and Sobey's when they heard the towns people did not want a building right at the corner of Louisa St. West and Victoria, said they did not need that space filled with another building. I offer these comments to save lives and I think ambulances and fire department should also be included as seconds can save a life.
- A complete waste on energy.... Beaver St is an artery road through town... where does the town propose that traffic to go?
- This will never be used. It also doesn't address the immediate concerns of the town.
- Put the parkette around the baseball diamonds and leave the road alone. The old tourist park is not being used. If you want increased parkland rehabilitate it

**Question 4: Do you have any additional comments on the proposed designs or ideas for amenities within the Louisa Street West Parkette?**

*Comments from those who prefer Concept 1 for Louisa Street*

- I fully support the idea of a parkette here. Concept 1 is my preference with the wooden slat type of benches.
- Niche seating in Concept 1 is much preferred over linear benches of Concept 2, much more appropriate for small groups and socializing
- Love it!!
- Where are the bike lanes? Bike parking? Please add a drinking fountain or refill station.
- I have a slight preference for Concept 1. Has a more welcoming feeling to it.
- I like the nooks in Concept 1 and the location of the raised planting beds in Concept 2 to separate people and roadway. So, I like both or a combo of both.
- I really think it would be way more advantageous if it was angled parking beyond the parkette! I would allow for almost double the amount of parking spaces and it makes it way easier to park in angled parking spots rather than parallel parking. Bruce street already has Parallel parking and it becomes a nightmare when people are trying to park and cars are hitting other cars all the time!!! Please consider the angled parking....there is lots of room to allow for this. thank you
- This makes an important pedestrian friendly contribution to the downtown area. Excellent idea.
- Glad that it is one way, can we not make the corner at Bruce and Louisa a light or 4 way stop....and accident is just waiting to happen
- While I prefer concept 1, I'm also totally okay with concept 2. I think this parkette is also a great idea.
- If I'm remembering properly there are some old trees on that embankment; keep as many as are healthy. More plants/trees less concrete. Add bike racks here for people to lock up bikes rather than the paid bike lockers proposed in the other parking lot to be built off 26.
- I prefer the metal style of bench. I believe the wooden style will wear quicker and may have initials carved into the slats
- design more visually pleasing
- Concept 1 is more inviting and positions for future growth
- Trees are a must in all parkette designs. Big shade trees.
- Both concepts are lovely and flower beds adding to enjoy sitting in that area.
- Sidewalk dining or at least sidewalk seating on the main downtown block of Bruce St
- Make sure there is a lot of seating, and what about including places to eat? Like picnic tables.
- Concept 1 provides for better community interactive conversations to occur amongst residents

*Comments from those who prefer Concept 2 for Louisa Street*

- I prefer Option 2 because it provides a visual barrier from the street.
- I like the buffer between the road and walkway for safety of the people enjoying the parkette



- If it needs to be but it looks like a definite safety issue. Perhaps the one way should go the other way to avoid the left onto Louisa and instead be a left onto Bruce. After all the left onto 26 is light controlled.
- Safest
- Are you taking away parking along Louisa? In that case I would no support the Parkette
- I like the nooks in Concept 1 and the location of the raised planting beds in Concept 2 to separate people and roadway. So, I like both or a combo of both.
- I preferred the first design in terms of its aesthetics but the second design provides an enhanced safety feature for children by incorporating a barrier between the seating area and the road.
- Will the rest of Louisa St W retain the gorgeous, old trees or will they come down for more parking?
- 2 will be easier for snow removal in winter, & ultimately give more seating, as can use the benches and wall for sitting. Trees need to be situated though to provide some shade for sitting. People need a choice of shade or full sun, especially handicapped!
- Enhance the slope naturalization plantings & include some tall (wild) grasses.

#### *Comments from those who do not support the Louisa Street Parkette*

- There is no need for a this at all.
- This is a horrible waste of money, there is absolutely nothing appealing to look at on Louisa, the homes at the top of the hill have been there for along time and there and destroying the trees and hill is wrong. Where will the snow be piled? What is the maintenance cost of this? This is not for the resident, although we are footing the bill, this is for transient tourists and kids to hang out at night. What are you thinking?
- I don't believe this is a safe location for pedestrian traffic. This space would be better off for parking and expand the waterfront at the pond eliminating parking there for more green space.
- I would prefer that any money budgeted on a parkette be used to purchase trees and plant them in the town to offset the carbon emissions contributing to climate crisis. We have many parks in TBM already.
- Doesn't matter what I think as town staff and town council will just do as they please. This is a rock box exercise!
- Not an area large enough to support either concept. Why have people that close to moving traffic, safety and fumes.
- both concepts are too long and expensive. Given coffee shops currently have sidewalk or open seating, usage is questionable. 2. Primary benefits the business? If they support it, they can fund it. 3. Concept 1 - tree planters will most likely require in ground irrigation.
- Far too busy already, people speed and access will be difficult
- It is idiotic to make this one way! Grade the slope and keep the street two way!
- Again, I appreciate the spirit and effort of the events. Disagree with making Louisa St. one way and this parkette is causing more safety issues than solving. Put up a no left turn sign off Louisa and enforce the speed coming down Bruce Street. You are going to bankrupt TBM because these changes will absolutely lead to injury and death likely of young children and we are going to be sued for damages and loss.

- They are both an accident waiting to happen as was proven just a short while ago with a car landing exactly where the parkette is proposed. And Louisa becoming a One Way street would not have changed that outcome. In our past PIC's you have said it is not safe to have cars parked in that area (with cars coming down the hill turning left onto Louisa) and you now want to place people there??? With Louisa becoming a one way street cars will cut that corner even more. I think some of your traffic studies need to be done at peak times ie. Friday/Saturday/Sundays. Living one house in from that corner we witness the volumes of car/pedestrian interaction that goes on on that corner. Putting a parkette and therefore people there, is just not safe
- This corner is ,in my opinion, not a good place for a pedestrian space where people will come and go constantly, sometimes with kids in tow, food and or phones in their hand. Distracted pedestrians and turning vehicles ...not a pretty sight. I propose you spend the \$\$\$\$ on protecting the LARGE trees at the top of the slope by any and all means possible. Bring the planted slope forward and continue the retaining wall.
- I don't think we need a park on the favoured parking street. Leave the big trees and plant more trees , NOT exotic ornamentals! Native or naturalized trees.
- Remove only very old and dying trees that are there now. One way for Louisa going west is ok with parking on south side; otherwise keep Louisa St as is.
- Keep Louisa St. a two way road between Bruce and Elma Streets and preserve the mature trees along the roadway.
- This parkette is an accident waiting to happen - very dangerous! Also, I don't support the one-way idea. By reducing the speed limit on Bruce St just from the school all the way into town - and putting a speed bump in as you come down the hill in from of Smitty's bike shop YOU COULD SOLVE THE ISSUE of people driving East on Louisa and making a left turn onto Bruce. It would also solve the issue of people tearing down Bruce and making a fast left turn onto Louisa (the more dangerous of the turns actually).
- We have a Parkette which if reconfigured would be far more useful. This is not an effective use of money given other pressing needs; bike racks, public washrooms.
- i believe this location is dangerous & completely unnecessary. please listen to local residents & retailers on this issue. not listening defeats everything the Town stands for.
- the corner of Bruce and Louisa is very busy and we feel this is dangerous for people using the parkette especially children. A car recently was crossing Bruce Street heading west on Louisa and was struck by another and was spun into the proposed area. I welcome anyone to witness the car traffic on any weekend and you will soon realize this is not a good idea.
- There are beautiful indigenous healthy trees and a fantastic lilac bush that already live there! We have a parkette. This is a very dangerous corner, where there have been accidents. This ia a county road and it is very busy.

**Question 6: Do you have any additional comments on the proposed furnishings for the Louisa Street West Parkette?**

*Comments from those who prefer Option 1 - Victorian*

- Need to be weather proof - the wood will probably warp or fade unless it's not real wood.
- If contemporary benches are made with wood they will very quickly be vandalized by carving from knives...seniors with too much time on their hands
- Prefer option that is most economical and easiest to maintain
- Option #1 would provide more durability due to material specifications (ie: vs natural products)

*Comments from those who prefer Option 2 - Contemporary*

- When deciding on the materials to be used for benches and sidewalks please consider the carbon footprint and drainage implications. I am assuming that recycled materials for the benches and tumbled pavers for the sidewalk would provide the maximum benefits in this regard.
- Either would be fine
- Wood and natural elements much more appropriate for regional context
- on a hot day the wood may not be as hot as the metal when in direct sunlight.
- Don't use real wood unless prepared for ongoing maintenance. Composite better option.
- Make sure they are comfortable to sit on for a period of time
- It's Canada, we spend more time outside in the pandemic when it's cold. Avoid metal seats.
- Furnishings should be LONG lasting so that resources are not wasted on having to 're-do' furnishings to maintain appearance. Also not attract graffiti and other such expression, which should be removed IMMEDIATELY to not attract more such disfigurement. Sadly today's world.
- Slight preference for contemporary mostly because of comfort. I don't think we have to adhere to the Victorian furnishings
- Contemporary designs preferred in general but we must be very careful with material selection - e.g. less metal and concrete, more wood/composites and stone
- #2 would be less cold on your ass 99% of the year
- Metal for seating?? In summer?? NOT PRACTICAL and very. Uncomfortable!
- Concept looks warmer and more comfortable. I assume more maintenance than concept 1.
- Cheaper and durable. Reusing plastic is a great idea.

**Question 8: Do you have any additional comments on the proposed ground surfaces for the Louisa Street West Parkette?**

*Comments from those who prefer Option 1 - Tumbled Unit Paving*

- Have you considered any surfaces that are porous and not made of concrete? There are options available for porous driveways, which I assume would be suitable for this purpose. Any additional costs could be considered as an investment in long-term natural asset infrastructure.
- Please select a material on the south side that could also be used on the north side that is most compatible and friendly to the roots of existing trees if a sidewalk is to be placed on the north side of the street.
- If cost is a factor then option 2
- just for consistency

*Comments from those who prefer Option 2 - Mixed Materials*

- Best value for the money
- Must be easy to walk along and look aesthetically pleasing.
- Prefer ground surfaces that can drain
- Prefer #2 but if cost is a major factor #3 is okay. Will there be snow removal in the parkette?
- Prefer it to be complimentary to the existing look of the downtown, but with slightly lower cost and ability to differentiate walkway
- Stamped concrete instead of unit paving (eliminate potential heaving of pavers over time ?)
- Wheel chair accessibility has to be considered. Best surface to push a wheel chair should be the final decision as we have a large seniors in our town and not the price.

*Comments from those who prefer Option 3 - Concrete*

- As a person with mobility issues I need smooth and consistent surfaces.
- Lowest cost and likely least ongoing maintenance
- concrete more accessible for canes, walkers, bikes etc with minimal elevation/ice heaving issues
- save the \$ for more improvements.
- Unit paving is a safety issue for people with mobility issues (of which I am one). They are also costly and challenging to maintain
- #3 will crack eventually but overall likely to need less upkeep. You can have murals painted on it
- Those paving stones are awful for people with disabilities or strollers! Plain pavement is much smoother for everyone

**Question 13: Do you have any other comments about this project that were not addressed in this survey?**

*Comments from those who support both Parkettes*

- Please remember to make all decisions through a climate change lens, which may cost a little more, but will save us money in the longterm!
- Thank-you for the opportunity
- More information on innovative and sustainable practices being implemented through this project
- Will there be a waste receptacle at Beaver and Alice for coffee cup/dog garbage etc?
- Playground for children would be great too
- compliments on a well done survey. Easy to understand the concepts.
- PLEASE keep costs down; there is no need for high end luxury. Consider costs for taxpayers...that should be your NO. ONE consideration and concern. Thank you.
- Thank you for being introducing the options of parkettes and also naturalized planting into this project. I think these will be great additions to the town. Thank you!
- Excited to see the transformation of Victoria Street and more seating areas in Town.
- I support the TBM working with regional roads to install speed bumps on Northbound Bruce Street above the hill to slow traffic. I am concerned about the safety of the Louisa Street Parkette and turning traffic.
- Please remember throughout this process that leading municipalities globally are now prioritizing green and people-friendly principles in the design of town and village centres. Making cars the priority is so 1970.
- I love it
- I live on Alice West down the street from the proposed Beaver parkette. We have a lot of older walkers who use the street daily. I think the parkette will provide a nice place to rest for them if needed.
- Not sure a parkette is really needed on Beaver St. Seems just more space for the condo owners in the area.
- I appreciate the opportunity to provide input - thank you!
- No, but, please keep us posted on the survey and progress of dates of work beginning.
- Was hoping since there is not a lot of play structures for older children we could include natural structures for them to climb and play on - probably best suited to the Parkette further west

*Comments from those who do not support either Parkette*

- These types of projects are becoming ridiculous and need to get under control we are all paying huge extra amounts due to the cost of living. It is expected that The Town of The Blue Mountains thinks of its tax payer and get their spending under control. We are not a big city and we don't want to be like Whistler. There is a hill, there is climate change, you need to think that tourism is not sustainable. We don't want all the cars, garbage, parking and traffic. Let's become an area that the residents can purchase the necessities.

- If a parkette is to be built I would like to see it be net zero with permeable paving and native species of trees and plants.
- Will the projects actually stay within budget!
- Kudos to all involved for all the hard work involved. I fully support the team helping to improve sidewalks, water mains and tree maintenance (new plantings). But, these parkettes and changing Louisa Street are a distraction and not needed.
- Please leave the trees on Louisa street west.
- I resent that any property owner who leaves for 1 month is not considered full time. That is wrong. Full time should be over 6 months, the same as the federal and provincial governments. The town is trying to discount the value of those residents.

#### *Comments from those who support one of the two Parkettes*

- Look forward to the completion of the entire project.
- I just worry for the residents living in the town that may in the future have to deal with noise and people hanging out around at the Bruce Street parkette. I like the idea but perhaps not the location.
- Please ensure that everything is built with winter maintenance in my mind. Multi surfaces possibly require more maintenance. Best use of tax dollars please.
- Create a parkette at the TBM municipality office. Large empty grassland area . Near the downtown area of Thornbury. , easy walkable distance. Parkette then not near traffic.
- Slow the speed limit to 30 everywhere in this town ( really enforce it) and add speed bumps
- Why is this not anonymous? Where are the bike amenities? Why no access to drinking water? Will you be adding public restrooms anywhere?
- Please make safety your number 1 priority!!!
- There are other spots in the downtown that would be good candidates for a parkette. Lets seek them out!
- The Beaver St proposal will directly impact me as an adjoining condo owner. I urge you take into consideration ways to avoid loitering into my property and avoid seating or situations where people would gather late into the night
- New infrastructure is good where needed but not at the expense of the old, quaint atmosphere Thornbury West now has. We don't want our streets to look like Orchard Park.
- Please preserve the mature trees on Louisa and Elma and keep Louisa for two way traffic
- Again just to really stress the need for a reduced speed limit on Bruce St from the school into town. Placing a speed bump as you come down the hill into town would make this town safer. Turning Louisa into a one way street isn't the answer.
- please listen to what the local residents are saying, not to, would greatly hurt the Town's mandate & reputation.
- sorry, but this is a very busy area and could be very dangerous

## Beaver Street Parkette – Comment Themes

### Beaver Street Prefer Concept 1

Seating areas in Concept 2 could lead to loitering	1
Add a “no-mow” component	2
Prefer cleaner/manicured look	2
Prefer no wild grasses	1

### Beaver Street Prefer Concept 2

Parking issues are a possibility	1
Good rest area	4
Prefer seating separation from path	1
Add secondary path for cyclists	1
Use clover for ground cover	1
Prefer native trees and large canopy	1
Prefer naturalized look	3
Safer with seating in park	1
Improves connectivity	1
Use asphalt trail	1
Design to discourage loitering	1
Incorporate natural “play” structures	1

### Do Not Support Beaver Street

Only benefits condo owners	1
Would be better elsewhere	4
Beaver Street should not be closed as it’s a main route	3

Invasion of privacy for neighbours	1
Make completely naturalized	1
Does not matter what is said, Town will do what it wants	1
Waste of money	1
Does not connect to anything	1
<i>Add bike rack or drinking fountain</i>	1
Not needed	1
New location of Foodland entrance is unsafe	1
Will not be used	1

#### Louisa Street Parkette – Comment Themes

##### Louisa Street Prefer Concept 1

Niche seating supports groups	3
<i>Add bike lanes</i>	1
<i>Add drinking fountain</i>	1
More welcoming design	1
<i>Add raised planting bed between road and seating</i>	1
<i>Change design to include angled parking</i>	1
Glad Louisa is going to be one-way	1
Good addition to downtown	1
<i>Keep as many trees as possible</i>	2
<i>Add bike rack</i>	2
More visually appealing	2
<i>Incorporate tables for eating</i>	1



### Louisa Street Prefer Concept 2

Provides visual barrier between street	1
Increased safety of barrier	3
Make Louisa one-way eastbound	1
<i>Incorporate nooks from Concept 1</i>	2
Easier snow removal	1
Has more seating space	1
<i>Try to make sure there are shady spaces to sit</i>	1
<i>Include wild grass on slope</i>	1

### Do Not Support Louisa Street

Not needed	1
Waste of money	1
Will encourage loitering/disruptive behaviour	1
Nothing to look at on Louisa	1
Not safe	10
Create seating at pond instead	1
Use money to purchase and plant more trees	1
Does not matter what is said	1
Not large enough to support either concept	1
Too long	1
Too expensive	1
Won't be used	1
Should be funded by downtown businesses	1
Concept 1 planters will need irrigation	1

Too busy already	1
Do not make Louisa one-way	4
Control speed on Bruce Street	2
Protect the trees	5
Use money to improve Hester Street Parkette (washrooms, bike racks)	1

#### **Louisa Street Prefer Victorian Furnishings**

Looks more weather proof / durable	2
Wood benches prone to vandalism	1
Whatever is most economical and maintenance-friendly	1

#### **Louisa Street Prefer Contemporary Furnishings**

Whatever is more environmentally-friendly	1
More appropriate for regional context	1
Will not get as hot/cold	4
Composite more maintenance-friendly	1
Make sure they are comfortable	3
Whatever is more maintenance-friendly	1
Cheaper and durable	1

#### **Louisa Steet Prefer Tumbled Pavers**

Use something porous	1
Something less likely to interfere with tree roots	1
If too expensive, use option 2	1
Consistency with rest of downtown	1

### **Louisa Street Prefer Mixed Surface**

Best value	1
Easy to walk and aesthetically pleasing	1
Better drainage	1
Prefer option 2, but if too expensive use option 3	1
Compliments the rest of downtown	1
Consider accessibility	1
What about stamped concrete to reduce the likelihood of heaving pavers	1

### **Louisa Street Prefer Concrete**

Smoother surface is more accessible	4
Lowest cost	2
Easiest to maintain	2

### **Summary Comments Themes**

#### **General Comments From Those Who Support Both Parkettes**

Make all decisions considering climate change	2
Provide more information on innovative and sustainable design practices	1
Ensure waste receptacle at Beaver and Alice	1
Add playground or natural structures for children	2
Keep costs down	1
Supportive of naturalized planting	1
Excited to see transformation of Victoria Street	1
Appreciate more seating areas	1

Louisa Street Parkette safety concerns	1
Control traffic speed on Bruce Street	1
Beaver Street will only benefit condo owners	1

#### General Comments From Those Who Do Not Support Either Parkette

Town spending too much money on “frivolous” projects	2
Would like to see permeable paving, net zero construction and native species	1
Concerned about project staying on budget	1
Leave trees on Louisa Street	1
Property owners who leave for one month should still be “full-time”	1

#### General Comments From Those Who Support One of the Two Parkettes

Look forward to completion of project	1
Concerned about disruptive behaviour at Louisa Street Parkette	1
Build with winter maintenance in mind	1
Spend wisely	1
Create a parkette at the Town Hall field instead	1
Slow speed limit to 30kmh throughout town	1
Add bike amenities	1
Add water fountains	1
Add public washrooms	1
Safety #1	1
Investigate other locations downtown	1
Concerned about disruptive behaviour at Beaver Street Parkette	1
Don't compromise quaint atmosphere of Thornbury	1

Better traffic control on Bruce Street	2
Preserve trees on Louisa and Elma	1
Keep Louisa two-ways	1
Louisa Street location could be dangerous	1