



125 Peel St. South – Campus of Care Servicing  
and  
Peel St. South and Alice Street Reconstruction

Public Information Centre No. 1

March 7<sup>th</sup>, 2024 – 5:00 pm to 7:00 pm



# PRESENTATION OUTLINE

Background

Existing Conditions

Project Goals

Peel, Alice and Baring Street Alternatives

Affordability

Consultation Process

Next Steps

Questions



## BACKGROUND: CAMPUS OF CARE: 125 PEEL ST. SOUTH

- 160 BED LONG TERM CARE FACILITY AND 260 BED RETIREMENT LIVING
- 160 RESIDENT ATTAINABLE HOUSING AND 316 MULTI-FAMILY UNITS
- DAYCARE FACILITY
- COMMUNITY SPACES
- INTEGRATED GREEN SPACE AND TRAIL NETWORK



BACKGROUND:  
ALICE ST. FUTURE SECONDARY PLAN



- Protected Lands
- Future Commercial Development
- Potential Residential Development
- No current plans in place
- Development is likely more than 10 years in the future

# BACKGROUND: PROBLEM IDENTIFICATION



Utilities (Sanitary, Storm, Water,  
Natural Gas, Power, Communications)

Identification of Existing Infrastructure  
Pre-servicing to facilitate Campus of Care Development  
Future Secondary Plan Area



Access

Efficient access to site  
Direction of traffic to main routes.



Active Transportation

Integration of Town Active Transportation Routes with  
Campus of Care  
Promoting Active Transportation



## BACKGROUND STUDIES

### Transportation Study (Paradigm Transportation Solutions Ltd.)

- Campus of Care is anticipated to generate 300 additional trips in peak hour (AM/PM)
- Existing road network has capacity to sustain the additional traffic.
- Traffic signal to be considered for Highway 26 and 10<sup>th</sup> Line
- Intersection of Beaver/Lansdowne and Alice should be reconstructed to improve alignment.
- Monitor Peel and Highway 26 Intersection for future upgrades.

## BACKGROUND STUDIES

### Active Transportation Study (Mobycon)

- Identified Active Transportation linkages via Peel to Georgian Trail and Alice to Downtown.
- Opportunities for Peel include modified roundabout to promote crossing at Highway 26 (Future Project).
- Alice St. is identified as an opportunity for an Active Transportation corridor, but interaction with vehicular traffic is a concern.



## BACKGROUND STUDIES: ACTIVE TRANSPORTATION - CARS



### BIG PICTURE: VEHICULAR TRAFFIC

- Direct Traffic to Highway 26 and Alfred Street.
- Reduce posted speed on Alice Street within Thornbury to 30 km/hr to promote shared active transportation uses and safety.
- Access to 125 Peel St. South (Campus of Care) is via Peel from north and south.



# BACKGROUND STUDIES: ACTIVE TRANSPORTATION: PEDESTRIANS AND CYCLISTS



## BIG PICTURE: ACTIVE TRANSPORTATION

- Georgian Trail Connections
- Integration between Alice and future Bruce St. cycle track (e.g. bike lane)
- Multi-use Trail on Peel St. South
- Modal Filter (e.g. restriction to promote active transportation over cars) on Alice west of Beaver.
- Closing Alice between Baring and Peel with Active Transportation only.





## BACKGROUND STUDIES: TREES

### Tree Inventory (Aboud & Assoc.)

- Majority of mature trees are out of the Right of Way (ROW).
- Alice St. Active Transportation Approach will minimize impacts at the edge of ROW.
- Tree protection will be required for key trees along the alignment.
- Significant small tree and brush removal will be required.
- Some large trees are in conflict with proposed alignment.
- Tree



# TREE INVENTORY VS. TREE PROTECTION PLAN

- Tree Inventory and Assessment has been completed.
- Tree Inventory is a list of the trees within the right-of-way and private trees that may be impacted by construction due to their proximity to the right-of-way. The assessment component of the inventory is a Certified Arborist's assessment of the health of the trees that were inventoried.
- Impact to trees is currently not determined and to be reviewed in the next stage of design with the goal to minimize all impacts. Opportunity of planting new trees will be considered in future stage of design in town's right of way wherever there is sufficient space.
- Tree Protection Plan is part of the construction documents is prepared through the design process based on:
  - Health and viability of existing trees – Dead, very poor and poor condition assessments within the right-of-way are typically recommended for removal.
  - Construction Conflicts – Trees in fair condition are typically recommended for removal if they are in direct or root zone conflict with proposed works.
  - Construction Conflicts/Design Revisions – Trees in good to excellent that are in direct conflict (e.g trunk is within excavation zone) with proposed works will be recommended for removal. Design effort is made to avoid trees where possible including deviations from Town standards when approved.
  - Tree Protection – Trees in good to excellent condition within the right-of-way and those close to right-of-way limits on private property are then identified for protection with specific methods (fencing, crown pruning, root pruning) for protection of the trees. This may include watering of the trees in advance of construction and fertilizing to promote improved health for recovery after construction.
  - New trees may be planted as compensation for lost trees either along the alignment or at other sites within the Town.

# TREE INVENTORY RESULTS



✓	Grey	Dead [13]
✓	Green	Excellent [9]
✓	Yellow	Fair [66]
✓	Light Green	Good [97]
✓	Orange	Poor [18]
✓	Red	Very Poor [1]

Green	Excellent
Light Green	Good
Yellow	Fair
Orange	Poor
Red	Very Poor
Grey	Dead

## Baring St.

- Intersection geometry is unsafe
- Narrow rural cross-section



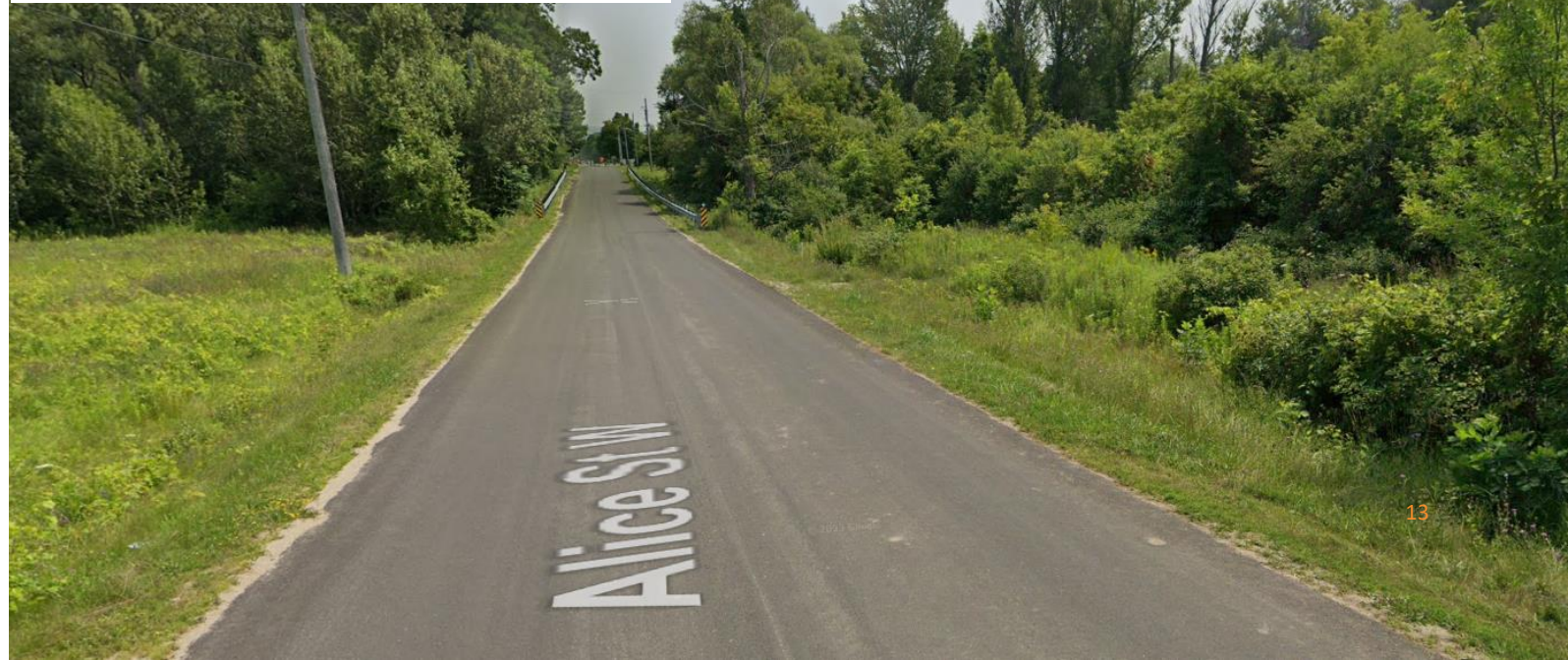
## Peel St.

- Narrow rural road cross-section
- Limited drainage
- Significant trees and brush.



## Alice St.

- Narrow rural cross-section
- Road is above adjacent lands.



EXISTING CONDITIONS  
ROAD CROSS-SECTION

# PROJECT GOALS



**Servicing Campus of Care**



**Promoting Vehicular Traffic away from  
Alice to Alfred St. and Arthur St.**



**Consideration for Active  
Transportation to and from  
Campus of Care**

# 125 PEEL STREET SOUTH SERVICING ALTERNATIVES – ALTERNATIVE A

Alternative A: Sanitary Service Campus of Care only – Watermain Replacement on Alice and Baring

## Pros:

- Servicing Campus of Care
- Least cost alternative
- Does not restrict future expansion of system.

## Cons:

- Future expansion would require reconstruction of new(ish) roads.
- Public servicing can be more environmentally friendly than private servicing.

## 125 PEEL STREET SOUTH SERVICING ALTERNATIVES – ALTERNATIVE B

Alternative B: Service Campus of Care and extend servicing to neighbouring properties including existing watermain replacement on Alice, Peel and Baring

### Pros:

- Servicing Campus of Care and Neighbouring Residents
- Mid cost alternative
- Maximizes local serviceability
- Does not restrict future expansion of system.

### Cons:

- Does not address all properties along project alignment.



# 125 PEEL STREET SOUTH SERVICING ALTERNATIVES – ALTERNATIVE C

Alternative C: Service Campus of Care and extend servicing for all current and future properties along project alignment including water and sanitary

## Pros:

- Servicing Campus of Care and All Neighbouring Residents
- Highest cost alternative
- Allows for secondary plan servicing.

## Cons:

- Operational cost will increase due to limited number of connections on Alice St.
- Cost per unit will be higher due to long extension for a single existing property.

## KEY ROAD DESIGN CRITERIA

PEDESTRIAN AND DRIVER SAFETY

MAXIMIZE SERVICING EFFICIENCY

MINIMIZE ENVIRONMENTAL IMPACTS

INTEGRATION WITH FUTURE SECONDARY PLAN

DURABILITY AND CAPITAL COST

EASE OF MAINTENANCE

TOWN PLANNING AND STANDARDS

# Peel Street Study Area

PEEL ST. STUDY AREA

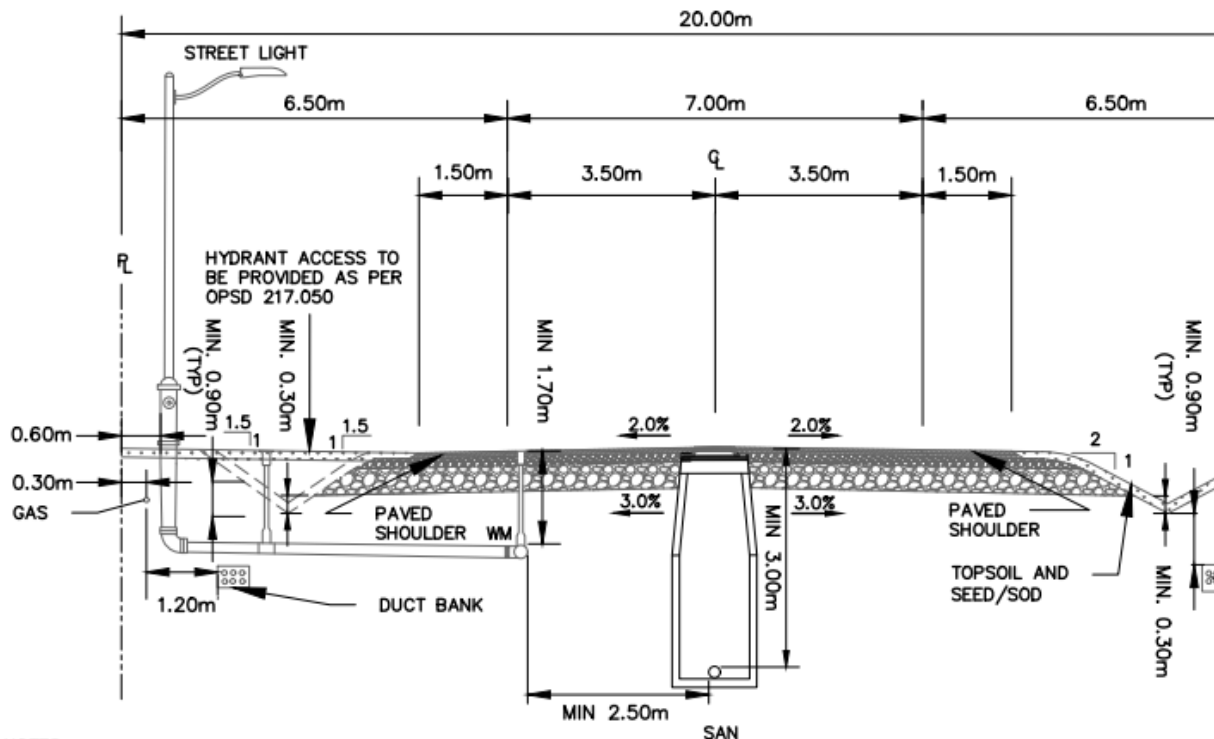
HIGHWAY 26

ALICE ST.

BARING ST.



# PEEL ST. SOUTH ALTERNATIVE NO. 1: DO NOTHING – MAINTAIN RURAL CROSS-SECTION TWO-WAY TRAFFIC



## Do Nothing – Maintain Rural Cross-Section – Two-way Traffic

### Advantages

- Least cost alternative
- Ease of maintenance
- Full access is maintained.

### Disadvantages

- Inconsistent with Town Standards due to future community growth to this area.
- Necessary Ditch Improvements will require all trees to be removed within ROW and may impact trees outside of ROW.
- Promotes higher speed operation
- Does not promote active transportation

# PEEL ST. SOUTH ALTERNATIVE NO. 2: FULL URBANIZATION

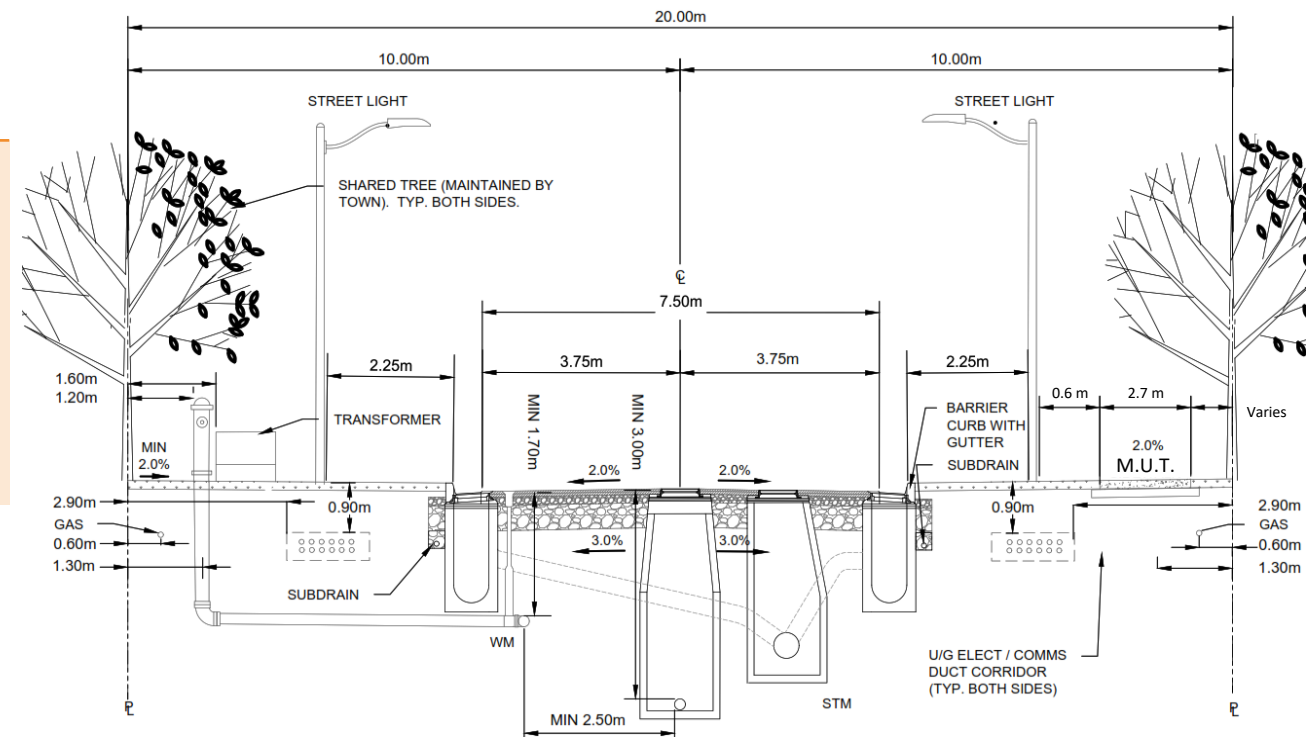
## Full Urbanization – Two-way Traffic

### Advantages

- Consistent with Town Standards with use of Multi-use Trail (M.U.T.) on west side
- Ease of maintenance
- Full Access is maintained
- Promotes active transport

### Disadvantages

- Large impact within ROW. Most trees within ROW will need to be removed.
- Highest cost alternative.
- Speed is less of an issue but may still be a concern due to wide road cross-section until additional development occurs.



**THIS ALTERNATIVE IS PREFERRED**

# Alice Street Study Area

PEEL ST.

Alice from Baring to Peel to be closed

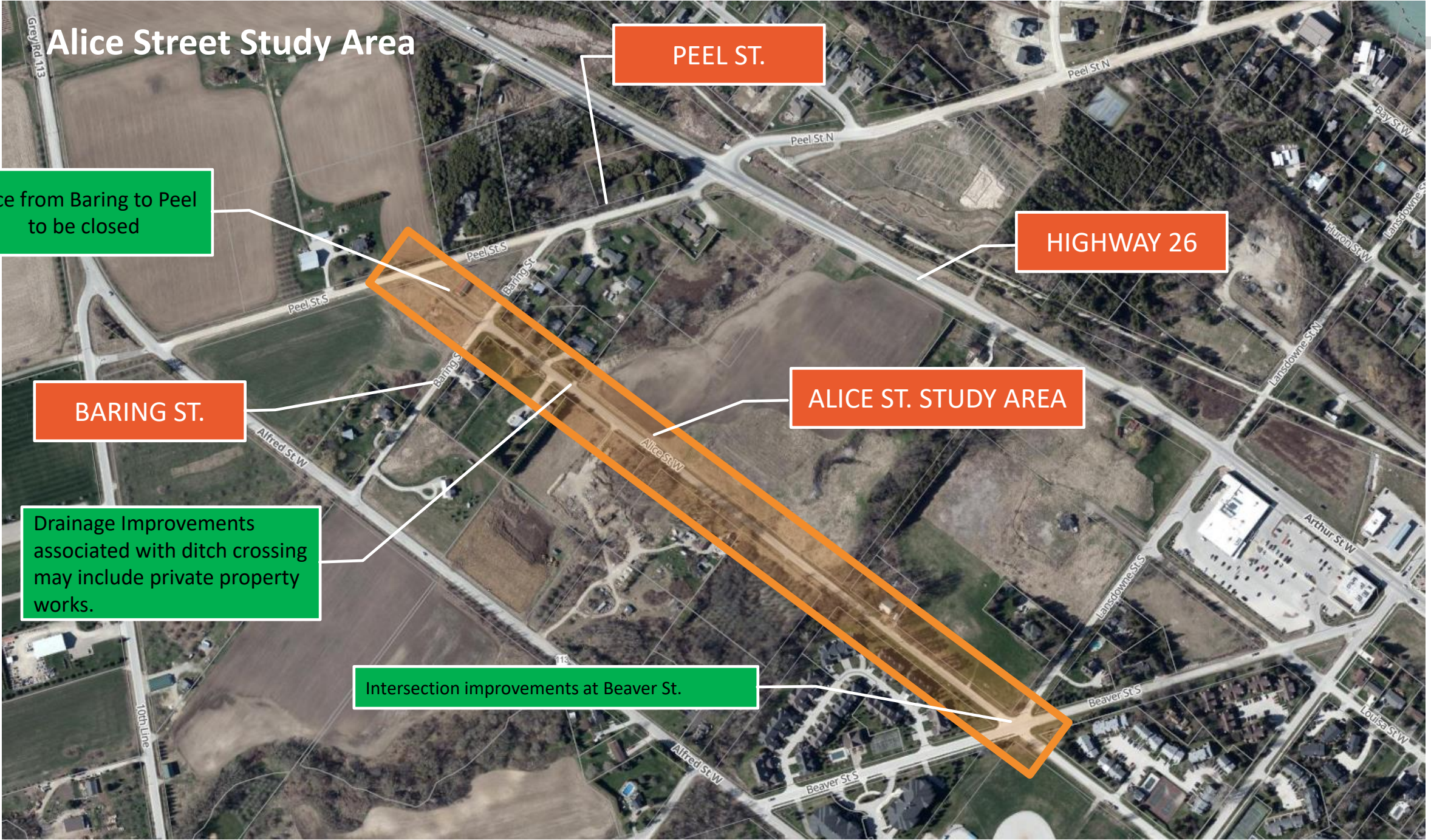
HIGHWAY 26

BARING ST.

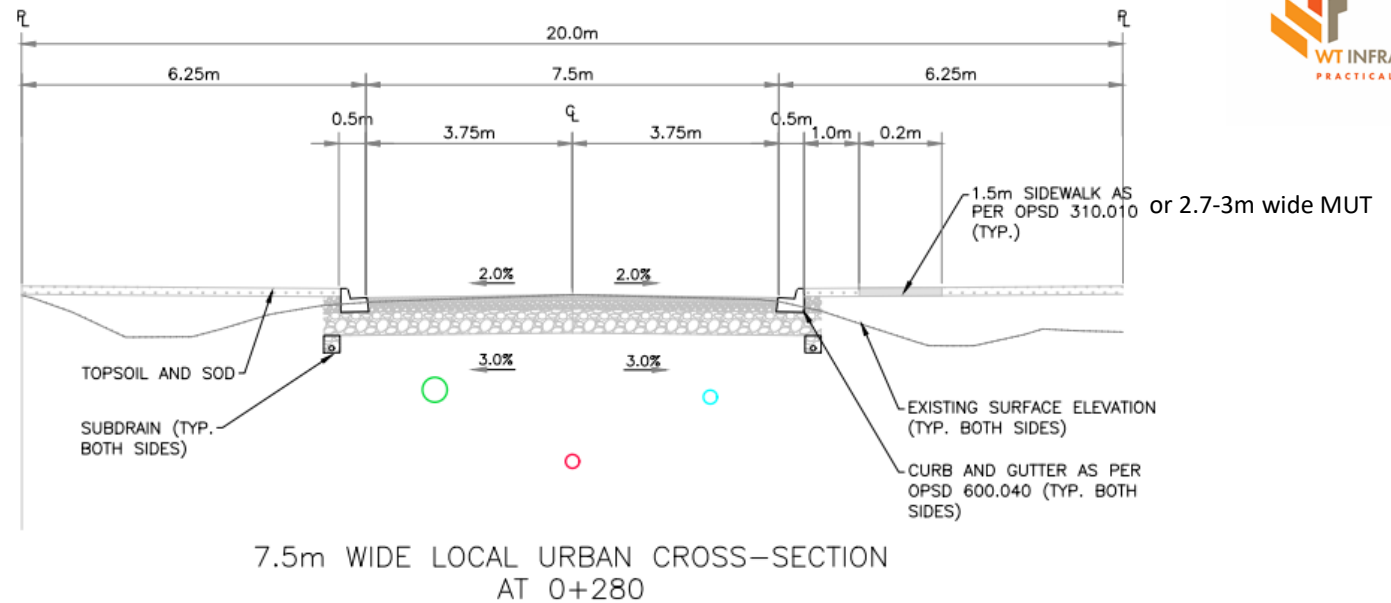
ALICE ST. STUDY AREA

Drainage Improvements associated with ditch crossing may include private property works.

Intersection improvements at Beaver St.



# ALICE ST. ALTERNATIVE NO. 1: FULL URBANIZATION



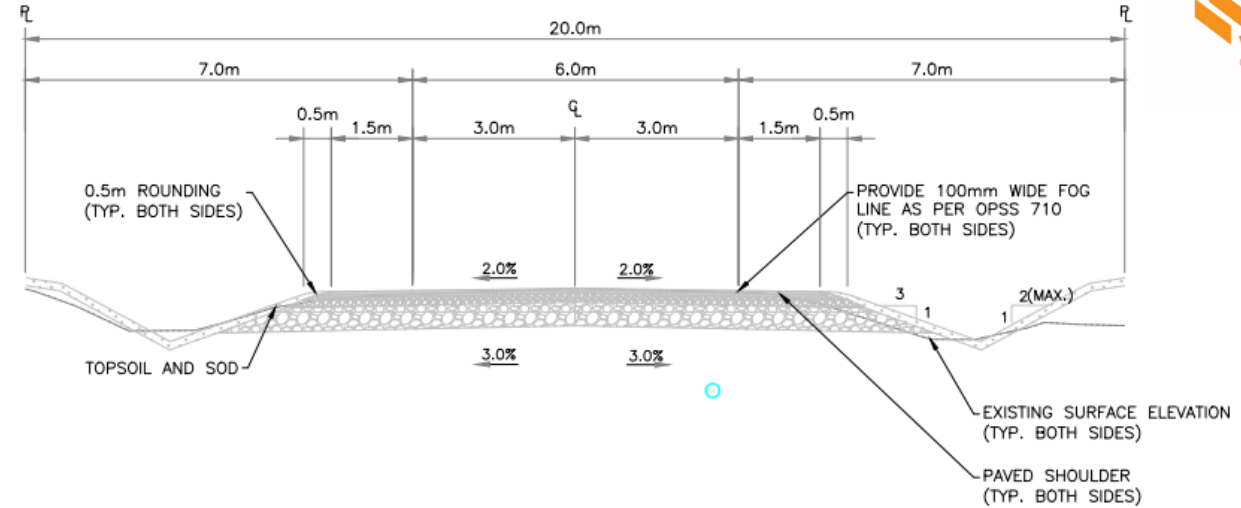
## Full Urbanization Advantages

- Consistent with Town Standards
- Ease of maintenance
- Full access is maintained
- Allows for active transportation connection.

## Disadvantages

- Largest impact within ROW (More Tree Removal)
- Unknown Grading of Adjacent Lands
- Highest Cost
- Promotes higher speed operation
- Bridge is limiting for cross-section.

# ALICE ST. ALTERNATIVE NO. 2: WATERMAIN ONLY RURAL CROSS-SECTION



6.0m WIDE RURAL  
CROSS-SECTION AT 0+280

## DO NOTHING – RURAL CROSS-SECTION

### Advantages

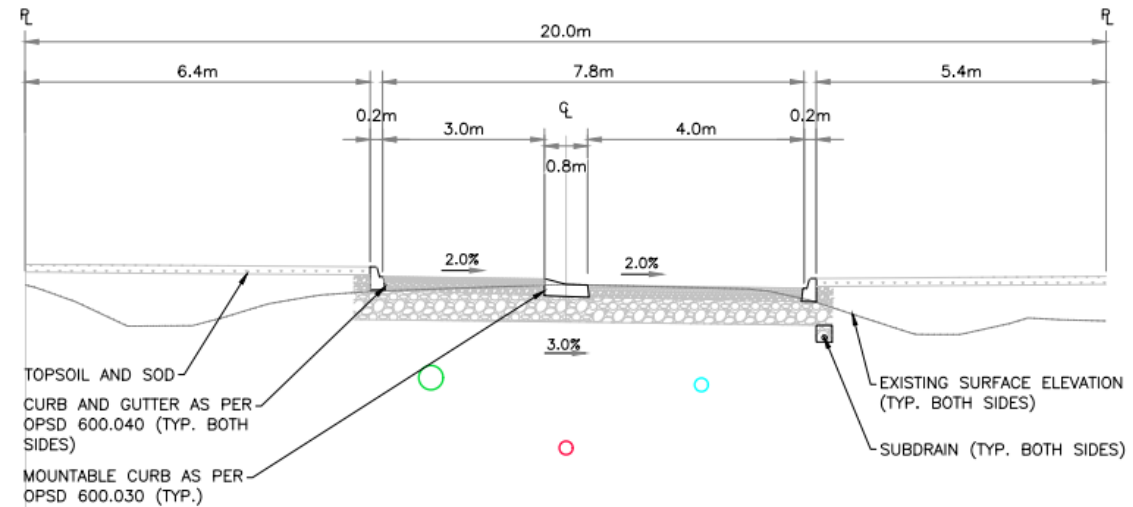
- Only watermain is replaced.
- Least cost alternative
- Limited to no impact on trees
- Maximizes flexibility for future secondary plan
- Ease of maintenance
- Full access is maintained.

### Disadvantages

- Promotes higher speed operation
- Drainage improvements are limited.
- Does not promote active transportation
- Bridge would not allow for active transportation without expansion or shared use.



# ALICE ST. ALTERNATIVE NO. 3: ONE-WAY



3.5m WIDE ROAD WITH 3.0m WIDE  
SHARED PATHWAY CROSS-SECTION AT  
0+280

## ONE-WAY CROSS-SECTION

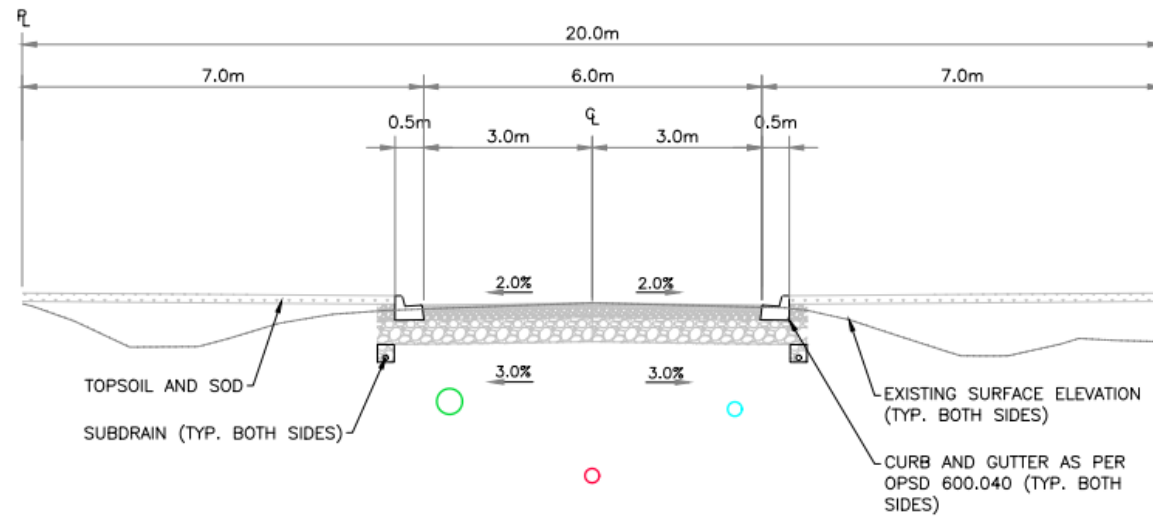
### Advantages

- Limited impact on trees.
- Provides options for secondary plan
- Maximizes active transportation opportunities.
- Promotes low speed operation due to restricted width.
- Access is maintained but limited.
- Bridge would not need to be upgraded.

### Disadvantages

- Mid-range cost
- Non-standard maintenance requirements (e.g. snow removal)
- Impacts route options for motorized vehicles.

# ALICE ST. ALTERNATIVE NO. 4: ALICE ST. CLOSURE AT BRIDGE



6.0m WIDE SHARED PATHWAY CROSS-SECTION AT 0+280

## ALICE ST. CLOSURE CROSS-SECTION

### Advantages

- Limited to no impact on trees.
- Maximizes flexibility for future secondary plan.
- Provides exclusive active transportation routing.
- Low-cost alternative
- Bridge would not need to be upgraded and would have extended life without vehicular traffic.

### Disadvantages

- Restricts access to residents only (e.g. road would no longer be through road stopping at bridge and past last house on Alice from west)
- Maintenance is more complex.
- Limited space for turnaround for vehicles.

# ALICE STREET ALTERNATIVE SUMMARY

## Alternative No. 1: Full Urbanization

Highest Cost Alternative  
Most Consistent with  
Town Standards

Preferred if secondary plan  
developments are known  
or will be developed in the  
short term.

## Alternative No. 2: Watermain Only – Rural Cross-Section

Lowest Cost Alternative  
Provides options for future  
development integration

Preferred if secondary plan  
development is beyond a  
10-year horizon

## Alternative No. 3: One Way

Maximizes Active  
Transportation Options  
Maintains access to all  
properties

Preferred if active  
transportation between  
community and Campus of  
Care is a high priority

## Alternative No. 4: Road Closure at Bridge

Maximizes Active  
Transportation Options  
Limits Access

Preferred if active  
transportation is a priority,  
but maintaining Alice St.  
accessibility for cars is not.

# Baring Street Study Area

BARING ST.  
STUDY AREA

PEEL ST.

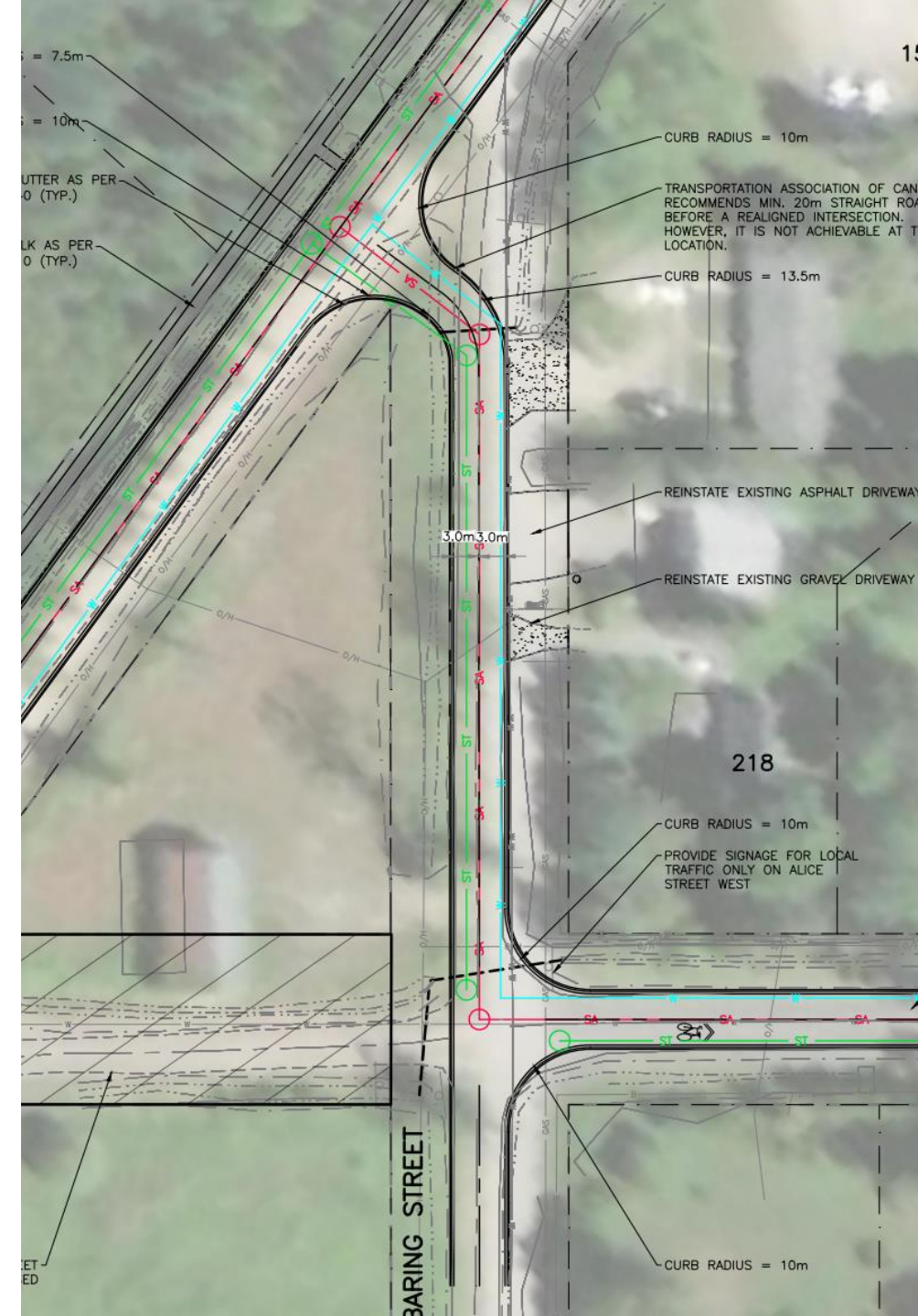
HIGHWAY 26

ALICE ST.



# BARING STREET ALTERNATIVES

1. Do Nothing
2. Close Baring St. from Alice St. to Peel
3. Cross-Section Alternatives
  - a. Rural
  - b. Urban
  - c. One-way Roadway
  - d. Closure
4. Intersection Improvements




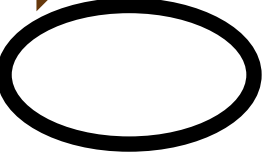
# BARING STREET CROSS-SECTION ALTERNATIVES – PROS AND CONS



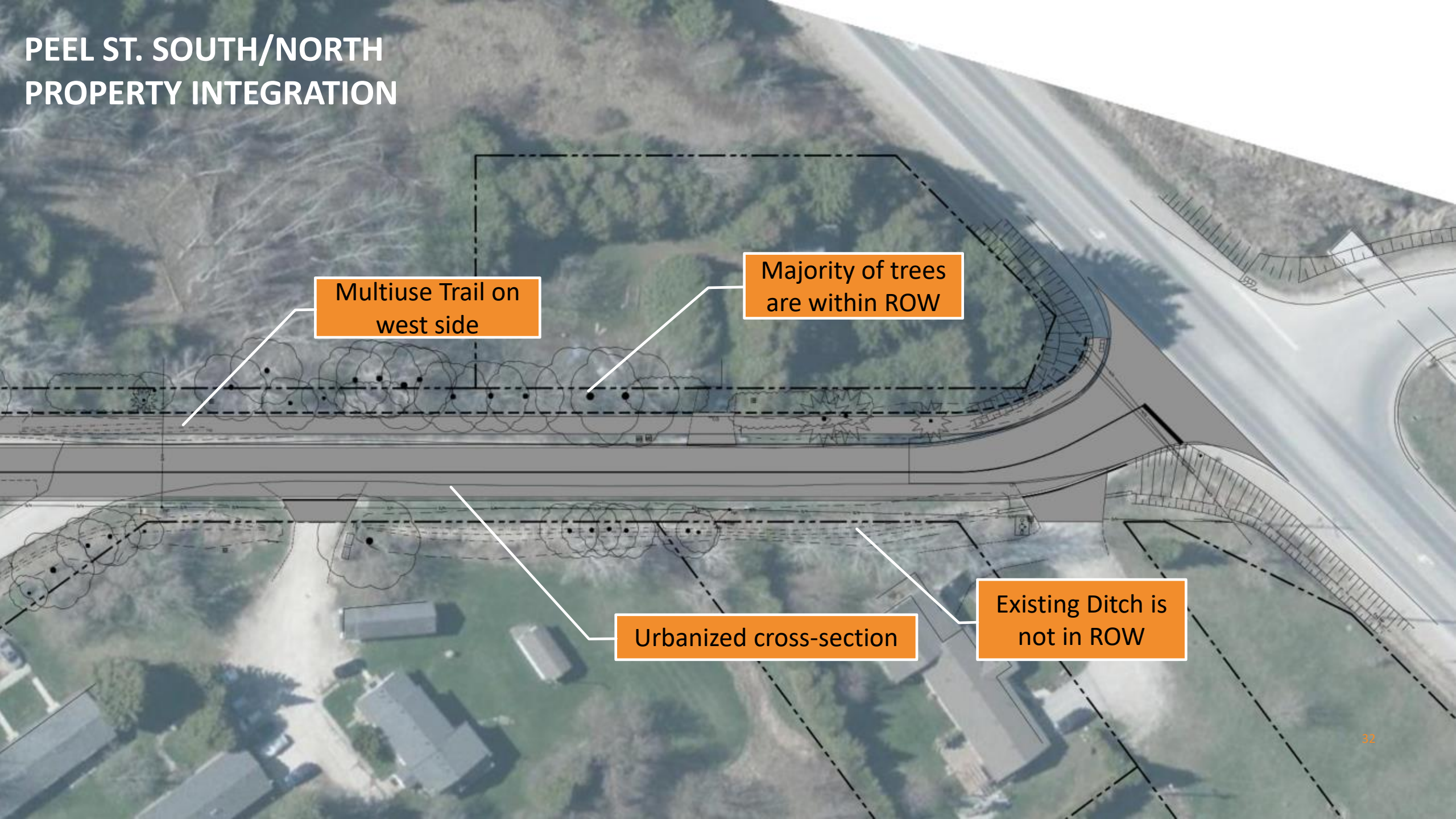
	Close Baring St. from Alice to Peel	One-way Operation	Maintain Rural Cross-section	Full Urbanization
Advantages	<ul style="list-style-type: none"> <li>Eliminates skewed intersection at Peel St. S.</li> <li>Long term maintenance savings.</li> </ul>	<ul style="list-style-type: none"> <li>Improvement of safety at intersection with Peel.</li> </ul>	<ul style="list-style-type: none"> <li>Low cost.</li> <li>Minimal impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Consistent with Town Standards and future area development.</li> </ul>
Disadvantages	<ul style="list-style-type: none"> <li>Requires acquisition of land to extend driveways.</li> <li>Extended driveways put additional maintenance requirements on private landowners.</li> </ul>	<ul style="list-style-type: none"> <li>Limits access for residents.</li> <li>Low traffic volumes do not warrant one way operation.</li> <li>If Alice is one way then it will result in more complex routing.</li> </ul>	<ul style="list-style-type: none"> <li>Inconsistent with future secondary plan area development.</li> </ul>	<ul style="list-style-type: none"> <li>Higher cost.</li> <li>Larger impact to right-of-way.</li> </ul>

# ISSUES OF CONCERN



- ACCESS 
- TREE IMPACTS 
- PROJECT SCHEDULING
- CONSTRUCTION PHASING

# PEEL ST. SOUTH/NORTH PROPERTY INTEGRATION



Multiuse Trail on west side

Majority of trees are within ROW

Urbanized cross-section

Existing Ditch is not in ROW



# NEIGHBOURHOOD ENVIRONMENTAL IMPACT MITIGATION

- TREE ASSESSMENT OUTCOME
- TREE PROTECTION
- FLEXIBLE ALIGNMENT SECTIONS
- MINIMIZING ROAD CROSS SECTION FOR SPEED CONTROL
- MAINTAINING CHARACTER OF ROAD BY DESIGN

# PROJECT FUNDING SOURCES



SUBSTANDARD WATERMAIN  
PROJECT FUNDED BY FEDERAL AND  
PROVINCIAL GOVERNMENT



125 PEEL STREET SOUTH  
DEVELOPMENT CHARGES



NEWLY SERVICED RESIDENCES ON  
AN EQUIVALENT UNIT BASIS BASED  
ON AFFORDABILITY POLICY



ROADS, WATER AND SEWER  
DEVELOPMENT CHARGES

# AFFORDABILITY POLICY FOR WATER AND WASTEWATER SERVICE - POLICY

## Policy

- Intent: Determination of whether a project is affordable to the Town and benefitting properties.
- Capital Costs are recovered directly based on equivalent use or potential use.
- Enabling works (Treatment Plant, Pumping stations, etc.) paid at a rate equal to current area specific capital charge.
- Payment Options are available
- POLICY IS CURRENTLY UNDER REVIEW

# AFFORDABILITY POLICY FOR WATER AND WASTEWATER SERVICE - PAYMENT

## Payment Options

- 100% paid upfront
- Costs financed and paid over a defined period including recovery of financing costs.
- Deferral of Payment
  - If there has been a significant septic upgrade then payment can be deferred for maximum of 10 yrs.
  - Lump sum payment due upon property sale.
  - After 10 years, deferral payment can be paid over remaining period defined in the By-law

# AFFORDABILITY POLICY FOR WATER AND WASTEWATER SERVICE - MEASURE

## Measure of Affordability

- Median of after-tax single household income.
  - If annual household cost is less than 5% - affordable
  - If annual household cost is 5% to 10% - can be approved by Council
    - Local support
    - Other benefits
    - Consideration of financial support from Town/Province/Federal Government.
  - If annual household cost is greater than 10% - unaffordable

# AFFORDABILITY POLICY FOR WATER AND WASTEWATER SERVICE

## Current Criteria

- Median after Tax Income (2021) - \$43,600
- Affordable (5%) – \$2,180/yr. (\$27,170)
- Unaffordable (>10%) - \$4,360/yr. (\$54,330)

## COSTS INCLUDED IN AFFORDABILITY CALCULATION

- Property Owners Component of Infrastructure Costs
  - Water – No cost if already connected.
  - Sanitary – Equivalent cost of sanitary and reinstatement on a per unit basis.
    - Current Residences ~1-5% of equivalent units
    - Campus of Care and Secondary Plan Area ~95-99%
- Capital Charge per Single Family Dwelling
  - Varies by location subject to updated development charges by-law
  - Sanitary component may vary from ~\$33,000 to \$50,000
  - Cost will vary by different land uses (multi-residential, commercial, etc.)

## WHAT OTHER COSTS WILL THERE BE?

- Private Side Connection Cost (not included in affordability calculations)
  - Gravity - \$5,000 – \$15,000
  - Pumping - \$10,000 - \$20,000



# IMPACTS DURING CONSTRUCTION



## ACCESS

Residences  
EMS  
Waste Management  
Postal



## WATER SUPPLY

Temporary Supply  
Outages



## SANITARY

Outages (after connection)  
Access Impacts

# PUBLIC CONSULTATION PROCESS



PUBLIC INFORMATION  
CENTRE NO. 1 (PIC NO. 1) –  
TODAY



FOLLOW-UP STAFF REPORT  
TO COUNCIL INCLUDING  
ANY COMMENTS RECEIVED  
FROM PIC NO. 1



DESIGN WILL BE ADVANCED  
TO APPROXIMATELY 70-90%  
COMPLETE



PUBLIC INFORMATION  
CENTRE NO. 2 (PIC NO. 2) –  
~JUNE-JULY 2024



FOLLOW-UP STAFF REPORT  
TO COUNCIL INCLUDING  
ANY COMMENTS RECEIVED  
FROM PIC NO. 2



DIRECTION FROM COUNCIL  
TO PROCEED WITH  
CONSTRUCTION TENDER –  
FALL 2024



ADVANCE DESIGN TO  
TENDER STAGE



CONTRACTOR  
PROCUREMENT



CONSTRUCTION  
2024-2025



COMPLETION – LATE FALL 2024  
TO FALL 2025 SUBJECT TO FINAL  
SCOPE

**NEXT STEPS**

# Thank you for your time Questions?

For additional project information and updates go to:  
<https://www.thebluemountains.ca/planning-building-construction/current-projects/municipal-infrastructure-projects/125-peel-street>

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