



Municipality of Port Hope
56 Queen Street
Port Hope, ON
L1A 3Z9

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REPORT TO: Works and Engineering Committee

FROM: Peter Angelo, P.Eng.
Director, Works and Engineering

SUBJECT: King/Armour/Shaw Reconstruction
Final 30 Day Public Review and Comment Period

DATE: July 7, 2011

RECOMMENDATION:

That Council receive as information.

BACKGROUND:

The Schedule B Environmental Assessment for the reconstruction of King, Armour and Shaw streets commenced in July 2010 and the first Public Information Centre (PIC) was held on October 4, 2010 to seek public input. Since that time, six (6) PIC's have been held, along with numerous kitchen-table style meetings with the community liaison group, St. Mark's Church and various residents and concerned citizens. The final PIC was held on June 29, 2011 wherein the final design concept approaches were discussed. Based on previous input, it was anticipated that the design concepts would be well received by most, however it is noted that there was significant opposition primarily with respect to the way in which vehicle parking was approached, both from a quantity and visual streetscape point of view. Staff continued to evaluate the concerns raised in the context of balancing all wants and desires, and through impromptu conversations which followed, a second final reconstruction design concept became evident. Accordingly, the Environment Assessment process has identified a total of four (4) feasible alternatives or approaches, and such are summarized as follows:

- 1) Do Nothing/Resurface – leave existing water and sewer infrastructure as-is and resurface asphalt per 2011 approved annual asphalt budget

Note: this concept improves the riding surface and makes no changes to the existing parking arrangements or existing culverts, and it acknowledges that although the age of the water and sewer have exceeded its anticipated lifespan, there have been few major problems with either and that if breaks occur in the future, they would be repaired per normal practices, and it is the least cost alternative

- 2) Trench Reinstatement – replace the watermain and sewermain but not the service laterals and reinstate the trenches to the degree necessary

Note: this concept acknowledges that the service laterals may fail from time to time and such will be repaired per normal practices, will improve the asphalt riding surface and makes no changes to the existing parking arrangements

- 3) Reconstruction with Un-constrained Parking – replace water and sewer including laterals and new storm sewer, construct new mountable curb (see Drawing 7) on King and Shaw and barrier curb on Armour, Armour to have on-road parking along east curb, King and Shaw to include un-constrained extended off-road boulevard parking areas using squared-off limestone screenings without curb to accommodate vehicle overhang and to reflect existing parking arrangements to the degree possible

Note: this concept maintains two through lanes of traffic for public safety, maximizes parking to an undefined quantity without rigid controls by allowing vehicles to “squeeze-in” where they can and provides some protection of green spaces with modest potential to add new trees

- 4) Reconstruction with Constrained Parking – replace water and sewer including laterals and new storm sewer, construct new barrier curb (see Drawing 5) on King, Shaw and Armour, Armour to have on-road parking along east curb, King and Shaw to include constrained off-road boulevard parking areas using limestone screenings with barrier curb (see Drawing 6) to create discrete urban parking areas (see Drawings 8 to 18)

Note: this concept maintains two through lanes of traffic for public safety, accommodates 43 parking spots with rigid controls to protect green spaces and maximizes the amount of boulevard grass and new trees

In general, the goal throughout the EA has been to balance the wants of stakeholders with the need to implement sound engineering practices in the context of protecting both public safety and the substantive infrastructure investment. To that end, the discussions included: the need for some type of curb to achieve the lifecycle benefits of the asphalt surface coupled with the need for positive stormwater drainage within the roadside environment; the want to formalize parking either on-road or off-road to ensure that two lanes of traffic are maintained for public safety and emergency services, noting exceptions to minimum standard lanewidths on Shaw and Armour where both property and physical constraints restrict; want to maximize parking for church and community functions but still maintaining heritage feel and character of existing streetscape, stagger parking throughout such to mitigate

concentration all in one area; maintain existing on-road parking on Armour along east side; save all existing trees where practicable and feasible and plant new trees where possible, and develop modest gateway features to embrace and compliment the unique historic character of this neighbourhood.

Accordingly, Alternative No. 3 and 4 include many of the principles as follows:

- 1) King Street: two 2.75m lanes (minimum TAC and MTO lanewidth in Ontario) with off-road boulevard parking areas at select intervals between existing trees
- 2) Alternative No. 3 has an undefined number of parking spots and Alternative No. 4 has a total of 43 (compared to a maximum 61 shown at the June 2 PIC)
- 3) The off-road parking areas will be 2.0 metres deep and will have limestone screenings as the parking surface for a more naturalized look. Alternative No. 3 will have screenings placed in areas where parking currently exists and will not have curb around the parking area perimeter. Alternative No. 4 will have a barrier curb without gutter (ie. OPSD 600.110) and singular spots will be 4.5 metres long and multiple vehicle spots will include a 5.0 metre length per vehicle, with additional radius curb transitioning to the back of the main road curb
- 4) Alternative No. 3 will have semi-mountable curb (ie. OPSD 600.060) on King and standard barrier curb with gutter (ie. OPSD 600.040) on Shaw and Armour. Alternative No. 4 will have standard barrier curb throughout per normal MPH standards
- 5) The maintenance of off-road parking areas will be per MPH normal standards - on a low priority basis and as material and resources permit. There will be no 'preference' given to King, nor is there for Dorset or Bramley or other areas and it is noted that the limestone screening surface material, although compacts very well, can track somewhat from time to time
- 6) The sidewalk on west side will not be extended to Olivers Ladder but a perpendicular crossing (without courtesy walk signs) and an accessible ramp along the east side will be constructed where the existing sidewalk ends - this avoids tree and shrub removal and accommodates existing grades as much as possible - it will look similar to the new ramp constructed on Dorset Street in 2010
- 7) Shaw will be two-way traffic with a sub-standard 3.0 metre road width to save the trees and it will have barrier curb with gutter and one new parking space on the south side nearest King

- 8) Armour will have two-way traffic with sub-standard 5.0 metre road width to remain inside the existing paved width, including standard barrier curb and gutter on both sides
- 9) Armour will have complete sidewalk replacement to match the new curb and will be put back at sub-standard 1.0 metre width to accommodate existing geometric constraints
- 10) The dip and grade differential at north-east corner of Armour and Ward will also be addressed with the new sidewalk and curb
- 11) There will be a pork chop-shaped island (see Drawing 1, 2) on King at Ward and it will have yellow chevron linepainting complete with hazard marker signs at the northbound approach for safety and visibility
- 12) The work will not include the replacement of existing streetlights with new decorative streetlights
- 13) There will be three decorative sidewalk crossing locations where the 1.5 metre wide sidewalk will carry on through the asphalt across the road and will be edged on both sides with a 0.5 metre wide cobble stone strip. The strips will be edged with a flush restraint curb to match the new asphalt surface. All locations are on King: one at Ward, one at William and one at Dorset. The side streets of William and Dorset will also have this feature at King (see Drawing 3)
- 14) There will be a decorative reinforced concrete barrier wall with stone fascia at Olivers Ladder to replace the old steel beam guiderail, and a park bench for seating with a cobble stone area between the curb and the wall
- 15) There will be new trees throughout where feasible and such will be determined during detail design in consultation with the landscape architect
- 16) The CPR bridge will be celebrated (not masked) with some vertical elements including dwarf trees and shrubs such that a zero-maintenance area is formed beneath the bridge - such may include a low raised bed planting area to distinguish from normal grass boulevard areas (see Drawing 4)
- 17) There will be a hard surfaced (ie. asphalt or paving stone) layby area in front of St. Mark's Church extending from behind the main road curb all the way to the sidewalk (i.e. wider than previously shown and without the grassed boulevard between the layby and sidewalk)

It is important that all stakeholders have an opportunity to review and comment on the final design concepts, and as such staff will provide a final 30 day public review and comment period during the month of August. Following this period, a subsequent report will be brought forward to the Committee of the Whole in September noting all comments received and identifying the preferred alternative with a request for a resolution of support. It is anticipated that the report will identify the estimated general variant in construction cost between alternative #3 and #4 to give an overall appreciation in terms of magnitude of budget impact. Following receipt, a Notice of Study Completion will be advertised in closure of the Environmental Assessment and filed with the Ministry of the Environment, noting the requisite 30 day bump up period. Upon satisfaction of the notice period, Works will commence with the detailed design, anticipated in early November. The detailed design will include a public meeting to describe the landscaping and streetscaping details. MOE approvals are anticipated to be completed in spring 2012, following which tenders could be let for construction in summer 2012, contingent on budget approval.

CONCLUSION:

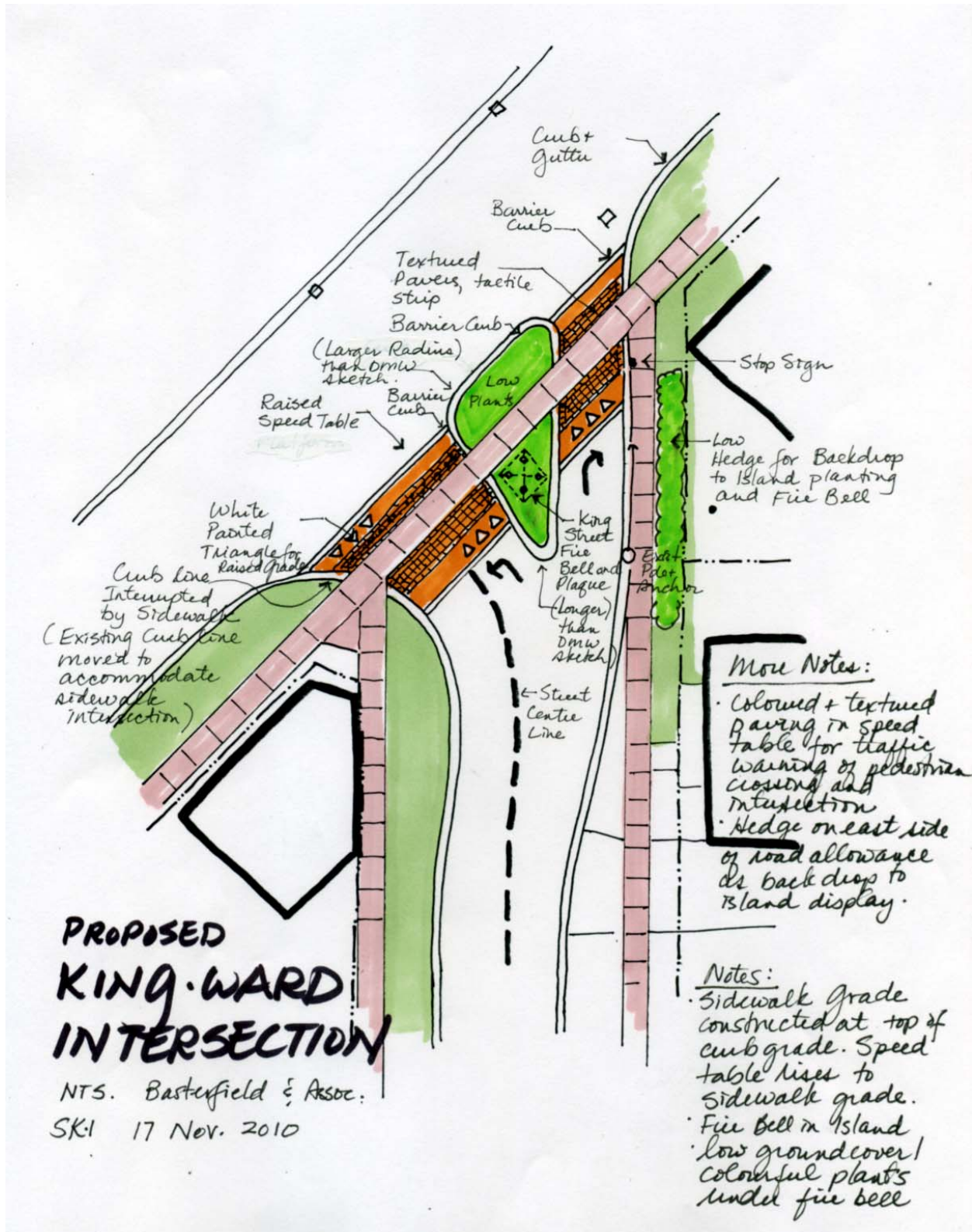
Four (4) Alternatives have been developed through the Environmental Assessment process for the Reconstruction of King/Armour/Shaw project and staff will invite public comment and input for a final 30 day review period ending August 31, 2011, following which the EA will be closed and submitted for MOE approval. This initiative is in accordance with the Infrastructure and Facilities goal area of the Corporate Strategic Plan.

Respectfully submitted,

Original Signed by:

Peter Angelo, P.Eng.
Director, Works and Engineering

Drawing 1



Drawing 2



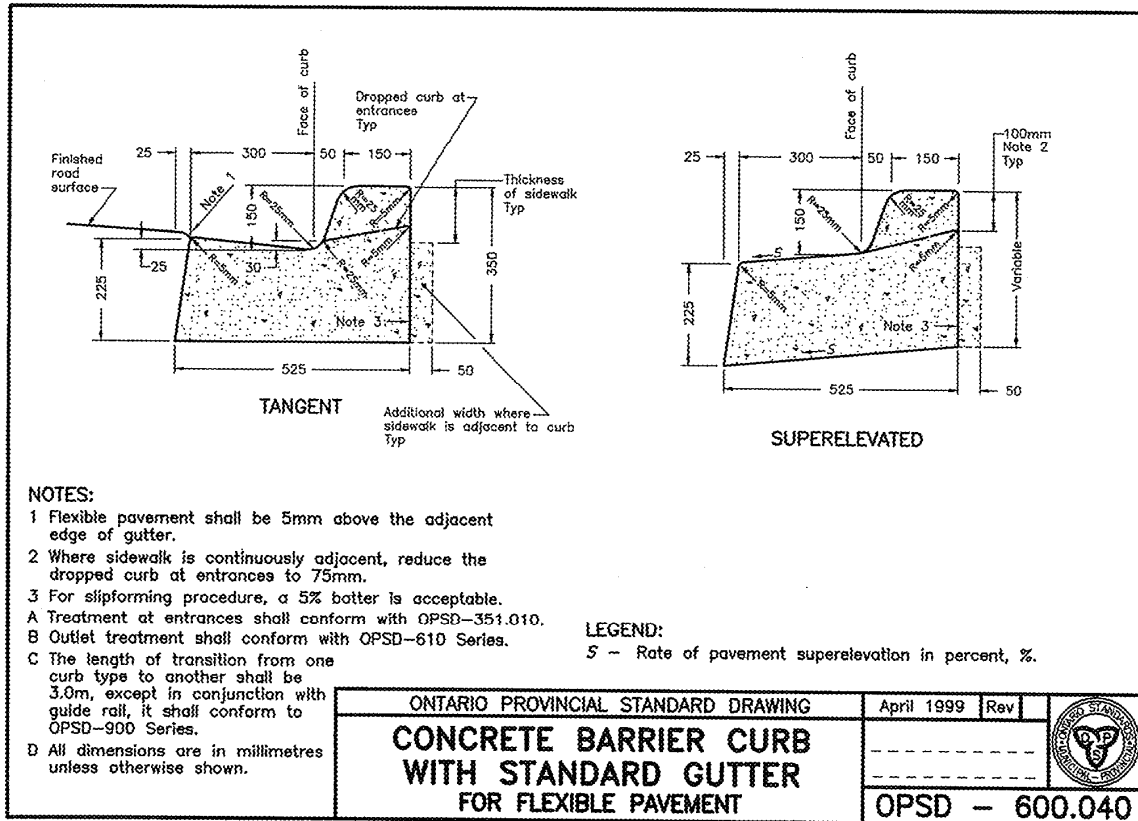
Drawing 3



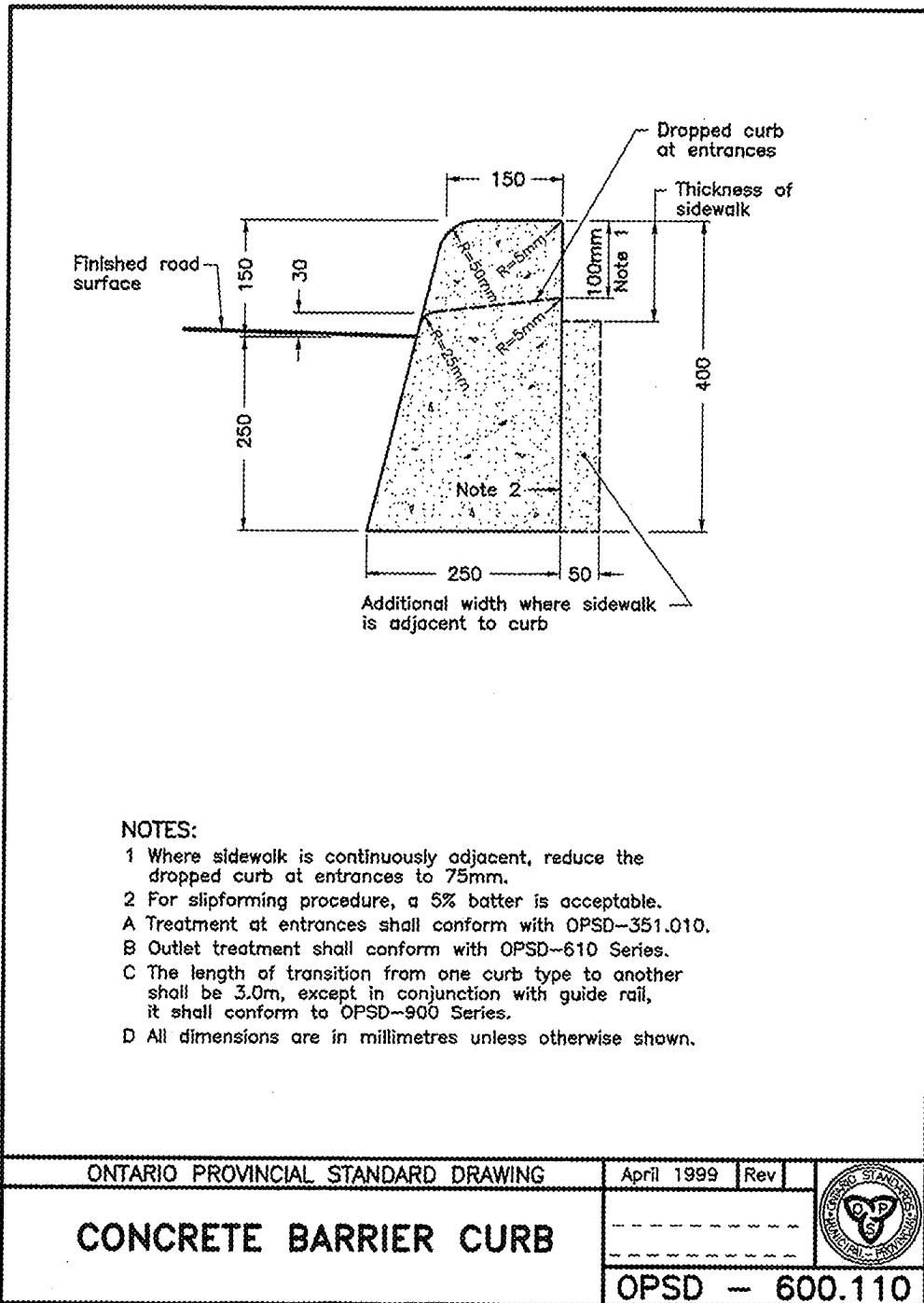
Drawing 4



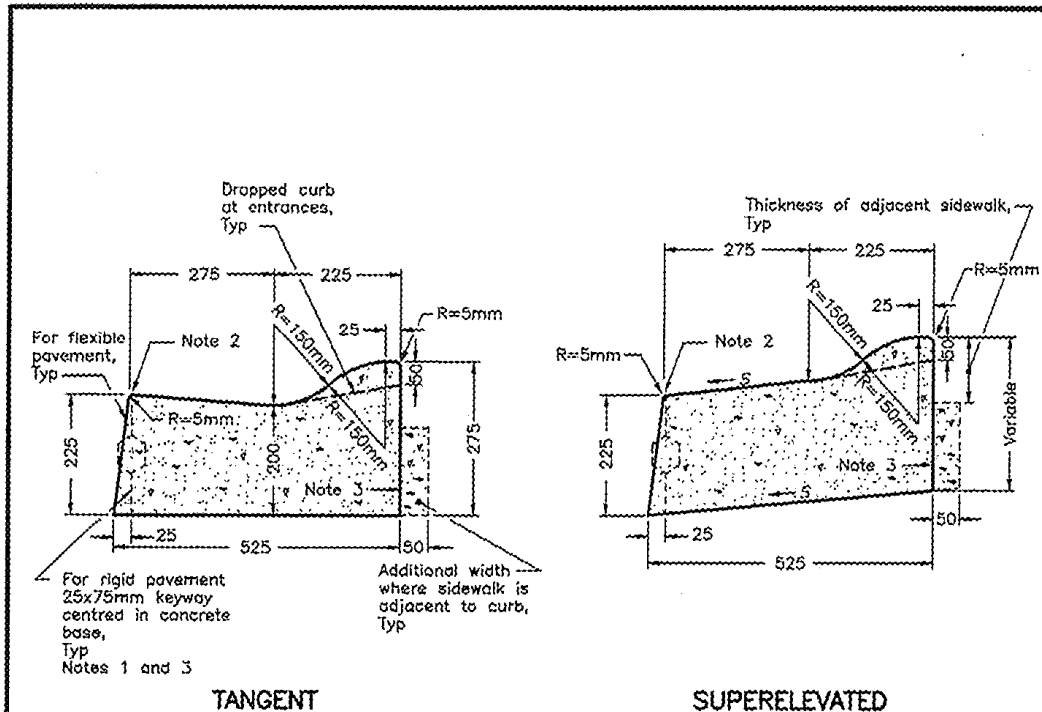
Drawing 5



Drawing 6



Drawing 7




NOTES:

- 1 When curb and gutter is adjacent to concrete pavement or base, this drawing is to be used in conjunction with OPSD-552.010 and 552.020.
- 2 Flexible and composite pavement shall be placed 5mm above the adjacent edge of gutter.
- 3 For slipforming procedure, a 5% batter is acceptable.
- A Treatment at entrances shall conform with OPSD-351.010.
- B Outlet treatment shall conform with OPSD-610 Series.
- C The length of transition from one curb type to another shall be 3.0m, except in conjunction with guide rail, it shall conform to OPSD-900 Series.
- D All dimensions are in millimetres unless otherwise shown.

LEGEND:

S - Rate of pavement superelevation in percent, %.

ONTARIO PROVINCIAL STANDARD DRAWING	April 1999	Rev	
CONCRETE SEMI-MOUNTABLE CURB WITH STANDARD GUTTER			
OPSD - 600.060			