July 6, 2021

Municipality of Port Hope

Reconstruction of Walton Street

Council Update #1

CIMA+

MUNICIPALITY OF PORT HOPE

Purpose of Presentation

To provide Council with an update on the status of the project including:

- Design options developed to date
- Stakeholder and public input received to date
- Recommendations for moving forward with the project

Transitional

Residential

Downtown

1 Background

Why?

Project Rationale

- A need to replace underground infrastructure including:
  - Undersized and aging cast iron watermain circa 1930s
  - Multiple aging clay and brick sanitary sewers circa 1920s, some of which were previously combined storm/sanitary sewers
- Creates an opportunity to:
  - Enhance the existing streetscape
  - Improve the pedestrian space and connectivity
  - Improve accessibility
  - Enhance stormwater management

Typical Cast Iron Watermain After Removal

Partially Collapsed Vitrified Clay Sewer on Walton Street

Evolution of Walton Street

Early 1900s

- Unpaved roads
- Concrete/wood sidewalks
- Overhead utilities
- Some awnings on store fronts

1930s

- Paved roads
- Concrete sidewalks
- Underground utilities
- Angled parking
- Awnings on north side

1960s

- Paved roads
- Concrete sidewalks
- Underground utilities
- Parallel parking
- Reduction in awnings

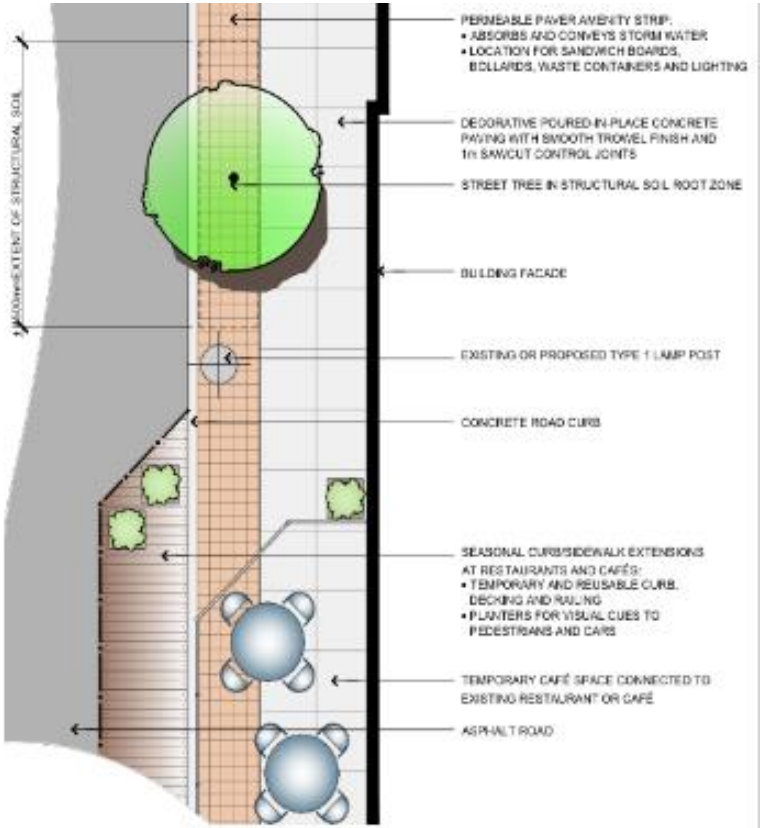
2000s

- Paved roads
- Concrete sidewalks
- Underground utilities
- Parallel parking
- No awnings
- Some trees

Review of Existing Planning Documents

- There are 12 extensive Planning Documents that span 1974-2018
- Strong message and policy regarding importance of historic buildings and the unique sense of place and environment that they create in the Downtown
- Policy and incentives to maintain buildings and facades
- The importance of the views that the buildings provide and vistas they create
- The Downtown Design Development Plan was prepared by Basterfield & Associates (B&A) in 2013 and endorsed by Council sets out a number of design directions
- The report provides typical plan-view and cross-sections design illustrations for portions of Walton Street along with discussion of various design elements including gateways, curb extensions (bump-outs), street furniture and tree planting

Downtown Port Hope Design Development Plan (B&A)



WALTON STREET TYPICAL PLAN AND SECTION

Stakeholder Consultation

Project Notices Hand Delivered to Residents and Businesses in Project Limits

July 2020

Engineering Investigations & Develop Design Elements Concept

Nov 24, 2020

HBIA, Chamber of Commerce and ACO

Tree Advisory Committee

Dec 10, 2020

Dec 16, 2020

Parks Recreation & Culture Advisory Committee

Accessibility Advisory Committee

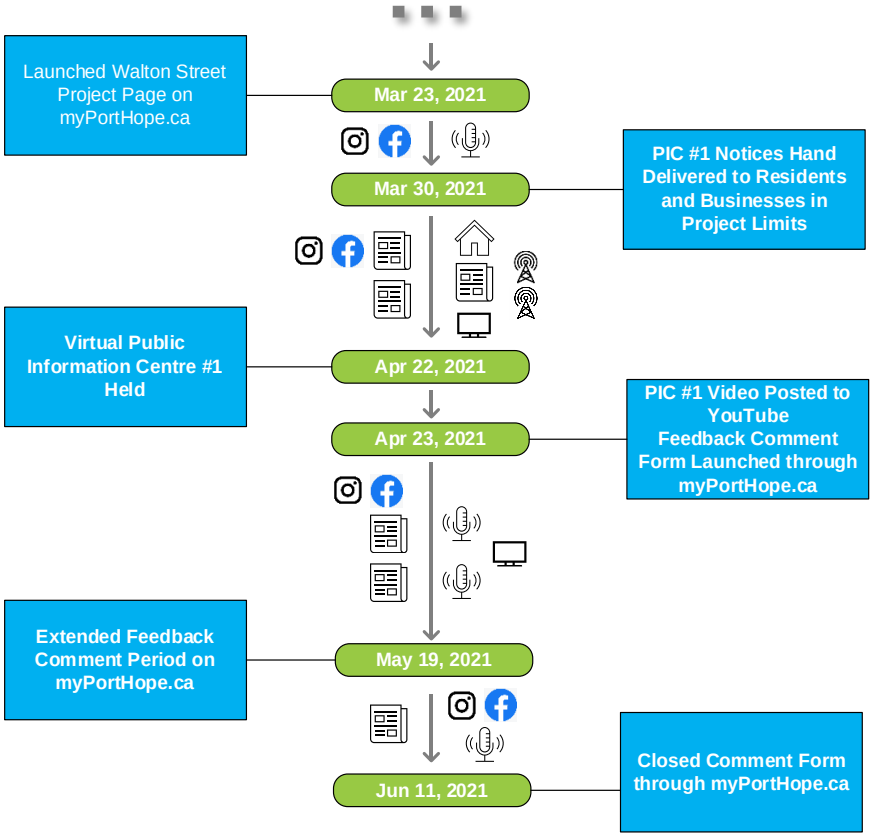
Dec 16, 2020

Jan 18, 2021

Heritage Advisory Committee

Develop Preliminary Design

Public Consultation



Legend

- porthope.ca Home Page Banner
- Radio Ads
- News Paper Ads
- MyFM Interview Mentions
- Television Municipal Matters
- Facebook Post or Boost
- Instragram Post
- Film Industry Outreach

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Design Directions

A Summary of Overall Design Approach for Key Items

Street Trees

- Allow building façades to remain the dominant visual element in the downtown core
- Preserve existing memorial trees and remove other trees that are in poorer health
- New tree plantings in targeted locations:
  - Bump-out areas where larger soil volume can be provided to promote tree growth, health and longevity
  - Sloped paving area adjacent to Bell parking lot where trees can fill in gap in building façades
- Maximize tree preservation in the residential area
- Look for opportunities to collaborate with property owners to include new trees on private property where they will be clear of overhead utility lines

Example Struggling Ornamental Pear Tree on Walton Street

Existing Memorial Ginkgo Tree on the North Side of Walton Street (in good condition)

Alternate Cycling Facilities

Alternate Routes Following Realigned Waterfront Trail on Lower Traffic Roads

As presented to Council in 2014, the Cycling Facility Implementation Strategy identified that:

- There is insufficient width in the Walton Street right-of-way to provide sidewalks, on-street parking and cycling lanes.

On-Street Parking

- Balance the retention of on-street parking with the provision of localized bump-outs to enlarge the pedestrian space
- Maintain the current parallel parking format:
  - Various angle/reverse angle parking formats have been considered based on travelled lane and parking space requirements for today's vehicles
  - The 20m (66ft) wide right-of-way does not provide sufficient width for sidewalks, travelled lanes and angle parking
  - Streets with angle parking typically have right-of-way widths of 25m or wider
- Explore opportunities for enhanced accessible parking spaces at key locations during detailed design
- Potential modifications to the layout and type of parking meters will be presented at the next PIC

Current Parallel Parking Arrangement

Historic Angle Parking, no defined spaces and variable angles based on vehicle size

Example of an Enhanced Accessible Parking Space

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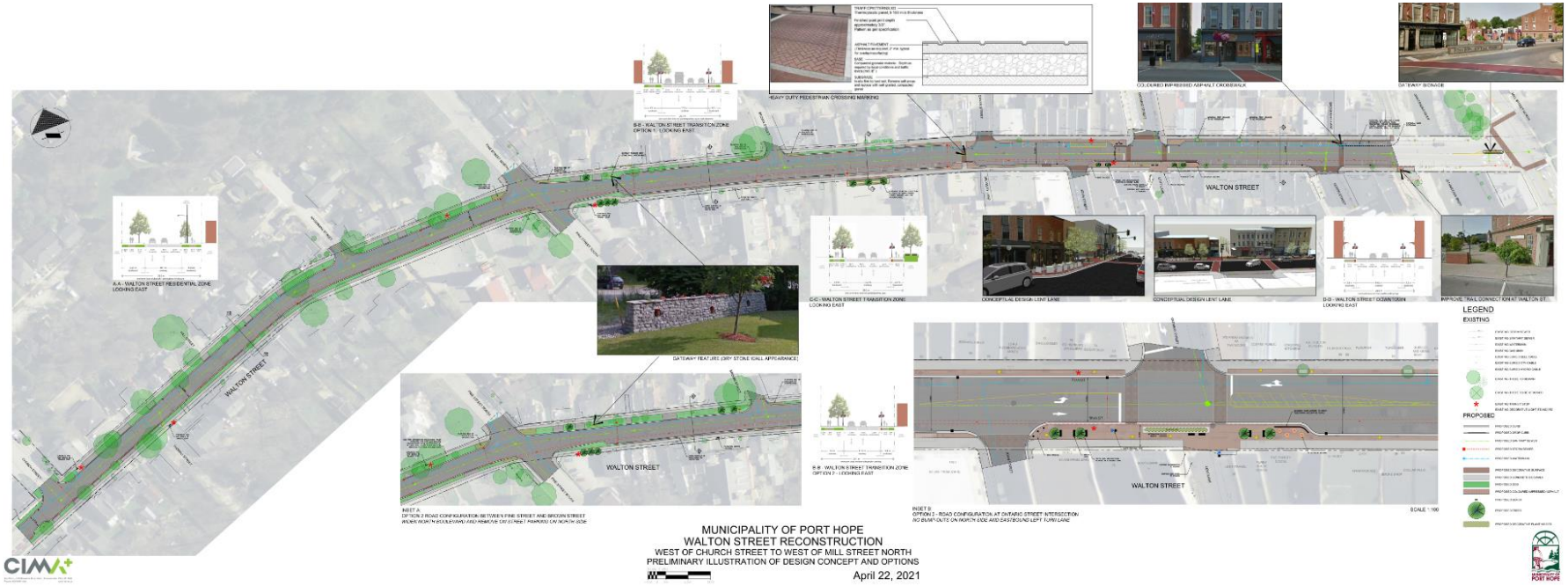
Preliminary Design Elements

A Summary of Key Design Elements Included in the Current Preliminary Design

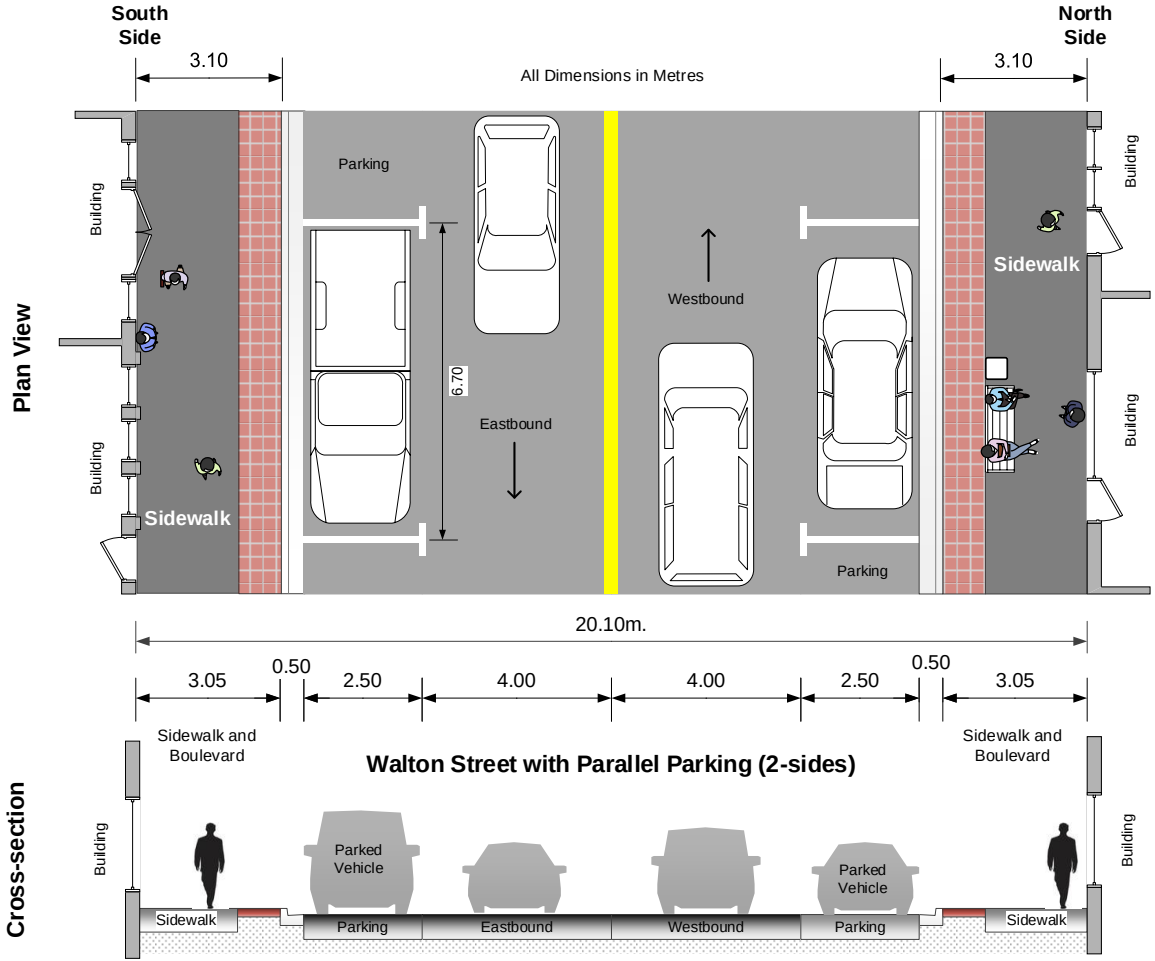
Design Concept



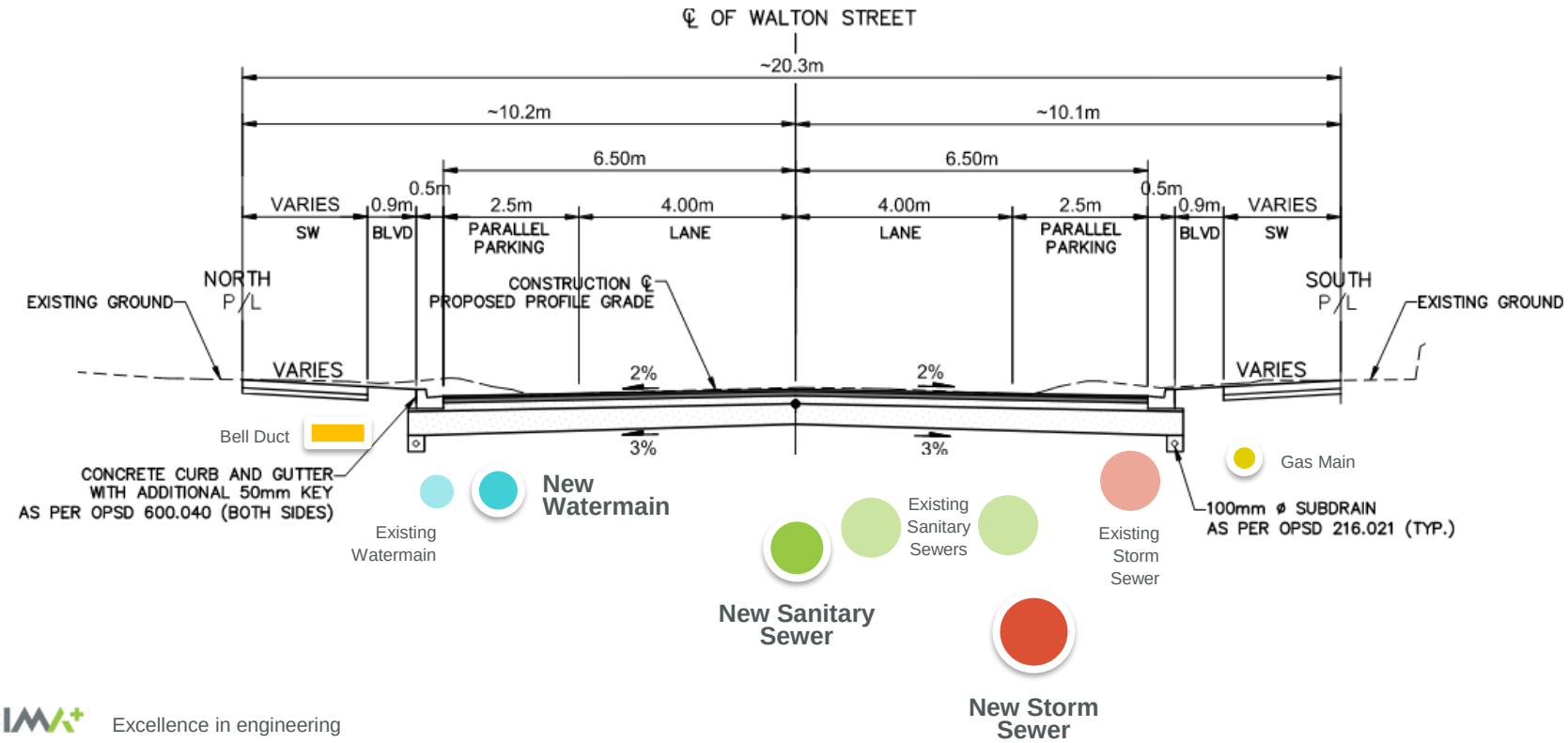
Please visit myporthope.ca/walton-street after April 23, 2021 to download and review a full-size plan.

Typical Cross-Section

- Consistent with existing road widths
- Allows for sidewalk widths of about 3.0m
  - Exceeds AODA requirements and allows for some amenities along the sidewalk
- Easily integrated with curb bump-outs or parking patios to enhance pedestrian space



Underground Infrastructure



Gateway Features

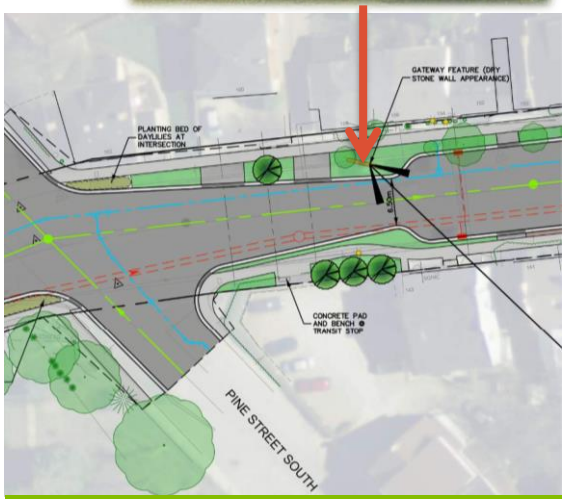
Example Wall Feature to Accommodate Gateway Signage

Example Bump-out Planting Detail

East Gateway at Mill St.

Low wall feature located on existing median and visible from Mill Street

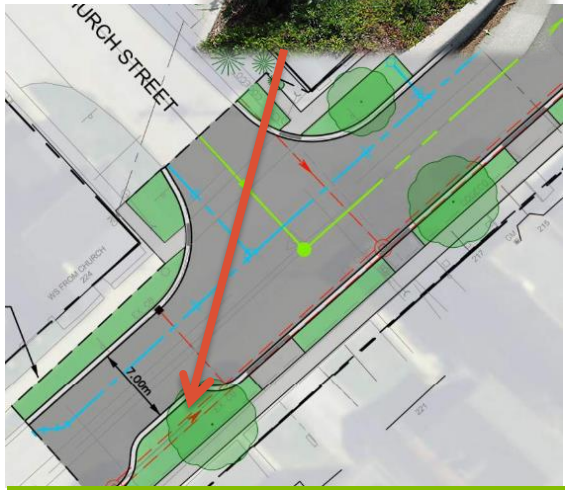
Visual appearance similar to adjacent buildings



Central Gateway at Pine St.

Two options for traffic calming narrowing of road width (Option 1 shown)

Signage feature with a dry-stone wall appearance on the north side



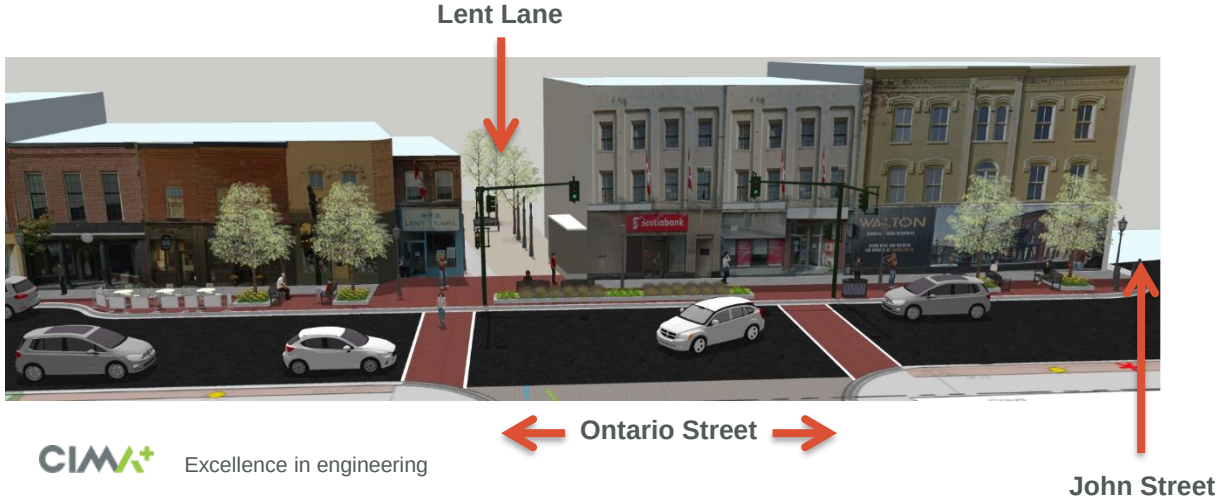
West Gateway at Church St.

Traffic calming bump-out on south side of the street

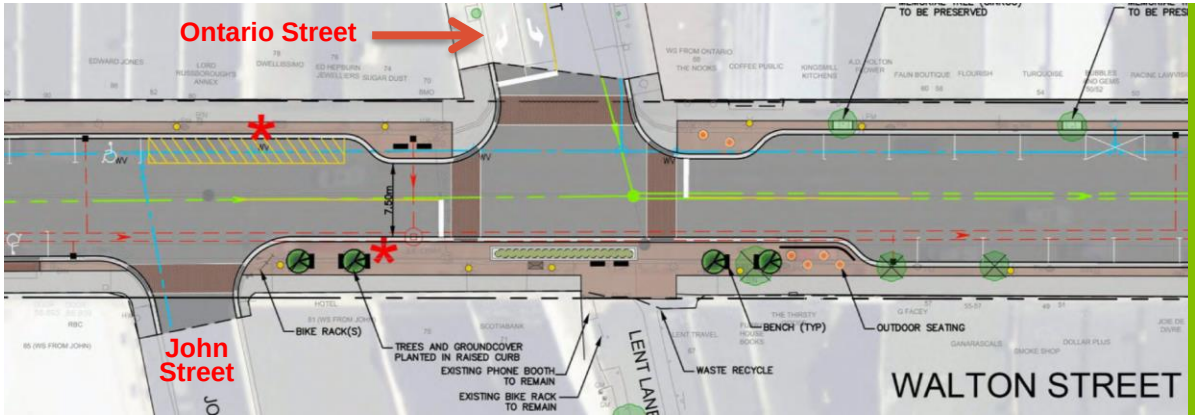
Low ground cover perennial flowers or shrub plantings in bump-out area

Lent Lane

- Curb “bump-out” on south side of Walton Street from John Street to east of Ontario Street to create a 5.0m wide sidewalk across the top of Lent Lane
- Planter beds, bollards and fencing (seasonal) to help delineate the pedestrian space from the roadway and intersections
- Benches and table seating through the bump-out area



Walton Street at Ontario Street – Two Options



Option 1: With North Bump-outs

Bump-outs on north side with no dedicated turning lanes (right or left)

Shorter pedestrian crossings and more opportunities for pedestrian amenities on the north side of the road and additional parking

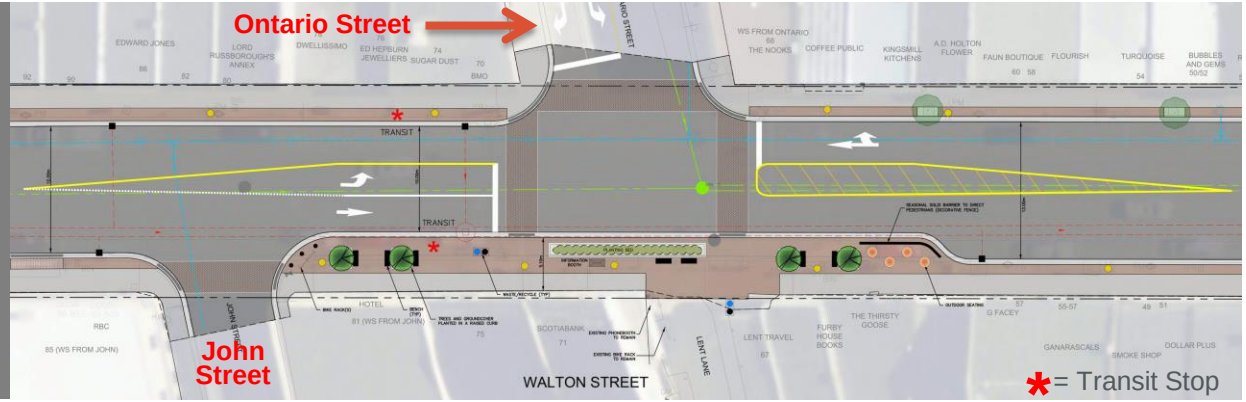
Some additional, although manageable, traffic delays associated with left turning traffic

Option 2: With Left Turn Lane

Like Option 1, includes a long bump-out on the south side connected to Lent Lane

Eastbound left turn lane at Ontario Street remains and westbound right turn lane is eliminated

Westbound through lane is shifted north, which eliminates parking spaces



Pedestrian Crossings

Example Intersection
(Main Street Village Markham)

Audible and Tactile Signal
Push Button

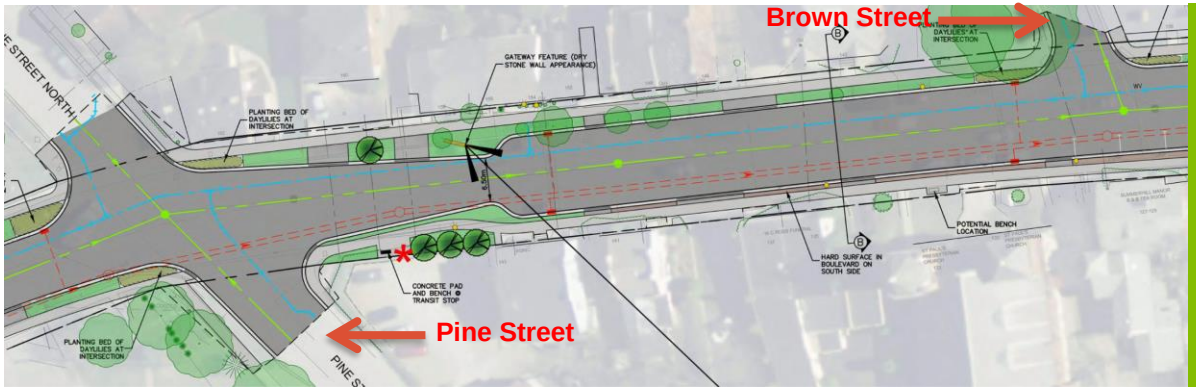
Example of Cavan Street
Crossing

Tactile Plates

- Curb bump-outs have been proposed to improve the alignment of crosswalks and shorten the length of crossings
- Tactile plates are proposed at all drop curbs and crosswalk ramps
- Addition of audible pedestrian signals and other accessibility measures to existing traffic signals
- Replacing painted crosswalks with embedded thermoplastic crosswalks using Traffic Patterns-XD™ or a similar product to provide longer lasting, slip resistant crossing surfaces

Examples of Traffic Patterns-XD™ Surfaces
Colour and Pattern for Walton Street to be Determined

Walton Street (Pine Street to Brown Street) – Two Options



Option 1: Parking On Both Sides

Neck-down type bump-outs on both sides of the road for traffic calming

On street parking on both sides of the road remains, south side reserved for funerals

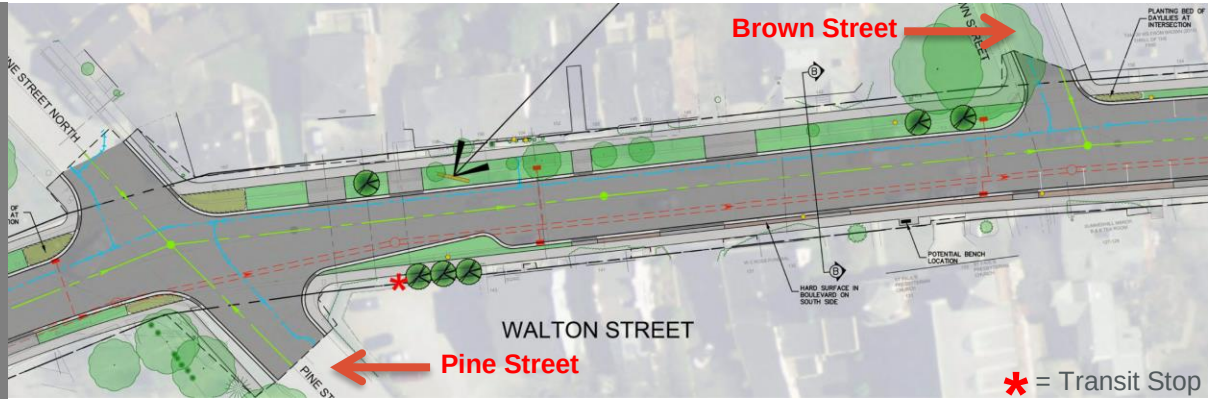
Preserve existing trees in north boulevard, limited opportunities for additional plantings

Option 2: Widened North Boulevard

Parking eliminated on north side of the road, south side reserved for funerals

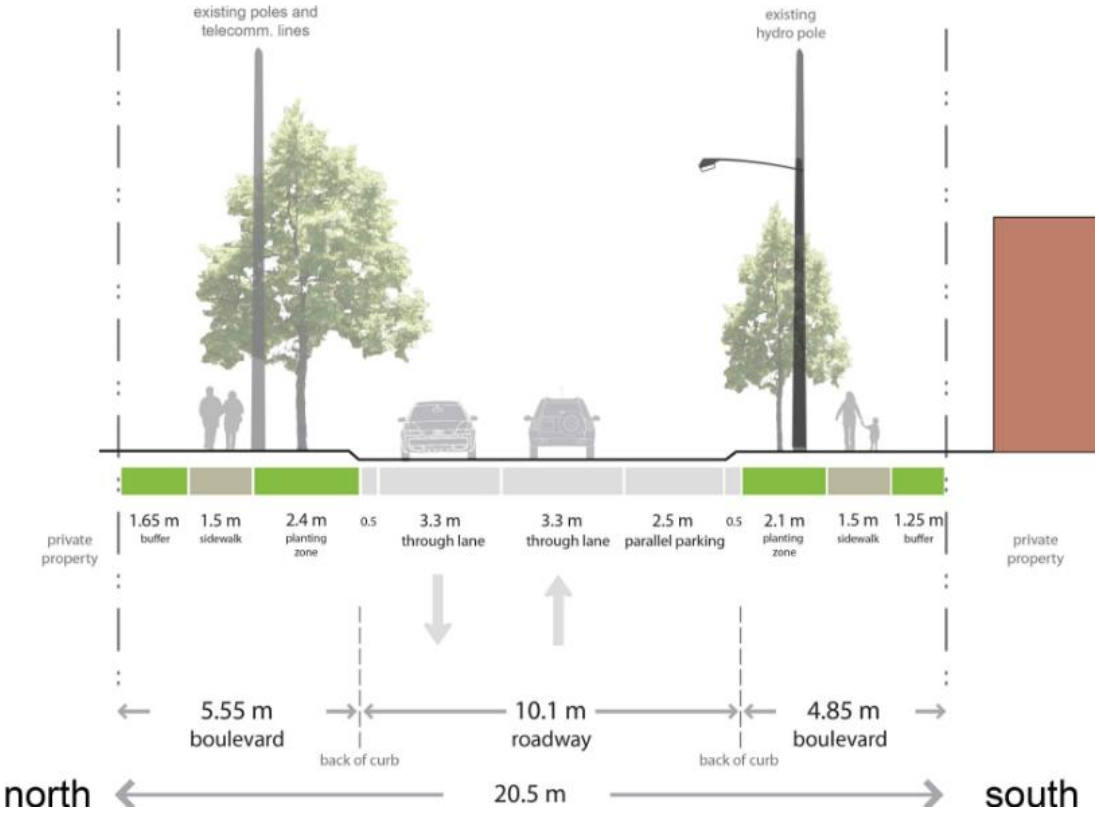
North boulevard widened to provide additional green space and improved opportunity for tree planting

Narrower, more constrained road width will assist with traffic calming



Walton Street (Church Street to Pine Street) – Residential

- Maintaining road width to protect boulevard trees
- No changes to privately owned overhead utilities (electrical, telecom.)
- Preserve on-street parking (one side)



Walton Street (Church Street to Pine Street) – Residential

- Opportunity for tree planting is limited by overhead utilities
- Plant ornamental sized trees in the boulevard
- Opportunity for collaboration with homeowners to plant on private property so trees can grow to their potential and contribute to the streetscape

Example of existing tree conflict with overhead utilities

Plant ornamental species adjacent to street in strategic locations to avoid conflict with overhead utilities

Examples of trees on adjacent property that contribute to the streetscape

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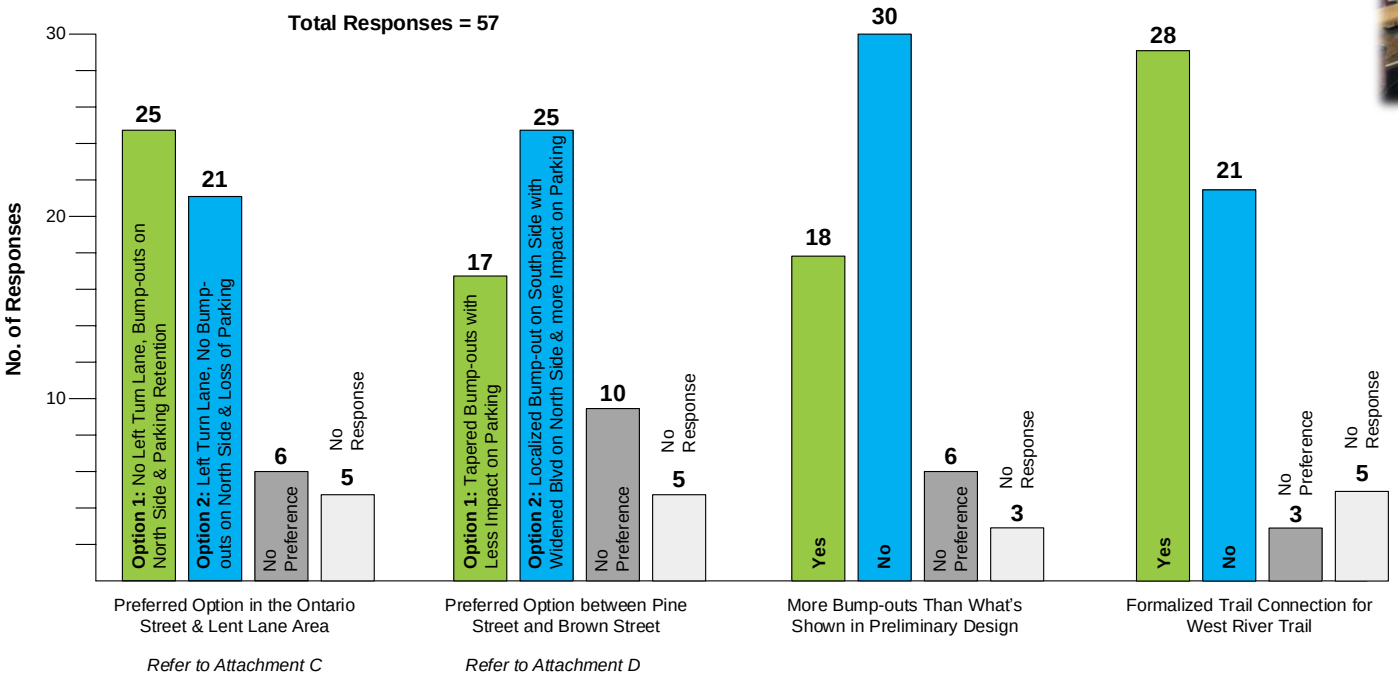
Wrap-up

Next Steps, Questions & Answers

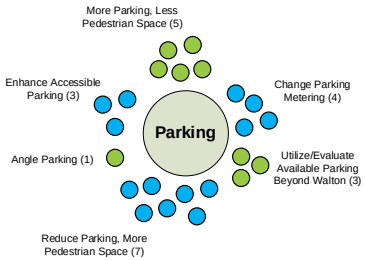
What We've Heard

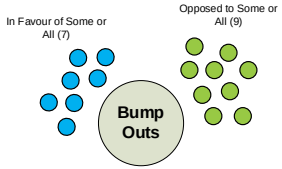


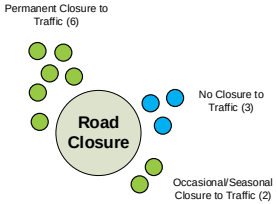
Refer to Attachment C

Refer to Attachment D

What We've Heard

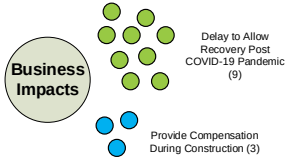


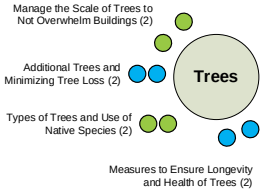


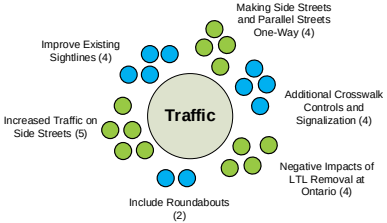


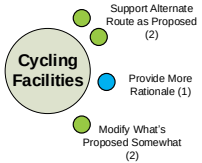
Public Information Centre 1 Feedback

Key Themes from Narrative Comments

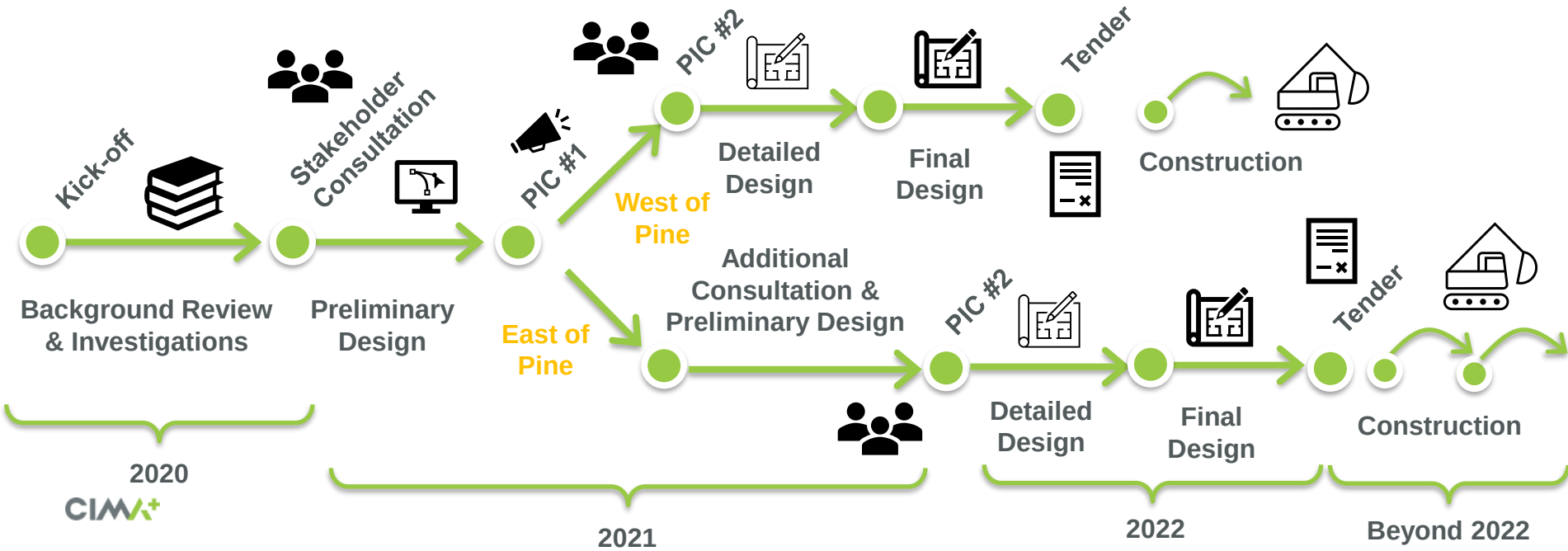








- Consistent support for delaying work in the downtown core to allow for post-pandemic recovery
- Opposing public views related to:
  - the inclusion of bump-outs
  - changes to parking
- Varying approaches for closure to vehicular traffic suggested:
  - A full permanent closure would have numerous impacts beyond the closure area and is complicated by the nature of the existing road network and topography
- Requests for bury of private overhead utilities west of Pine Street
  - Cost the municipality in excess of $1 million

Next Steps

- Split Project:
  - Proceed with construction west of Pine Street in 2022
  - Additional consultation east of Pine Street (in downtown) and construction in 2023
- Temporary trial of left-turn lane removal at Ontario Street