Report to Council

To: Mayor Linton and Members of Council
Prepared By: Andy Goldie, Chief Administrative Officer

Report: CAO2016-17
Date: 12 Dec 2016

RE: Victoria Street Pedestrian Bridge, Elora Downtown Public Realm, and Parking Lot development adjacent to Elora LCBO (Metcalfe Street & High Street)

Recommendation:
THAT the Council of the Township of Centre Wellington endorse the preferred alternative for the Victoria Street Pedestrian Bridge (Alternative F.3) and West Mill Street Public Realm improvements (Two-way street alternative);

AND THAT Council authorise staff to issue a Notice of Study Completion for the Class Environmental Assessment for the Victoria Street Pedestrian Bridge and West Mill Street Public Realm improvements;

AND THAT Council endorse the preferred concept for the expansion of the public parking lot adjacent to the Elora LCBO (Metcalfe Street & High Street);

AND THAT Council directs staff to pursue a design-build method of project delivery for the detailed design and construction of the Victoria Street Pedestrian Bridge;

AND THAT Council directs staff to proceed with the detailed design, applications for regulatory approvals, preparation of tender documents, and construction for the West Mill Street Public Realm improvements and Elora LCBO parking lot expansion in 2017 as outlined in Report CAO2016-17 dated December 12, 2016.

Summary:
The County of Wellington began a Municipal Class Environmental Assessment for the Badley (Metcalf Street) Bridge rehabilitation or replacement in 2015. BT Engineering (BTE) and MMM Group/WSP are assisting the County with this project.

The Township has made a priority the replacement of the Victoria Street Pedestrian Bridge, reconstruction of West Mill Street, and expanding the public parking lot adjacent to the LCBO (Metcalf Street & High Street) in 2017 prior to the County proceeding with the rehabilitation or replacement of the Badley (Metcalf Street) Bridge in 2019. Since early 2016 Township staff, Stantec, and BTE have been working with the
Report:
The Township plans to complete the construction of the following projects in 2017:

- Victoria Street Pedestrian Bridge;
- Elora Downtown Public Realm (West Mill Street); and
- Parking Lot expansion adjacent to the LCBO on Metcalfe Street.

Each of these projects have specific uniqueness's and will provide significant improvements to Downtown Elora for many years to come. For this reason Stantec and staff undertook a public consultation process for all three projects. The Victoria Street Pedestrian Bridge replacement also required the completion of a Schedule B Municipal Class Environmental Assessment (EA) which the Township partnered with the County of Wellington to complete with BTE.

**Victoria Street Pedestrian Bridge**
The identification for the need to replace the Victoria Street Pedestrian bridge arose during conversations with the County of Wellington as they were undertaking a review of the Badley (Metcalfe Street) Bridge replacement/reconstruction planned for 2019. As part of these discussions it was agreed that the implementation of the Victoria Street Bridge would provide significant improvements for access to and for downtown Elora businesses and residents during the Badley Bridge reconstruction. For this reason the Township identified funding for the Victoria Street Pedestrian Bridge as part of the 2016 capital budget process which was latter approved by Council to be funded from the Jack R MacDonald Trust funds.

The Township partnered with the County of Wellington to complete the required EA process for the two bridges with BTE. A copy of the Municipal Class Environmental Assessment Study Executive Summary is attached. This work included consultation with the community, Heritage Centre Wellington and Elora BIA, consultation with various Provincial Ministries, development of a *Cultural Heritage Evaluation Report* (CHER) and a *Heritage Impact Assessment* (HIA), development of numerous bridge alternatives, evaluation and analysis of the various bridge alternatives. A Technical Steering Committee was also developed to help guide the process which included staff from the Township and County, Technical experts from Stantec (heritage & bridge design), and BTE (EA process, traffic, bridge design).

The Township also worked with Stantec to develop the *Elora Bridge Design Guidelines* for the three bridges currently under the planning stage for downtown Elora

- County of Wellington Badley Bridge
- Pearle Hospitality Pedestrian Bridge
- Township of Centre Wellington's Victoria Street Pedestrian Bridge
The design guidelines were approved by Township Council in August 2016 which then helped to guide the preferred design for the bridges being presented as part of this report. The design guidelines and bridge concepts were developed in consultation with the community and stakeholders (Elora BIA and Heritage Centre Wellington) through various public and stakeholder meetings, and a community electronic survey. The Township received several bridge concepts from individuals within the community and these concepts and all concepts developed by Stantec were evaluated based on the design guidelines, estimated costs to construct, and other criteria developed through the EA process.

The two preferred design concepts for the Victoria Street Pedestrian bridge were presented at a final public information meeting in October 2016 and the attached bridge concept was the preferred concept chosen by the community and through the technical advisory committee.

As noted, the County and Township worked jointly on the EA. The EA recommends a preferred concept for the proposed Badley (Metcalfe Street) Bridge which includes a three span ridge frame, 2.0 m (east side) and 1.5 m (west side) sidewalks, wider shared lanes to accommodate bikes, and Texas style railing, which was used on the County’s David Street and Tower Street Bridges. The proposed bridge does meet the Township’s recently approved Elora Bridge Design Guidelines. County staff will be bringing forward a report to the County Roads Committee in January 2017 and will be proceeding with detail design upon EA approval for construction in 2019.

**Elora Public Realm (West Mill Street)**

The Township is near completion of the reconstruction of Price Street between West Mill Street and Church Street. This work has been combined with work on the westerly end of West Mill Street to accommodate new servicing for the Pearle Hospitality development. As Council and the community is aware Pearle Hospitality is beginning the redevelopment of the historic Elora Mill, the Elora Mill cottages, and the Granary property. As part of this work, new services for the properties were required. Also included was the burying of existing overhead utility lines underground which will be replaced with new street lighting fixtures consistent with downtown Elora.

The Township is also undertaking the expansion of the West Mill Street Pumping Station located on the south side of West Mill Street. This work has been awarded to Xterra Construction and will begin January 2017 and end by mid-May 2017.

In March 2016 Council approved the Elora Downtown Public Realm improvements which include the redevelopment of West Mill Street from Metcalfe Street to the extent of the work described above. Stantec assisted the Township in developing several alternate concepts for West Mill Street based on feedback from the initial public meeting. At the Public Information Meeting #3 two final concepts were presented which include a one-way street option, and a two-way status quo option. Both concepts were well received by the public with preference being split among those who spoke to the consulting team or who provided written
comments. A follow up meeting was recently held with the Elora BIA which included residents and business owners on West Mill Street and surrounding areas. After some excellent discussions, the option selected as the preferred concept was the two-way option. The group also agreed that some changes to increase key pedestrians area would be encouraged and that this would probably eliminate 1-3 parking spaces which was acceptable to those at the meeting.

The attached preferred concept includes improvements to pedestrian movement including accessibility and new concrete sidewalks (stamped and coloured in key areas), improved landscaping, redefined parking spaces including handicap parking, new street lighting, improved drainage, and burying exiting overhead utilities. The estimated costs for the project is approximately $800,000 including all consulting fees.

The next steps include detail design tender development through Triton Engineering and Stantec (landscaping, low impact development, etc.), further engagement with the Elora BIA, and construction proposed for the summer/fall 2017. Triton Engineering has already completed the design and tender documents for the Price Street reconstruction and the West Mill Pumping Station so they are very familiar with the existing conditions and utilities in this area so they best suited to complete the detail design for this project. Stantec will assist Triton with the pedestrian public spaces, landscaping, and low impact development for the project.

**Public Parking Expansion adjacent to LCBO**

At the November 28th Council meeting Council approved an Agreement of Purchase and Sale of various lands between the Pearle Hospitality and the Township of Centre Wellington. As part of this agreement the public parking lot on Carleton St on the south side of the Grand River will be redeveloped in the coming years by Pearle Hospitality. Pearle Hospitality owned the parcel of land adjacent to the LCBO on Metcalfe Street which will now be owned by the Township. This now allows the Township to redevelop this new land parcel and other adjacent lands owned by the Township to replace and expand public parking in the downtown. The goal of redeveloping this area for public parking was to see no net loss of public parking on the south side of the Grand River.

The Township hired Stantec to develop concept plans for the proposed parking lot development and these concepts were shown during the public engagement process for the Victoria Street Pedestrian Bridge and Elora Downtown Public Realm. The Township also hosted two stakeholder meetings with the Elora BIA to review the parking lot concepts.

The attached preferred concept plan provides 64 parking space (4 handicap) and is estimated to cost $315,000 which will be shared 50/50 with Pearle Hospitality. The parking area will include paving, curbing, sidewalks, lighting, landscaping, and some low impact development to encourage water infiltration.

The next steps include detail design and tender development, through Triton Engineering and Stantec, with construction proposed in the spring of 2017. Triton
Engineering has already completed the previous work in this area including the recent Water Street reconstruction, and the Clyde Street pumping station project a few years ago so they are very familiar with the existing conditions and utilities in this area. They are best suited to complete the detail design for this project. Stantec will assist Triton with the pedestrian connections, landscaping, and low impact development for the project.

**Corporate Strategic Plan:**  
Reliable Infrastructure - The Township will manage and upgrade the community’s infrastructure assets in an environmentally responsible way.

**Financial Implications:**  
Council approved the allocation of $1,805,698 towards these two project from the Jack R. MacDonald Trust fund. The bridge is estimated to cost approximately $1,000,000 and the West Mill Public Realm is estimated to cost approximately $800,000.

**Consultation:**  
The Township, Stantec, BTE and in partnership with the County of Wellington undertook a public engagement process which included three public meetings, electronic survey, and stakeholders meetings with the Elora BIA. As part of the Environmental Assessment Process consultation with Provincial Ministries also took place.

More details of the consultation are included in the EA report attached.

**Attachments:**  
- [Badley Victoria Bridge ESR 7Dec16 ExecSum QC](#)  
- [Preferred Victoria St Pesdestrian Bridge Concept Council report Dec 12 2016](#)  
- [West Mill Street preferred Two-way Option Council report Dec 12 2016](#)  
- [LCBO Parking Lot Expansion Preferred Concept Council report Dec 12 2016](#)

**Approved By:**  
Andy Goldie, Chief Administrative Officer
Wellington County & Township of Centre Wellington

Badley (Metcalfe Street) Bridge, Victoria Street Pedestrian Bridge & West Mill Street Enhancements

Municipal Class Environmental Assessment
Environmental Study Executive Summary

November 2016
E-1 EA Project

An Environmental Assessment (EA) study was initiated by the County of Wellington in June of 2015 to define a bridge management plan for the replacement or rehabilitation of the Badley (Metcalfe Street) Bridge in Elora, Ontario. The project is subject to Schedule C of the Municipal Class Environmental Assessment process (Class EA), under the Province of Ontario’s Environmental Assessment Act.

The Township of Centre Wellington subsequently initiated a Class Environmental Assessment in February of 2016 for the construction of the Victoria Street Pedestrian Bridge and the enhancement of West Mill Street in Elora, Ontario. These Township projects are subject to Schedule B of the Municipal Class Environmental Assessment process (Class EA), under the Province of Ontario’s Environmental Assessment Act.

Based on the overlapping study areas the projects are being completed as a harmonized Environmental Assessment meeting the requirements of their respective schedules.

Need and Justification

A number of issues have been identified relating to the scope of the projects as well as concerning how the project should be designed. The problem identification provides focus on what is to be solved by the project. For the EA study the following needs define the scope of project to be delivered:

- Based on the age of the existing Badley (Metcalfe Street) Bridge (constructed circa 1953) and the structural condition assessment, immediate action is required to repair, replace or rehabilitate the structure.
- The Victoria Street Pedestrian Bridge will assist in linking the new developments in downtown Elora including the proposed Pearle Hospitality developments. The bridge will also maintain pedestrian access across the river.
- The West Mill Street Enhancements will form part of the ongoing urban renewal projects in the downtown core.

Study Area

The Study Area is located in Elora, Ontario in the Township of Centre Wellington and the County of Wellington, and is illustrated in Figure E1. The study area is bounded by: Metcalfe Street to the east; Victoria Street to the west; East Mill Street to the north; and Carleton Place to the south. The study area also considered downstream affects and influences of potential improvements. The technical investigations and environmental inventories were focused on the locations where construction will occur.
Figure E1: Study Area
E-2  Municipal Class EA Process

The EA follows the requirements of a Schedule ‘C’ project (Badley (Metcalf Street) Bridge) and Schedule ‘B’ project (Victoria Street Pedestrian Bridge and West Mill Street Enhancements) under the Planning and Design process of the “Municipal Class Environmental Assessment” under the Environmental Assessment Act, as amended in 2011. This is a self-assessment process that includes mandatory public consultation.

The Class EA Process is undertaken in a series of phases commencing with identifying the problem and culminating in the filing of an Environmental Study Report (ESR).

The Class EA process includes an evaluation of all reasonable alternatives and the selection of a preferred alternative(s) with acceptable effects (including mitigation measures) to the natural and social/cultural environments. The Municipal Class EA process entails five phases:

Phase 1: Identify the Problem
Phase 2: Alternative Solutions
Phase 3: Alternative Design Concepts for the Preferred Solution
Phase 4: Environmental Study Report (ESR)
Phase 5: Implementation

This study has been completed to the end of the Municipal Class EA process (i.e. Phase 4).
Consultation

The public consultation approach used several techniques to proactively involve the public. The study was carried out in consultation with staff from the Wellington County, Township of Centre Wellington, external agencies, the general public, property owners and technical specialists. Key stakeholders consulted include: Grand River Conservation Authority (GRCA); Ministry of Tourism, Culture and Sport (MTCS); and the Elora BIA.

The EA process included initially circulating a draft Study Design describing the proposed methodology for the EA at the outset of the study. The draft Study Design was circulated to external agencies, and was available to the general public through posting on the County and Township websites. The final Study Design is included in Appendix A. The Study Design circulation was completed as discretionary public consultation, Step 1.2, as illustrated in Figure E2, the Municipal Class EA Planning and Design Process.

Badley (Metcalfe Street) Bridge

A Value Planning Workshop with the Technical Advisory Committee was held on September 14, 2015 to define functional requirements, quality expectations and provide creative idea generation. The Value Planning Summary Report is included in Appendix C. A Community Café was held September 22, 2015 to proactively solicit early input from the general public regarding perspectives of the community. The Community Café Summary Report is included in Appendix D.

Two Public Information Centre (PIC) meetings were held. The first was held on December 3, 2015 to present the project goals, problem and opportunity statement, Study Design (Work Plan), environmental inventories, and traffic analysis including the results of the origin-destination and pedestrian surveys (completed August/September 2015, detailed in Appendix E) and seek public/agency input/feedback. The final PIC was held on October 4, 2016 and was a joint PIC that presented on the Badley Bridge, Victoria Street Pedestrian Bridge, and the West Mill Street Enhancements. This meeting presented the assessment of alternatives and Technically Recommended Alternative.

Victoria Street Pedestrian Bridge & West Mill Street Enhancements

The first Public Information Centre was held on May 18, 2016 to introduce the Bridge Design Guidelines project and present sample ideas for people to respond to and generate comments on what the community wanted to see in the Guidelines and potential bridge designs. The second Public Information Centre was held on June 28, 2016 and incorporated the Community Café approach to solicit public/agency input/feedback. The final PIC was held on October 4, 2016 and was a joint PIC that presented on the Badley Bridge, Victoria Street Pedestrian Bridge, and the West Mill Street Enhancements. This meeting presented the assessment of alternatives and the highest ranking alternatives for the Victoria Street Pedestrian Bridge design and the West Mill Street Enhancements.

This EA will be presented to the public and review agencies for a 30-day comment period.
NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA

PHASE 1
Problem or Opportunity

PHASE 2
Identify Problem or Opportunity

PHASE 3
Identify Alternative Design Concepts for Preferred Solution

PHASE 4
Environmental Study Report

PHASE 5
Implementation

Circulation of Study Design

Badley Bridge Community Café event
September 22, 2015

Victoria Street Bridge/West Mill Street
PIC No. 1
May 18, 2016

Badley Bridge
PIC No. 1
December 3, 2015

Victoria Street Bridge/West Mill Street
PIC No. 2 & Community Café
June 29, 2016

Combined Final PIC
October 6, 2016

Final ESR/Project File 30-day Review
Notice: January 2017

Figure E2: Municipal Class EA Planning and Design Process
E-4 Analysis and Evaluation

E-4.1 Assessment of Alternative Planning Solutions

The evaluation of alternatives was completed in a two-step process. The initial step was to consider alternative planning solutions. For this study, the alternative planning solutions included:

**Badley (Metcalfe Street) Bridge**
- The ‘Do Nothing’ Alternative
- Close Badley (Metcalfe Street) Bridge
- Rehabilitation of the Badley (Metcalfe Street) Bridge
- Replacement of the Badley (Metcalfe Street) Bridge

**Victoria Street Pedestrian Bridge**
- The ‘Do Nothing’ Alternative
- Replacement of the Victoria Street Bridge

Based on this analysis, the study carried forward preliminary design alternatives.

E-4.2 Assessment of Preliminary Design Alternatives

For the evaluation of preliminary alternatives, the Study Area was divided into the following projects:

- Badley (Metcalfe Street) Bridge
- Victoria Street Pedestrian Bridge
- West Mill Street Enhancements

Within each area, the technical evaluation considered:

**Groups of Alternatives**

- **Badley (Metcalfe Street) Bridge**
  - Structure Type Alternatives
  - Cross Section Alternatives
  - Traffic Staging Alternatives
  - Barrier Alternatives
  - Truck Turning Improvement Alternatives
- **Victoria Street Pedestrian Bridge**
  - Structure Type Alternatives
  - Cross Section Alternatives
  - Pedestrian Crossing Alternatives (on Metcalfe Street)
- **West Mill Street Enhancements**
  - Low/Medium/High Impact Alternatives

E-4.3 Description of Preliminary Design Alternatives

Preliminary design alternatives were developed for each group of alternatives. These alternatives were presented to the public at the Public Information Centres. The alternatives are described in Section 6.0.
E-4.4 Analysis and Evaluation

The Technical Advisory Committee reviewed and approved screening of alternatives and the subsequent technical evaluations for all alternatives. The Technically Preferred Alternatives (TPAs) were presented to the Public at the final Public Information Centre and included the following recommendations:

Badley (Metcalfe Street) Bridge:
- Structure type: three-span rigid frame
- Span length: existing span (72 m)
- Barrier Type: concrete baluster rail (County standard)
- Cross Section: east sidewalk of 2.0 m; west sidewalk of 1.5 m; shoulder width of 1.55 m; and lane width of 3.5 m

Victoria Street Pedestrian Bridge:
The three highest rated alternatives were carried forward as Technically Preferred Alternatives. These included:
- Highest ranked alternative: Alternative A (stone pylons/ short stone veneer at base, glass panel parapet (42” ht.), ornamental lights on top of pylons)
- Second highest ranked alternative: Alternative C (stone, vertical end elements, glass panel parapet (42” ht.), ornamental light poles on bridge deck blisters)
- Third highest ranked alternative: Alternative F3 (stone pylons/ short stone veneer at base, glass panel parapet (42” ht.), ornamental lights on top of pylons, skirt extension below bridge deck)

West Mill Street Enhancements:
The Technically Preferred Alternative for enhancements to West Mill Street is the Low Impact Alternative that maintains two-way traffic along West Mill Street.
E-5  Recommended Plan

The Technically Preferred Plan (TPP) was shown at the final PIC and at meetings with the Elora BIA, and was an aggregate of the preferred alternatives for the Badley (Metcalfe Street) Bridge, Victoria Street Pedestrian Bridge and West Mill Street Enhancements. Comments from the public on the TPP were encouraged and received. The Recommended Plan incorporates modifications made to the TPP based on community and agency input. The Recommended Plan refinements were endorsed by the TAC. The Recommended Plan is presented in Figures E3 to E5. The refinements for the TPP, which are included in the Recommended Plan, include:

Badley (Metcalfe Street) Bridge
- Potential modification to the bridge cross-section to include a 1.8 m sidewalk, as an ‘accessibility best practice’, on the west side of the structure.

Victoria Street Pedestrian Bridge
- The recommended alternative is an aggregate of the Technically Preferred Alternatives, including:
  - Stone arched superstructure
  - Metal railing
  - Mid-span belvedere

West Mill Street Enhancements
- 14 m perpendicular parking and two way traffic lanes
- 8.9 m sidewalk and planting area

E-5.1 Statement of Flexibility

The EA allows flexibility for the County of Wellington and the Township of Centre Wellington during detailed design and construction. This includes:

Badley (Metcalfe Street) Bridge
- The bridge design will be either a three-span rigid frame or a three-span precast with a curtain wall to create an arch shape on the façade.
- Sidewalk widths between 1.5 m and 1.8 m will be considered during detailed design.
- Potential construction of all spans of the rigid frame concurrently and including an opening for the passage of water (spanning between two piers to support the falsework so that a main channel can pass water).
- Allowance for up to 1 m increase in water level as the backwater curve will increase water levels as the channel flow is directed to a single opening while in-water work is being completed.
- Mitigation of flood events during construction by: the GRCA reducing water levels upstream to be able to hold flow from storm events during construction; and/or the use of precast beams to eliminate the falsework by designing exterior panels to create the view of an arched superstructure.
Victoria Street Pedestrian Bridge

- Minor variations to the detail design of the Recommended Alternatives (i.e. railing types, concrete skirt extension below bridge deck etc.).

West Mill Street Enhancements

- Potential modification to increase pedestrian space at the Metcalfe Street/West Mill Street intersection and at the mid-block pedestrian crossing.
Figure E3: Recommended Plan Badley (Metcalfe Street) Bridge
County of Wellington – Badley (Metcalf Street) Bridge
Township of Centre Wellington – Victoria Street Bridge & West Mill Street Enhancements
Environmental Study Report
November 2016

Figure E4: Recommended Plan Victoria Street Pedestrian Bridge
OPTION 1
LOW IMPACT ALTERATIONS

ADVANTAGES
- Lower Cost
- Minimal Disruptions
- Some new street trees, benches, and bike storage may be accommodated
- Buried Telephone and Hydro Services

DISADVANTAGES
- Constrained sidewalks for pedestrians
- Less safe for pedestrians and motorists
- Not consistent with municipal standards

STREET SECTION
- 14m Perpendicular Parking & Two Way Traffic Lanes
- 8.9m Sidewalk & Planting Area

DETAIL PLAN
Space Distribution:
- 60 % Car
- 40 % Pedestrian

Figure E5: Recommended Plan West Mill Street Enhancements
E-6  **Next Steps**

At the end of the mandatory 30-day public review period, should there be no objections to the project accepted by MOECC, the County of Wellington and Township of Centre Wellington may proceed with detailed design and construction of the recommended plan, subject to availability of funding and capital budget prioritization.
E-7 Mitigation Plan

Comments identified as part of the EA study are documented in Table E1 which describes the County and Township’s plan to mitigate potential impacts of the projects.

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<th>Commitments</th>
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| 1   | Construction of the Badley (Metcalfe Street) Bridge should be completed in one construction season. | A preliminary schedule was developed to estimate the construction duration for the Badley (Metcalfe Street) Bridge, and includes:  
- If constructed as a rigid frame:  
  - 12-16 weeks with vehicular and pedestrian traffic (utility relocations, construction staging, and environmental protection); and  
  - 46-65 weeks with no vehicular or pedestrian traffic (removals, and construction of replacement structure).  
- If constructed as a precast or steel beam:  
  - 12-16 weeks with vehicular and pedestrian traffic (utility relocations, construction staging, and environmental protection); and  
  - 38-42 weeks with no vehicular or pedestrian traffic (removals, and construction of replacement structure). | In advance of the construction of the Badley (Metcalfe Street) Bridge: the Victoria Street Bridge will be constructed to provide pedestrian/cyclist access; the Highway 6 Bridge in Fergus will be in service to accommodate detoured traffic; and the Woolwich Street Bridge in Elora will be reconstructed to accommodate truck and vehicular traffic. |
| 2   | The replacement of the Badley (Metcalfe Street) Bridge should include a gateway feature. | Consideration will be given to a gateway feature south of the Badley (Metcalfe Street) Bridge to denote the entrance into downtown Elora. | The gateway feature will be considered during detail design. |
### Table E1: Mitigation Plan

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| 3   | The replacement and reconstruction of the bridges in Elora should consider the existing cultural heritage environment in downtown Elora. | The Recommended Alternatives for the bridge reconstruction and replacement involve sympathetic designs that do not detract from the existing cultural heritage in the Study Area. Recommendations to mitigate the impacts related to the replacement of the Badley (Metcalfe Street) Bridge include documentation and commemoration of the existing structure. | Commemoration methods will include:  
- Documentation on an interpretive plaque  
- Retention of plaques affixed to existing structure  
- Possible salvage of elements of the bridge for public art/displays (if feasible) |
<p>| 4   | The Badley (Metcalfe Street) Pedestrian Bridge, Victoria Street Pedestrian Bridge and Pearle Hospitality Bridge should have common design elements. | The Township of Centre Wellington in consultation with Stantec developed Bridge Design Guidelines to provide context sensitive design guidelines for the three structures. The guidelines include recommended design principles including form, materials, public amenities, lighting, decorative elements, commemoration, and environmental considerations. The Recommended Alternatives for the Badley (Metcalfe Street) Bridge and the Victoria Street Pedestrian Bridge have been developed using a cooperative approach between Wellington County and the Township of Centre Wellington to ensure that the designs have comparable elements. The Recommended Plan for both structures is in accordance with the Design Guidelines. | |
| 5   | Concern for the loss of parking on West Mill Street. | The Recommended Plan for enhancements to West Mill Street includes maintaining two-way traffic and perpendicular parking. This will minimize the loss of parking along West Mill Street. | To mitigate the loss of parking resulting from the reconstruction of West Mill Street and the sale of the Little Folks Lot on Metcalfe Street/Carleton Street, the Township of Centre Wellington are constructing a parking lot adjacent to the LCBO. This will include 64 parking spaces. |</p>
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<td>6</td>
<td>Concern for damage to flower beds at ground level from people walking through/parking on top of the flowers.</td>
<td>Raised flowerbeds will prevent potential damage/vandalism to the flowerbeds.</td>
<td>The elevation of the flowerbeds will be considered during detailed design.</td>
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<td>7</td>
<td>Consider varying the height of the light standards to create an &quot;arch&quot; across the Badley (Metcalfe Street) Bridge and the Victoria Street Pedestrian Bridge.</td>
<td>The pole and light standard style for the Badley (Metcalfe Street) Bridge and the Victoria Street Pedestrian Bridge is expected to be the King Luminaire. The feasibility of the light standards on the bridge to introduce a common arch element will be investigated during detailed design.</td>
<td>Lighting will be provided and will consider an arch feature.</td>
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<td>8</td>
<td>A navigable window should be maintained for the new bridge and during construction to meet the common law right of passage.</td>
<td>A boat navigation opening will be maintained throughout construction.</td>
<td>A 2m (vertical) by 6m (horizontal) navigable opening will be maintained to accommodate marine traffic.</td>
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<td>9</td>
<td>The Pearle Hospitality Building Link across the Grand River should be subject to an Environmental Assessment.</td>
<td>This project is outside the scope of the Environmental Assessment; the building link is a private undertaking and will be under private ownership. Private sector projects such as this are not subject to the Municipal Class EA.</td>
<td>Not applicable.</td>
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WEST MILL STREET CONCEPT STREETSCAPE DESIGN
ELORA, ONTARIO

OPTION 1
LOW IMPACT ALTERATIONS

ADVANTAGES
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STREET SECTION

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DETAIL PLAN

Space Distribution:
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Stantec