



FORMAL REPORT

To: Mayor Strathdee and Members of Council

Prepared by: Mark Stone, Planner

Date of Meeting: 12 September 2017

Subject: DEV 27-2017 Wellington Street North Extension

PURPOSE

The purpose of this report is to provide Council with a summary of public submissions, background and history, and Town staff comments regarding the proposed Wellington Street North extension.

RECOMMENDATION

THAT DEV 27-2017 Wellington Street North Extension report be received; and,

THAT the Town of St. Marys maintain the proposal for a Wellington Street North extension for a future phase of the Thames Crest Farms development to ensure sufficient access and egress for emergency services providers, and to ensure the most efficient utility servicing for municipal infrastructure; and,

THAT staff be directed to work with the developer in the future phases of the Thames Crest development to create design options for the proposed Wellington Street North crossing of the Grand Trunk Trail that are sympathetic to pedestrian, motorist and ecological interests.

BACKGROUND

Schedule B of the Town's Official Plan identifies a proposed collector road to extend from the current terminus of Wellington Street at the Grand Trunk Trail, northward to the proposed east-west Glass Street collector road in the Thames Crest Farms subdivision which will connect Emily Street to James Street North. The proposed Wellington Street North collector road would traverse the Grand Trunk Trail.

At the June 13, 2017 Council meeting, Dr. Emily Kelly made a presentation on behalf of Tree Protectors of St. Marys, a group created in response to concerns regarding the destruction of green space associated with the Emily Street and Ardmore Park (now referred to as Westover Place) developments. In her presentation, Dr. Kelly made a number of points including:

- The area where Wellington Street meets the Grand Trunk trail features mature maple trees, young black walnut trees, and bird, turtle and frog habitat
- The Grand Trunk Trail is used by pedestrians, cyclists, dog-walkers and nature lovers, and is a major draw for local tourism
- Active transportation cannot be combined safely with heavy traffic
- Pedestrian bridges are expensive and fraught with accessibility issues
- Building a bigger road doesn't decrease traffic...it increases it

- Collector roads take heavy trucks and traffic, and collector road traffic flow cannot be interrupted by frequent driveways
- Parkview Drive, Station Street and Wellington Street will become an uncontrolled intersection with heavy traffic coming in three directions
- Walkable communities contribute to the health of residents

Dr. Kelly recommended that the Town remove the Wellington Street extension from the Official Plan and create an extension of the Grand Trunk Trail to link with the new subdivision, and incorporate a much needed new North Ward Park. Following the presentation, Council passed the following resolution:

THAT the presentation by Dr. Emily Kelly regarding Improvements to the Grand Trunk Trail at Wellington Street North be received; and,

THAT staff be directed to report back to Council regarding the history and rationale of the proposed extension of Wellington Street North; and,

THAT staff be directed to report back on the planned parkland dedication for the Thamescrest Farms Development; and,

THAT staff be directed to investigate implementing a formal forestry and tree management policy for the Town as recommended in the Town's Strategic Plan; and,

THAT staff be directed to investigate the implementation of a Natural Heritage Designation for the Grand Trunk Trail.

Also at the June 13, 2017 Council meeting, Mr. Frank Krausz made a submission to the Town respecting natural protected zones, recreational zones, historic zones and development zones. The following is a summary of comments and questions in Mr. Krausz's submission:

- Wider range of zones required to protect recreational, historical and natural areas
- Natural zones required to protect natural ecosystems and recreational activities
- Only two areas in Town that are easily accessible to the elderly and handicapped
- Grand Trunk Trail is only natural zone not flanked by development and is used by senior citizens, St. Marys Day Care and Holy Name students
- Why wasn't notice of the Wellington Street extension not posted at end of street?

Following the presentation, Council passed the following resolution:

THAT the correspondence from Mr. Frank Krausz be received and referred to staff for inclusion in the forthcoming report back on the Wellington Street North extension.

In a letter dated June 20, 2017, Dr. Emily Kelly submitted a petition to the Town. 676 people signed the petition which states that the extension of Wellington Street North is a mistake since it will:

- Cut the Grand Trunk Trail in half and put pedestrian and cyclist safety at risk
- Result in the removal of more than 30 mature trees
- Destroy the pond and streams that run alongside the Grand Trunk Trail
- Cause serious traffic congestion and risks to pedestrian safety along Wellington Street in the downtown core

The petition encourages Town Council to keep new housing development connected using existing roads and new walking trails, rather than carving a channel for heavy traffic through the middle of Town. Several people who signed the petition provided additional comments including:

- Need for a tree cutting by-law to prevent trees from being removed
- Why are Emily Street and James Street not sufficient to service new development?

At the June 27, 2017 Council meeting, Jakob Krausz spoke to Council in opposition of the Wellington Street extension citing a number of points including:

- Trails provide tranquility
- There will be negative impacts on the local ecosystem
- Will impact pedestrian opportunities
- Will create potential traffic issues
- Trail provides safe access from school to park

Based on public submissions received and the direction of Council, the following is a summary of issues to be addressed:

Issue 1 – Need for Wellington Street extension

Issue 2 – Traffic concerns due to Wellington Street extension

Issue 3 – Protection of the Grand Trunk Trail and road crossing safety concerns

Issue 4 – Protection of natural heritage along/in proximity to Grand Trunk Trail

Issue 5 – The need for a wider range of zones to protect recreational, historical and natural areas

Issue 6 – Planned parkland dedication for the Thames Crest Farms development

The following three reports have been prepared to address these issues:

DEV27-2017 (this report) – Wellington Street North Extension

- Addresses Issues 1, 2 and 3
- Provides context and background applicable to all three reports

DEV28-2017 – Thames Crest Farms Development – Parkland Dedication

- Addresses part of Issue 5 and Issue 6

DEV29-2017 – Grand Trunk Trail - Natural and Cultural Heritage

- Addresses Issue 4 and part of Issue 5

REPORT

Before discussing these issues, an overview of relevant planning context, the history of proposed Wellington Street extension, and existing and proposed development in the Thames Crest Farms subdivision is provided.

THAMES CREST FARMS DEVELOPMENT

The Application for Plan of Subdivision for the Thames Crest Farms development was originally submitted in 2005. The proposed development is bounded by Emily Street to the west, James Street

North to the east, the Grand Trunk Trail to the south and the proposed Glass Street collector road to the north. The proposed concept plan submitted with the Application is provided as Attachment 1 to this report and is summarized in the following table.

Land Use	Units	Area (hectares)
Single detached dwellings	315	28.0
Multiple dwellings	115	2.35
Commercial (at southwest corner of Glass Street and James Street North)		0.51
Regional parkland (at northwest corner of Glass Street and James Street North)		10.3
Storm water management facility (at northwest corner of Grand Trunk Trail and Wellington Street North extension)		2.57
TOTALS	430 units	43.73 hectares

In 2007, a revised draft plan of subdivision was submitted showing the replacement of the proposed regional parkland with future residential development. A new parkland block was also identified adjacent to the Grand Trunk Trail (east of Wellington Street North), replacing proposed residential development on the original concept plan. A copy of the revised plan is provided as Attachment 2 of this report.

In 2014, the first plan of subdivision was draft approved to allow for the development of 33 single detached lots along Emily Street and the construction of the first section of the Glass Street extension.

On April 5, 2016, Town Council draft approved the second plan of subdivision to allow for the construction of the collector road from James Street to Emily Street.

Transportation

The Thames Crest Farms Subdivision Traffic Impact Study (TIS) was prepared by Tranplan Associates in June of 2004 in support of the proposed development. The TIS examined the proposed Thames Crest Farms development and also assumed 40 residential lots to be developed immediately east of James Street North between Trailside Court and Glass Street. The TIS was based on the assumption that the proposed development would be completed over a 17 to 20 year period (i.e. full buildout between 2021 and 2024). The following is a summary of key, relevant findings of the TIS:

- Wellington Street identified as main access point since it will provide connectivity to the road network to the south
- Phase 1 to the year 2011
 - 175 units (115 single detached and 60 medium density low rise condominium units) along Emily Street and the area just north of the Grand Trunk Trail off Wellington Street North and 40 future development units east of study area

- Impact of Phase 1 on the road network to be minimal and no specific improvements required to support traffic generated as a result of Phase 1
- Initial improvements to Wellington Street North will be required to provide a local connection to local roads in the study area
- Appropriate pedestrian facilities required over Wellington Street North extension where it intersects with Grand Trunk Trail
- Phase 2 (full buildout) by the year 2021
 - Completion of Glass Street from Emily Street to James Street North and Wellington Street North extension
 - Also based on neighbourhood commercial development (approximately 557 m²) planned for northwest corner of James Street North and Glass Street
 - Any improvements to the Wellington Street North corridor, north of Station Street, required by 2021
 - Improvements will include upgrades necessary to complete its transition to a collector road
- Wellington Street, from Queen Street to Station Street, will have capacity to accommodate future volumes to 2021 planning horizon however, north of Station Street will require upgrades. The existing Wellington Street bridge should be capable of carrying forecast future traffic volumes (background and future site) to the 2021 planning horizon.
- Single lane bridge over Trout Creek limits the amount of new traffic that can be accommodated on Water Street. The existing Water Street bridge should be capable of carrying forecast future traffic volumes (background and future site) to the 2021 planning horizon.
- Church Street expected to carry increasing share of new traffic and no road improvements are required to support new traffic generated by development in study area. The existing Church Street bridge should be capable of carrying forecast future traffic volumes (background and future site) to the 2021 planning horizon.
- James Street will provide access to study area and new residential development to the east
 - no specific improvements will be required for James Street to support development in the study area to 2021
- Emily Street narrows from about 8 metres to 6.1 metres as it passes under the Grand Trunk Trail. As a result, it can operate as a single or two lane facility depending on the given driver(s) approaching the subway. The existing Emily Street underpass should be capable of carrying forecast future traffic volumes to the 2021 planning horizon, even when it operates as a single lane facility accommodating contra-flow traffic streams. (It is noted that with the further narrowing of Emily Street at the Grand Trunk Trail due to the installation of a sidewalk in the underpass, the ability of Emily Street to function as a primary connection to the development area is further limited).

PLANNING CONTEXT

Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development, including the protection of resources of provincial interest, public health and safety, and the quality of the natural and built environment. The following is a summary of PPS policies relevant to this report.

Section 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by: avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting cost-effective development patterns and standards to minimize land consumption and servicing costs; and promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Section 1.5.1 of the PPS states that healthy, active communities should be promoted by: planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

Infrastructure, which includes transportation corridors and sewage and water systems, shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs (Section 1.6.1). In addition, planning for infrastructure shall be coordinated and integrated so that they are available to meet current and projected needs. Section 1.6.4 states that “infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services”.

Section 1.6.7.1 states that “transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs” and section 1.6.7.2 states that efficient use shall be made of existing and planned infrastructure, where feasible.

Section 1.8.1 states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which promote compact form and a structure of nodes and corridors, and promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

St. Marys Strategic Plan

In 2017, the Town updated the Strategic Plan to meet new public needs and expectations. Key priorities of the Town are reflected in six key strategic pillars: infrastructure, communication and marketing, culture and recreation, economic development, growth and housing.

A strategic priority under Strategic Pillar 1 – Infrastructure is commencement of work in the short term to update the Wellington Street Bridge. Replacement of the Wellington Street Bridge is underway and will allow for a more timely development of the northern part of the community as stated in the Strategic Plan.

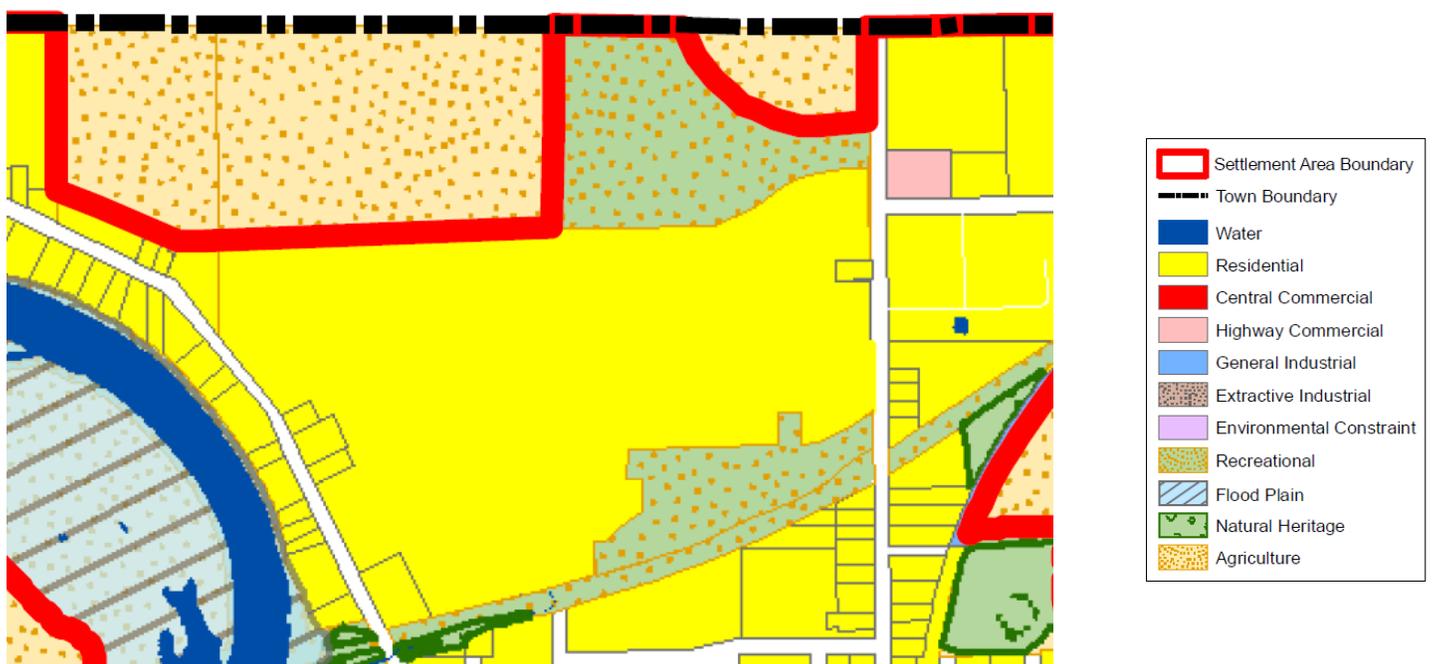
Under Strategic Pillar 4 – Culture and Recreation, a strategic priority is a focused parks strategy that would involve tying the Grand Trunk Trail to Milt Dunnell Park in the short term, and investigating the implementation of a forest and tree management policy for the Town in the mid term.

Official Plan

The current Official Plan was adopted by Council in 1987 and approved by the Province in part in 1993 and entirely in 1999. The purpose of this section is to provide an overview of relevant policies of the current and previous Town Official Plans.

The Town has reviewed and updated the Official Plan on a number of occasions to ensure conformity with provincial policies and to ensure that that goals, objectives and policies of the Plan provide appropriate guidance with respect to future land use and development, while protecting important natural, cultural and other resources. The Town provided notification to the community with each Official Plan review and update in accordance with Planning Act requirements. Unlike a proposed site specific amendment to the Official Plan wherein signage must be posted on the property, when a municipality undertakes a general review and update of its Official Plan, notification is provided in such a manner to inform the entire community (e.g. in local newspapers).

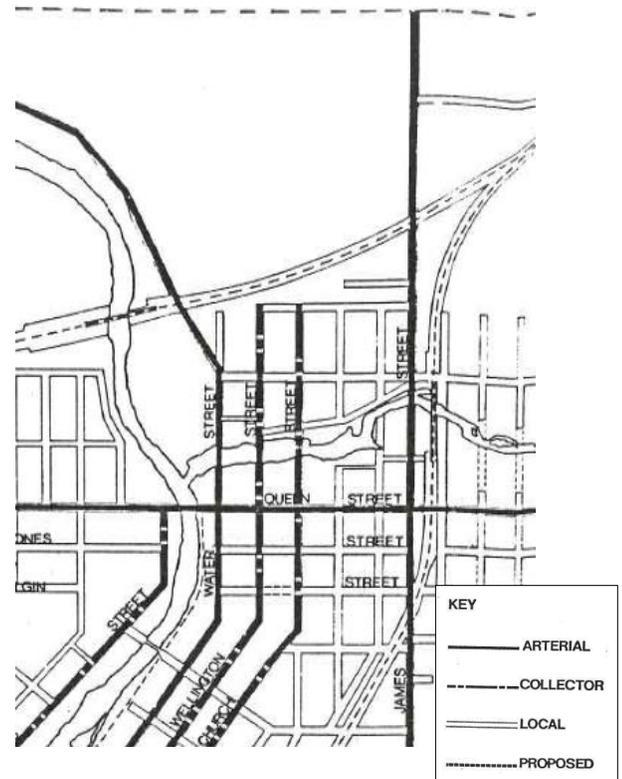
The Thames Crest Farms lands are designated Residential and Recreational in the current Official Plan permitting the development of these lands for a range of residential dwelling types, and recreational uses such as parks and trails. The northwest quadrant of the subject lands is located outside of the settlement area boundary and designated Agriculture.



One of the goals identified in the Town’s current Official Plan is “to establish a transportation system capable of providing for the safe and efficient movement of people, goods, and services including the collection of garbage, the removal of snow, and the movement of emergency vehicles” (Section 5.1.1).

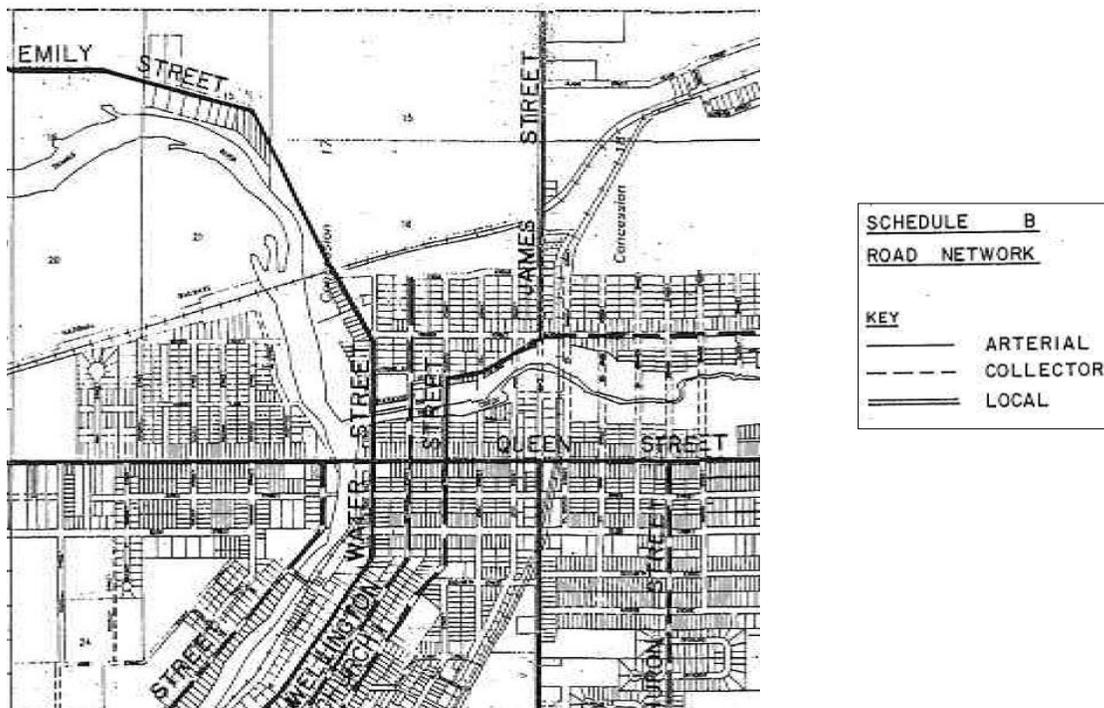
Road classification systems are established in Official Plans to define the role and function of the various components of road systems in a municipality. As noted in Section 5.3.1 of the Town’s Official Plan, “the importance of classifying roads accurately is to keep the movement of traffic within the Town efficient and safe for pedestrians and vehicular traffic”. Road classification systems in Official Plans are based on a hierarchy of roads and allow municipalities to plan for and protect corridors and rights-of-way to meet the current and future needs of the community for the movement of people and goods.

The Town Official Plan adopted in 1979 included Schedule B – Road Network, identifying arterial, collector, local and proposed roads (excerpt from Schedule B shown to the right). Wellington Street was identified as collector road. Church Street was also identified as a collector road, while Water Street, Emily Street and James Street were identified as arterial roads. The proposed extension of Wellington Street North was not shown.



The 1979 Official Plan did not provide a classification system to identify the role and function of different road types. However, road types were referenced to provide direction on the location of certain land uses (e.g. convenience commercial centres were only permitted at the intersection of a collector road and local road).

When adopted in 1987, Schedule B – Road Network of the current Official Plan (excerpt shown below) identified James Street and Water Street as arterial roads. Wellington Street continued to be shown as a collector road and the proposed Wellington Street extension was not shown. Water Street, Emily Street and James Street continued to be identified as arterial roads. Church Street from Station Street to Queen Street was reclassified from collector to arterial road, and Station Street from Church Street to James Street was reclassified from local to arterial road.



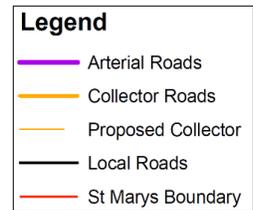
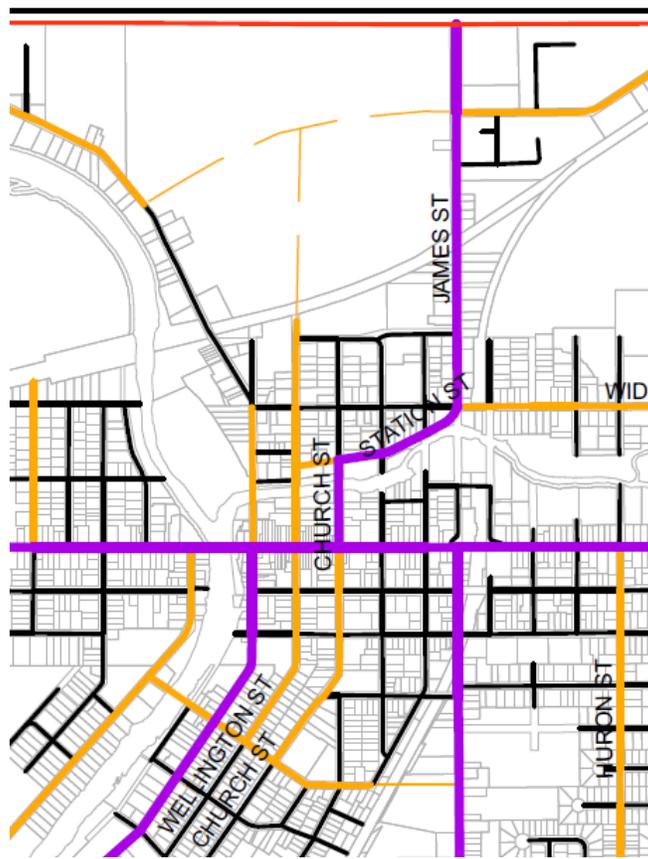
The current 1987 Official Plan was updated in 2005 and identified the proposed Wellington Street extension. Schedule B – Road Classifications of the Town’s Official Plan identifies arterial roads, collector roads, proposed collector roads and local roads. A road classification section was also added to the Official Plan to explain the form and function of different road classes in the Town. The

following chart provides a comparison of arterial, collector and local roads as described in the Official Plan.

	ARTERIAL ROADS	COLLECTOR ROADS	LOCAL ROADS
Function	<ul style="list-style-type: none"> Major routes designed to carry high volumes of traffic from one area of Town to another Connect to other Arterial Roads, Collector Roads and some Local Roads 	<ul style="list-style-type: none"> Collect traffic from Local Roads and distribute it to other Local Roads and Arterial Roads Connect to all other roads 	<ul style="list-style-type: none"> Collect traffic from lands that are adjacent to the roads. Local Roads connect primarily Collector Roads and other Local Roads. Carry low volumes of traffic (with no set standard) since most of the traffic on a local road will have its origin or destination to be to the lands that lie alongside the road
Vehicle Types	<ul style="list-style-type: none"> All types with a larger amount of transports using Arterial Roads instead of Collector and Local Roads 	<ul style="list-style-type: none"> All types of traffic utilize these roads although trucks are typically service types 	
Right-of-way Width	30 metres	26 metres	20 metres
Access and Parking	<ul style="list-style-type: none"> Direct access limited On-street parking prohibited except within the Downtown Core 	<ul style="list-style-type: none"> Direct access and on-street parking regulated 	<ul style="list-style-type: none"> Direct access and on-street parking permitted
Sidewalks	<ul style="list-style-type: none"> Provided on both sides of road 	<ul style="list-style-type: none"> Provided on both sides of road 	<ul style="list-style-type: none"> Provided on one side of road

As shown in the excerpt from the current Official Plan on the following page, Wellington Street is identified as a collector road, and proposed to be extended to connect to the proposed Glass Street collector road. James Street North, Station Street and Church Street are identified as arterial roads. However, Water Street (between Queen Street and Widder Street) is identified as a collector road and Emily Street is identified as a collector road with the exception of the portion of Emily Street that extends under the Grand Trunk Trail (between the intersection of Water Street and Widder Street and the intersection of Emily Street and Glass Street) which is identified as a local road. As part of the 2005 update of the 1987 Official Plan, Discussion Paper No. 2 "Roads" was prepared and recommended changing the classification of Emily Street and Water Street from arterial road for several reasons including:

- Significantly lower traffic volumes on Emily Street
- Emily Street leads to agricultural lands and some residential uses, and is not a main connection to any other centre
- Water Street does not connect to a major highway or to an arterial road if Emily Street is reclassified



Lastly, Section 5.3.8 of the Official Plan states in part that

“new development or redevelopment proposals of more than thirty (30) dwelling units shall incorporate at least two points of public road access. Council will not approve infilling development in areas served by only one public road if those areas currently exceed thirty (30) dwelling units or where such infilling development will increase the number of dwelling units beyond thirty (30) dwelling units”.

DISCUSSION OF ISSUES

As noted earlier, six main issues have been identified, three of which are discussed in this report:

- Issue 1 – Need for Wellington Street extension
- Issue 2 – Traffic concerns due to Wellington Street extension
- Issue 3 – Protection of the Grand Trunk Trail and road crossing safety concerns

Issue 1 – Need for Wellington Street extension

Questions have been raised with respect to the need for the Wellington Street extension with James Street North and Emily Street providing north-south routes on the east and west sides of the development area. As previously discussed, transportation systems are identified and protected in Official Plans to ensure there is the efficient, connected, convenient, safe and energy efficient movement of people and goods. It is important to ensure that our community is easy to get around, promotes and accommodates active transportation and barrier-free movement, and is designed in such a way to reduce air pollution and greenhouse gas emissions. It is also important to ensure that there are identifiable and direct corridors that connect neighbourhoods in our community

As discussed earlier in this report, the Thames Crest Farms Subdivision Traffic Impact Study (TIS) prepared in 2004 concluded that the Wellington Street extension north is required to accommodate full build-out of the proposed development. This is due, in part, to the single lane bridge over Trout

Creek which limits the amount of new traffic that can be accommodated on Water Street and the traffic flow limitations associated with the Emily Street underpass. It is also noted in the TIS that a Wellington Street extension will provide an important connection between the Thames Crest Farms area and the road network to the south.

In addition to providing a connection to the road network to the south, an extension of Wellington Street will provide areas to the north with a more direct connection to the downtown core and other areas of the community, across a reconstructed and modern Wellington Street bridge.

There has also been reference to Section 5.3.8 of the Official Plan which states in part that “new development or redevelopment proposals of more than thirty (30) dwelling units shall incorporate at least two points of public road access. Council will not approve infilling development in areas served by only one public road if those areas currently exceed thirty (30) dwelling units or where such infilling development will increase the number of dwelling units beyond thirty (30) dwelling units”. It should be noted that the policy requires a minimum of two points of access, in part to ensure that there are multiple accesses available for emergency response. Emergency services staff have indicated that the Wellington Street extension would provide an important additional access point to/from existing and planned parts of this community, reducing response times in some cases.

From a utilities perspective, a 10-inch watermain currently exists along James Street but does not extend all the way to Glass Street, reducing to a 6 inch watermain. There is an 8-inch watermain on Emily Street and there are currently some pressure issues. There are plans for a watermain to cross the Grand Trunk Trail at Wellington Street, thus looping the water service to the area. Without this additional water source entry, flows and pressures to large areas would be limited or restricted during repair and maintenance activities. Early construction of the Wellington Street extension will provide additional redundancy for the water distribution system by connecting the existing Wellington Street watermain to the Glass Street main.

Finally, natural grades in this area are conducive to locating the storm water management facility and storm water and sanitary outlets for the Thames Crest Farms development in the southwest quadrant of the area. However, storm water and sanitary outlets will travel from Wellington Street to Emily Street north of and as a result, not cross the Grand Trunk Trail.

Issue 2 – Traffic concerns due to Wellington Street extension

There has been some concern raised regarding the scale of the proposed Wellington Street collector road. As discussed in this report, collector roads in the Town of St. Marys are intended to collect traffic from local roads and distribute this traffic to other local and arterial roads, and are not intended to carry high volumes of traffic like arterial roads. The planned right-of-way width for collector roads in the Town of St. Marys is 26 metres (85 feet) however, the actual paved portion for a road such as the Wellington Street collector would be 10 to 12 metres and would only consist of two lanes of traffic.

Concerns have also been raised regarding traffic impacts on roadways to the south due to the additional traffic generated from the Thames Crest Farms development. As noted in the 2004 TIS, Wellington Street (with upgrades north of Station Street), and the existing Church Street, James Street, Emily Street, Wellington Street bridge, Water Street bridge and Church Street bridge will all have capacity to accommodate future volumes (background and future site).

The Town will require an updated transportation impact study with future phases of development and in particular, if there are proposed changes to the road network and/or forms of residential development.

Issue 3 – Protection of the Grand Trunk Trail and road crossing safety concerns

It has been suggested that the crossing of the Grand Trunk Trail will impact its usage by residents and visitors to the area, and that active transportation cannot be combined safely with heavy traffic.

The developer has indicated that the Wellington Street / Grand Trunk Trail intersection will be a 'gateway feature' and will enhance the pedestrian connectivity of the neighbourhood. The developer has indicated that this gateway may include cross-walk lights, raised paved surface and/or different asphalt materials (e.g. concrete) to facilitate safer crossings of Wellington Street. Given that the Wellington Street North extension has not yet been designed and may be several years away from being included as a component of a future phase of the development, committing to preferred pedestrian and traffic control methods is not appropriate at this time.

Rather, at the time of draft plan of subdivision review, the developer will be required to work with the Town in the determination of appropriate crossing requirements (e.g. through an updated TIS and Pedestrian Control Study). A Pedestrian Control Study will follow the standards established in the Ontario Traffic Manual (OTM) Book 12 - Traffic Signals and OTM Book 15 - Pedestrian Crossings were used for analysis. OTM Book 15 – Pedestrian Crossings mandates that the necessary order of investigations to determine the most appropriate, warranted, legal control device must be undertaken from the highest level of control to the lowest, in the following declining order:

1. Full Traffic control signalization
2. Intersection (IPS) or Mid-Block (MBS) pedestrian signalization
3. Pedestrian Cross-Overs (PXO) – with 4 levels of non-signalized control
4. Adult Supervised School Crossing – where applicable
5. No legal crossing control

The developer will also be required to work with the Town on the detailed design of the trail crossing to ensure the continued function and safety of users of the trail and motorists alike. There are a number of approaches to creating safe trail crossings, while maintaining safe and efficient vehicle traffic, including:

- Pavement markings in road crossings to provide enhanced visibility for motorists
- Signals for bicycles and pedestrians
- Stop bars located behind crossing for trail users
- Solid centre line approaching the crossing
- Open sight triangles at crossings
- Road signage to alert motorists of upcoming trail crossing
- Trail signage to alert trail users of upcoming road crossing
- Curb ramps at both sides of road crossing
- Traffic calming such as using a 'pinch' or narrowing of the road at the crossing, a refuge island (elevated island in centre of road)

Examples of crossing designs from other jurisdictions are provided in Attachment 3 of this report.

SUMMARY

This report has been presented at the request of Council to provide information related to public concerns with the extension of Wellington Street to the north as a part of the Thames Crest Farms development. The following areas of concerns were reviewed:

Issue 1 – Need for Wellington Street extension

- Need for the extension is justified by the 2004 TIS completed for the Thames Crest Farms development. Council should require an updated TIS as the next phases of the development move forward.
- The Town's Official Plan requires a minimum of two public road accesses for new development. The narrowing of Emily Street at the Grand Trunk Trail underpass has created a more limited access point to/from the development area. The Wellington Street extension will provide an important additional access point for emergency services.
- Additional benefit is realized in the water system by installing a watermain for system redundancy within the Wellington Street extension.

Issue 2 – Traffic concerns due to Wellington Street extension

- Collector roads are not intended to carry high volumes of traffic like arterial roads. Actual paved portion for a road such as the Wellington Street collector would be 10 to 12 metres and would only consist of two lanes of traffic.
- TIS confirms that Wellington Street (with upgrades north of Station Street), and the existing Church Street, James Street, Emily Street, Wellington Street bridge, Water Street bridge and Church Street bridge will all have capacity to accommodate future volumes (background and future site).

Issue 3 – Protection of the Grand Trunk Trail and road crossing safety concerns

- The developer will be required to work with the Town in the determination of appropriate crossing requirements and on the detailed design of the trail crossing to ensure the continued function and safety of users of the trail and motorists.

It is staff's recommendation that the Town maintain the proposal for a Wellington Street North extension for a future phase of the Thames Crest Farms development to ensure sufficient access and egress for emergency services providers, and to ensure the most efficient utility servicing for municipal infrastructure.

Staff further recommends that staff be directed to work with the developer in the future phases of the Thames Crest Farms development to create design options for the proposed Wellington Street North crossing of the Grand Trunk Trail that are sympathetic to pedestrian, motorist, and ecological interests. This work will occur when the developer applies for the phase of the Thames Crest Farms development which includes the proposed Wellington Street extension.

Again, Staff does not recommend eliminating the proposed Wellington Street north extension. If, however, this is Council's preferred option to move forward, there would be a need to initiate an Official Plan Amendment subject to the requirements of the Planning Act and further analysis from transportation and land uses impact perspectives will be required.

FINANCIAL IMPLICATIONS

None at this time.

STRATEGIC PLAN

- ☒ This initiative is supported by the following priorities, outcomes, and tactics in the Plan.
 - Pillar #1 Infrastructure
 - Outcome: St Marys is committed to developing a progressive and sustainable infrastructure plan that meets the infrastructure needs of today and tomorrow. This will require a balance between building and regular maintenance.
 - Tactic(s): ABC
 - Pillar #3 Balanced Growth
 - Given demographic and economic realities facing municipalities situated outside of the GTA, it is necessary to develop a growth plan to ensure new revenue sources can meet the increasing costs of existing service demands to satisfy population growth and economic development plans. Growth must be balanced both geographically and economically in such a way that it is sustainable.
 - Pillar #6 Housing
 - Tactics:
 - Identify in the Official Plan development areas that would be key growth areas among targeted demographics.
 - Address infrastructure needs to best ensure development capacity.

OTHERS CONSULTED

Jed Kelly, Director of Public Works
Dave Blake, Environmental Services Supervisor
Jeff Wolfe, Engineering and Asset Management Specialist
Bruce Grant, BM Ross and Associates

ATTACHMENTS

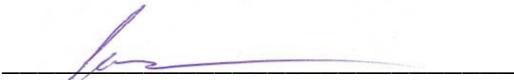
1. Thames Crest Farms Plan of Subdivision (2005)
2. Thames Crest Farms Plan of Subdivision (Revised 2007)
3. Sample Traffic Control Options for Pedestrian Crossings

REVIEWED BY

Recommended by the Department



Mark Stone
Planner



Grant Brouwer
Director, Building and Development

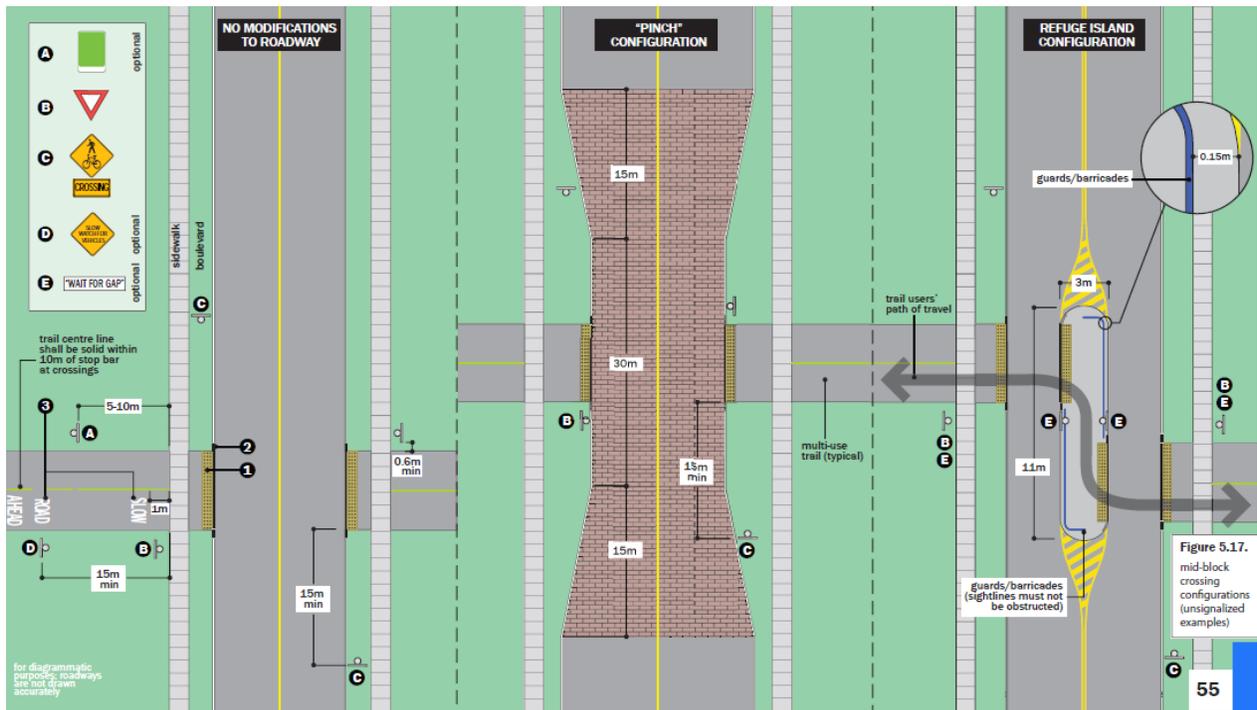
Recommended by the CAO



Brent Kittmer
CAO / Clerk

ATTACHMENT 3

Mid-block Trail Crossing - Unsignalized Examples (Source: Toronto Multi-use Trail Design Guidelines - December 2014)



Pedestrian Refuge Island Example (Source: Aurora Trails Master Plan Final Report - November 2011)



Example of a Pedestrian Refuge Island, Guelph, ON