



including Rick Trumble of the Georgian Peaks Ski Club (GPSC) on September 5, 2008 where a number of options were discussed.

The area around Peaks Road and Wensley Drive is built out and there is little or no future development plans at this time. This area is presently serviced by way of buried gas main, and aerial Hydro and Bell. It is anticipated that Wensley Drive will be reconstructed in 2011 as part of the installation of sanitary servicing with road reinstatement to be rural asphalt cross section.

The Town has received good cooperation from the C.F. Crozier and Associates in the preparation of drawings of four conceptual options to assist the Town in making a decision on the preferred option with which to proceed. The four options discussed below are attached to this Report as Option 1, 2, 3 and 4.

### **Option 1 – 10.25m Asphalt Platform within 20m Right-of-Way**

This option involves widening the road to the east side of Peaks Road to create an asphalt platform of 10.25m within the existing 20m ROW. The new road will feature two through lanes 3.5m wide and a left turn lane 3.25m wide. The lane widths are consistent with MTO Geometric Design Guidelines. A pedestrian sidewalk is proposed on the west side of the roadway located approximately 1.8m from the curb line.

The asphalt centreline is offset 1.175m to the east to retain the existing coniferous trees located on the west side of Peaks Road within the ROW. The GPSC feels strongly that every effort should be made to retain these trees.

The downsides of this option include the following concerns. The lane widths are those required by MTO for vehicular traffic with little provision for cyclists. With the proximity of the Georgian Trail, Staff feel it is important to have an additional width of asphalt for bicycles to minimise as much as possible vehicle / bicycle interference. It would not be appropriate to encourage bicycles onto the sidewalk. Another concern is the reduction in boulevard width by 2.05m (5.75m vs 3.7m). This has a number of ramifications. The most significant being that at some time in the future when the Town or utilities need to replace or upgrade infrastructure, the options available will be hampered which generally results in added costs or lessening of expectations. A partial utility corridor would however exist on the east side of the road where the utilities (gas, Hydro, Bell) could be installed. The other key concern with the narrowed boulevard width is the reduction in setback of buildings and other restricted works from the travelled portion of the roadway contrary to the zoning expectations. Although the zoning setbacks of buildings is measured from the property line and therefore this option will not limit future buildings on the adjacent property, from a corridor management perspective, it is less than ideal.

In summary, this option is technically feasible but Staff will not be recommending it for the primary reasons that anticipated, plus likely unknown, constraints will be placed on the Town and utilities which will result in added costs and liabilities, and that the extra asphalt width typically provided to cyclists is not specifically available.

**Option 2 – 11.25m Asphalt Platform Centred within 23m Right-of-Way**

In this option, an 11.25m asphalt platform surface would be centred in a 23m road allowance. The road would consist of two 4.0m wide through lanes and a 3.25 m left turn lane. This option mirrors the Town's current urban standard cross-section except that the outside lanes are 4.0m instead of 4.25m. This was done to recognize the added turning lane adds to the travelled portion of the road and aids in reducing stopping or parking on the street. Peaks Road is signed as No Parking Anytime – Tow Away Zone and that will be continued.

The key concerns with this option are that it requires the immediate acquisition of a 3.0m widening from adjacent west private property, specifically the Georgian Peaks Ski Club to create a 23m road allowance, and the removal of the trees on the west side of Peaks Road. As part of the widening acquisition, the trees could be relocated or new ones planted in order to maintain the same green space separation between the roadway and the parking lot. The trees could be planted up to 0.6m inside the ROW without significantly adversely affecting works on the ROW. As a consequence of the road widening, the existing parking lot within the GPSC will be narrowed resulting in a loss of parking space. A figure of 11 spaces has been put forward by C.F. Crozier and Associates; however that has yet to be confirmed with sketches. Alternative parking is available to GPSC members however it is further from the clubhouse.

This option provides the Town with a right-of-way corridor that achieves the same goals as the Town's urban standard and therefore is an option favoured by Staff however there is significant impact on the GPSC's use of the parking lot and existing trees.

**Option 3 - 11.25m Asphalt Platform within 20m Right-of-Way with Future Widening**

This option can be considered the interim step before the implementation of Option 2. The 11.25m asphalt platform surface will be placed within the existing 20m ROW but centred within the future 23m ROW.

The primary advantage of this option is that the works are not dependent on obtaining the 3m widening immediately. The reconstruction of Peaks Road and the construction of the entrance to the Neighbourhoods of Delphi development can take place while the Town negotiates the purchase or otherwise waits until the widening becomes available.

The concerns with this option are that the trees must be removed and the Town will not have the opportunity to replace them at this time, and that the sidewalk will not be installed on the west side of the road as envisioned. Alternately, the sidewalk could be installed the east side of the road however this would mean the pedestrians from the development would need to cross two sets of lights. The sidewalk in the development is set where it is to allow the majority of the pedestrians to access the sidewalk without crossing the public road. If this option is preferred, the sidewalk placement will be considered further because it is better to have a sidewalk in a less than ideal location than no sidewalk at all.

Staff feel that Option 3 can be seen as a contingency position if a 3m widening is not procured in the short term but the option would require the removal of the existing tree buffer on the west side of the road allowance.

**Option 4 - 11.25m Asphalt Platform within 20m Right-of-Way plus 6m Easement**

Since one of the key concerns with the above options is that there is limited space for future private and public utilities within the right-of-way, it was proposed by the GPSC that an easement be provided in their parking lot to the east as a location to install utilities from Highway 26 to Wensley Drive via the Georgian Trail. It has been agreed in principle that a 6m wide easement through GPSC's parking lot approximately 50m to the east and parallel to Peaks Road be obtained for the installation of underground utilities (See Attachment 7). In addition to the easement, the Town has the opportunity to formalise the agreement to use this lot as parking for the Georgian Trail during the summer and to permit the construction of an access from the Georgian Trail to the parking lot.

This option reduces the boulevard width by approximately 2.4m to 2.9m on the east side of Peaks Road and raises the same concerns from a corridor management perspective as Option 1. The proposed 6m easement addresses some of the more significant concerns by providing adequate space for the installation of utilities. It should be acknowledgement that there will be additional costs at some point in the future associated with installing works the additional 50m along the Georgian Trail prior to accessing the proposed easement. This option also minimises the impact on the existing trees. There may be some tree removal and/or trimming associated with the installation of the sidewalk.

This option is not Staff's ideal solution from a roadway management point of view but is an acceptable compromise between the need to provide an adequate roadway platform for vehicles and cyclists plus provide space for utilities outside of the roadway without unduly affecting the existing trees and use of the GPSC's westerly parking lot.

**Recommendation**

Staff recommend Option 4 being an 11.25m travelled roadway constructed in the existing 20m right-of-way and a 6m parallel easement be obtained for underground utilities. In addition, Staff recommend that the Town formalise the agreement to use the GPSC's east parking lot as parking for the Georgian Trail and permit the construction of an access from the Georgian Trail to the parking lot.

**C. The Blue Mountains' Strategic Plan**

The Peaks Road reconstruction furthers the Town Strategic Plan Goal # 2, "Addressing the Town Municipal Infrastructure Needs".

**D. Environmental Impacts**

The reconstruction activities will generate green house gases however the improvements will facilitate the safe and efficient movement of people.

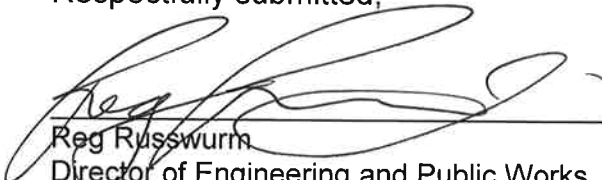
**E. Budget Impact**

The costs for the roadwork improvements and the easement will be become part of the overall project costs for the reconstruction of Peaks Road and recovered directly by the Developer as part of the upgrade costs. The cost arrangements will be formalised during the execution of the subdivision agreement and/or the execution of a separate agreement to undertake the intersection improvements.

**F. Attached**

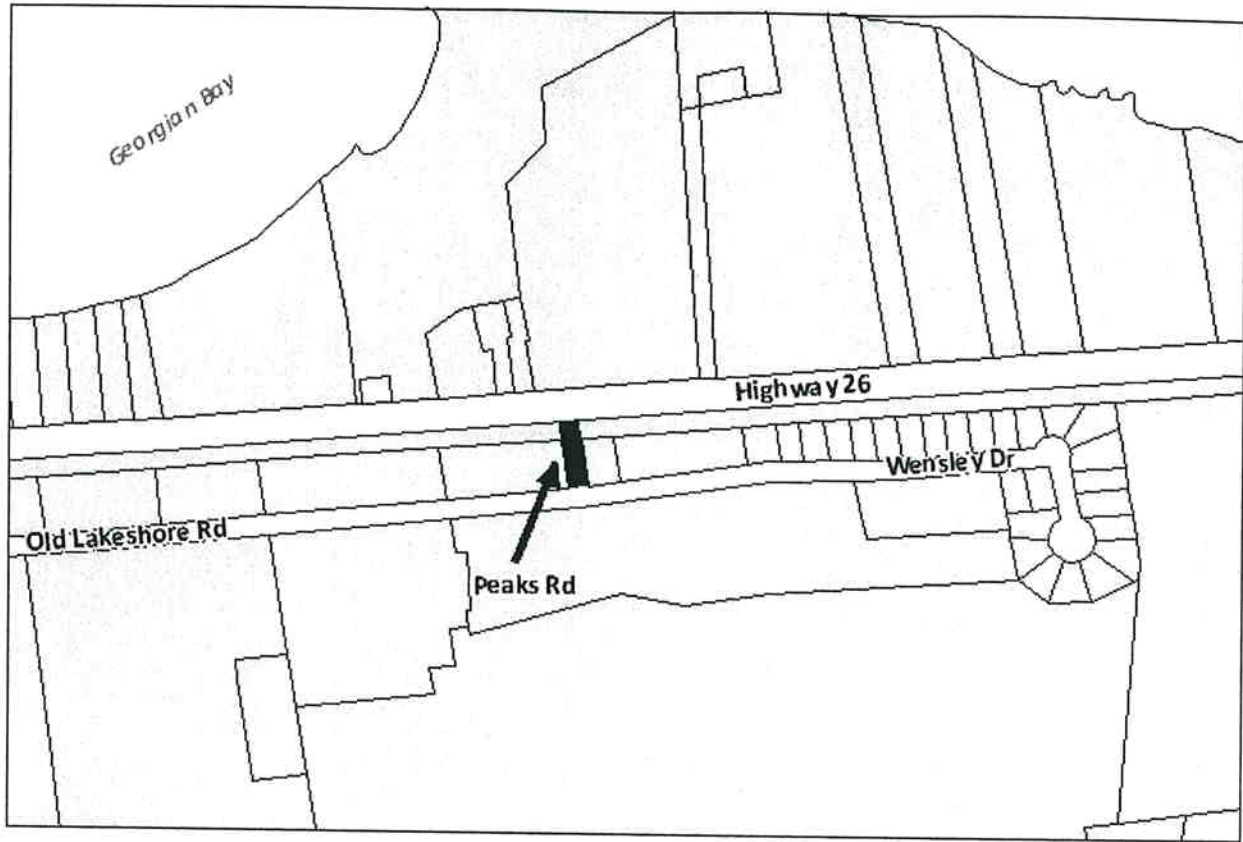
1. Peaks Road Location Map
2. Urban Standard Cross Section: 8.5m Road – 20m ROW
3. Option 1 – Widen Peaks Road to East Within Existing 20m Road Allowance
4. Option 2 – Widen Peaks Road with 3.0m From Ski Club, New Road is Centred in R.O.W.
5. Option 3 – Widen Peaks Road to 11.25m Asphalt Within 20m Road Allowance with Future Widening
6. Option 4 – Widen Peaks Road to 11.25m Asphalt Platform within 20m Right-of-Way plus 6m Easement
7. Sketch of Utility Easement

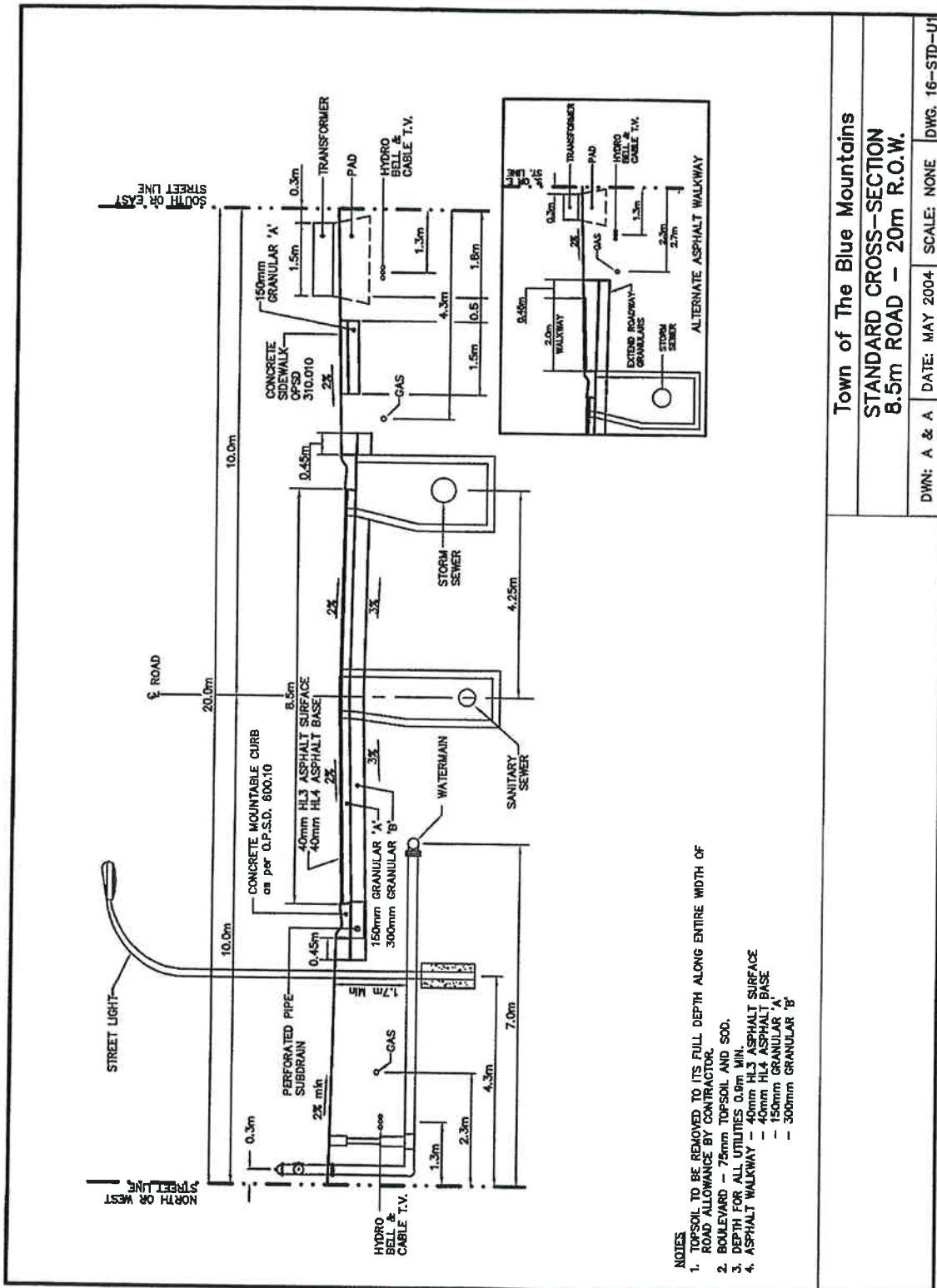
Respectfully submitted,



Reg Russwurm  
Director of Engineering and Public Works  
Engineering and Public Works

PEAKS ROAD LOCATION MAP



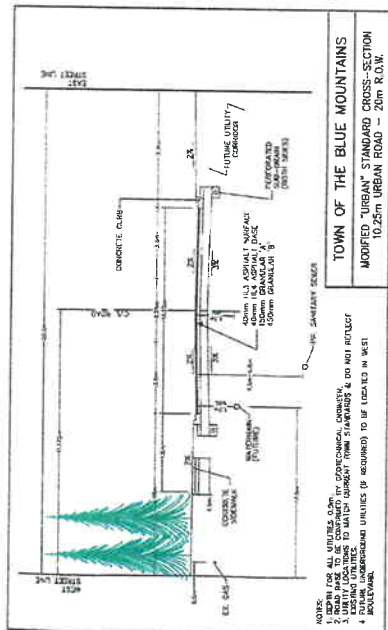
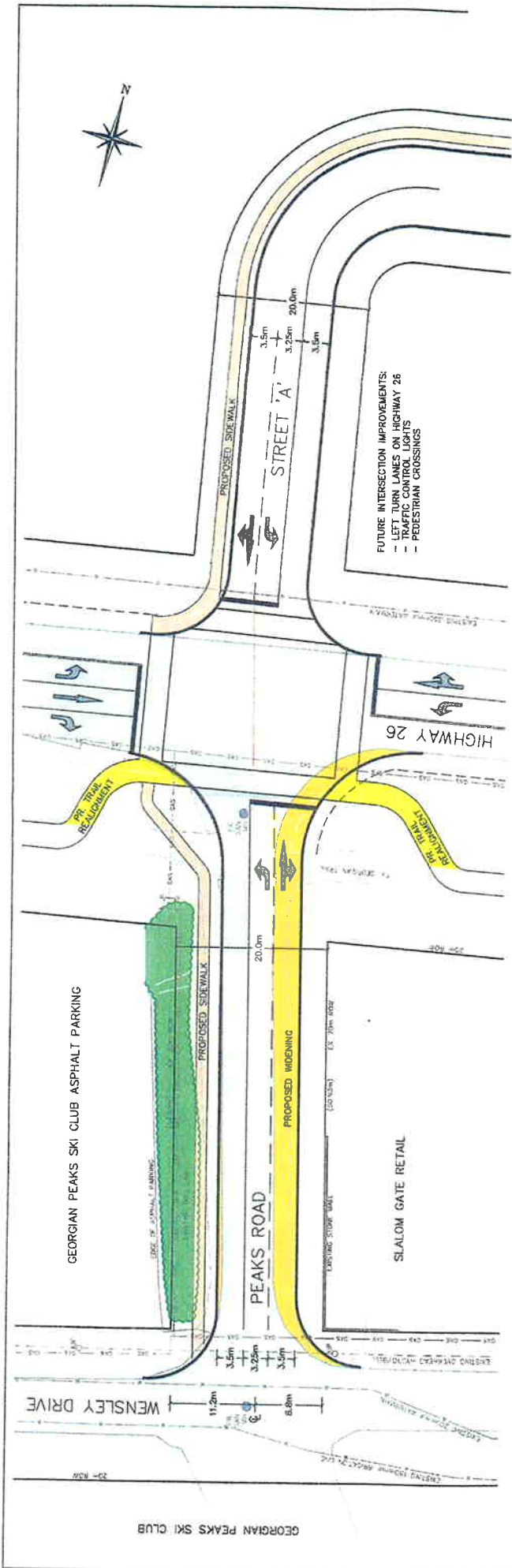


- NOTES
1. TOPSOIL TO BE REMOVED TO ITS FULL DEPTH ALONG ENTIRE WIDTH OF ROAD ALLOWANCE BY CONTRACTOR.
  2. BOULEVARD - 75mm TOPSOIL AND SOO.
  3. DEPTH FOR ALL UTILITIES 0.9m MIN.
  4. ASPHALT WALKWAY - 40mm HL3 ASPHALT SURFACE  
- 40mm HL4 ASPHALT BASE  
- 150mm GRANULAR 'A'  
- 300mm GRANULAR 'B'

Town of The Blue Mountains  
STANDARD CROSS-SECTION  
8.5m ROAD - 20m R.O.W.

DWN: A & A DATE: MAY 2004 SCALE: NONE DWG. 16-STD-U1





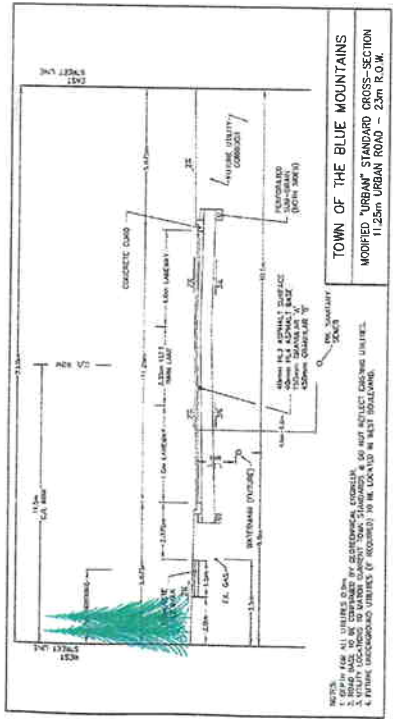
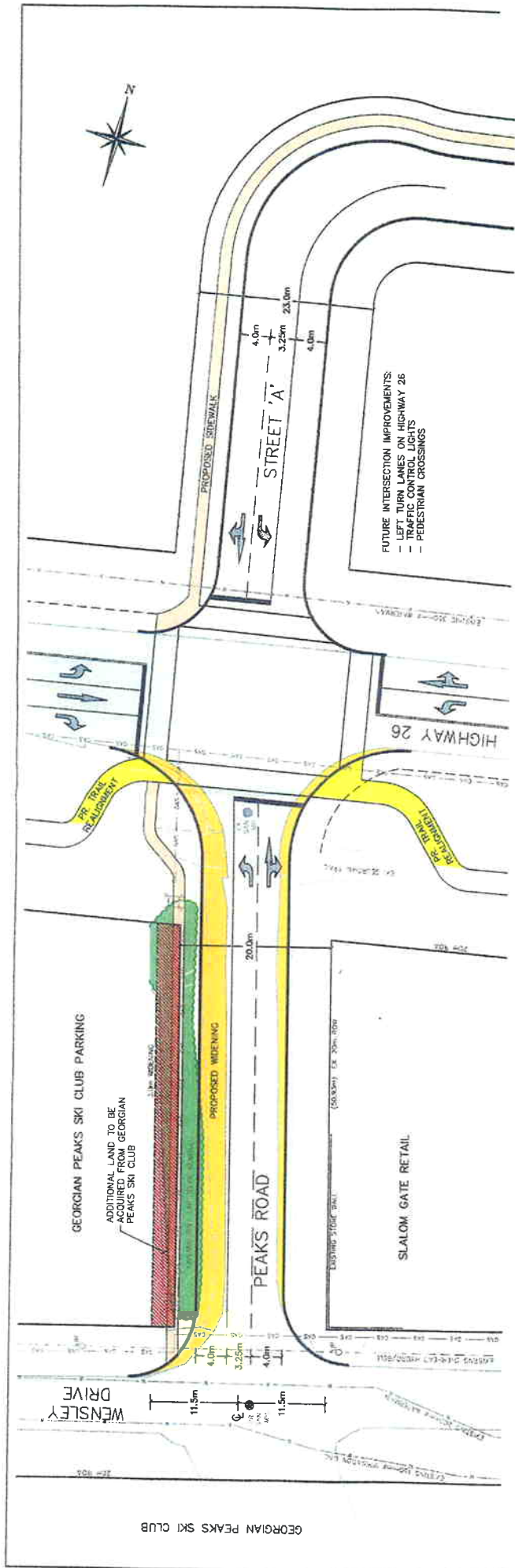
NOTES:  
 1. EXISTING ROAD ALLOWANCE TO BE CONFIRMED BY ONTARIO LAND SURVEYOR.  
 2. RELOCATE GEORGIAN TRAIL TO MEET PROPOSED CROSSWALK.  
 3. EXISTING GAS LINE AS PER LOCATES. (JUNE 2008)

NEIGHBOURHOODS OF DELPHI POINT  
 TOWN OF THE BLUE MOUNTAINS  
 OPTION #1  
 WIDEN PEAKS ROAD TO EAST  
 WITHIN EXISTING 20m ROAD ALLOWANCE

**CROZIER ASSOCIATES ENGINEERS**  
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DATE: 1/25/09  
 DRAWN BY: J.B.S./K.J.F.  
 CHECKED BY: J.B.S./K.J.F.  
 PROJECT NO.: 226-2780  
 SHEET NO.: 006





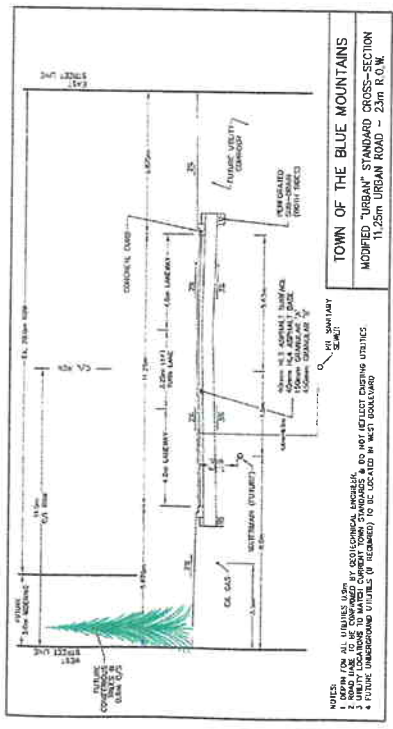
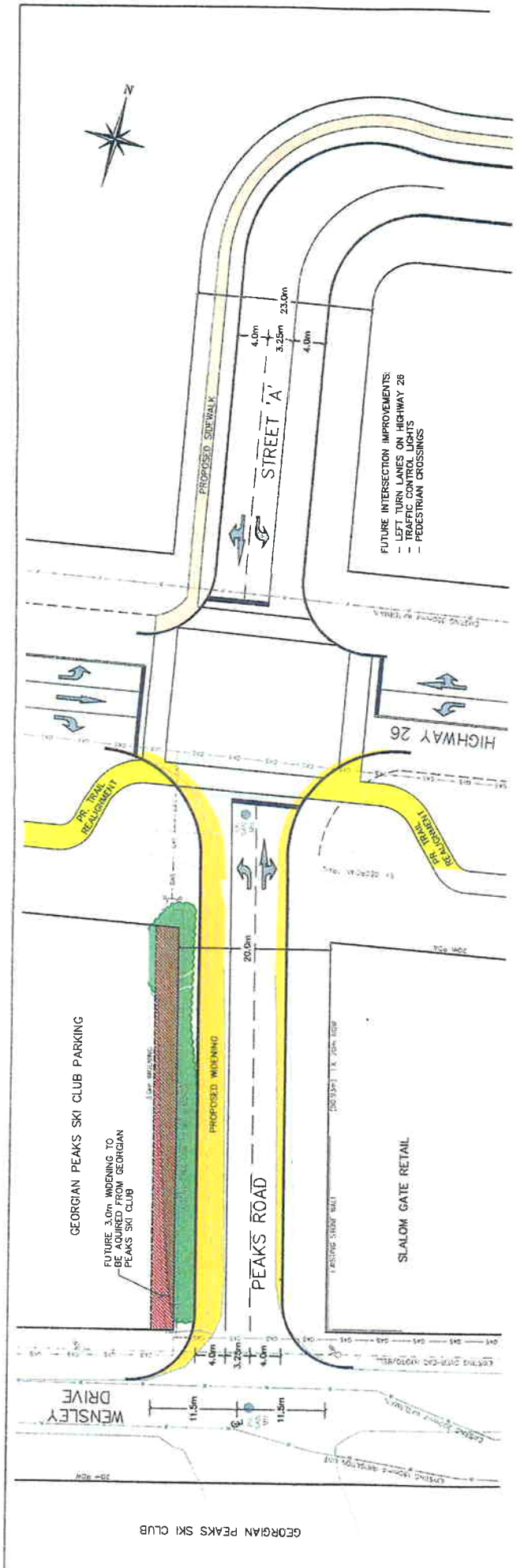
- NOTES:
1. EXISTING ROAD ALLOWANCE TO BE SURVEYED BY ONTARIO LAND SURVEYOR.
  2. REALIGN GEORGIAN TRAIL TO MEET PROPOSED CROSSWALK.
  3. EXISTING GAS LINE AS PER LOCATES (JUNE 2009)

NEIGHBOURHOODS OF DELPHI POINT  
TOWN OF THE BLUE MOUNTAINS

OPTION #2  
WIDEN PEAKS ROAD WITH 3.0m FROM SKI CLUB,  
NEW ROAD IS CENTRED IN R.O.W.

226-2780

007



NEIGHBOURHOODS OF DELPHI POINT  
 TOWN OF THE BLUE MOUNTAINS

OPTION #3  
 WIDEN ROAD TO 11.25 ASPHALT WITHIN 20.0m  
 ROAD ALLOWANCE, ALLOW FUTURE WIDENING

**CROZIER & ASSOCIATES ENGINEERS**

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Project No: 07/29/2008  
 Date: 1/20/08  
 Scale: 1:200  
 Sheet No: 226-2780  
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