



Staff Report

Operations

Report To: 2026-COW-Operations-Planning-and-Growth-Management
Meeting Date: October 6, 2026
Report Number: OPS.26.043
Title: Peel Street North Reconstruction Response to Gary Tile Correspondence
Prepared by: Michael Campbell, Senior Infrastructure Capital Project Coordinator

A. Recommendations

THAT Council receive Staff Report OPS.26.043, entitled "Peel Street North Reconstruction Response to Gary Tile Correspondence";

AND THAT Council direct staff to consider the inclusion of streetscape design studies within the scope of major reconstruction projects that will seek to integrate the functional needs of all road users with neighbourhood aesthetics.

B. Relationship to Strategic Plan

Objective:

Resilient Growth

Evolving for the future while caring for our natural and cultural environments and unique blend of rural and urban communities.

Initiative:

3.2 Ensure local infrastructure is reliable, resilient, and meets community needs.

C. Executive Summary

In response to correspondence from Gary Tile (Attachment 1), Council directed staff to answer 6 questions as follows:

1. The number and location of utility poles that existed prior to reconstruction compared to the number and location installed as part of the final project;
2. The decision-making process that led to the final utility and streetscape configuration, including the roles of the Town, utility providers, consultants, contractors, and regulatory agencies;
3. Whether alternative designs or utility arrangements were considered to minimize the number of poles and associated streetscape visual intrusion and if so, why were they not pursued;

4. Any changes made during detailed design or construction that resulted in additional poles being installed beyond the original state;
5. Opportunities for reducing pole proliferation and improving streetscape design on future road reconstruction projects; and
6. Recommendations for Council consideration to ensure future projects better balance infrastructure requirements with community aesthetics, design objectives, and resident expectations.

D. Public Engagement

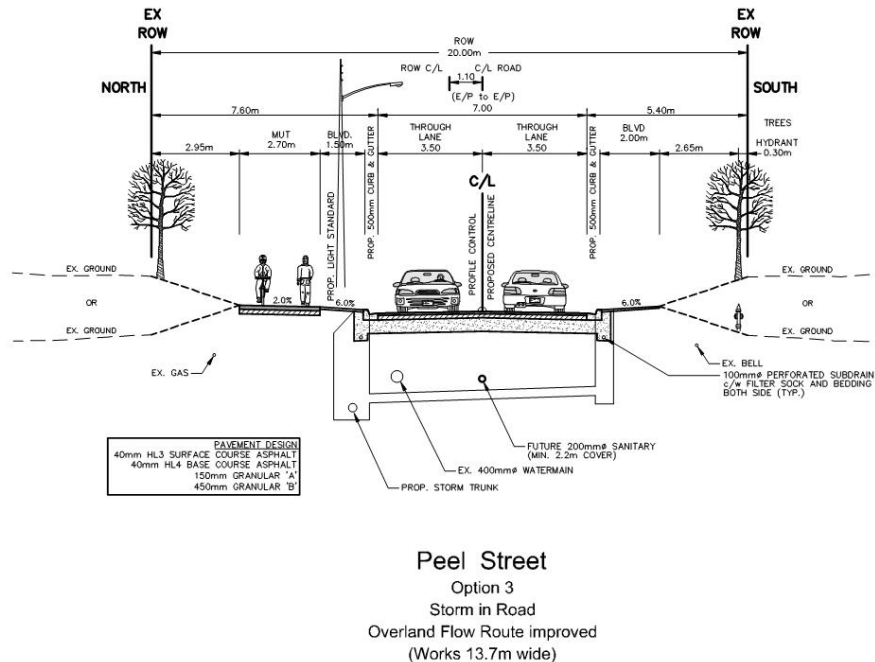
There has been no public engagement related to this staff report other than the public that may have attended the meeting.

E. Background

Peel Street is an uncommon street in the Town of The Blue Mountains from the perspective of utility territory. The original centerline of the road was the boundary between the Town of Thornbury and the Township of Collingwood, the 2 were combined to create The Town of The Blue Mountains. The Town of Thornbury had its own electrical distribution utility corporation which was sold to a Collingwood utility company that is now Epcor. The Township of Collingwood was serviced by Ontario Hydro which is now Hydro One. This results in utility poles on both sides of the road.

The other issue with the poles is the requirement of new overhead electrical distribution system to meet evolving standards. From the designer of the Epcor pole replacement, the poles were required to be stronger and taller than the existing poles.

The streetlight poles are a separate system from utility poles and were installed as per direction of Council. The preliminary design process originally looked at using the Town Standard Rural or Urban Standard. Any road cross-section with a ditch would not work as the backslope of the ditch would reshape private property and lose many private trees. Residents were resistant to the urban look, so staff proposed 3 rural/urban hybrids. Council provided direction to advance the design with the cross-section shown below. The associated staff report for this selection can be found here: [CSOPS.26.030 Peel Street Reconstruction Cross Section Options Report](#) .



F. Analysis

Utility Poles

Council asked staff to answer, “The number and location of utility poles that existed prior to reconstruction compared to the number and location installed as part of the final project.”

Please see Attachment 2 which is the Mighton Engineering Drawing E1. The drawing was modified in PDF by the Town to number the poles being discussed below. Attachment 3 is a description of all poles on the drawing.

When preliminary engineering began in 2018 the existing utility poles were present with the Hydro One system on the west side of Peel Street and the Epcor system on east side of Peel Street. Utility Pole 5 was added to the Epcor system on the east side of Peel Street to provide the electrical service to the Lora Bay Heights (Blu Thornbury) condominium. Utility Pole 7 also had to be upgraded to complete the electrical service to the condo. When staff reviewed the Municipal Consent for this new pole and the upgraded pole, we realized that these poles along with UP8 to UP13 had to be relocated to avoid the new curbline. Utility Pole 14 has Rogers infrastructure in place that is being removed after which the pole will be removed. The existing overhead system had a substandard long span between UP14 and UP16. With UP14 scheduled

to be removed it was replaced by UP15 and to complete this upgrade to current standards UP16 was also upgraded. This work to provide electrical service to Lora Bay Heights and relocate poles to accommodate the new curblin meant that 9 35' substandard poles were replaced by 10 45' current standard poles. Utility Pole 6 has also been removed. There is also a redundant pole next to UP21 that has had all the overhead wires removed. Staff will follow up with Hydro to determine when it will be removed.

The ultimate result of providing electrical service to Lora Bay Heights, 189 Peel Street and relocating poles for the new curblin is the reduction of one utility pole, 25 poles instead of 26. As mentioned above the new standard for utility poles, the stronger (greater diameter) 45' units rather than the old, thinner 35' poles have a visual impact on the street.

Utility and Streetscape Configuration

Council asked staff to answer, "The decision-making process that led to the final utility and streetscape configuration, including the roles of the Town, utility providers, consultants, contractors, and regulatory agencies."

The Town has franchise agreements with the private utilities (Hydro One, or Rogers for example) to utilize the Town right of ways (ROWs) to construct distribution systems and service drops to provide their utility to customers along the Town's roads. The Town has little input into the design of the distribution system other than approving the location of the distribution system. For new construction the running line is dictated by the Town's standard cross-sections. For running lines on reconstruction projects, the existing running line is typically unique as often the running lines are not standard or were to an old standard.

In this case 10 of the 25 utility poles were upgraded and these were the substandard pole in the construction area. The utility provider, in this case Epcor, hired their consultant to design the new pole line to service the condominium as well as the relocation for clearance to the new curblin. Their consultant would have followed the requirements of the electrical code for distribution systems. The regulatory agency that oversees the electrical code updates the code requirements from time to time. The code requires taller and stronger poles to improve the electrical distribution systems. The basic utility configuration with Hydro One on one side of the road and Epcor on the other was established when the preliminary design was started.

The streetscape configuration was directed by Council after a long process to consider Town standard cross-sections as well as unique cross-sections. The approved cross-section is included in this report in the Background section together with a hyperlink to the staff report.

Alternative Designs or Utility Arrangements

Council asked staff to answer, "Whether alternative designs or utility arrangements were considered to minimize the number of poles and associated streetscape visual intrusion and if so, why were they not pursued."

The existing utility distribution system had Hydro One, Epcor and Rogers on overhead wires with Bell and Gas buried. The only realistic alternative utility arrangement would be to bury the

overhead system. In the early stages of designing Thornbury West Phase 1, a suggestion from Council was to consider building climate resilience into the private utility distribution system by burying the system. At the time very high-level cost estimates revealed the concept prohibitively expensive and the alternative was not pursued. Based on this previous assessment, the concept of burying the overhead distribution system was not considered for Peel Street.

Epcor suggested \$1M per kilometer when we inquired regarding burying the overhead utilities on Thornbury West Phase 1. With the duplication of the electrical systems the length of systems to be buried is greater than the 700m road that was reconstructed. We could use 1100m of reconstructed length to get a very rough estimate of \$1,050,000. While not in receipt of the final invoices, the cost for the current configuration will be under \$150,000.

In addition, the approved Peel Street cross-section showed streetlights on concrete poles on the west side of the road. The design of the streetlighting system reduced the number of concrete poles by mounting 6 of the streetlights on Utility Poles 4, 7, 11, 13, 17, and 18 reducing the visual impact of poles.

Changes in Design or Construction

Council asked staff to answer, “Any changes made during detailed design or construction that resulted in additional poles being installed beyond the original state.”

Preliminary engineering got underway in June of 2018. By December the preliminary design was complete with the original 5 optional cross-sections. At this time the drawings identified the existing utility poles. Since 2018 the utility poles have changed slightly with UP27 added to provide electrical service to 189 Peel Street and UP5 added to provide electrical service to Lora Bay Heights (Blu Thornbury) condominium.

The streetlight poles were approved through direction from Council to use Option 3 of the second round of road cross-section options. This cross-section included streetlights on concrete poles as shown on the road cross-section above. During detailed design, 6 of the streetlights were to be mounted on existing utility to reduce the number of new poles. During construction, 1 of the streetlights designed to be on a utility pole had to be mounted on a concrete pole instead. The result was reduction of 5 concrete streetlight poles from the concept approved by Council.

Future Road Reconstruction

Council asked staff to suggest, “Opportunities for reducing pole proliferation and improving streetscape design on future road reconstruction projects.”

The Town ROWs are corridors for all types of traffic as well as municipal and private utilities to service landowners. The wired private utilities, Hydro, Rogers, Bell, for example and the municipal wired utilities, streetlights and communications network can be either on poles or buried. Currently some of the municipal communication network is wireless, but the speed of

this system is far slower than a fiber optic line. The reconstruction projects are adding buried ducts for future fiber optic cables.

Streetlights will continue to need to be mounted on poles to illuminate the road. The lights can be mounted on utility poles, but the spacing of streetlights and spacing of utility pole do not always match each other. The utility pole spacing is based on the requirement to carry wires, and the streetlight spacing is based on illumination of the road. Where utility poles are located where a streetlight is required and the utility pole is not too encumbered by wires, the streetlight arm can be mounted on the utility pole. This will reduce a pole specifically for the streetlight. This was achieved at 5 locations on Peel Street and Bay Street.

To reduce poles on reconstruction projects you would need to eliminate their requirement. If the road has existing utility poles that carry private utilities the only way to eliminate the poles would be to bury the utilities. As mentioned earlier, this is a very expensive option and would also require burying the overhead services on private property and possibly update the private electrical systems inside the buildings.

The cost of burying the utilities would be an increased level of service for the property owners on Peel Street and would therefore be borne by the property owners. The work on private property would also be borne by the property owners. Based on 11 individual properties (counting the condo as 1 property) and the rough estimate for burying the utilities the cost per property could approach \$100,000.

Regarding the streetlight poles, the only way to eliminate them would be to not have streetlights. Council can decide not to have streetlights on a street. However, Peel Street is a road included in the Development Charges Background Study in which streetlights are considered within the scope. Through the selection of options for the Peel Street cross-section Council selected the road cross-section with streetlights.

Future Projects

Council asked staff to provide, "Recommendations for Council consideration to ensure future project better balance infrastructure requirements with community aesthetics, design objectives, and resident expectations."

The recent reconstruction projects, Thornbury West Phase 1, Peel Street and Bay Street have quite different cross-sections. The process to come to achieve a final design for the projects became more complicated as each project was designed. As the design process becomes more complicated the engineering costs escalate and it is difficult to suggest a scope of work for the prospective consultant to address in the response to Request for Proposal issued by the Town. The Town should be prepared for engineering cost increases to do more in depth preliminary engineering assignments to identify community aesthetics and resident expectations.

Reaching consensus on community aesthetics and resident expectations could be a challenge. We can recall that during the design process for Peel Street there were deputations with conflicting priorities. There were also suggestions from the public that Peel Street and Bay

should have different cross-sections for the various segments of the road. Based on the above, there are three options available to Council.

Option #1: Do Nothing

In simply receiving this report, staff will continue to explore opportunities through the existing design and construction process employed by the Town. It does not preclude the ability of the Town to look at modifications to preliminary designs and concepts presented through Public Information Centres and ultimately offers limited financial risk given streetscapes enhancements can often be identified through staff working with Council, residents and the engineering consultant retained.

Option #2: Consider Streetscape Design Studies for Major Reconstruction Projects

Council could direct staff to add assignments such as streetscape design studies to the engineering process. Such studies are intended to create vibrant, functional, and inclusive spaces that cater to a community's unique and diverse needs. The risk being that in doing so enhancements such as utilities relocations, additional landscaping and further connectivity measures will escalate costs. As such, staff would recommend that these studies only be considered in major reconstruction projects in which there are anticipated community concerns regarding changes to neighbourhood character.

Option #3 Require Streetscape Design Studies for all Major Capital Projects

Council could direct that this be a requirement in the engineering assignment for all major capital projects however, staff would strongly recommend against doing so given the limited flexibility afforded to the Town to address cost escalation particularly where a study may not be warranted due to low population densities and/or the nature of the project will provide little added benefit.

G. Community Impacts

The social impacts of defining the community aesthetic and determining the residents' expectations of the reconstruction will help the designer integrate this information into the design matrix to meet the needs and wants of the residents.

H. Financial Impacts

The additional engineering studies would increase project costs. When the capital budget is developed, the percentage of the construction cost estimated will need to be increased.

I. RACI (Responsible, Accountable, Consulted and Informed)

R: Michael Campbell, C.E.T., Roads and Drainage, Project Manager.

A: Jim McCannell, Manager of Roads and Drainage.

C: Adam Smith, Chief Administrative Officer.

I: Operations, Planning and Growth Management, Community Services

J. Attached

1. Gary Tile Correspondence
2. Streetlight and Utility Pole Drawing
3. Streetlight and Utility Pole Spreadsheet

Respectfully submitted,

Michael Campbell
Roads and Drainage, Project Manager

For more information, please contact:
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mcampbell@thebluemountains.ca
519-599-3131 extension 275

Report Approval Details

Document Title:	OPS.26.043 Peel Street North Reconstruction Response to Gary Tile Correspondence.docx
Attachments:	- Attachment 1 Gary Tile Correspondence.pdf - Attachment 2 Streetlight and Utility Pole Drawing.pdf - Attachment 3 Streetlight and Utility Pole Spreadsheet.pdf
Final Approval Date:	Sep 23, 2026

This report and all of its attachments were approved and signed as outlined below:

Adam Smith - Sep 23, 2026 - 8:30 PM

Carrie Fairley

From: Gary Tile [REDACTED]
Sent: July 17, 2026 1:10 PM
To: Andrea Matrosovs; Corrina Giles; Carrie Fairley
Cc: Peter Bordignon; Gail Ardiel; Paula Hope; Alex Maxwell; Shawn McKinlay; June Porter; Director PDS; The Blue Mountains - CAO
Subject: Request for Council Meeting Agenda Item – Peel Street Reconstruction

To:
Mayor Andrea Matrosovs
Corrina Giles, Municipal Clerk
Carrie Fairley, Deputy Clerk

Cc:
Deputy Mayor Peter Bordignon
Members of Council
Director of Planning & Development Services
Chief Administrative Officer

Dear Mayor Matrosovs, Ms. Giles, Ms. Fairley, Members of Council, and Senior Staff,

I recently submitted the attached letter (Text below) expressing my concerns regarding the completed reconstruction of Peel Street. I am writing to respectfully request that this matter be placed on the agenda for Council's consideration at its next regular meeting in August.

My purpose is not to revisit the need for the infrastructure improvements themselves. Those improvements were necessary and are appreciated. Rather, my concern is with the aesthetic and design decisions that have produced a streetscape that, in my view, is fundamentally different from virtually every other residential street in Thornbury. I would like to keep points. I'm listing below and in my original email to be discussed.

By way of summary:

- I have been a property owner in Thornbury for almost 25 years, and my family's connection to the community goes back more than 60 years.
- During that time, I have watched and welcomed the Town's growth while admiring its consistent commitment to preserving the character that makes Thornbury unique.
- Peel Street now after construction represents a dramatic departure from that longstanding approach.
- What concerns me most is the cumulative effect of the design decisions: extensive white concrete, continuous curbs, more than thirty utility and lighting poles, separate lighting standards where existing utility poles may have sufficed, and an overall streetscape that feels far more urban than the rest of Thornbury. It is the combination of these elements—not any single feature—that makes Peel Street feel so out of character with the community.
- Before similar projects proceed elsewhere, I hope Council will reflect on whether this streetscape should become the model for future reconstruction.

I would encourage members of Council and staff to take a drive through every street in Thornbury and compare the new Peel Street with the surrounding neighbourhoods, the subdivision streets that connect directly with Peel Street, even Highway 26, and other more retail and service areas of the community. I believe the contrast is striking.

As Council considers future infrastructure projects, I hope the guiding question will be:

How do we first preserve and enhance the character of our community, and then design the necessary infrastructure to support it—not the other way around?

I would also like tabled a discussion as to how what plans are on the table for the old tennis courts and how they may or may not fit with the key elements I am tabling here.

Communities are ultimately built for the people who live in them. Engineering standards and functional requirements are essential, but they should be integrated in a way that respects and strengthens the identity of the place people call home. That can be accomplished, and the town has proven that it is indeed possible.

I would appreciate confirmation that this email has been received and would also appreciate being advised whether this request will be included as an agenda item for Council's August meeting.

Thank you for your consideration.

Respectfully,

Gary Tile

[REDACTED]
Thornbury, Ontario

For ease of reference, I have included below the full text of my original letter, which provides additional background, detail, and context for the concerns summarized above.

TEXT OF EMAIL TO COUNCIL JULY 17, 2026

From: Gary Tile [REDACTED]

Date: July 17, 2026 at 11:03:35 AM EDT

Subject: Peel Street Reconstruction Concerns

Dear Mayor Matrosovs, Members of Council, and Planning Staff,

I am writing as the owner of [REDACTED] Cameron Street, where my wife and I have owned our home for almost twenty-five years. Our connection to Thornbury goes back much further. Our multigenerational family was first drawn here in the 1960s because of its natural beauty, understated character, and the feeling that it was unlike anywhere else. For more than sixty years, we have watched Thornbury grow and evolve while still holding onto the qualities that made us fall in love with it.

We have watched this community grow over the years and embraced that growth. In all that time, I have never felt compelled to write a letter like this.

The reconstruction of Peel Street was clearly necessary, and the improvements to drainage, underground services, sightlines and pedestrian safety are important and welcome. I appreciate the effort that went into planning and delivering the project, and the consultation process appeared to be open and transparent.

After being away for several months while the final work was underway, our first experience returning home was turning onto Peel Street. The change was shocking, immediate and **deeply disappointing**. Despite following the project with interest, we were simply unprepared for the finished result.

Our disappointment is not with the need for the project. It is with the aesthetic result.

What was once a quiet, country-like street now feels unnecessarily urban. Extensive white concrete, continuous curbs, limited landscaping and the overall design have created a streetscape that feels completely out of character with the rest of Thornbury.

We were pleased to see the new walking path and imagined it becoming a natural extension of the Georgian Trail—an inviting alternative route into town. With the bridge project now cancelled, however, what remains feels more like a broad urban sidewalk than a community pathway.

As we continued toward the lake, we also noticed the extensive clearing around the tennis courts. While there may well be plans for that area that I am unaware of, it became one more reason for concern about the direction this part of the community may be taking.

Along this relatively short stretch of Peel Street there are now more than thirty utility and lighting poles. If utility poles were required for hydro and communications infrastructure, why were separate lighting standards also necessary? The utility poles themselves could have accommodated street lighting, reducing both cost and visual clutter.

Equally difficult to understand is the choice of those lighting standards. Throughout Thornbury, the Town has consistently chosen attractive, understated lighting that complements the community's character. Even Highway 26 is lined with decorative Victorian-style lighting. The same attention to character is even evident in the Thornbury Square/Foodland plaza and on the subdivision streets that connect directly with Peel Street, where modern infrastructure has been incorporated without overwhelming the neighbourhood.

The streets connecting directly with Peel Street all retain an understated, country feel while meeting modern engineering standards. Decorative lighting, buried services and the absence of continuous curbs demonstrate that infrastructure and community character can coexist.

Why does Peel Street now look so different from virtually every other street in Thornbury? Throughout the rest of the community, the Town has shown that modern infrastructure and thoughtful streetscape design can go hand in hand. Peel Street is now an glaring exception.

That is what concerns me most. This letter is not simply about one road. It is about the standard we set for future projects. If Peel Street becomes the model for future reconstruction, Thornbury risks gradually losing the character that has made it such a special place for generations.

I acknowledge that I did not attend the public meetings or read every page of the supporting documentation. Looking back, perhaps I should have. The reason I did not, however, is simple: after watching Thornbury evolve so thoughtfully for decades, I never imagined the finished streetscape for our little enclave would be such a dramatic departure from every other streetscape in town.

If the final appearance of Peel Street was clearly presented during the consultation process, then I accept that I missed it. Had I understood what the finished result would actually look like, I certainly would have participated.

I offer these comments respectfully because I care deeply about this community and its future. My hope is simply that these comments encourage reflection—not only about Peel Street, but about ensuring that future infrastructure projects continue to respect the unique character of Thornbury. It is clear from other development over the years that both of these things - growth and maintaining character - can be accomplished at the same time.

If any member of Council or staff would like to discuss these observations, I would be pleased to do so.

Thank you for your consideration.

Respectfully,

Gary Tile



Subject: Request for Council Meeting Agenda Item – Peel Street Reconstruction

Photos. of Peel Street before. Construction from the project documents:

Peel Street North Road Reconstruction

Public Information Centre #2 - October 5, 2023



Agenda

- Project introduction and scope
- Objectives of reconstruction
- Peel Street current conditions
- Project history
- Preferred cross section
- Utility relocations
- Tree impacts and removals
- Tree Protection Measures
- Pedestrian Bridge
- Peel St South Service Extension
- Construction timing and impacts
- Summary
- Next Steps



Peel Street North Road Reconstruction

Photos showing final streetscape. I ask for council to reviews that the spacing and the number of poles and the seeming redundancy between Hydro poles and light standards. Also the choice of materials on the sidewalk and lights this was supposed to be a walking trail- continuation of the Georgian Trail.





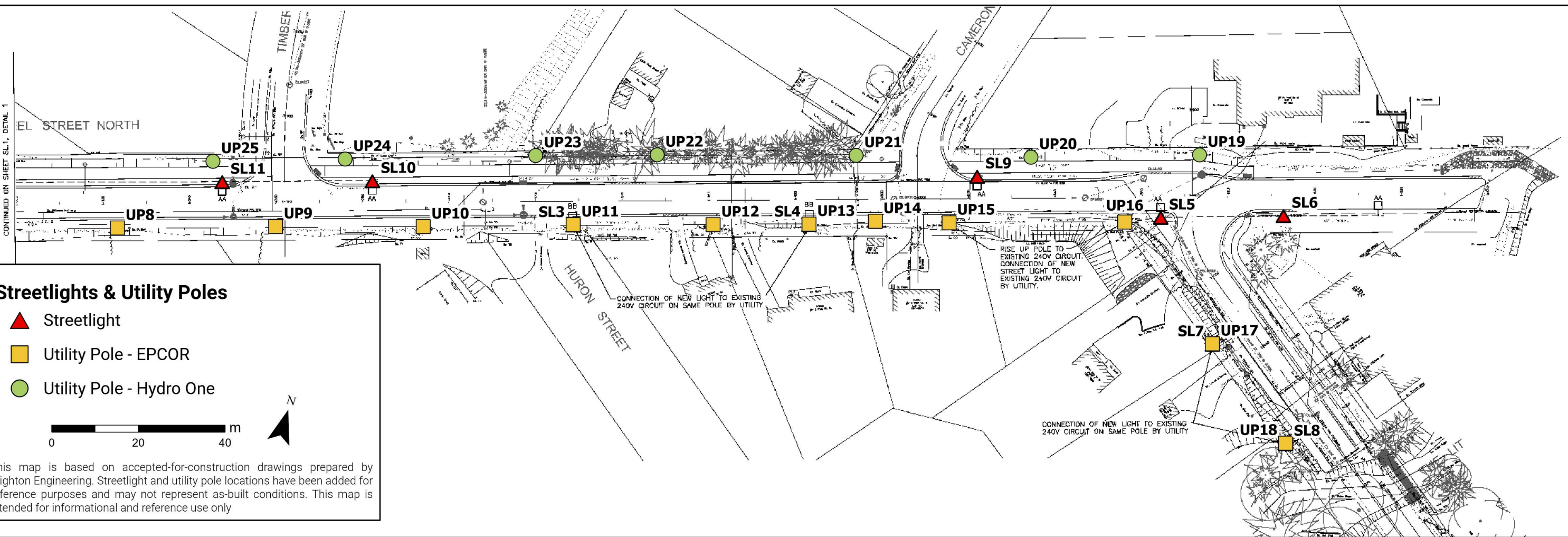
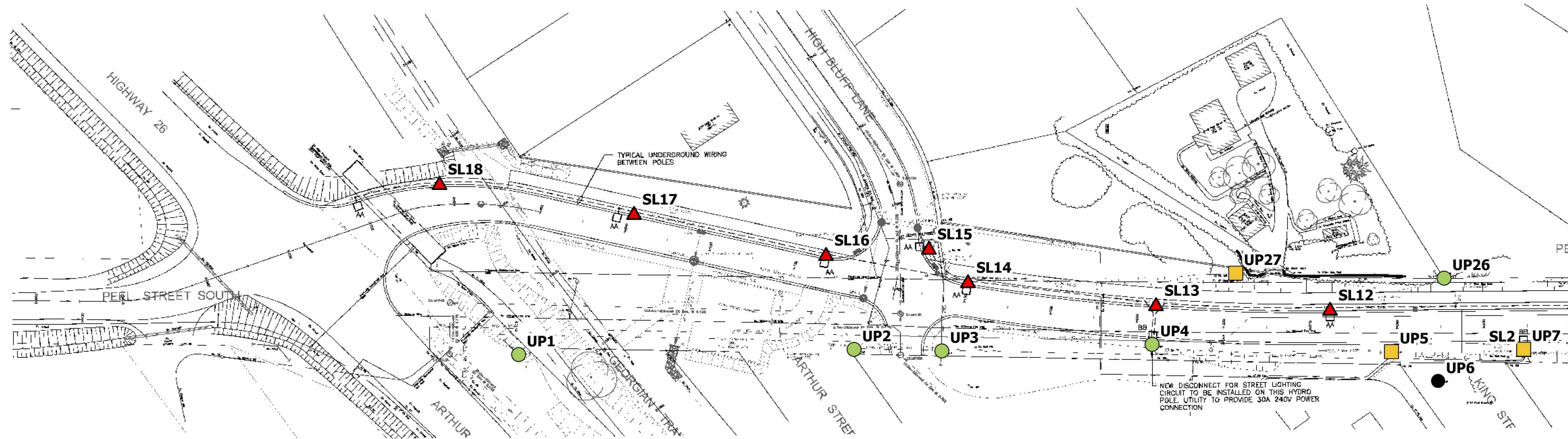


Photos of streets running into Peel Street to show contrast. No curbs and quant decorative lighting.



Thank you very much.

Gary Tile



Peel Street North Utility Poles and Street Lights

Utility Poles

Pole #	Chainage	Offset	
UP1	1+064	34m R	Start of overhead (OH) utility lines on Peel Street. Pole is in Highway 26 Right-of-Way (ROW). Present in 2020.
UP2	1+137	16m R	Utility lines running along Peel Street. This is also a dip pole for the electrical system for High Bluff Lane. Present in 2020.
UP3	1+156	13m R	Utility lines running along Peel Street. This is also a dip pole for the electrical system for High Bluff Lane. Present in 2020.
UP4	1+204	5m R	Utility line running along Peel Street. Utility line cross road to Pole 26. Present in 2020.
UP5	1+258	6m R	New pole to provide electrical service to service the Blu Thornbury (Lora Bay Heights) Condominium. It is a dip pole for the feed to the site transformer. Pole is much taller than the exiting poles from here to Bay Street. Installed by Epcor in 2024.
UP6	1+269	13m R	There was a pole off the Peel Street ROW that was present when project began but has been removed.
UP7 old	1+289	3.5m R	Pole was present prior to the reconstruction as part of the Epcor system. It was replced as part of the servicing of Blu Thornbury (Lora Bay Heights). It was also required to be relocated to avoid future curb line. Pole did not meet current standards for distribution systems.
UP7 new	1+289	5.5m R	New pole was part of the electrical service to Blu Thornbury. It is a dip pole for the feed to the site transformer. The pole is 10' taller than the existing pole. It was moved back for the future curb.
UP8 old	1+319	4m R	Pole was present prior to the reconstruction as part of the Epcor system. It was required to be relocated to avoid future curb line. Pole did not meet current standards for distribution systems.
UP8 new EP01	1+319	6m R	The existing pole was in conflict with the new curb line and had to moved back. The pole did not meet current electrical distribution requirement and was upgraded with a pole 10' taller.

UP9 old	1+360	4m R	Pole was present prior to the reconstruction as part of the Epcor system. It was required to be relocated to avoid future curb line. Pole did not meet current standards for distribution systems.
UP9 new P01	1+360	6m R	The existing pole was in conflict with the new curb line and had to moved back. The pole did not meet current electrical distribution requirement and was upgraded with a pole 10' taller.
UP10 old	1+394	4m R	Pole was present prior to the reconstruction as part of the Epcor system. It was required to be relocated to avoid future curb line. Pole did not meet current standards for distribution systems.
UP10 new P02	1+394	6m R	The existing pole was in conflict with the new curb line and had to moved back. The pole did not meet current electrical distribution requirement and was upgraded with a pole 10' taller.
UP11 old	1+428	4m R	Pole was present prior to the reconstruction as part of the Epcor system. It was required to be relocated to avoid future curb line. Pole did not meet current standards for distribution systems.
UP11 new P03	1+428	6m R	The existing pole was in conflict with the new curb line and had to moved back. The pole did not meet current electrical distribution requirement and was upgraded with a pole 10' taller.
UP12 old	1+461	5m R	Pole was present prior to the reconstruction as part of the Epcor system. It was required to be relocated to avoid future curb line. Pole did not meet current standards for distribution systems.
UP12 new P04	1+461	6m R	The existing pole and guy were in conflict with the new curb line and had to moved back. The pole did not meet current electrical distribution requirement and was upgraded with a pole 10' taller.
UP13 old	1+483		Old 35' pole sub-standard, overhead wires from this pole to Pole 16 (P07) had to be upgraded.
UP13 new P05	1+483	6m R	New 45' CL2 pole moved back from road slightly. Pole required upgrade to meet current standards
UP14 old	1+494	4m R	Part of the old overhead utility system, curently Rogers infrastrucre still attached, when relocated pole will be removed. This pole is replaced Pole 15 (P06) to correct the span lengths between Pole 14 and Pole 16.

UP15 new P06	1+516	6m R	Old overhead utility system had a long span from Pole 14 to Pole 16. To bring the new system into compliance with current standards this pole was required. An intersection streetlight was installed on this pole for the Town. The electrical consultant did not consider this light as contributing to the required street illumination and it could be removed.
UP16 old	1+558	9m R	Old pole was substandard. Correction of and relocation of Pole 19 required an upgrade.
UP16 new P07	1+556	6m R	New pole required to upgrade the overhead system to current standards. This pole links to the Bay Street system as well as the Hydro One system on the west side of Peel Street.
UP17 EP02	2+033	9.0m R	Existing pole was suitable for current standards so termination of the required upgrade ended on this pole. A streetlight was added to this pole.
UP18	2+061	9.0 R	Existing pole was suitable for current standards. This is a significant pole as it feeds the Water Plant with 3 phase power that comes from the east side of the Little Beaver River.
UP19 old	1+573	7.0 L	Old pole was in conflict with the new multi-use trail.
UP19 new	1+573	9.5 L	No changes to the overall system the pole was moved back 2.5 metres.
UP20 old	1+534	7.0 L	Old pole was in conflict with the new multi-use trail.
UP20 new	1+534	9.5 L	No changes to the overall system the pole was moved back 2.5 metres.
UP21	1+494	9.5 L	Existing pole no changes.
UP22	1+458	10 L	Existing pole no changes.
UP23	1+420	9.5 L	Existing pole no changes. This was likely the last pole on the west side of Peel south of Cameron Street before Timber Lane was serviced. This pole has the service drop to 209 Peel Street.
UP24	1+376	9.5 L	Poles 24 and 25 were installed around 2018 to service Timber Lane. They are present on the 30% design drawings that are dated 2020.
UP25	1+346	9.5 L	Poles 24 and 25 were installed around 2018 to service Timber Lane. They are present on the 30% design drawings that are dated 2020.

UP26	1+270	11 L	The drawings show 2 poles at this location but there seems to be only 1 now. One of the poles may have been a dip pole for the service to 189 Peel. This service burned so a new dip pole was installed at 1+220
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UP27	1+220	12.5 L	New pole installed by Epcor as a dip pole for a new service to 189 Peel Street
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Street Lights/Poles

SL1	1+204	R	Streetlight installed on utility pole was the design for this light but it was installed on a concrete pole across the street at the same chainage, see SL13 below.
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SL2	1+289	R	Streetlight installed on utility pole
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SL3	1+428	R	Streetlight installed on utility pole
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SL4	1+483	R	Streetlight installed on utility pole
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SL5	1+564	R	Streetlight on new concrete pole
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SL6	1+595	R	Streetlight on new concrete pole
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SL7	2+032	R	Streetlight installed on utility pole
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SL8	2+051	R	Streetlight installed on utility pole
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SL9	1+522	L	Streetlight on new concrete pole
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SL10	1+382	L	Streetlight on new concrete pole
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SL11	1+348	L	Streetlight on new concrete pole
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SL12	1+244	L	Streetlight on new concrete pole
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SL13	1+204	L	Streetlight on new concrete pole. Consultant is providing reason for this change.
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SL14	1+160	L	Streetlight on new concrete pole
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SL15	3+010	R	Streetlight on new concrete pole
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SL16	1+126	L	Streetlight on new concrete pole
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SL17	1+077	L	Streetlight on new concrete pole
SL18	1+039	L	Streetlight on new concrete pole