



PORT COLBORNE

Subject: Clarence Street Sidewalk Construction – Hampton Avenue to Wood Lane

To: Council

From: Engineering and Operations Department

Report Number: 2021-65

Meeting Date: March 8, 2021

Recommendation:

That Engineering and Operations Department Report 2021-65 be received;

That the Director of Public Works be directed to construct sidewalk on the south side of Clarence Street from the existing sidewalk west of Wood Lane to Hampton Avenue;

That the Director of Public Works be authorized to complete the work under the 2021 concrete sidewalk contract with Signature Contractors at the unit rates set within the contract agreement; and

That the Director of Public Works be authorized and directed to do all things necessary to give effect to this resolution.

Purpose:

This report was prepared in response to direction from Council to determine the feasibility of a sidewalk connecting the new Westwood Estates subdivision to the existing sidewalk network at Hampton Avenue with respect to active transportation.

Background:

During the construction of the first phase of Westwood Estates (Wood Lane, Westwood Drive, and the extension of Clarence Street and Stanley Street), the developer was granted permission from Council to omit the construction of a sidewalk on Clarence Street. In 1997, Council agreed that once the second phase of Westwood Estates was completed, which would connect Clarence Street to Cement Road, that sidewalks would be required on Clarence Street throughout its full length. Phase 2 of Westwood Estates

has largely been constructed, with new sidewalks now included. In 2020, a sidewalk was installed on Stanley Street to connect the network of sidewalks in Phase 2 to the rest of the City. Staff are proposing a new sidewalk on Clarence Street to increase the connectivity of the existing sidewalk network and promote active transportation.

Discussion:

Engineering staff have reviewed the options available for the construction of a new concrete sidewalk on Clarence Street and have prepared high level cost estimates in order to recommend the best location for installation. Three options have been proposed in this report:

Option 1: Install Sidewalk on the North Side of Clarence Street

Option 2: Install Sidewalk on the South Side of Clarence Street (**Recommended**)

Option 3: Do Nothing

The purpose of installing new sidewalks on Clarence Street would be to further expand the network of sidewalks available for residents to use and further promote active transportation. The extension of sidewalks on Clarence Street to Cement Road allows closer, safe access for the residents of Port Colborne to the Gord Harry Conservation trail located on Cement Road and allows an alternate route for residents to safely walk to nearby schools.

The Cement Road and Clarence Street connection has also converted Clarence Street to a collector road. Previously, residents of southwest Port Colborne needed to use Steele Street as a means of exiting the City via Highway 3 or Highway 58. An alternate route has now been created on Clarence Street which leads to Cement Road, resulting in an increase of through traffic in the area.

There are some disadvantages to constructing a new sidewalk in an established neighbourhood. Existing infrastructure is already in place such as hydro poles, streetlights, and fire hydrants, as well as established mature lawns, gardens and other landscaping placed within the existing right of way. Normally, curbface sidewalk, (sidewalk that abuts directly against the back of the curb) is the preferred construction method when space is limited and is used to reduce the impact of existing landscaping from construction. However, in certain cases, curbface sidewalk could add additional costs as a result of utility relocations and the need for an increased sidewalk width due to the close proximity to the roadway. During the layout process, staff will minimize the impact to existing land features which may vary the offset of the sidewalk from the back of the curb.

Option 1: Install Sidewalk on the North Side of Clarence Street

As shown in the attached Figure 1, construction of the sidewalk on the north side of the road would extend further than that on the south side in order to connect to the existing sidewalk network and eliminate the need for crosswalks across Clarence Street. At the east limit, the sidewalk would extend past Hampton Avenue to connect to the sidewalk at Rosemount Avenue, and at the west limit, the sidewalk would extend past Wood Lane to Renfield Avenue, totalling 790 meters. This would add additional cost compared to constructing a sidewalk on the south side as it adds an additional 280 meters. Should the sidewalk be constructed on the north side, a total of 41 driveways would be impacted. One option to eliminate the reduced driveway parking availability would be to construct curbside sidewalk, however, this would require the relocation of 4 fire hydrants, 4 streetlights, 1 hydro pole, and a transformer box at an approximate cost of \$100,000.

Regarding greenery, an estimated 17 trees and 11 gardens would have to be removed in order to facilitate a continuous alignment of a new, non curbside sidewalk. For curbside sidewalk, the numbers are reduced to 10 tree relocations and no garden relocations.

The estimated cost for sidewalk construction on the north side of Clarence Street from Renfield Avenue to Rosemount Avenue is approximately \$290,000 for non-curbside sidewalk, and approximately \$410,000 for curbside sidewalk.

Option 2: Install Sidewalk on the South Side of Clarence Street (Recommended)

Constructing the sidewalk on the south side of the road will impact fewer properties when compared to the north side, both in the case of curbside sidewalk and non-curbside. To facilitate curbside sidewalk construction, the relocation of three hydro poles and three streetlights would be required. However, curbside sidewalk is the only option along the lot of 28 Michael Drive North as having any offset from the curb would eliminate the use of the homeowner's driveway. Non-curbside sidewalk would not require any hydro poles or streetlights to be relocated.

With curbside sidewalk, a total of 5 trees would need to be removed or relocated, in comparison to non-curbside which may require the removal/relocation of 8 trees and 2 gardens. In either scenario the existing "Westwood Estates" subdivision sign will need to be removed in order to accommodate the new sidewalk. The estimated costs proposed do not include the installation of a new subdivision sign.

Constructing the sidewalk on the south side provides the future benefit of being able to extend the sidewalk network to multiple side streets in the future. This includes the potential to connect Michael Drive North, Westwood Drive, and Wood Lane.

The estimated cost for constructing sidewalk on the south side is \$235,000 for curbface sidewalk, and \$165,000 for non-curbface. The difference in price is attributed to the need to relocate hydro and streetlight poles along with an increase to the sidewalk width due to the sidewalk being located along the curbface. Installation of sidewalks along the curbface are required to be a minimum of 1.8 meters wide whereas sidewalks located off of the curb line are required to be 1.5 meters.

Option 3: Do Nothing

The construction of a new sidewalk on either side of Clarence Street may be met with resistance from the homeowners that are directly impacted by the construction. With the sidewalk in the latest phase of Westwood Estates now connected via Stanley Street, Council may decide that an additional route on Clarence Street is not necessary.

Financial Implications:

The cost of \$165,000 associated with completing the sidewalk installation along Clarence Street will be funded from the 2021 Capital Budget contingency. The purpose of the contingency was to accommodate an agile planning environment. The budget for this contingency was set at \$225,654. This will leave \$60,654 available to be assigned to other projects going forward.

Conclusion:

Staff recommend moving forward with the least costly option, being the installation of a new non-curbface concrete sidewalk located on the south side of Clarence Street from Hampton Avenue to the existing sidewalk network west of Wood Lane for a proposed cost of \$165,000.

Upon approval of this project, flyers will be delivered to the residents directly impacted by the sidewalk construction to ensure they are kept informed of the project's overview and timelines. Information, along with updates, will also be advertised on the City's website and social media.

Appendices:

- a. Figure 1 – Proposed Layout of Clarence Street Sidewalk

Respectfully submitted,

Mathew Pilon
Construction Inspector
905-835-2900 x 233
mathew.pilon@portcolborne.ca

Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final approval is by the Chief Administrative Officer.