The Corporation of the
TOWN OF MILTON

Report to: Chair & Members of the Community Services Standing Committee
From: M. Paul Cripps, P. Eng., Director, Engineering Services
Date: May 11, 2009
Report No. ENG-019-09

Subject: Proposed Future Reconstruction of Oak St., Bruce St., Ashbrook Ct. – Design Approval

RECOMMENDATION: THAT Report ENG-019-09, regarding the approval of the final design and passage of a bylaw for the reconstruction of Oak Street (Ontario St. to Fulton St.), Bruce Street (Pine St. to Wakefield Cr.) and Ashbrook Court be received and approved;

AND THAT, pursuant to Section 11(2) of the Municipal Act S.L. 2001, Chapter 25, as amended, a bylaw be enacted authorizing the reconstruction of Oak Street (Ontario St. to Fulton St.), Bruce Street (Pine St. to Wakefield Cr.) and Ashbrook Court.

EXECUTIVE SUMMARY

The design for the reconstruction of Oak Street from Ontario Street to Fulton Street, Bruce Street from Pine Street to Wakefield Crescent and Ashbrook Court was assigned to Philips Engineering in 2008. The project has been prepared in accordance with the approval process for Schedule ‘A’ type projects as outlined in the Class Environmental assessment for Municipal Road Projects.

At the February 2008 Project Initiation Meeting, residents were informed of Council’s decision to commence the design phase with the intent to reconstruct these streets. Staff reviewed the possible design parameters based on the Town’s engineering standards. These included a standard 8 metre pavement width which provides for parking on one side only, concrete curbs, grass boulevards, sidewalks – minimum one side and tree preservation when feasible. Halton Region also intends to replace both the water main and sanitary sewer on Ashbrook Court. Residents were encouraged to identify drainage issues and other areas of concern that could be reviewed during the design process. Several residents were concerned with the possible construction impacts due to the encroachment of gardens and driveways into the right of way.
In October 2008, a Public Information Centre was held at Hugh Foster Hall. With a few exceptions, the design was well received with some residents voicing concerns with perceived heavy traffic volumes, the steepness of the hill at Fulton St. and the necessity of constructing sidewalks on Ashbrook Court. Unfortunately, the narrow right ways (Oak St., Bruce St., Court St. – 13m), mature street trees and the proximity of the hydro lines restrict flexibility with the road alignment. This necessitates the construction of retaining walls on both sides of the hill approaching Fulton Street and results in the removal of two trees. A third tree in front of 442 Oak Street must also be removed because of the proximity to the road. Also, because of these restrictions, it was necessary to reduce the pavement widths to 7.0 metres or less on Oak Street, Bruce Street, Court Street and Prince Street. These widths do not meet the Town’s current 8.0 metre minimum requirement that permits parking on one side of the street. Due to this it will be necessary to impose a no parking ban on both sides of these streets. Shortly after the PIC, staff received a petition from residents at the east end of Oak Street requesting the option of either closing Oak Street at Fulton or making Oak Street one-way between Fulton and Court. Both options were reviewed for their relative merits and it was determined that the existing traffic patterns would be maintained.

REPORT

Background

Oak Street, Bruce Street and Ashbrook Court are quiet, well treed residential streets located in one of our older areas several blocks south of Main Street and west of Ontario Street (see Appendix ‘I’). With the exception of Ashbrook Court, the right of way widths are sub-standard which generally results in modifications to our current engineering standards. Currently these streets have a combination of asphalt/tar and chip pavements, open ditches/sub-standard storm sewers resulting in uneven pavements and poor drainage. In addition, sidewalks are narrow, in poor condition with some sections having a sidewalk on either one or both sides and non-existent in others. Reconstruction will rectify the drainage issues, improve pedestrian safety and facilitate maintenance activities.

Discussion

In 2006, Council approved funding for the design for the above mentioned streets. Because construction funding was not allocated to this project, the design was not assigned until 2008. Although construction funding is not available, it was decided to proceed with design in order to have a project that was construction ready in the event that senior levels of government brought forward additional infrastructure funding programs.
In February 2008, to ensure public participation, a project initiation meeting was held at Hugh Foster Hall. Residents within the project limits were encouraged to participate and provide input on local issues and concerns that could be addressed during the design process. Approximately seventeen residents attended the meeting at which they were informed of the Town’s decision to commence the design phase in preparation for future street reconstruction. Staff reviewed the Town’s current engineering standards relating to urbanizing these streets. In general, the streets would be designed to have an 8 metre pavement width, parking on one side, sidewalk on one side and boulevards where feasible. Storms sewers and the potential to alleviate drainage issues on the resident’s property were also discussed. The presentation was well received with a few residents expressing concerns with traffic volumes, speeding, possible tree removals and the necessity for a sidewalk on Ashbrook Ct. (see Appendix ‘II’).

A Public Information Centre was held at Hugh Foster Hall in early October 2008 following the design process (see Appendix ‘III’). The 24 attending residents were presented with the draft design and staff addressed the majority of the questions to the satisfaction of most residents. Several residents expressed concerns with the changes and the possible loss of their usage of municipal property. Also, one resident remained unsatisfied with the minimal changes to the hill. The various issues were reviewed again during the final design and the affected residents received additional information (see Appendix ‘IV’ and ‘V’).

Shortly after the design presentation, staff received a petition from residents living at the west end of Oak St. The petition requested that staff review the option of closing Oak Street at Fulton, making this end a cul-de-sac. The other option asked that Oak St. be made one-way from Court to Fulton. After reviewing these options, staff informed the residents that neither option was viable. The right of way was not nearly wide enough to construct a turning circle and the one way option would only direct traffic onto adjacent streets.

It is staff’s opinion that the final design reflects a good design that improves both road and pedestrian safety and addresses a majority of the concerns raised by residents. The design presents a continuous sidewalk along the north side of Oak Street from Ontario Street to Fulton Street. Unfortunately, the sub-standard right of way on Oak Street, Bruce Street, Prince Street and Court Street resulted in pavement widths of less than 8.0 metres which will not support parking on the street. Ashbrook Court can accommodate an 8.0 metre pavement width, permitting parking one side. It was decided that although a boulevard between curb and sidewalk facilitates winter control operations, the negative impacts to the neighbourhood resulting from the relocation of the hydro line and significant tree removals were not justifiable.
Relationship to the Strategic Plan

This project supports the Destiny Milton 2 Strategic Plan through Goal 2, Direction 2: Facilitate the safe movement of people and goods and enhance travel to, from and within the community.

Financial Impact

The design for the purpose of reconstruction of Oak Street, Bruce Street and Ashbrook Court was identified and approved by Council during the 2006 Budget process. Currently, funding is not available for 2009 construction but the latest engineering cost estimate is $1,070,000.

Respectfully submitted,

M. Paul Cripps, P. Eng.,
Director, Engineering Services

If you have any questions on the content of this report: Rick Tipping, (905) 878-7252 ext. 2513.

Attachments: Appendix ‘I’ – Location map
Appendix ‘II’ – Project Initiation Meeting
Appendix ‘III’ – Project Information Centre
Appendix ‘IV’ – Additional Property Issues
Appendix ‘V’ – Correspondence to Residents

CAO Approval: _________________________
Oak Street / Ashbrook Court Reconstruction
Location Map

Legend

Subject Roads

Appendix 1

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January 29, 2008

NOTICE OF PRELIMINARY STREET DESIGN MEETING
FUTURE RECONSTRUCTION PROJECT

Oak St. (Ontario to Fulton), Ashbrook Ct., Bruce St. (Pine to Wakefield), Prince St. (Pine to Oak), Court St. (Pine to Oak)

The Town of Milton wishes to advise residents that the Engineering Services Dept. is initiating the design phase for the reconstruction and improvements of the above noted streets. The work will evaluate provisions for new sidewalks, curbs, storm sewers and roadway reconstruction. At this time, the timing for the construction phase is indefinite.

This project is being designed in accordance with the Class Environmental Assessment, Schedule A, for Municipal Road Projects.

A preliminary design meeting with residents/property owners will be held with the Town's project team. This is an opportunity for residents and the project team to discuss and highlight local conditions and/or issues to be considered during the design phase.

Date: February 20, 2008
Location: Hugh Foster Hall (beside Town Hall)
Presentation Time: 7:00 p.m.

A subsequent Public Information Centre will be scheduled in late summer / early fall 2008 to present the proposed design(s). This will afford the general public the opportunity to view the design proposal(s) and provide further comments prior to finalizing the design.
Appendix II

Design Considerations

- Street design is based on current Town standards that indicate:
  - Street classification or type (arterial, collector, residential)
  - Road width (residential 8 metres or 26 ft.)
  - Boulevard width (residential 1.5 to 2 metres)
  - Concrete curbs and gutters (yes)
  - Sidewalks (minimum one side - 1.5 metres wide)
  - Parking (8 metre pavement width provides for parking one side only – Fire Dept. criteria recommends a parking ban on that side of the street having fire hydrants)
  - Speed limit (all residential streets are 50 kph, except school zones)
  - Boulevard tree planting (where applicable)
  - Storm sewers (yes)
  - Shoulder widths (na)
  - Ditches (na)
  - Vertical and horizontal alignment (hills and curves)
  - Proximity of trees and other possible hazards to the roadway
  - Traffic signage (up-graded where necessary)
  - Multi-use pathways (na)
  - Driveways (boulevard portion repaved)

Provide Accurate Information to Designers

- Advise design team if you have drainage problems with your front yard.

- Advise design team if you have underground irrigation systems or electrical wiring that extends into the municipal right of way. (generally the property line is at the water shut-off in the lawn or driveway)

Other Project Issues

- The Town recognizes a driveway as “an access from the municipal roadway across the boulevard portion and onto private property”. The driveway must extend onto the private property to a sufficient distance to park a full size automobile (approx. 6 metres or 20 feet). Parking areas created on the boulevard portion of the street only are not recognized as driveways and will be removed. Also, a normal urban lot will only support one driveway entrance.

- Driveway widths will be matched to the existing driveway providing the driveway is well defined and does not exceed zoning standards.

- Trench excavations will extend into the front lawns to the property line where water and sanitary sewer services are being replaced.
Appendix II

Construction Issues

- During the construction period, driveway asphalt is saw-cut and removed to permit regarding and/or new sidewalk installation. Asphalt is then re-instated with a construction joint to the existing driveway asphalt. For interlocking brick driveways, the brick is reused but it is generally difficult to replace due to colour matching and changes in design. Patterned or coloured concrete driveways are almost impossible to match. The patterns are not readily available and the colours are difficult to match. If you are considering a driveway replacement, it is suggested that you wait until construction has been completed.

The Next Steps

Expect to see utility locates – generally marked with various bright colours, surveyors collecting the physical street data including ground elevations,

If you require any further information please contact the following:

Rick Tipping C.E.T.
Coordinator, Infrastructure
Engineering Services
Ph: (905) 878-7252 ext. 2513  Fax: (905) 876-5029  E-mail: rick.tipping@milton.ca

cc: Mayor G.A. Krantz and Members of Council
    Paul Cripps, Director, Engineering Services, Town of Milton
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<tr>
<th>Name</th>
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<tr>
<td>MICHAEL TIMBERS</td>
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<td>E. TRENTO</td>
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<td>S. Del Rosso</td>
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<td>M. Del Rosso</td>
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<td>Claude Flentz</td>
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<td>GRANT CAMPBELL</td>
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<td>Andrew McIntyre</td>
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<td>David O'D. Carr</td>
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<td>Brian Klein-Se. Hink</td>
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<td>Chantal Dambrowitz</td>
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### Attendance Record

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<td>ED SELCORS</td>
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<td>CHERYL SELCORS</td>
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<td>Franky Di Dambrosi</td>
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<td>Dyana Layung</td>
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Appendix II
Drainage on property is very poor, especially since houses on both sides were built much higher. Backyard flooded with most of it unusable.
There is a ditch on garage side but this is not draining as the ditch on the road is too high.
A catch basin may be able to alleviate the drainage problem.
March 4, 2008

Mr. & Mrs. F. Dambrosi

Re: Design for Reconstruction of Oak St. and Ashbrook Ct.

Dear Frank & Lida

Thank you for your comments following the project initiation meeting held at Hugh Foster Hall on February 20th regarding your mother's/mother-in-law's property at 407 Oak St. I have forwarded your comments to the Phillips Engineering for consideration. I believe that a solution to the poor drainage issue can be resolved satisfactorily through the design process.

If you have any further comments or concerns, please contact me at your convenience.

Again, thank you for your attendance and participation with this process.

Yours truly

Rick Tipping C.E.T.
Coordinator, Infrastructure
Engineering Services
Phone: (905) 878-7252 ext. 2513
Fax: (905) 87605929
E-mail: rick.tipping@milton.ca
PUBLIC INFORMATION CENTRE
Hugh Foster Hall - February 19, 2008

Appendix II

Project Name: OAK ST / ASH BROOK CT RECONSTRUCTION

Public Comments

Name: GRANT CAMPBELL
Address:

Phone No.

Postal Code

1. CONCERNED ABOUT DRAINAGE

- MY GARAGE IS UNDER THE HOUSE AND THE UNPAVED DRIVE GOES DOWN FROM STREET LEVEL. THERE IS A SUMP PUMP IN THE GARAGE THAT PUMPS INTO THE BACK YARD. THIS CAUSES EXCESSIVE WATER / FLOODING AT CERTAIN TIMES OF THE YEAR. IS IT POSSIBLE TO HAVE THIS DRAIN INTO SEWER?

2. I HAVE AN AREA ON THE NORTH SIDE OF MY LOT WHERE WATER COLLECTS. THERE IS NO DRAINAGE ON THE BACK WHERE MY PROPERTY MEETS CEMETARY PROPERTY. THIS IS A COMMON PROBLEM WITH MY NEIGHBOUR TO THE NORTH.
3. I do not want to see sidewalks on Ashbrook Court. Not necessary and a waste of tax dollars.
Appendix II

May 1, 2008

Mr. G. Campbell

Re: Reconstruction of Ashbrook Ct.

Dear Sir:

Thank you for your comments following the project initiation meeting held at Hugh Foster Hall on February 20th. I have forwarded your comments and concerns to the Philips Engineering for consideration. In your response, you raised three issues:

1. Connection of driveway drain to proposed storm sewer.
   It may be feasible and there may be options but please be advised that all associated costs will be charged to the home owner.

2. Poor drainage on the north side of your lot:
   It may be possible to make provision for this by installing a catch basin in the boulevard area but the responsibility of re-grading your property to drain this area will be yours.

3. Sidewalks – as I stated at the meeting, Town policy dictates the installation of sidewalks and not the home owner.

If you have any further comments or concerns, please contact me at your convenience and again, thank you for your attendance and participation with this process.

Yours truly,

[Signature]

Rick Tipping C.E.T.
Coordinator, Infrastructure Engineering Services
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Appendix II

PUBLIC INFORMATION CENTRE
Hugh Foster Hall - February 19, 2008

Project Name

Public Comments

Name: ISABEL TIMBERS

Address: 

Phone No.: 

Postal Code: 

Sanitary Sewer
- Routes from rear of residence, via easement across property at PINE STREET, easement located between residence and western property line of (see attached diagram)
- Discussion directly with Halton Region. Advised that there will NOT be an option to route sanitary sewer exclusively under owner's property to new sewer line under BRUCE ST. No sanitary sewer work being completed as part of this project.

Water Service
- Routes from rear of residence, along north side of house (southern edge of driveway) to water service under BRUCE STREET. Shutoff located near southern edge of driveway - just west of public sidewalk. (see attached diagram)
## Appendix II

**Oak Street and Ashbrook Court Reconstruction Project**  
**Pre-design Meeting with Stakeholders**

<table>
<thead>
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<th><strong>DRAINAGE</strong></th>
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<td>- Have experienced limited drainage issues in front yard since road reconstruction project on PINE STREET removed culvert under driveway. Water use to drain through culvert northward via ditch to PINE STREET. Drainage in front of property now routes southward towards OAK STREET. Culvert under driveway at 80 BRUCE STREET restricts drainage (appears to higher than ditch in front of property).</td>
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<td>- Have had to install new sump pump in crawl space under residence to control excess drainage water. (See page) No basement under residence - crawl space only.</td>
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<td>- Water pools in ditch in front of property after each rain storm. Does not fully drain via culvert under driveway at 80 BRUCE STREET.</td>
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<td>- No irrigation system in front lawn.</td>
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<td>- Hydro - aerial pipe located on southern edge of driveway between public sidewalk and roadway.</td>
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<td>- Telephone - aerial (easement along southern edge of property) routed via hydro pole</td>
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<td>- Cable - aerial via hydro pole</td>
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<td>- Natural Gas - From BRUCE ST to southeast corner of home</td>
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</table>

**Signature:** Michael T. ISABEL TIMBERS
March 4, 2008

Mrs. I. Timbers

Re: Design for Reconstruction of Oak St. and Ashbrook Ct.

Dear Mrs. Timbers

Thank you for your comments following the project initiation meeting held at Hugh Foster Hall on February 20th. I have forwarded your comments to the Philips Engineering for consideration. It is unfortunately that Halton Region is unable to resolve the sanitary sewer issue. Be assured that the various utility installations mentioned will be identified by the surveyors and the wet ditch will be rectified with the installation of storm sewers.

If you have any further comments or concerns, please contact me at your convenience.

Again, thank you for your participation with this process.

Yours truly

Rick Tipping C.E.T.
Coordinator, Infrastructure Engineering Services
Phone: (905) 878-7252 ext. 2513
Fax: (905) 87605929
E-mail: rick.tipping@milton.ca
**Appendix II**

PUBLIC INFORMATION CENTRE
Hugh Foster Hall - February 19, 2008

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**Project Name**

Re: Feb 20/08 meeting Ashbrook Crt (and other streets)

**Public Comments**

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<thead>
<tr>
<th>Name</th>
<th>Karen Moore</th>
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I have been a resident of Milton for 53 yrs. I have lived on Ashbrook for 17 yrs. For all of the 17 yrs my only complaint has been the problem I have with drainage. The ditches do not flow freely so we constantly have backups in the spring and after heavy rainfalls. I have called on more than one occasion and was told a town representative would assess and have the problem taken care of to ensure proper drainage. During the waiting period for someone to do the above I also called about the culvert/drainage pipe. It is in a bad state. I heard through the locals that Ashbrook was going to be redone so I have been waiting patiently for fix/repairing my driveway.

I would welcome curbs but have "no desire" to see a sidewalk. This is a quiet street/court and there is no need for sidewalks. Obviously
storm sewers would be welcomed as well. I have a tree planted by the culvert so
would ask that it not be destroyed and if possible balled so what I can re-plant.
I have nurtured this tree from a small sapling. I would assume that all residents
will be given ample notice so that all trees, plants, shrubs etc can be saved and/or moved.
I am not 100% sure where "exactly" the property line is so I am also concerned about
a large clump birch I have in my front yard I think it is too large to be moved. Is the
town going to replace trees, shrubs, that have been here for many yrs.?
I have a double driveway. I assume from the information I have read that it would remain as
such.
Unfortunately I was unable to attend the meeting so perhaps my concerns were addressed
already. My neighbor was kind enough to get this form for me.
I look forward to hearing more about these proposed changes/improvements.

Signature: Karen Moore
K. Moore

Re: Design for Reconstruction of Oak St. and Ashbrook Ct.

Dear Karen Moore:

Thank you for your comments following the project initiation meeting held at Hugh Foster Hall on February 20th. The issues that you raised concerning the poor ditch drainage and aging culvert will be rectified with the installation of storm sewers. Tree preservation is always a major consideration in all projects and removal is only recommended when all other options have been exhausted. Sidewalks always seem to be a contentious issue on many residential street reconstructions and it will be dealt with during the design. I believe that solutions to these issues can be resolved satisfactorily through the design process. I should also clarify that only the design phase is being implemented and that the actual reconstruction phase is not identified in the Town’s 10 year budget projections. A second meeting, most likely in the early fall, will provide residents an opportunity to view the proposed design, question design aspects and offer their comments before the design is finalized for Council’s approval.

If you have any further comments or concerns, please contact me at your convenience.

Again, thank you for your attendance and participation with this process.

Yours truly

Rick Tipping C.E.T.
Coordinator, Infrastructure
Engineering Services
Phone: (905) 878-7252 ext. 2513
Fax: (905) 87605929 E-mail: rick.tipping@milton.ca
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<thead>
<tr>
<th>Name</th>
<th>Sandra Del Rosso</th>
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**Public Comments**

- Driveway slopes towards garage, 1/2 driveway ponded when it rains or when snow melts (grading problems)
- Road can be "graced" lower down 1/4 (grade) on other side of the street in at higher grade (adds to problem) on my side.
- Possible put road area drain in front of my home to drain water in my area.
- Please call me anytime so we can discuss how to prevent this from occurring on my property.

(see other side)
Appendix II

Oak Street and Ashbrook Court Reconstruction Project
Pre-design Meeting with Stakeholders

The road marker sign for Ashbrook is "ever old" and is located on the wrong side of the street. It should be located:

1. South-west corner of Ashbrook and Oak Street or
2. South-east corner of Ashbrook and Oak Street.

This street has historic history. Ashbrook named because of ash trees on the street. We should get the historic sign to make Ashbrook of oak.

Please save our tree's this is a very, very beautiful street. We must do our best to keep this look. Also planting more tree's would be something my family would like to see.

We love this street so much that we own 2 homes on Ashbrook court.

- I wanted to take pictures to submit to you but Bad time of year.

Signature: Thank You
March 4, 2008

Mr. S Del Rosso

Re: Design for Reconstruction of Oak St. and Ashbrook Ct.

Dear Sir:

Thank you for your comments following the project initiation meeting held at Hugh Foster Hall on February 20th. I have forwarded your comments and concerns to the Philips Engineering for consideration. I believe that solutions to these issues can be resolved satisfactorily through the design process.

If you have any further comments or concerns, please contact me at your convenience.

Again, thank you for your attendance and participation with this process.

Yours truly

Rick Tipping C.E.T.
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Appendix III

NOTICE OF PUBLIC INFORMATION CENTRE

Storm Sewer and Street Reconstruction
Oak St., Bruce St., Court St. and Ashbrook Ct.
Watermain & Sanitary Sewer Replacement
Ashbrook Ct. only

In partnership, the Town of Milton (Engineering Services) and Halton Region are advising all residents and property owners who reside on or own property adjacent to this project, that a Public Information Centre is being held regarding the proposed design for the reconstruction (urban design standard including storm sewers, curbs, sidewalks and asphalt pavement) of Oak St. (Ontario St. to Fulton St.), Bruce St. (Pine St. to Wakefield Cr.), Court St. (Oak St. to Pine St.) and Ashbrook Cr. In addition, Halton Region will be replacing watermain and sanitary sewers on Ashbrook Ct. only.

Philips Engineering Ltd. and Halton Region are designing the project in accordance with the Class Environmental Assessment, Schedule A, for Municipal Road Projects.

A Public Information Centre has been arranged for:

Date: Wednesday October 1, 2008
Time: 6:00 p.m. to 8:00 p.m.
Place: Hugh Foster Hall
53 Brown Street (beside Milton Town Hall)

The Information Centre provides an opportunity to area residents, property owners and the general public to review the proposed design plan(s), discuss individual issues and provide comments prior to finalizing the design.

If you cannot attend, please address your comments and inquiries to the following.

Rick Tipping, C.E.T.
Coordinator, Infrastructure Engineering Services
43 Brown Street
Milton, Ontario L9T 5H2
Tel: (905) 878-7252 ext. 2513
Fax: (905) 876-5029
e-mail: rick.tipping@milton.ca

Joe Proietti C.E.T.
Design Supervisor
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1
Tel: (905) 825-6000 ext. 7613
Fax: (905) 847-2192
e-mail: joe.proietti@halton.ca
**Appendix III**

**RECONSTRUCTION OF OAK STREET, ASHBROOK COURT, BRUCE STREET AND COURT STREET**

**PUBLIC INFORMATION CENTRE**

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<td>Lynn Payne</td>
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<td>Mr. Simms</td>
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Appendix III

RECONSTRUCTION OF OAK STREET, ASHBROOK COURT, BRUCE STREET AND COURT STREET

PUBLIC INFORMATION CENTRE

COMMENT SHEET

NAME:  BRIAN KEE

ADDRESS:  

PHONE No.:  

COMMENTS:  POOR DRAINAGE OFF STREET SIDE of PROPERTY SIDEWALK TO HIGH.

Please deposit completed comment sheet in box before leaving.
October 9, 2008

Mr. B. Kee

Re: Reconstruction of Oak Street

Dear Sir:

Please find attached a copy of your comments regarding the design of this project. Surveyors are being directed to collect additional information regarding the grades in your front yard area. With this information, the consultants will be able to better address your drainage concerns.

I am confident that the consultants will be able to rectify this problem and I will advise you accordingly.

Thank you for your participation in this project and should you have any additional questions or concerns, please contact me at your convenience.

Yours truly,

Rick Tipping C.E.T.
Coordinator, Infrastructure
Engineering Services
Tel: (905) 878-7252 ext. 2513 Fax: (905) 87805029
e-mail: rick.tipping@milton.ca
RECONSTRUCTION OF OAK STREET, ASHBROOK COURT, BRUCE STREET AND COURT STREET

PUBLIC INFORMATION CENTRE

COMMENT SHEET

NAME: CRAIG PAULIN

ADDRESS: 51

PHONE No.: 

COMMENTS: Property line at Forest will I lose my hedge. Property line on Bruce St my fence on east side. How far are they coming in.
February 3, 2009

Mr. C. Davies

Re: Reconstruction of Oak St., Bruce St. & Askbrook Ct.

Dear Sir:

The detailed design phase of this project is nearing completion and I am now in a position to address the questions you raised at the public information centre held last October in Hugh Foster Hall.

You expressed two areas of concern. The first being the possible loss of your hedge adjacent to Oak St. and the second was a partial loss on your driveway width due its encroachment onto the Bruce Street road allowance.

To help clarify these issues, I have enclosed a copy of the Bruce Street plan. The current plan indicates that the back of the new curb will be approximately 2'6" back from the front edge of the existing sidewalk and as a result your hedge should remain undisturbed. The plan also indicates that a new retaining wall approximately 2 ft. in height (enclosed brochure shows type of wall) will be constructed along the Bruce St. property line. The property line is approximately 2.5 ft. west of the easterly edge of your current driveway. The wall is required to provide appropriate grades for the boulevard and new sidewalk. In addition all fencing will be relocated to just inside the property line.

If you wish further clarification or you have any additional concerns or questions, please contact me at your convenience.

Yours truly

Rick Tipping C.E.T.
Coordinator, Engineering Services
Ph: (905) 878-7252 ext. 2513     E-mail: rick.tipping@milton.ca
RECONSTRUCTION OF OAK STREET, ASHBROOK COURT, BRUCE STREET AND COURT STREET

PUBLIC INFORMATION CENTRE

COMMENT SHEET

NAME: DYANA LAYNG

ADDRESS: 

PHONE No.: 

COMMENTS: Reconstruction plan looks good. Glad we don't have to have a sidewalk, but the cleaner, improved road line + curbs will smooth it up.

Also impressed with the Regan Plan to abandon the old system and put the new down the centre of the street.

Please deposit completed comment sheet in box before leaving.
RECONSTRUCTION OF OAK STREET, ASHBROOK COURT, BRUCE STREET AND COURT STREET
PUBLIC INFORMATION CENTRE
COMMENT SHEET

NAME: Frank Houlihan
ADDRESS: 
PHONE No.: 

COMMENTS: Please read my comments. Thank you.

(Additional comments:)

Please deposit completed comment sheet in box before leaving.

PLEASE SAVE MY DOUBLE DRIVEWAY. THANK YOU.
February 6, 2009

Mr. F. Houlihan

Re: Reconstruction of Oak St., Bruce St. & Askbrook Ct.

Dear Sir:

The detailed design phase of this project is nearing completion and I am now in a position to address the questions you raised at the public information centre held last October in Hugh Foster Hall.

At that time, you expressed a concern with possible partial loss of your driveway. As I indicated at the meeting, the current edge of your driveway extends into the municipal road allowance by approximately 7 feet.

To help explain the impacts, I have enclosed a copy of the Bruce Street plan. For clarification purposes, I have highlighted the property line (red) and the proposed retaining wall adjacent to your neighbour’s property to the north (green). If you look at the plan, I have extended your neighbour’s property line onto yours (see yellow line) which closely aligns with your chain-link fence. We expect that the majority of the construction impacts can be confined to the road side of the yellow line. This does mean though that all fencing will be relocated to the private property side of this line.

If you wish further clarification or you have any additional concerns or questions, please contact me at your convenience.

Yours truly

[Signature]

Rick Tipping C.E.T.
Coordinator, Engineering Services
Ph: (905) 878-7252 ext. 2513    E-mail: rick.tipping@milton.ca
RECONSTRUCTION OF OAK STREET, ASHBROOK COURT, BRUCE STREET AND COURT STREET

PUBLIC INFORMATION CENTRE

COMMENT SHEET

NAME:  IVAN SHEPHERD
ADDRESS:  ________________________________
PHONE No.:  ________________________________
COMMENTS:  

Dissatisfied with design of Oak St at corner Fulton St. Design does nothing to improve grade of hill. Feel strongly that hill should be cut deeper to slow traffic or make it one way.

Please deposit completed comment sheet in box before leaving.
Mr. I. Shepherd

Re: Reconstruction of Oak Street.

Dear Sir:

As requested, the engineering consultants have completed reviewing the proposed design grade of the hill approaching Fulton St. As indicated, the proposed grades will only provide minimum improvement to the steepness of the hill. Unfortunately, the driveways in this area are the controlling factor. By lowering the hill, the steepness of these driveways increases. With the current proposal, the grade on these driveways is at or near the maximum grade permissible. As a result, no changes to the proposal as presented are recommended.

Thank you for attending the information session and your participation. If I may be of any further assistance, please contact me at your convenience.

Yours truly,

Rick Tipping C.E.T.
Coordinator, Infrastructure Engineering Services
Ph: (905) 878-7252 ext. 2513
E-mail: rick.tipping@milton.ca
RECONSTRUCTION OF OAK STREET, ASH BROOK COURT, BRUCE STREET AND COURT STREET

PUBLIC INFORMATION CENTRE

COMMENT SHEET

NAME: Stephen Wilson
ADDRESS: 
PHONE No.: 
COMMENTS: Re oak St.

IF IMPROVEMENTS TO MENTION
PLEASE ADD 3 WAY OR 4 WAY
STOPS ALL THE WAY DOWN TO SLOW THE TRAFFIC BEFORE THEY REACH THE HILL AT 
FULTON ST.

Please deposit completed comment sheet in box before leaving.
RECONSTRUCTION OF OAK STREET, ASHBROOK COURT, BRUCE STREET AND COURT STREET

PUBLIC INFORMATION CENTRE

COMMENT SHEET

NAME: Stephen Williams

ADDRESS: 

PHONE No.: 

COMMENTS: RE: OAK ST

There must be other options available, one-way, dead end, resurface as is with minor improvements to drainage.

There are areas of town that need the money more than Oak St.

Please deposit completed comment sheet in box before leaving.
November 5, 2008

Mr. S. Wilson

Re: Proposed Design for the Reconstruction of Oak St, Bruce St. and Ashbrook Ct.

Dear Sir:

Thank you for attending the public information centre and your comments regarding the proposed project design. In your comments, you request that all intersections between Ontario St. and Fulton St. be made all way stops. Your request should be addresses as a traffic issue rather than design. I will ask the traffic coordinator to review your request but I understand that the Provincial criteria governing the use of stop signs do not recommend them to control traffic speed.

If you have any other questions or comments regarding this project, please contact me at your convenience.

Yours truly,

Rick Tipping C.E.T.
Coordinator, Infrastructure Engineering Services
Ph: (905) 878-7252 ext. 2513
Fax: (905) 876-5029
E-mail: rick.tipping@milton.ca
Appendix IV

To: Rick Tipping, C.E.T.; Joe Prouette, C.E.T.; Mayor Gordon Krantz; Councillor Greg Nelson; Councillor Mike Boughton

As the residents and taxpayers who reside at the west end of Oak Street and the south end of Fulton Street, we believe that Oak Street should (preferably) be a dead-end before Fulton (and falling that, a One Way from Court Street) for the following reasons:

- Vehicles traveling on Oak Street end up at Pine Street; with Oak Street being a dead-end, vehicles will still end up at Pine Street via Court, Prince or Bruce Streets;
- As the neighbourhood goes through its generational transformation, there are more and more families with young children in the area;
- The increasing number of sludge trucks and other vehicles along the service road off of Fulton is becoming extremely dangerous as the Yield sign at the service road and Fulton is frequently ignored;
- Many drivers in the winter fail to negotiate the turn from Oak Street onto Fulton, especially in icy conditions, resulting in severe damage to neighbouring properties;
- It will be challenging to put in boulevards and a sidewalk as Oak Street visibly narrows at its west end.

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<td>Ivan Shepherd</td>
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October 6, 2008

Mr. E. Sellers

Re: Oak St./Ashbrook Court Reconstruction Design Project – Residents Petition

Dear Sir:

In response to the resident’s petition regarding this project, I am writing to you with the understanding that you initiated this action and I am requesting that you circulate this response to the supporters.

After discussions with staff and given the sub-standard right-of-way width, the suggestion of dead-ending Oak St. does not appear to be a viable option. To effectively create a dead-end, a turning circle such as the one on Ashbrook Ct. would be required to facilitate traffic movements for resident’s, maintenance and emergency vehicles. Insufficient lands are available at this location for the Town to construct a turn around to an appropriate size.

On October 1, 2008, the draft plans for this project were presented at the Public Information Centre. Plans indicate a continuous sidewalk along the north side of Oak Street from Ontario Street to Fulton Street. Concrete retaining walls will be constructed, replacing the existing timber walls along your frontage to facilitate the sidewalk and roadway improvements.

Unfortunately, the suggestion of making Oak St. one-way is not feasible as it would disrupt the two way grid pattern of the streets in the area and would have negative impacts in regards to traffic volumes on the streets you mentioned in your petition (i.e. Court, Prince and Bruce). As I’m sure you would understand if you were in their situation, the residents of these streets would perceive this proposed change as having a negative impact on their streets.
Appendix IV

In regards to the steepness of the hill at the west end of Oak and the issue of winter driving conditions, we share your concerns. As a result we will be asking the consultant working on this project to pay special attention to the grades in this area and attempt to minimize the steepness of the roadway as much as feasibly possible in order to improve the situation.

Thank you for your comments in regards to this project and should you have any other concerns or comments, please contact me at your convenience.

Yours truly,

Rick Tipping C.E.T.
Coordinator, Infrastructure
Engineering Services
Tel: (905) 878-7252 ext. 2513
Fax: (9905) 876-5029
e-mail: rick.tipping@milton.ca

Cc Mayor G. Krantz
Councillor C. Best
Councillor M. Boughton
Councillor G. Nelson
M. Belevedere C.A.O.
P. Cripps, P.Eng., Director, Engineering Services
J. Brophy, P. Eng., Senior Manager, Infrastructure
H. Schlegl, Coordinator Traffic & Parking
May 23, 2008

Brian R. Curtis/Ronald Strohan

Re: Property 106 Wakefield

Dear Property Owner:

In February of this year, a public meeting was held to explain and initiate the design phase for the purpose of reconstructing Oak Street and Bruce Street. Our consultant has now completed both the legal and topographical surveys and the initial step in the design. After reviewing this information and confirming by site inspection, it is evident that both the westerly and southerly portions of the parking lot extend into the municipal right of way. See attached plan.

Please be advised that our planning criteria require a minimum set-back of 1.5 metres from the property line. It would appear that this will have significant impacts on your parking and I suggest that you review this matter with some urgency. Although the reconstruction period has not been determined, I suggest that changes be made prior to the reconstruction phase.

If you require further information or assistance regarding matter, please contact me at your convenience.

Yours truly

Rick Tipping CET
Coordinator, Infrastructure
Engineering Services
Phone: (905) 878-7252 ext. 2513 Fax: (905) 876-5029 E-mail: rick.tipping@milton.ca
February 3, 2009

Mr. B. Klein-Geltink

Re: Reconstruction of Oak St., Bruce St. & Askbrook Ct.

Dear Sir:

The detailed design phase of this project is nearing completion and I am now in a position to address the construction issues and impacts.

The hill has always been a concern for many residents and given the various constraints i.e. driveways, limited street width, only minor improvements appear feasible but reconstruction will require some changes that will impact the area between the existing road and your property line.

To help explain the impacts, I have enclosed a copy of the plan showing your section of Oak Street. I have high-lighted the new retaining wall (brochure enclosed for wall system) and the new curb that will be located approximately 1.2 metres or 4 feet and 2.7 metres or 9 feet respectively from your front porch.

Unfortunately, this area offers very little flexibility for the design engineers, especially when the homes are close to the property line. If you wish further clarification or you have any additional concerns or questions, please contact me at your convenience.

Yours truly

Rick Tipping C.E.T.
Coordinator, Infrastructure
Engineering Services
Ph: (905) 878-7252 ext. 2513
E-mail: rick.tipping@milton.ca
February 6, 2009

Mr. E. Sellors

Re: Reconstruction of Oak St., Bruce St. & Askbrook Ct.

Dear Sir:

The detailed design phase of this project is nearing completion and I am now in a position to provide additional details for the street, sidewalk and retaining wall in front of your home.

The hill has always been a concern for many residents and given the various constraints i.e. driveways, limited street width, only minor improvements appear feasible but reconstruction will require some changes that will impact the area between the existing road and your property line.

To help explain the impacts, I have enclosed a copy of the plan showing your section of Oak Street. I have high-lighted the new retaining wall (brochure enclosed for wall system) and the new curb that will be located approximately 1.34 metres or 4 feet and 3.34 metres or 11 feet respectively from your front porch. The new sidewalk will be between the curb and the retaining wall.

Unfortunately, this area offers very little flexibility for the design engineers, especially when the homes are so close to the property line. If you wish further clarification or you have any additional concerns or questions, please contact me at your convenience.

Yours truly,

Rick Tipping C.E.T.
Coordinator, Infrastructure
Engineering Services
Ph: (905) 878-7252 ext. 2513
E-mail: rick.tipping@milton.ca
January 9, 2009

524257 Ontario Ltd.

Re: Property 340 Street

Dear: Property Owner

As you may be aware, the Engineering Services is preparing design plans for the reconstruction of Oak St. from Ontario St. to Fulton St., Bruce St. from Pine St. to Wakefield Rd. and Ashbrook Ct. During the design and review process (two public meetings were held), it was determined that the current driveway does not meet the Town’s criteria.

The purpose of a driveway is to provide access from the road across the municipal boulevard to private property. Before the Town will recognize or approve any driveway, it must be shown that the driveway extends in to the property a sufficient distance (minimum 6 metres) to park a full size vehicle.

For your information, a portion of the front porch is encroaching into the municipal right of way. As stated, the driveway/parking area must be extended a minimum of 6 metres into the property.

The Town’s entrance by-law states, that the width of a driveway on Town property will not exceed the garage width by more that 0.6 metres (2 ft.). The minimum driveway width will be 4 metres (13 ft.) and the maximum 6 metres and must extend from the street line onto the property to permit the parking of a full size vehicle.

As a result, a curb depression of approximate 6 metres (20 ft) will be provided to the east side of the house. With possible construction imminent, Engineering Services is providing advanced notification so that you have ample time to consider your parking alternatives.
Appendix V

Should you have any questions regarding this matter, please contact me at your earliest convenience.

Respectfully

[Signature]

Rick Tipping CET
Projects Coordinator
Engineering Services
Ph: 905-878-7252 ext 2513
Fax: 905-876-5029
e-mail: rick.tipping@milton.ca
January 9, 2009

Ms. C. Keyworth

Re: Property 442 Oak Street

Dear: Property Owner

As you may be aware, the Engineering Services is preparing design plans for the reconstruction of Oak St. from Ontario St. to Fulton St., Bruce St. from Pine St. to Wakefield Rd. and Ashbrook Ct. During the design and review process (two public meetings were held), it was determined that the current parking area as indicated in the attached photo (hatched area) does not meet the Town’s driveway criteria.

The purpose of a driveway is to provide access from the road across the municipal boulevard to private property. Before the Town will recognize or approve any driveway, it must be shown that the driveway extends in to the property a sufficient distance (minimum 6 metres) to park a full size vehicle.

For your information, the distance from the property line (chain link fence) to the front of your home is approximately 5.6 metres which is reduced to about 4 metres when you take into account the front porch.

The Town’s entrance by-law states, that the width of a driveway on Town property will not exceed the garage width by more that 0.6 metres (2 ft.) and will have minimum driveway width of 4 metres (13 ft.) and must extend from the street line onto the property to permit the parking of a full size vehicle.

As a result, a curb depression of approximate 4 metres (13 ft) will be provided to the west side of the house. With possible construction imminent, Engineering Services is providing advanced notification so that you have ample time to consider your parking alternatives.
Appendix V

Should you have any questions regarding this matter, please contact me at your earliest convenience.

Respectfully

[Signature]

Rick Tipping CE
Projects Coordinator
Engineering Services
Ph: 905-878-7252 ext 2513
Fax: 905-876-5029
e-mail: rick.tipping@milton.ca
February 3, 2009

Mr. R. Blakely

Re: Reconstruction of Oak St., Bruce St. & Askbrook Ct.

Dear Sir:

The detailed design phase of this project is nearing completion and I am now in a position to provide additional details for the street and retaining wall in front of your home.

The hill has always been a concern for many residents and given the various constraints i.e. driveways, limited street width, only minor improvements appear feasible but reconstruction will require some changes that will impact the area between the existing road and your property line.

To help explain the details, I have enclosed a copy of the plan showing your section of Oak Street. I have high-lighted the new retaining wall (brochure enclosed for wall system) which will replace your existing walls. Even though the engineers have used the minimum permissible road width, the new wall will be located approximately 7.2 metres or 23 feet from the front face of your home. Unfortunately, the tree is directly in-line with the new wall construction and it does not appear that it can be saved.

If you wish, we meet at your home once the snow has gone and review this issue. At that time, I may be better able to explain the various constraints that must be dealt with by the engineers. If you wish further clarification or you have any additional concerns or questions, please contact me at your convenience.

Yours truly,

Rick Tipping C.E.T.
Coordinator, Infrastructure Engineering Services
Ph: (905) 878-7252 ext. 2513
E-mail: rick.tipping@milton.ca