

Grey County Joint Accessibility Advisory Committee Agenda

April 17, 2026

2:00 P.M.

Electronic Meeting

	Pages
1. Call to Order	
2. Declaration of Interest	
3. Delegations	
4. Items For Direction or Discussion	
a. Regional Transit Study Presentation (Savanna Myers - Grey County)	3
b. 2026 West Grey Election Accessibility Report (Jamie Eckenswiller - West Grey)	15
That in consideration of staff report '2026 Municipal and School Board Election – Accessibility Plan', the Grey County Joint Accessibility Committee receives the report for review and comment.	
c. Street Furniture and Sidewalk Patio Guidelines Presentation (Jacklyn Iezzi and Sabine Robart - City of Owen Sound)	27
d. CR-26-018 - City of Owen Sound 2026 Municipal Election Plan (Briana Bloomfield and Kristen Van Alphen - City of Owen Sound)	49
That in consideration of Staff Report CR-26-018 respecting the Accessibility Plan for the 2026 Municipal Election, the Grey County Joint Accessibility Advisory Committee receives the report for information purposes.	
e. CS-26-024 – Commemorative Forest Monument Proposed Design (Pam Coulter - City of Owen Sound)	60
That in consideration of Staff Report CS-26-024 respecting the	

Commemorative Forest Monument proposed design, the Grey County Joint Accessibility Advisory Committee receives the report for information purposes.

- f. CS-26-025 – Bruce Grey Catholic District School Board Site Plan 68
(Margaret Potter and Sabine Robart - City of Owen Sound)

That in consideration of Staff Report CS-26-025 respecting the Bruce Grey Catholic District School Board (BGCDSB) Site Plan, the Grey County Joint Accessibility Advisory Committee receives the report for information purposes.

- g. OP-26-012 - 4th Avenue West Reconstruction Preliminary Design Options 78
(Lara Widdifield - City of Owen Sound)

That in consideration of Staff Report OP-26-012 respecting the preliminary design options for the 4th Avenue West reconstruction (15th St to 20th St), the Grey County Joint Accessibility Advisory Committee receives the report for information purposes.

- h. OP-26-013 - 16th Street East Pedestrian Tunnel Rehabilitation 109
(Sofin Lalani and Lara Widdifield - City of Owen Sound)

That in consideration of Staff Report OP-26-013 respecting the 16th Street East pedestrian tunnel rehabilitation and sidewalk expansion, the Grey County Joint Accessibility Advisory Committee receives the report for information purpose.

5. **Correspondence**

6. **Other Business**

7. **Next Meeting Date**

Thursday, June 18, 2026, at 2:00 p.m.

8. **Adjournment**

A map of the Bruce, Dufferin, Grey, and Wellington region showing various transit areas. The map is partially obscured by a dark teal banner at the top. The areas are color-coded: a large red area on the left, a dark blue area in the upper middle, a purple area below it, a teal area to the right of the purple, and a light blue area below the purple. The rest of the map is in shades of grey.

Bruce, Dufferin, Grey, Wellington Regional Transit Review

Grey County Joint Accessibility Advisory Meeting
April 1, 2026

Study Purpose

Study Purpose: To design and assess the feasibility of a unified transit network across Bruce, Dufferin, Grey and Wellington Counties

Key Partners: Bruce, Dufferin, Grey and Wellington Counties, together with Saugeen Mobility and Regional Transit (SMART)

Phase 2 Operating Funding: Funding provided through OTIF to operate the recommended unified network for up to four years (average 50% contribution)

Why Unify Transit?



- Make travel easier for riders by simplifying things like:
 - Booking and planning trips
 - Reducing the number of transfers needed
 - Understanding who can use specialized transit
 - Keeping fares consistent
- Helps partners work together to use resources more efficiently
- Strengthens the region's ability to advocate for funding from higher levels of government.

Study Schedule



Vision and Guiding Principles

Vision: Connecting Communities. Building a better future through a seamless, multi-modal transit network.



Equitable, Accessible and Affordable



Customer Driven: Seamless, Connected and Easy to Use



Support Growth & Economic Development



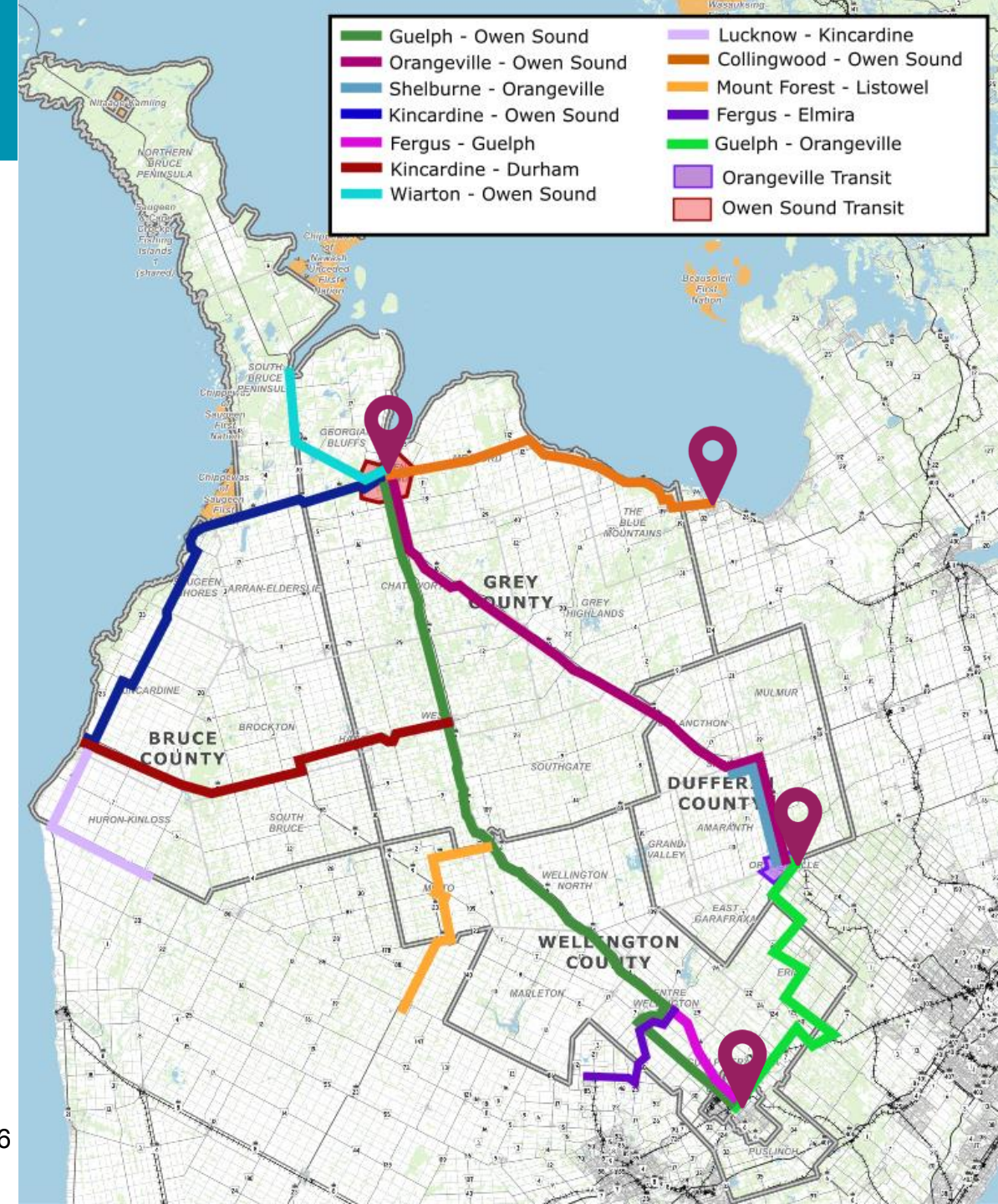
Innovative & Forward Thinking



Fiscally Responsible

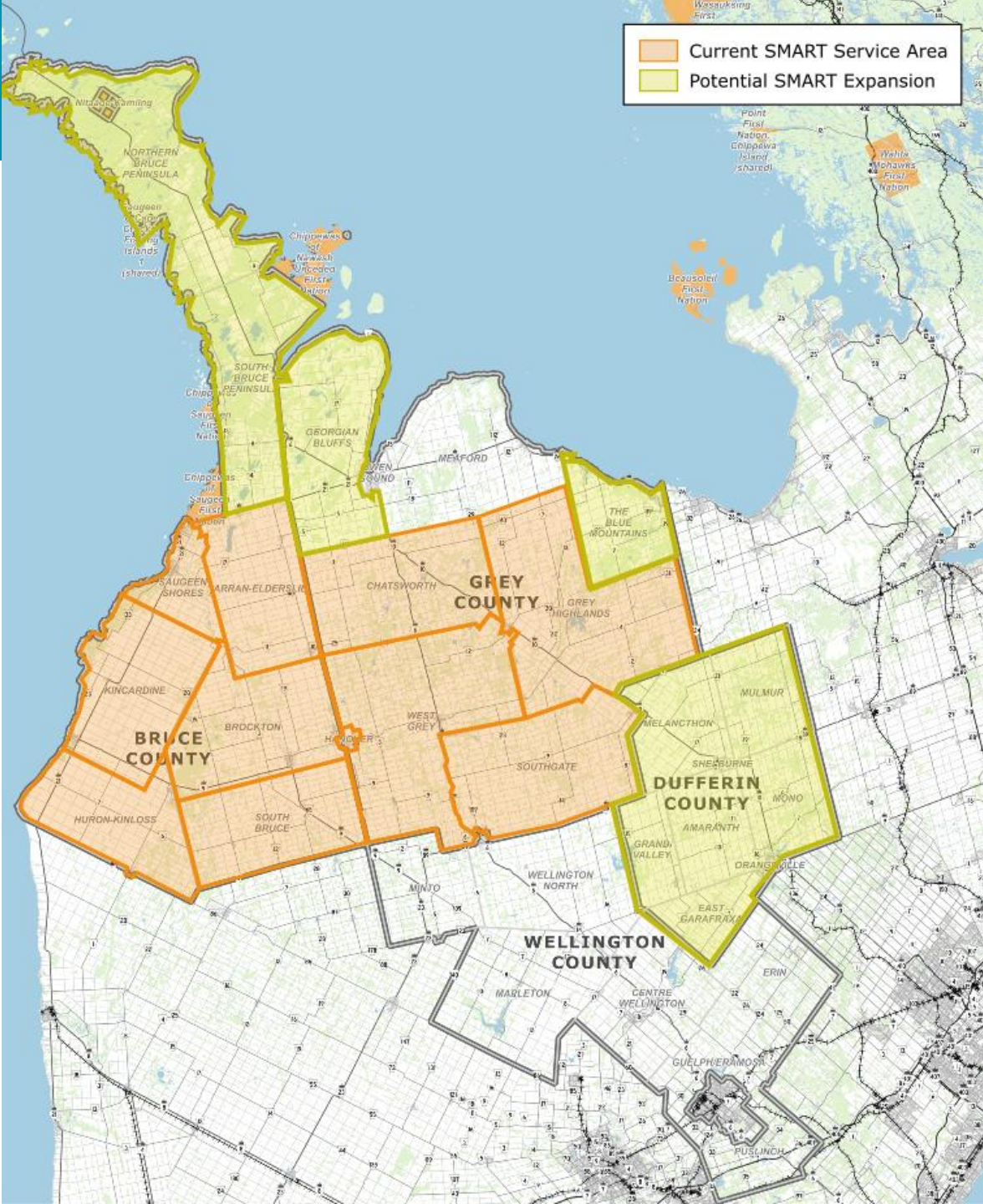
Conceptual Inter-Community Corridor Options

- Connects communities to important places through key travel corridors
- Buses should run at least 3-4 times a day on weekdays to be useful
- Saturday service can help with shopping, leisure trips, and visitors
- Shorter commuter routes may need more frequent service
- Travel is smooth and uninterrupted across municipal boundaries



Contract On-Demand Service to SMART

- Expand service area into Dufferin County so riders can use both specialized and on-demand trips to connect to regional routes and Orangeville Transit
- Look at whether Dufferin County Community Support Services could help provide similar services
- Allow more people to use the service to reduce empty vehicle travel and increase trips per hour
- Change part-time drivers to full-time – no new vehicles needed
- Put existing unused vehicles back into service, with some investment



Integration with the Private Sector



- Update taxi and rideshare rules across all four counties so more private providers can operate
- Explore an app that lets riders book trips with private and community transportation to connect to regional routes
- Consider lowering fares on regional transit when riders use on-demand services to connect
- Work with private bus companies so all trips appear in one app and look at offering fare subsidies for trips within the four counties
- Choose a technology provider to support the on-demand service

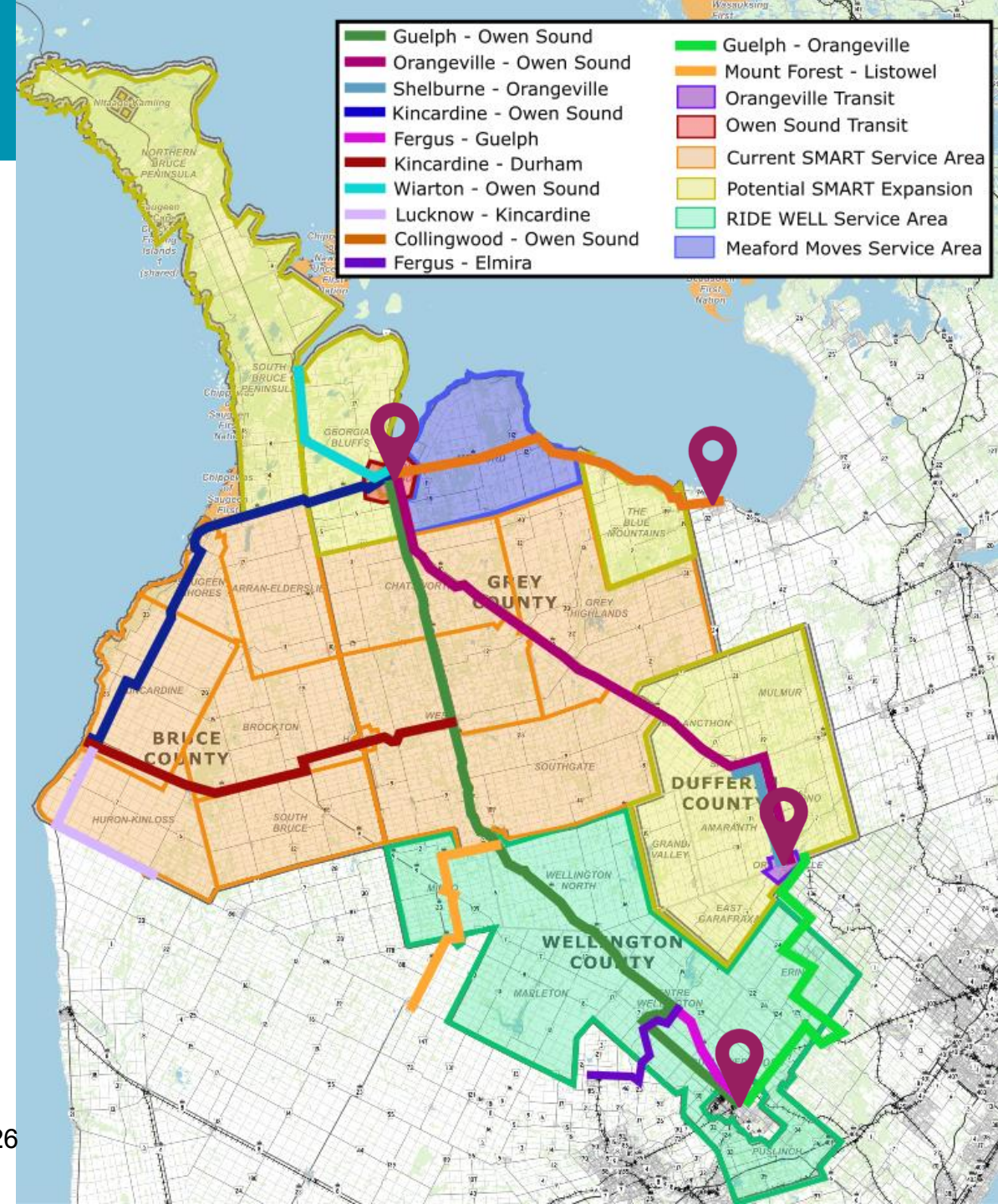
Integration with Local Transit, GO Transit and Community Care

- Coordinate schedules so local transit systems connect smoothly at terminals
- Make better use of Ride Well to link riders to the inter-community routes
- Look at using Dufferin County Community Support Services to help connect riders to regional routes
- Explore integration with Meaford Moves and specialized transit in Owen Sound and The Blue Mountains
- Connect with Coltrans (Collingwood) and Simcoe LINX
- Ensure all routes appear on Google Maps and other trip-planning tools
- Provide longer layovers at GO Train/Bus stops to support connections in Orangeville and Guelph
- Work with Metrolinx to join the OneFare program when available

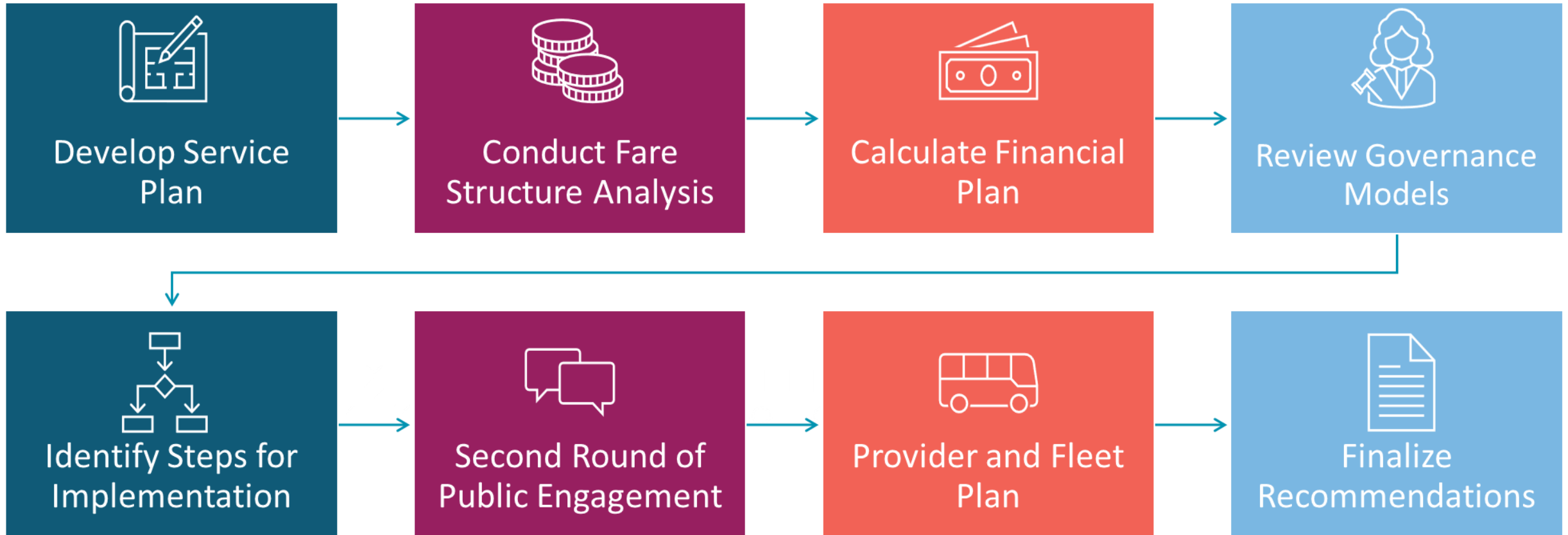


Summary of Opportunities

- Build a main transit network along the busiest travel corridors
- Expand SMART service into areas that don't currently have it
- Look at partnering with Community Support organizations, including in Dufferin County
- Use SMART's extra capacity to help connect riders to key routes (with the possibility of shared fares)
- Allow private transportation providers to operate so riders have more choices
- Consider offering a fare subsidy when private carriers duplicate or connect to regional routes
- Track ridership to decide when and where new corridors may be needed
- Apply for more OTIF funding for Wellington County
- Work with Metrolinx on joining the OneFare program to make connections to GO Transit easier



Next Steps



A map of a region, likely a transit study area, with various colored areas. A dark teal overlay covers the top right portion of the map. The text "Input, Comments & Community Perspective" is written in white on this overlay. The map shows several distinct areas: a red area at the top left, a dark purple area below it, a blue area in the center, and a large grey area covering the bottom and right. The background is light blue.

Input, Comments & Community Perspective

Thank You

Staff Report

Report To: Grey County Joint Accessibility Advisory Committee
Report From: Jamie Eckenswiler, Director of Legislative Services/Clerk
Meeting Date: April 2, 2026
Subject: 2026 Municipal and School Board Election – Accessibility Plan

Recommendations:

THAT in consideration of staff report '2026 Municipal and School Board Election – Accessibility Plan', the Grey County Joint Accessibility Committee receives the report for review and comment.

Highlights:

- The 2026 Municipal and School Board Election will be held on October 26, 2026.
- West Grey will be using internet at telephone voting as the voting method for the 2026 Municipal and School Board Election.
- West Grey is seeking feedback from the Grey County Joint Accessibility Advisory Committee to finalize the draft plan.
- The Municipal and School Board Election will be held in accordance with the *Accessibility for Ontarians with Disabilities Act*.

Previous Report/Authority:

[2025-12-02 Staff Report: 2026 Election Report No. 1](#)

[2026-01-13 Staff Report: 2026 Election Report No. 2](#)

Analysis:

The 2026 municipal and school board election, being held on Monday, October 26, 2026, is being planned and delivered with a strong commitment to accessibility and inclusion. Through the use of accessible voting methods, in-person supports, staff training, and proactive communication, election administrators aim to ensure that all

eligible electors and candidates are able to participate fully and equitably in the democratic process.

The purpose of this report is to highlight the measures that will be undertaken to identify, remove, and prevent barriers to participation in the 2026 municipal and school board elections for electors and candidates with disabilities. This report is presented to the Grey County Joint Accessibility Advisory Committee for review and input and reflects an ongoing commitment to accessibility, inclusion, and equitable participation in the democratic process.

The 2026 municipal and school board elections will be conducted in accordance with the *Municipal Elections Act, 1996*. Section 12.1 of the Act requires that the Clerk have regard to the needs of electors and candidates with disabilities and that an accessibility plan be prepared and made available to the public prior to voting day in a regular election.

The election will also be administered in compliance with the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA), including the Integrated Accessibility Standards Regulation. In addition, applicable municipal accessibility policies and multi-year accessibility plans will inform election planning and service delivery.

The Clerk is responsible for ensuring that election services are provided in a manner that respects the principles of dignity, independence, integration, and equal opportunity for persons with disabilities.

Overview of the 2026 Municipal and School Board Election

The 2026 municipal and school board election will be held on Monday, October 26, 2026. Voting will open on Friday, October 16, 2026, at 10:00 a.m. and will close on voting day at 8:00 p.m.

The election will be conducted using internet and telephone voting, administered by Simply Voting. These voting methods are intended to enhance accessibility by allowing electors to cast their ballot from a location of their choice and, where required, to use personal assistive technologies or supports.

Election Centres and In-Person Supports

Although voting will be conducted electronically, in-person Election Centres will be available throughout the voting period to support electors who require assistance. These centres will provide help to individuals who experience difficulty accessing or navigating the voting system, who need to update or confirm their voter information, or who prefer in-person support due to accessibility, digital literacy, or other considerations.

Based on the information contained in *2026 Election Report No. 2*, Election Centres will operate at the West Grey Municipal Office and the Neustadt Community Centre on specified days during the voting period. The West Grey Municipal Office will be open on

Friday, October 16, 2026, from 12:00 p.m. to 4:00 p.m., during regular weekday hours from Monday, October 19 to Friday, October 23, on Saturday, October 24, and again on voting day, Monday, October 26, 2026, from 12:00 p.m. to 8:00 p.m. The Neustadt Community Centre will operate as an Election Centre on Saturday, October 17, 2026, from 12:00 p.m. to 4:00 p.m.

In addition to these locations, election staff will attend institutions and retirement homes throughout the voting period, where permitted, in order to provide voting assistance and ensure equitable access for residents who may otherwise face barriers to participation.

All Election Centres have been reviewed to confirm that they are physically accessible. This review included consideration of barrier-free entrances, accessible parking available, clear and readable signage, and sufficient interior space to accommodate mobility devices.

Accessible Voting Methods

The use of internet and telephone voting for the 2026 election supports accessibility by offering multiple methods through which electors may cast their ballot. The Simply Voting platform is compatible with screen readers and adaptive technologies and allows electors to adjust font size and screen display settings. The telephone voting option provides an alternative for individuals who cannot or prefer not to vote online, and the system allows electors to vote independently and privately.

Throughout the voting period, election staff will be available to assist electors who experience difficulties accessing the voting system or who require additional support.

Electors attending an Election Centre may choose to vote independently, request assistance from election staff, or be accompanied by a support person of their choice. Any assistance provided will be delivered in accordance with the *Municipal Elections Act, 1996*, while maintaining voter privacy, dignity, and independence.

Communication and Information Accessibility

Election-related information will be communicated using clear and plain language and will be made available through multiple channels, including municipal election websites, social media platforms, media releases, public notices, and direct communication at Election Centres.

Upon request, accommodations will be made to provide information in accessible formats or with appropriate communication supports, in compliance with AODA requirements. These accommodations are intended to ensure that all electors and candidates are able to access election information in a manner that meets their individual needs.

Training of Election Staff

All election staff will receive training that addresses legislative accessibility requirements, accessible customer service principles, and appropriate methods for assisting electors with disabilities. Training will also cover the use of accessible voting tools and technologies, as well as procedures for providing assistance while preserving voter privacy and dignity. This training is intended to promote consistent, respectful, and effective service delivery across all election-related interactions.

Feedback and Continuous Improvement

Feedback from electors, candidates, election staff, and the Grey County Joint Accessibility Advisory Committee will be used to identify barriers that may be identified during the election and to evaluate the effectiveness of accessibility measures. This feedback will inform continuous improvement efforts and future municipal election planning. Opportunities for feedback will include direct communication with the Clerk's office and post-election review processes.

Financial and Operational Implications:

Accessibility measures for the 2026 municipal and school board election are incorporated into the approved election budget. No additional financial implications are anticipated as a result of the implementation of this accessibility plan.

Climate and Environmental Implications:

There are no climate or environmental implications associated with this report.

Communication Plan:

The election accessibility plan will be posted on the West Grey election webpage for public use.

Consultation:

None.

Attachments:

Draft Election Accessibility Plan

Recommended by:

Jamie Eckenswiller, AOMC, AMP
Director of Legislative Services/Clerk

Submission approved by:

Michele Harris, Chief Administrative Officer

For more information on this report, please contact Jamie Eckenswiler, Director of Legislative Services/Clerk at clerk@westgrey.com or 519-369-2200 Ext. 229.

ELECTION
2026
MUNICIPALITY OF WEST GREY

**Municipality of West Grey
Election Accessibility Plan 2026**

This plan is for use in the 2026 Municipal Election in conjunction with West Grey's current Accessibility Plans and the Integrated Accessibility Standards Regulation.

Contents

1. Introduction	3
2. Staff Training	3
3. Provision of Election Information	4
4. Notice of Temporary Service Disruption	4
5. Staff Assistance	4
6. Assistance to Electors	4
7. Election Centres	5
7.1 Parking	5
7.2 Entrance	5
7.3 Interior	5
7.4 Accessible Voting Booth	5
7.5 Elevator Access	5
7.6 Voting Assistance	5
7.7 Accessible Voting Technologies	6
8. Internet Voting and Telephone Voting	6
9. Assistance to Candidates	6
9.1 General Information	6
9.2 Campaign Expenses	7
10. Feedback	7
11. Additional Information	7

1. Introduction

The Clerk is responsible for the appropriate legislative and administrative conduct of the municipal elections in the Municipality of West Grey.

The Municipal Elections Act (MEA), Section 12.1 (1) places responsibility on the Clerk to have regard to the needs of the electors and candidates with disabilities.

Section 12.1 (2) of the MEA requires that the Clerk shall prepare a plan regarding the identification, removal, and prevention of barriers that affect electors and candidates with disabilities and shall make the plan available to the public before voting day in a regular election.

West Grey municipal elections will be conducted in a manner that shall ensure that candidates and electors with disabilities have full and equal access to all election information and services, including Election Centres. The election will be conducted in a manner that ensures that persons with disabilities are able to vote independently and privately with access to voting assistance if required.

Section 12.1 (3) of the MEA requires that within (90) days of voting day the Clerk who is responsible for conducting the election shall prepare a report about the identification, removal, and prevention of barriers that affect electors and candidates with disabilities, and shall make the report available to the public.

2. Staff Training

All staff carrying out election duties will complete the West Grey Accessible Customer Service Training and specific Election Training to recognize and ensure that persons with disabilities are serviced in a way that accommodates their individual needs.

Training will include:

- how to interact/communicate with persons with various types of disabilities;
- how to interact with persons with disabilities who use assistive devices and/or require the assistance of a support person or a service animal;
- how to clearly explain internet and telephone voting;
- what to do if a person is having difficulty accessing election information or services; and
- how to provide voter assistance if requested.

3. Provision of Election Information

Election information will be provided to electors and candidates with disabilities in an alternative format, agreed upon between the requester and the Clerk.

Notice of the provision of information in an alternative format will be provided on the Municipality of West Grey's election website, www.westgreyvotes.com, and included in election notices posted on the website and in the local media.

4. Notice of Temporary Service Disruption

The Clerk shall provide public notice on the Municipality's election website, www.westgreyvotes.com, and in the local media if there is a temporary disruption in the delivery of election information or services. The notice shall include the reason for the disruption, the expected duration, and an explanation of alternative methods of delivering the information or service. Every effort shall be made to provide alternative methods of providing the information or service to persons with disabilities.

5. Staff Assistance

Clerk's Office staff are available throughout the election to assist with any issues that may arise with respect to providing a barrier-free election.

Contact information for assistance:

Telephone: 519-369-2200 x 229

Email: elections@westgrey.com

Municipal Office (In Person or Mail): 402813 Grey Road 4, Durham, ON, N0G 1R0

6. Assistance to Electors

The 2026 West Grey municipal elections will be conducted with internet and telephone voting methods. Detailed information about each voting method is set out in the 2026 Municipal Elections Procedures, available on the Municipality's election website, www.westgreyvotes.com, or from the Clerk's Office and can be provided in an alternative format upon request.

Please contact the Clerk's Office at 519-369-2200 ext. 229 or elections@westgrey.com if you require your Voter Information Letter in an accessible format.

Clerk's Office staff are available throughout the election to assist with any issues that may arise with respect to providing a barrier-free election.

7. Election Centres

Election Centres located in the municipality will be available to voters throughout the voting period and on voting day until 8:00 p.m. The locations, accessible parking, and entrance information will be posted on the municipal elections website www.westgreylvotes.com.

7.1 Parking

Election Centres will be located in buildings that have designated parking that is clearly identified and located close to the entrance of the Election Centre for individuals with disabilities.

7.2 Entrance

The entrances to Election Centres will be level or have steps and ramps with handrails leading to the entrance doors. Doors will have automatic door opening devices or will be propped open in a safe manner. The doors will be wide enough to accommodate a wheelchair or other mobility devices.

7.3 Interior

Access to the interior voting area and voting booth will be level. Carpeting and doormats will be level with the floor. The voting area will be well lit, and seating shall be made available.

7.4 Accessible Voting Booth

The voting booth will have a wide area to allow individuals using mobility aids to vote independently and secretly. In the voting booth there will be a touchscreen tablet on a stand. The tilt of the touchscreen is adjustable. Election staff and a mobile tablet shall be available for use at long-term care facilities.

7.5 Elevator Access

At any location where an Election Centre is not located on the main floor, an accessible elevator will be available.

7.6 Voting Assistance

Persons with disabilities may be accompanied by a support person within the voting booth area or the Election Centre staff can assist a voter in casting their vote. The Election Centre staff will, in conjunction with the person with the

disability, determine the extent to which they need assistance and the best way to provide the assistance.

If public health guidelines and the facilities allow access, election staff will be on-site at retirement homes and long-term care homes at various times in the voting period to increase accessibility. All election officials are sworn to an oath of secrecy.

7.7 Accessible Voting Technologies

Voting booths will have a touch screen tablet for internet voting that will assist voters with disabilities in casting their votes with independence and privacy. Election staff will be available at all times at the Election Centre to assist voters upon request. Support persons and service animals shall be accommodated.

8. Internet Voting and Telephone Voting

Both internet voting and telephone voting offer persons with a variety of disabilities an opportunity to cast their vote with independence and privacy.

Internet voting allows voters to vote from their home through secured internet services. Voters have the option to use the assistive tools they have on their own computer such as paddles, a hand-held touchpad, a thumb switch, or sip and puff technology.

Telephone voting allows voters to vote from their home through secured telephone services. Landlines or cell phones can be used to vote. This method is compatible with assistive devices.

Both methods are designed to encourage voter participation as voters are not required to attend a physical location to cast their ballot; thus, accessibility and privacy for persons with disabilities is maximized.

9. Assistance to Candidates

9.1 General Information

The 2026 West Grey municipal elections will be conducted with internet and telephone voting methods. Detailed information about each voting method is set out in the 2026 Municipal Election Procedures, available on the Municipality's election website, www.westgreylvotes.com, or from the Clerk's Office, and can be provided in an alternative format upon request.

Clerk's Office staff are available throughout the election to assist with any issues that may arise with respect to providing a barrier-free election.

Accessibility measures for candidates to consider in regard to their campaign messaging are included in the candidate package.

9.2 Campaign Expenses

Expenses that are incurred by a candidate with a disability that are directly related to the disability and would not have been incurred but for the election to which the expenses relate, are excluded from the permitted spending limit for the candidate.

10. Feedback

The West Grey Municipal Clerk welcomes feedback to identify areas where changes need to be considered and ways in which the Municipality of West Grey can improve the delivery of an accessible election. This plan is a living document and will continue to undergo changes when necessary.

Feedback on this plan can be submitted through the following:

Telephone: 519-369-2200 x 229

Email: elections@westgrey.com

Municipal Office (In Person or Mail): 402813 Grey Road 4, Durham, ON, N0G 1R0

11. Additional Information

Clerk's Office staff are available throughout the election to assist with any issues that may arise with respect to providing a barrier-free election.

Municipality of West Grey Accessibility Webpage www.westgrey.com/accessibility

West Grey Election Website www.westgreyvotes.com



OWEN
SOUND
CITY HALL

Street Furniture & Sidewalk Patio Guidelines

Grey County Joint Accessibility Advisory Committee

Introduction & Background

- The accommodation of uses such as restaurants, patios, and entertainment facilities within the River District (downtown) is supported by the policies of the City's Official Plan, to maintain the attraction of the area to locals and tourists.
- The River District Action Plan calls for the continued implementation of a policy that encourages sidewalk cafes and patio dining to increase approachability and create a warm ambiance of the River District.

Committee Resolution

At its meeting on September 15, 2021, Community Services Committee adopted the following Resolution ([CS-210915-007](#)), which City Council subsequently adopted on September 27, 2021, through adoption of the meeting minutes (Resolution No. [R-210927-013](#)):

"THAT the Community Services Committee recommends that City Council direct staff to:

1. Bring forward a report to a future Community Services Committee meeting respecting the potential of facilitating sidewalk patios through the Community Improvement Plan; and,
2. Undertake a review of the Street Furniture & Sidewalk Patio Design Guidelines."

Ontario Traffic Council Guidelines

- Introduced in Spring of 2022.
- Developed by experts in the transportation industry and are considered to be the best practices for managing restaurant patios within the right-of-way.
- The updated Sidewalk Patio Guidelines generally implement the OTC guidance.





Street Furniture & Sidewalk Patio Guidelines

Purpose & Application

- The purpose of the Sidewalk Patio Guidelines is to ensure that universal accessibility, public safety, and the streetscape experience are enhanced and not negatively impacted by the introduction of a patio within the City's right-of-way.
- The Guidelines apply city-wide however, patios are only permitted where the Zoning By-law would permit a commercial use and there is area within the Municipal right-of-way that can meet the requirements of the Guidelines.

Right-of-way





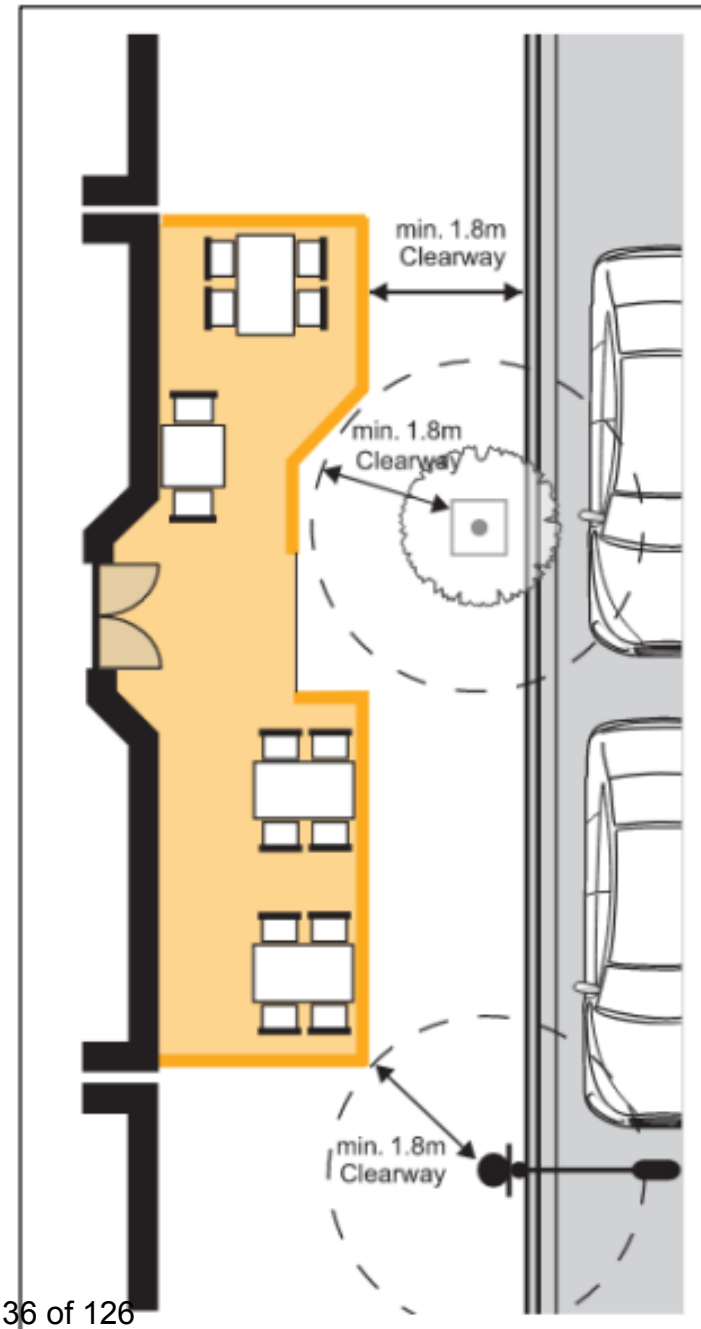
Design Guidelines



Types of Patios Permitted

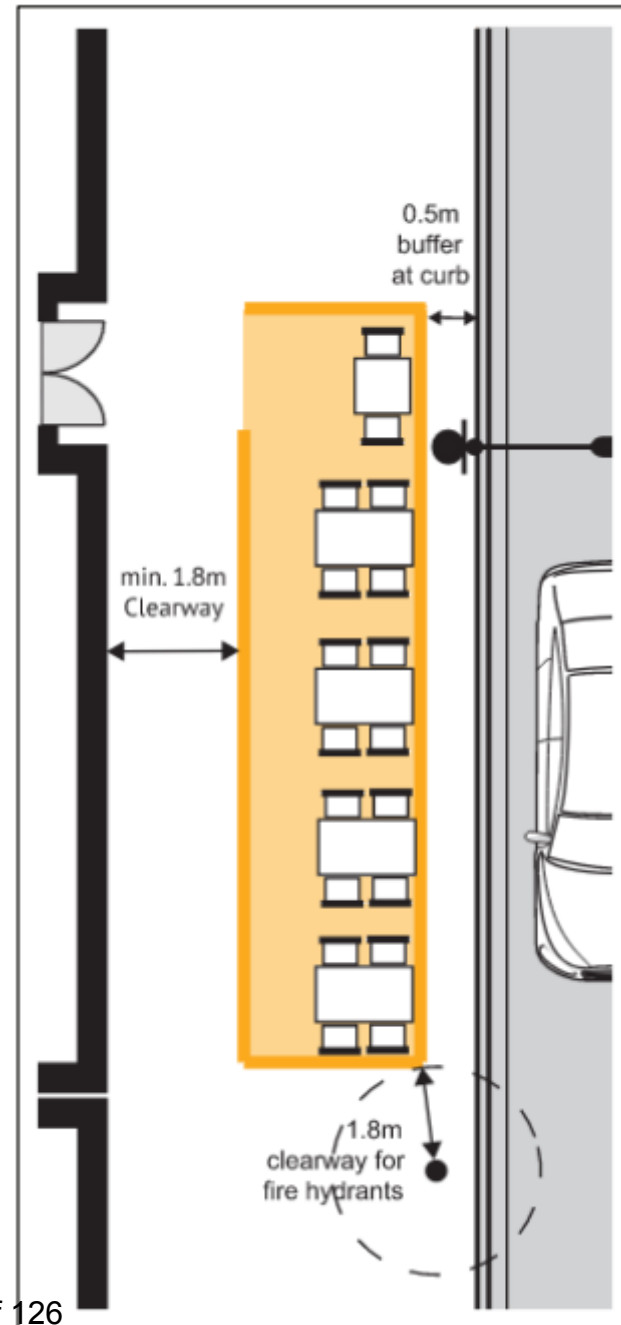
Frontage Patio

A patio located immediately adjacent to the building but extending beyond the front property line into the public right-of-way (sidewalk).



Curbside Patio

A patio located on the exterior edge of the sidewalk, adjacent to the curb, with an accessible pedestrian route provided between the building and the patio. Between the boundary of the patio and the curb, a minimum buffer of 0.5 metres is required.

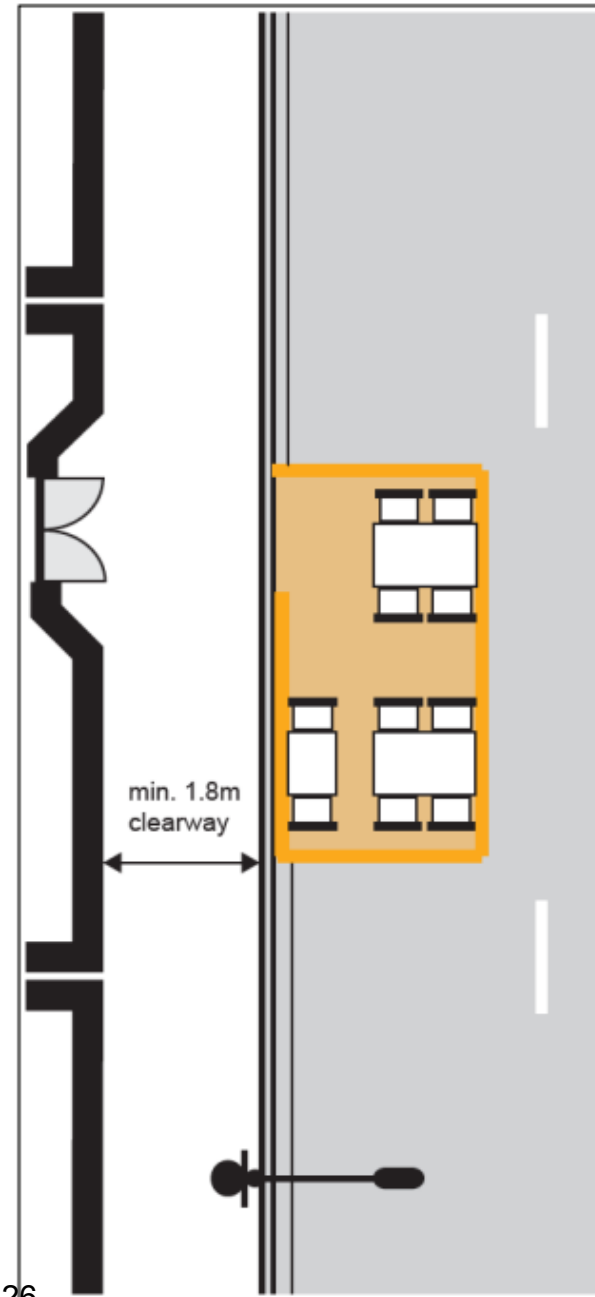


Curb Lane Patio

A patio located within a maximum of two (2) on-street parking spaces or a curb lane.

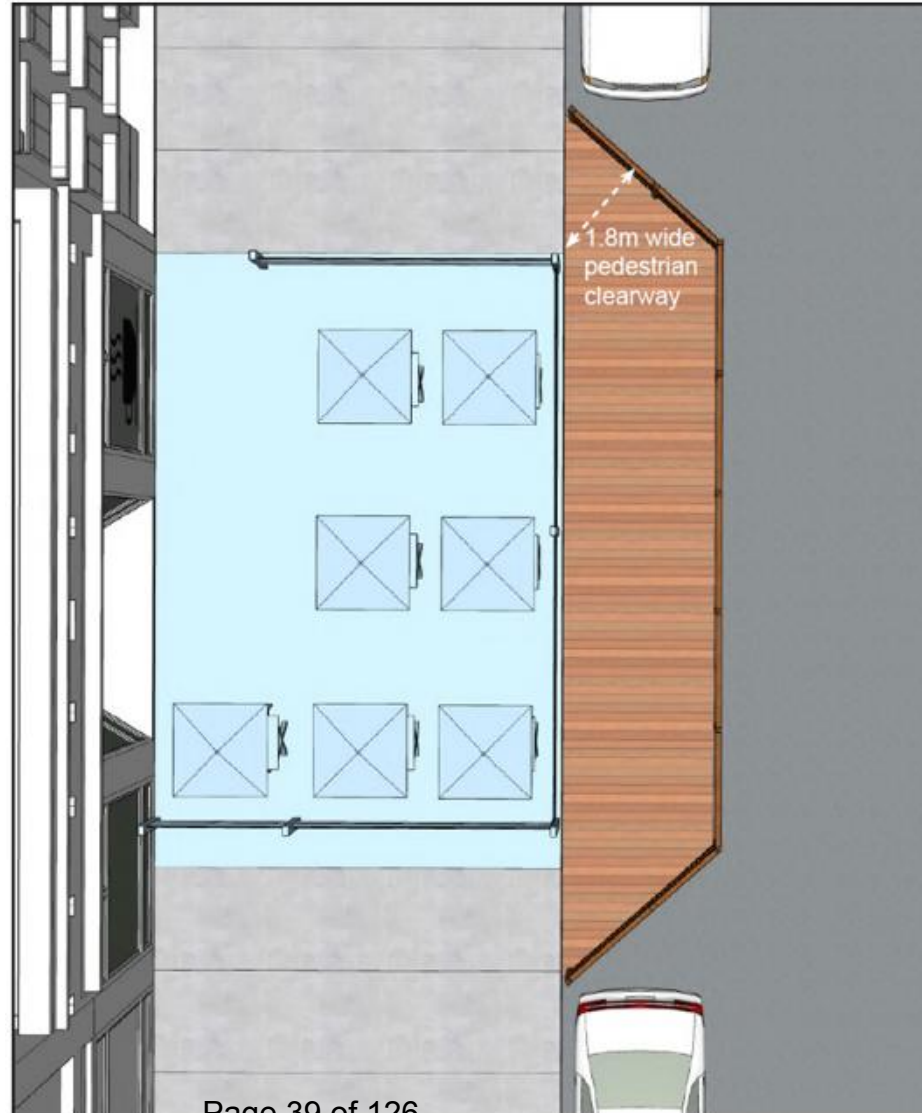
A Curb Lane Patio is only permitted on roadways with:

- A speed limit of 50 km/h or less
- No more than 2 lanes of traffic (1 lane in each direction or 2 lanes in the same direction).
- On-street parking in the form of parking laybys or parking lanes.



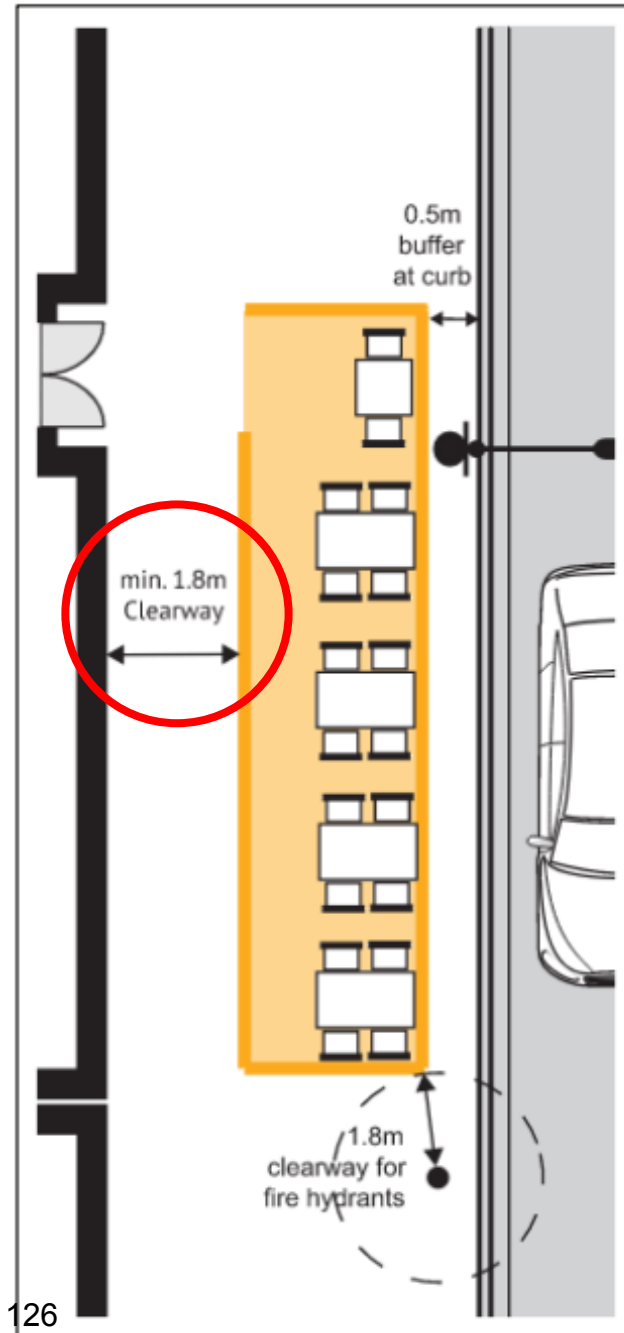
Frontage Patio with Pedestrian Clearway

Not recommended for implementation within the City's Sidewalk Patio Guidelines



Accessible Route

- Patio layouts are required to provide for a sufficient Accessible Route on the sidewalk for pedestrians.
- AODA requires the Accessible Route to be 1.5 m.
- OTC Guidelines and other municipalities require 1.8 m.
- No portion of a patio including, but not limited to, furniture, umbrellas and plantings, are permitted to encroach onto the Accessible Route.



Platforms

- A Curb Lane Patio requires the installation of a platform to bring the patio surface at grade with the sidewalk, with minimal gaps between surfaces.



Roadside Barriers

Where a Curb Lane Patio is proposed, roadside barriers are required to be provided and installed in the City road allowance at the expense of the Patio Operator.

Option 1A Parking Lane Closed

Parking-Lane
 Thru-Lane
 Sidewalk Diversion
 No Sidewalk Diversion

Single Lane - One Way
 Single Lane - 2 Direction
 Multi-Lane
 High Risk

Location & Distance to be determined by Road Authority

JOHN ST
STREET SIDE
PATIOS
JOHN ST to
JOHN ST
APR - OCT
TC-65
Specifications to be
determined by Road Authority

* Refer to OTM Book 7, Table B

NOTES

- i) Barriers to be placed between 25-45 degrees upstream of patio to protect from lateral impact
- ii) Barriers installed to have minimum requirement of MASH test level TL-1 (or equivalent)

Roadside Barrier Options



Fencing



- Guidelines generally serve to limit the use of fencing for smaller frontage and curbside patios to reduce visual clutter. Tactile tape is required to delineate the patio area.
- Curb Lane Patios are required to have fencing.
 - Minimum height of 0.9 metres and maximum height of 1.2 metres.
 - Provide for an open, unobstructed entrance from the sidewalk of 1.2 metres.
 - Be constructed of aluminum, steel, wrought iron, or other solid material. The use of dark or neutral colours is preferred.
 - Chain-link, plastic, or vinyl fencing is prohibited.

Tactile Tape



Process to Date

Date	Step
March 11, 2026	Consultation with River District Board of Management
March 18, 2026	Report to Community Services Committee
April 2, 2026	Consultation with Grey County Joint Accessibility Advisory Committee

Next Steps

Date	Step
April 27, 2026	Recommendation Report and final Sidewalk Patio By-law to City Council.



Comments/Questions

Staff Report

Report To: Grey County Joint Accessibility Advisory Committee
Report From: Briana Bloomfield, City Clerk
Meeting Date: April 2, 2026
Report Code: CR-26-018
Subject: 2026 Municipal Election – Accessibility Plan

Recommendations:

THAT in consideration of Staff Report CR-26-018 respecting the Accessibility Plan for the 2026 Municipal Election, the Grey County Joint Accessibility Advisory Committee receives the report for information purposes.

Highlights:

- The next municipal election will be held on Monday, October 26, 2026, with voting taking place from October 16-26, 2026.
- Internet and telephone voting will be the method used for the 2026 municipal election.
- Feedback from this committee will be used to finalize the Accessibility Plan.
- The 2026 municipal election will be held in accordance with the Accessibility for Ontarians with Disabilities Act.

Vision 2050 - Strategic Plan Alignment:

[Strategic Plan](#) Priority: The recommendation contributes to core service delivery or a corporate initiative that enables service delivery for one or more strategic priorities.

Previous Report/Authority:

[Municipal Elections Act, 1996](#)

Background:

The Municipal Elections Act, 1996 (the "Act"), subsection 12.1 (1) places responsibility on the clerk to have regard to the needs of electors and candidates with disabilities.

Subsection 12.1 (2) of the Act requires that the clerk prepare a plan regarding the identification, removal, and prevention of barriers that affect electors and candidates with disabilities and shall make the plan available to the public before voting day in a regular election.

Analysis and Options:

The draft Accessibility Plan is attached to the report and is being presented to the Grey County Joint Accessibility Advisory Committee to review and provide feedback. The City Clerk will use the feedback to finalize the Accessibility Plan.

The draft Accessibility Plan references Election Centres throughout the municipality. For the 2026 municipal election, there will be two Election Centre locations as noted in the chart below. Based on feedback from the 2018 and 2022 municipal elections, this streamlined approach improves communication with voters about where they can access assistance with election questions and voting.

Location	Day(s)	Date(s)	Times
City Hall	Friday	October 16	12pm to 4pm
	Monday to Friday	October 19-23	12pm to 4pm
	Monday	October 26	12pm to 8pm
Heritage Place Mall	Saturday/Sunday	October 17/18	12pm to 4pm
	Saturday/Sunday	October 24/25	12pm to 4pm
	Monday	October 26	12pm to 8pm

Staff will also be attending institutions and retirement homes throughout the voting period, provided that public health guidelines and the facilities permit access.

Resource Alignment:

Financial Resources

The City has approved a budget for the 2026 municipal election.

Human Resources

Election staff will be hired to work at Election Centres. All election staff will complete the Owen Sound Accessible Customer Service Training and specific election training to recognize and ensure that persons with disabilities are serviced in a way that accommodates their individual needs.

Time and Scheduling

The City Clerk is responsible for ensuring that all election timelines are met, including the completion of the Accessibility Plan.

Technology and Infrastructure

The Election Centres will have iPads at voting kiosks.

Climate and Environmental Impacts:

There are no anticipated climate or environmental impacts.

Communication and Engagement:

The Accessibility Plan will be posted on the City's website.

The plan has been prepared well in advance of the election so that it can be shared with candidates and election staff.

Report Developed in Consultation With:

Manager of Legislative Services, Deputy Clerk

Attachments:

Draft 2026 Election Accessibility Plan

Reviewed by:

Briana Bloomfield, City Clerk

Kate Allan, Director of Corporate Services

Submission approved by:
Tim Simmonds, City Manager

For more information on this report, please contact Briana Bloomfield, City Clerk at bbloomfield@owensound.ca or 519-376-4440 ext. 1247.



City of Owen Sound
Election Accessibility Plan
2026 Municipal Election

This Plan is for use in the 2026 Municipal Election
in conjunction with the City’s current Accessibility Plans and the
Integrated Accessibility Standards Regulation.

Table of Contents

1.	Introduction	3
2.	Staff Training	3
3.	Provision of Election Information	4
4.	Notice of Temporary Service Disruption	4
5.	Staff Assistance	4
6.	Assistance to Electors	4
7.	Election Centres	5
	Parking	5
	Entrance	5
	Interior	5
	Accessible Voting Booth.....	5
	Elevator Access	5
	Voting Assistance	5
8.	Internet Voting and Telephone Voting	6
9.	Assistance to Candidates	6
10.	Feedback.....	7
11.	Additional Information	7

1. Introduction

The City Clerk is responsible for the appropriate legislative and administrative conduct of the municipal elections in the City of Owen Sound.

The Municipal Elections Act ("MEA"), subsection 12.1 (1) places responsibility on the clerk to have regard to the needs of the electors and candidates with disabilities.

Subsection 12.1 (2) of the MEA requires that the clerk prepare a plan regarding the identification, removal and prevention of barriers that affect electors and candidates with disabilities and make the plan available to the public before voting day in a regular election.

Owen Sound municipal elections will be conducted in a manner that ensures candidates and electors with disabilities have full and equal access to all election information and services, including Election Centres. The election will be conducted in a manner that ensures that persons with disabilities are able to vote independently and privately with access to voting assistance if required.

Subsection 12.1 (3) of the MEA requires that within (90) days of voting day the clerk who is responsible for conducting the election shall submit a report to Council regarding the identification, removal, and prevention of barriers that affect electors and candidates with disabilities.

2. Staff Training

All staff carrying out election duties will complete the Owen Sound Accessible Customer Service Training and specific Election Training to recognize and ensure that persons with disabilities are serviced in a way that accommodates their individual needs.

Training will include:

- how to interact/communicate with persons with various types of disabilities;
- how to interact with persons with disabilities who use assistive devices, or require the assistance of a support person or a service animal;
- how to clearly explain internet and telephone voting;
- what to do if a person is having difficulty accessing election information or services; and
- how to provide voter assistance if requested.

3. Provision of Election Information

Election information will be provided to electors and candidates with disabilities in an alternative format, agreed upon between the requester and the Clerk.

Notice of the provision of information in an alternative format will be provided on the City’s election website, www.owensoundvotes.ca, and included in the election notices in the local media.

4. Notice of Temporary Service Disruption

The City Clerk will provide public notice on the City’s election website, www.owensoundvotes.ca, and in the local media if there is a temporary disruption in the delivery of election information or services. The notice will include the reason for the disruption, the expected duration, and an explanation of alternative methods of delivering the information or service. Every effort will be made to provide alternative methods of providing the information or service to persons with disabilities.

5. Staff Assistance

The Election team is available throughout the election to assist with any issues that may arise with respect to providing a barrier-free election.

Contact information for assistance:

Telephone: 519-370-7350 Email: elections@owensound.ca

In Person:	City Hall Service Counter 808 2 nd Avenue East Owen Sound, ON N4K 2H4	Mail:	City Clerk City of Owen Sound 808 2 nd Avenue East Owen Sound, ON N4K 2H4
------------	--	-------	--

6. Assistance to Electors

The 2026 Owen Sound municipal election will be conducted with internet and telephone voting methods. Detailed information about each voting method is set out in the 2026 Internet/Telephone Voting Procedure, available on the City’s election website,

www.owensoundvotes.ca, or from the Election team and can be provided in an alternative format upon request.

Please contact us at 519-370-7350 or elections@owensound.ca if you require your Voter Information Letter in an accessible format.

The Election team is available throughout the election to assist with any issues that may arise with respect to providing a barrier-free election.

7. Election Centres

Election Centres located in the municipality will be available to voters throughout the voting period and on voting day until 8:00 p.m. The locations, accessible parking and entrance information will be posted on the City's election website, www.owensoundvotes.ca.

Parking

Election Centres will be located in buildings that have private or municipal designated parking for individuals with disabilities.

Entrance

The entrances to Election Centres will be level or have steps and ramps with handrails leading to the entrance doors. Doors will have automatic door opening devices or will be propped open in a safe manner. The doors will be wide enough to accommodate a wheelchair or other mobility devices.

Interior

Access to the interior voting area and voting booth will be level. Carpeting and doormats will be level with the floor. The voting area will be well lit, and seating shall be made available.

Accessible Voting Booth

The voting booth will have a wide area to allow individuals using mobility aids to vote independently and secretly. In the voting booth there will be a touchscreen tablet on a stand. The tilt of the touchscreen is adjustable. At Brightshores Health System – Owen Sound, retirement homes, and long-term care facilities, a mobile tablet will also be available.

Elevator Access

At any location where an Election Centre is not located on the main floor, an accessible elevator will be available.

Voting Assistance

Persons with disabilities may be accompanied by a support person within the voting booth or the Election Centre staff can assist a voter

in casting their vote. The Election Centre staff will, in conjunction with the person with the disability, determine the extent to which they need assistance and the best way to provide the assistance.

If public health guidelines and the facilities allow access, election staff will be on-site at Brightshores Health System – Owen Sound, retirement homes, and long-term care homes at various times in the voting period to increase accessibility. All election officials are sworn to an oath of secrecy.

8. Internet Voting and Telephone Voting

Both internet voting and telephone voting offer persons with a variety of disabilities to cast their vote with independence and privacy.

Internet voting allows voters to vote from their home through secured internet services. Voters have the option to use the assistive tools they have on their own computer such as paddles, a hand-held touchpad, a thumb switch or sip and puff technology.

Telephone voting allows voters to vote from their home through secured telephone services. Landlines or cell phones can be used to vote and the method is compatible with assistive devices.

Both methods are designed to encourage voter participation as voters don't have to attend a physical location to cast their ballot and accessibility and privacy for persons with disabilities is maximized.

9. Assistance to Candidates

The 2026 Owen Sound municipal election will be conducted with internet and telephone voting methods. Detailed information about each voting method is set out in the 2026 Internet/Telephone Voting Procedure, available on the City's election website, www.owensoundvotes.ca, or from the Election team and can be provided in an alternative format upon request.

The Election team is available throughout the election to assist candidates with any issues that may arise with respect to providing a barrier-free election.

Accessibility measures for candidates to consider in regard to their campaign messaging are included in the candidate package.

10. Feedback

The City Clerk welcomes feedback to identify areas where changes need to be considered and ways in which the City can improve the delivery of an accessible election. This plan is a living document and will continue to undergo changes when necessary. Feedback on this plan can be submitted through the following:

Telephone: 519-370-7350 Email: elections@owensound.ca

In Person: City Hall Mail: City Clerk
 Service Counter City of Owen Sound
 808 2nd Avenue East 808 2nd Avenue East
 Owen Sound, ON Owen Sound, ON
 N4K 2H4 N4K 2H4

11. Additional Information

Owen Sound Accessibility Webpage:
www.owensound.ca/accessibility/

Owen Sound Election Website:
www.owensoundvotes.ca

Staff Report

Report To: Grey County Joint Accessibility Advisory Committee
Report From: Pamela Coulter, Director of Community Services
Meeting Date: April 2, 2026
Report Code: CS-26-024
Subject: Commemorative Forest Monument Proposed Design

Recommendations:

THAT in consideration of Staff Report CS-26-024 respecting the Commemorative Forest Monument proposed design, the Grey County Joint Accessibility Advisory Committee receives the report for information purposes.

Highlights:

- Feedback from the Grey County Joint Accessibility Advisory Committee will be used when finalizing the design concept.
- The Memorial Tree Program was restructured in 2021 into a Commemorative Forest Program to prevent overcrowding, optimize planting, promote native species, and reduce ongoing maintenance.
- The monument's location, originally planned for Harrison Park, is recommended to be moved to the west side of the Harry Lumley Bayshore, near the waterfront. This change is based on improved accessibility, carrying capacity, scenic value, and long-term expansion potential.
- An online commemorative tree webpage is in development and will be linked by QR code at the monument site. It will allow for enhanced information sharing (e.g., photos, names, events) without cluttering the physical site.
- Staff have been working with Thomas Dean, Landscape Architect, on a design that fits the contemplative nature of the site. It

- integrates existing trails, parking, gardens, and gazebos, with room to grow as more commemorative trees are added over time.
- Staff have maintained communication with tree donors and will consider an annual recognition event once this monument is in place.

Vision 2050 - Strategic Plan Alignment:

[Strategic Plan](#) Priority: Green and Resilient City - Strengthening the City's environmental, social, and economic ability to mitigate and adapt to the climate crisis. Also, leveraging the city's natural resources and infrastructure to support healthy lifestyles.

Previous Report/Authority:

[CS-21-010 Memorial Tree Program – Proposed Restructuring](#)

[CS-22-122 Commemorative Forest Monument Location and Concept Design](#)

[CS-25-050 Parks Capital Projects 2025 – Proposed Amendments and Adjustments to the 2025 Capital Plan](#)

[CS-25-063 Proposed Design and Location of the commemorative Forest Monument](#)

Background:

In 2021, the City restructured the memorial tree program into a Commemorative Forest Program model, with report [CS-21-010](#) Memorial Tree Program - Proposed Restructuring.

This new Memorial Tree Program has been designed to:

- Prevent over-crowding of trees in popular locations.
- Promote more even distribution of trees throughout the City's parks and trails.
- Permit staff to plan resources and optimize planting timing for each tree species.
- Permit staff to select native tree species that are best suited to soil microclimate and light conditions specific to each location.
- Allow for a long-term approach when selecting tree species, considering the tree's requirements over its entire lifecycle, including typical crown diameter, height, and growing habit.

- Provides for a central monument commemorating the contribution in a centralized location, reducing the duty for care of plaques and markers at the base of trees in park settings is eliminated.
- Require less frequent customer contact related to each individual request, as planting locations will be selected and arranged by the City and follow-up contact related to plaque purchases and installation will be reduced.
- Avoid creating negative experiences in the future for donors when trees planted too close together don't mature evenly or with the classic characteristics of a chosen tree species.

In 2022, a report presented the proposed location and design of the monument in Harrison Park. The location was just north of the toboggan hill. This location was modified through the Harrison Park Master Plan. Given accessibility considerations, the Master Plan recommended a location for the monument adjacent to the memorial forest at the 2nd Avenue East entrance near the paved trail.

Since that time, staff have worked to develop an online commemorative tree page on the City's website. This page will be linked by a QR code and will include the name and additional information about the person or event being commemorated, photos etc. This will simplify the information provided at the location of the commemorative site.

Analysis and Options:

Staff have been working with Thomas Dean, Landscape Architect, on the design for the monument. As this work has occurred, staff have reconsidered the best location for the commemorative monument that will serve the city in the short and long term. A new location in the open space on the west side of the Harry Lumley Bayshore is recommended (Attachment 1). This site is preferred due to:

- **Accessibility.** It is proximate to an existing paved trail and parking lot that has ample room and existing accessible spaces;
- **Capacity of the Space.** It is in an area that is underutilized with a beautiful water view and proximate to the Bayshore Garden. This space has the capacity to support this additional use;
- **Room for Growth.** The location will allow the future expansion of the monument and allow this space and monument to serve the City for decades;

- **Infrastructure and Amenities.** In addition to the paved trail and existing parking, the site has playgrounds, gardens, and a gazebo in a waterfront setting that lend themselves to the more quiet and contemplative nature of this monument.

The new monument and placement include the following features (see Attachment 2):

- Semi-circular limestone screening path connected to the paved trail. Path may be hard surfaced subject to budget; The path links to the existing paved waterfront trail and is 2.0 to 3.5 m in width;
- Three benches (City standard) along the expanded path width;
- Garden area with ground cover and plantings (Serviceberry);
- Central monument. The panel is proposed to be made of rough-sawn cedar (2" x 6") with a semi-transparent finish. There are 2-8"x8" powder-coated steel posts. The words "Commemorative Forest" appear on the front (east side). On the reverse is space for a description of the program as well as the QR code.
- The QR code links to the commemorative forest page on the City's accessible webpage. The webpage will provide information in an accessible format for everyone.
- The area has been integrated into the space and retains a large oak and an existing tulip tree.
- City staff have the expertise to create the associated webpage and keep this current in real time.

Resource Alignment:

Financial Resources

Capital project 23D.14 - \$40,000

Human Resources

City staff have been working with Thomas Dean on the design.

City communications staff have updated the commemorative forest program webpage that describes the new online direction. The commemorative tree program will be reinstated shortly following the completion of the construction work and installation of the sign containing the QR code. The QR code on the monument sign will provide a direct link to the City's web site where you will be able to view commemorative tree donor information.

Time and Scheduling

Following input from the County Joint Accessibility Advisory Committee, the design will be tendered for award and construction in the summer of 2026.

Technology and Infrastructure

The City's website has been updated for this project.

Climate and Environmental Impacts:

This supports the objectives of the City's Corporate Climate Change Adaptation Plan by strengthening the natural infrastructure, including the urban forest.

Communication and Engagement:

Staff have been in communication with people who have made donations under the new program and are awaiting the new monument. The City may wish to have an annual celebration for those who have made donations of commemorative trees during the year.

The webpage for the project is prepared along with a GIS tree layer that would be launched as part of this project.

Report Developed in Consultation With:

Manager of Parks and Open Space

Attachments:

Attachment 1 - Commemorative Forest Monument Area Design

Reviewed by:

Pamela Coulter, Director of Community Services

Submission approved by:

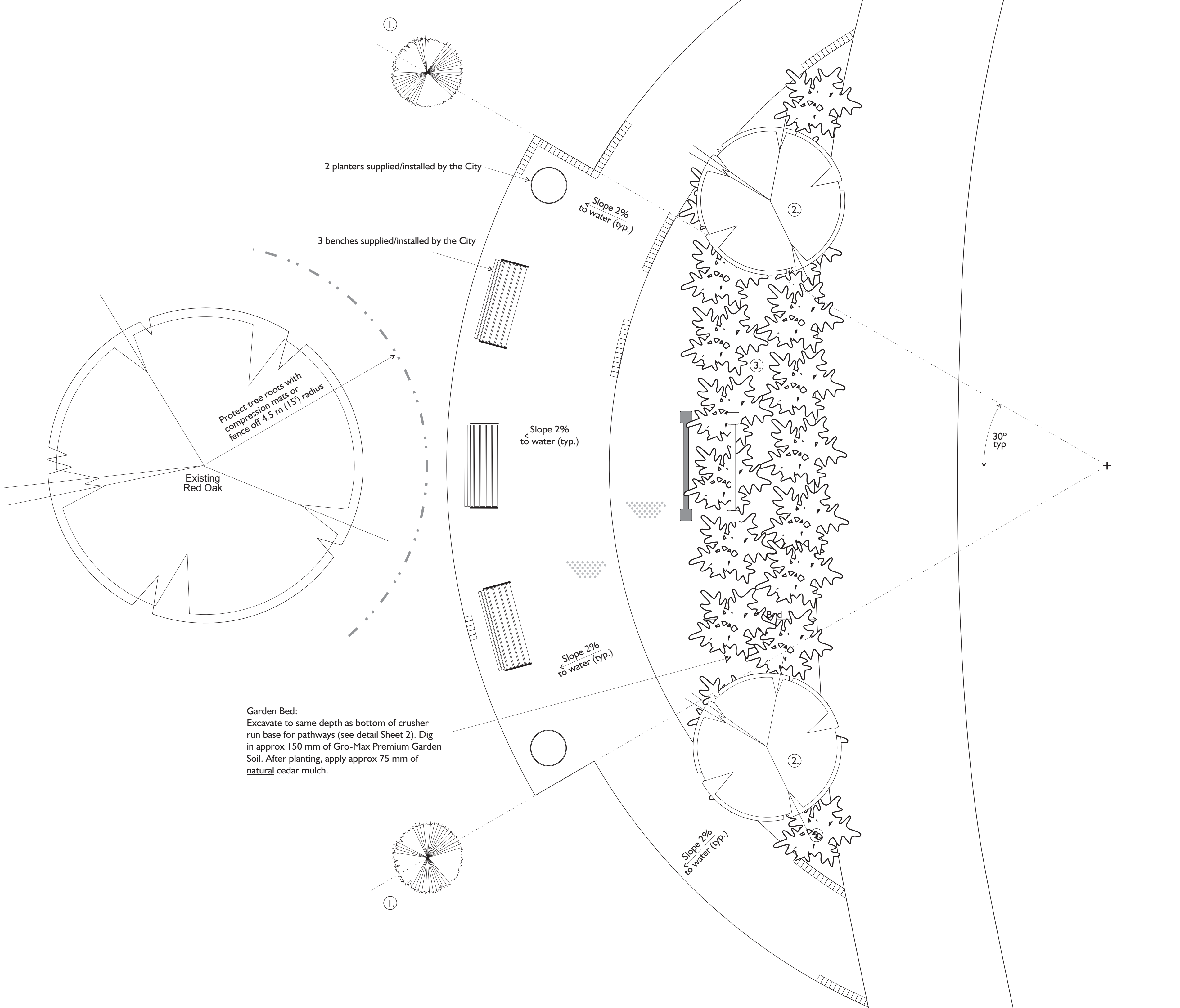
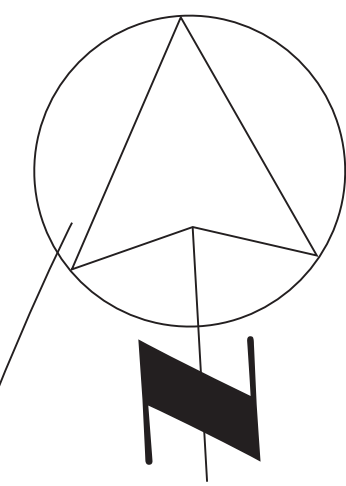
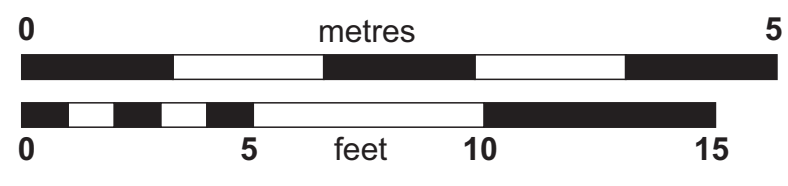
Tim Simmonds, City Manager

For more information on this report, please contact Pamela Coulter, Director of Community Services at pcoulter@owensound.ca or 519-376-4440 Ext. 1208.

LANDSCAPE PLAN COMMEMORATIVE FOREST MONUMENT CITY OF OWEN SOUND

SCALE 1:50

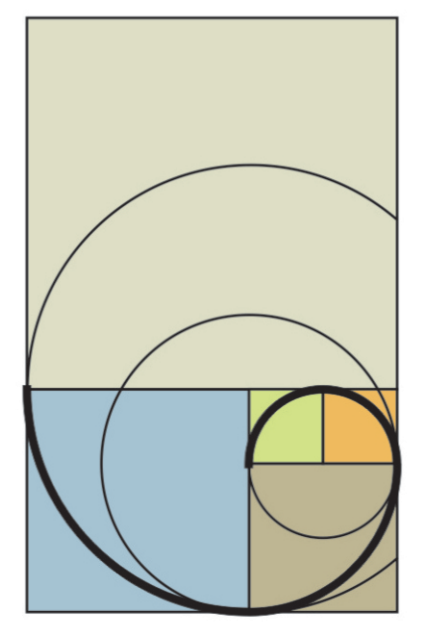
SHEET 3 OF 5: PLANTING PLAN



Garden Bed:
Excavate to same depth as bottom of crusher run base for pathways (see detail Sheet 2). Dig in approx 150 mm of Gro-Max Premium Garden Soil. After planting, apply approx 75 mm of natural cedar mulch.

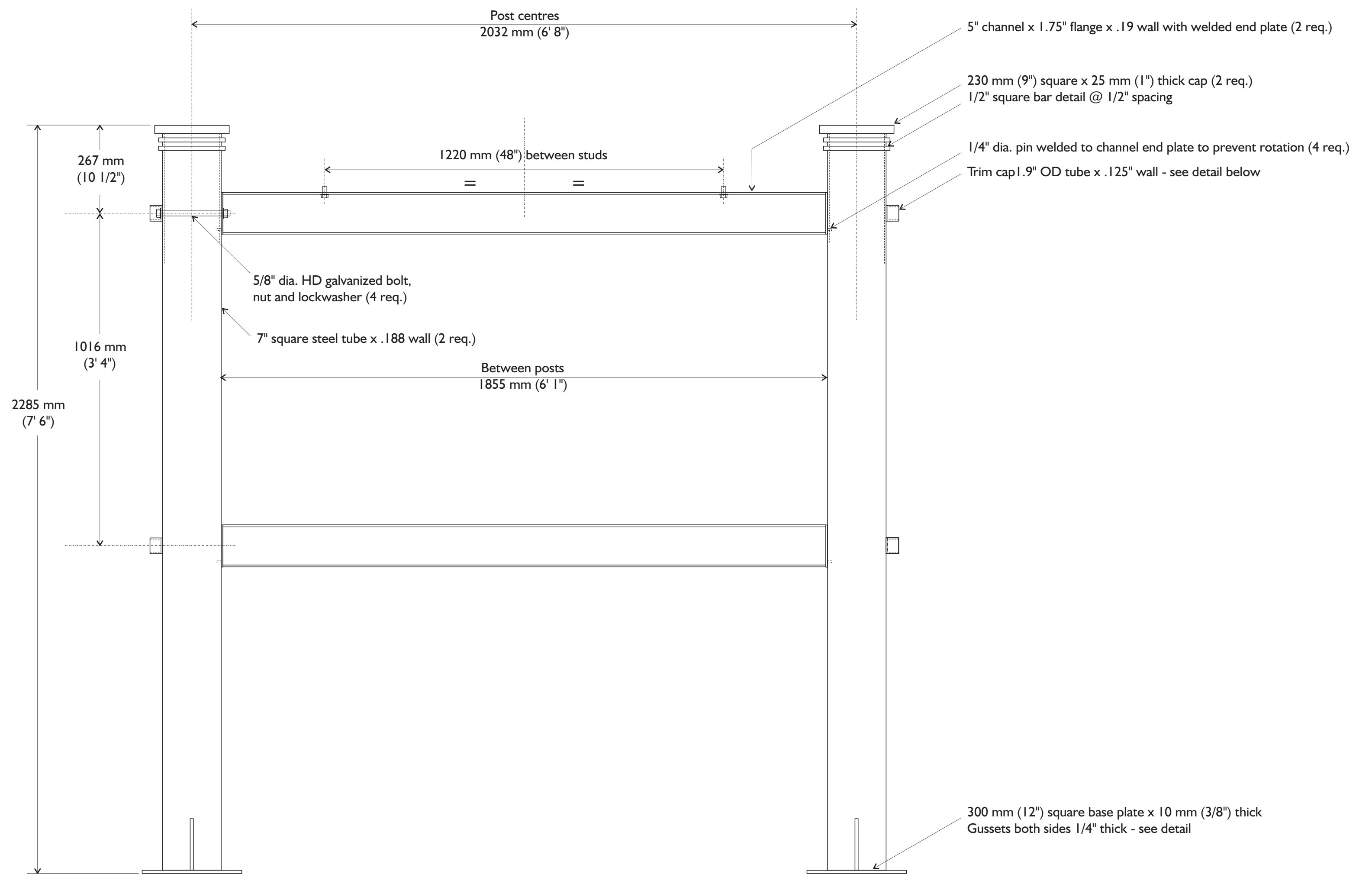
Plant List				
Item	Qty	Species/Cultivar	Common Name	Size
1	2	<i>Tsuga canadensis</i>	Canadian Hemlock	200 cm WB
2	2	<i>Amelanchier x grandiflora</i> 'Robin Hill' Standard	Robin Hill Serviceberry Std.	40 mm WB
3	22	<i>Cornus sericea</i> 'Arctic Fire' TM (Farrow)	Arctic Fire Dwarf Dogwood	3 gal.
Note: No substitutions in size or species without express consent from designer				
Designer to confirm placement before planting				

THOMAS DEAN
LANDSCAPE DESIGN
Healing and Community Spaces

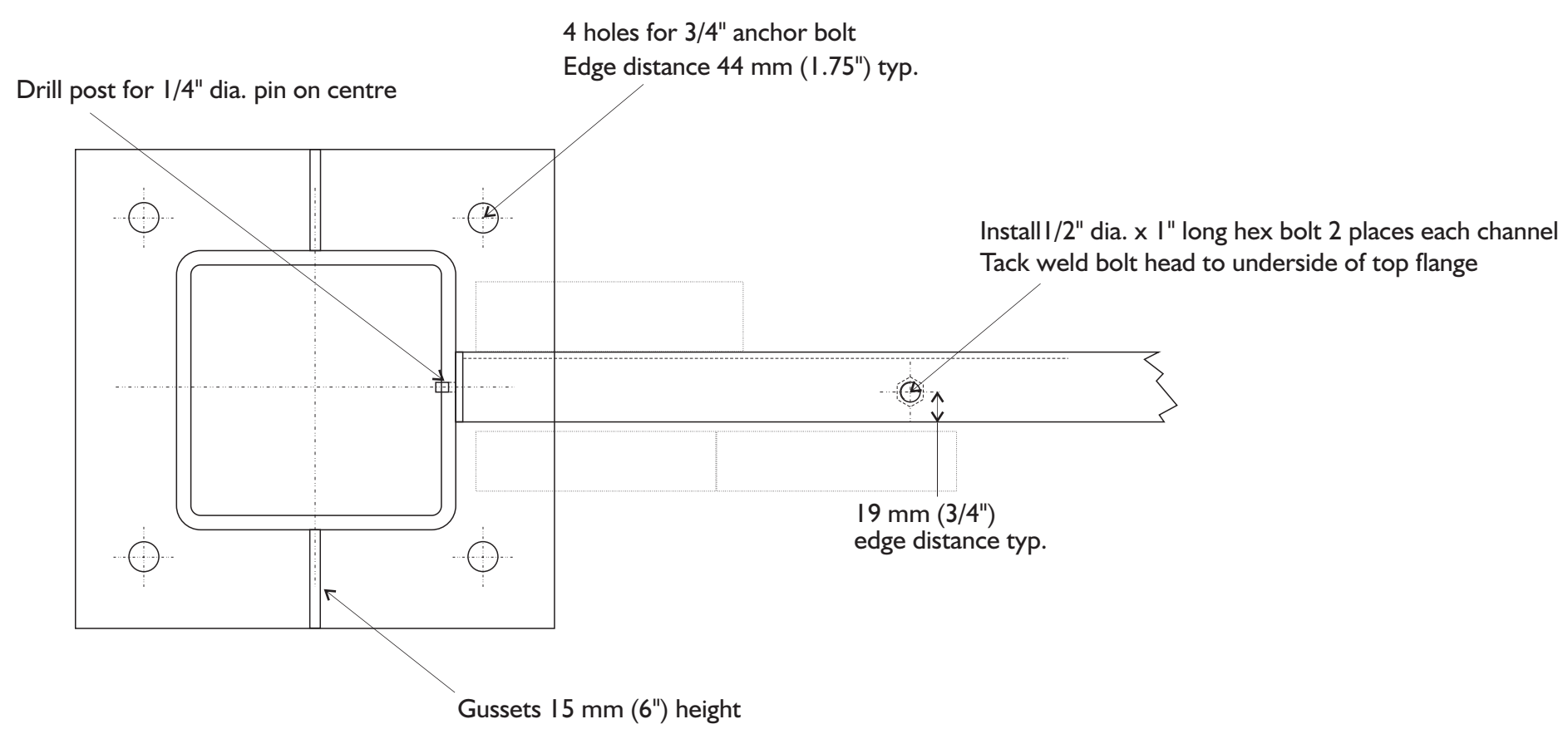


[416] 457-8621
thom@thomasdean.ca
www.thomasdean.ca

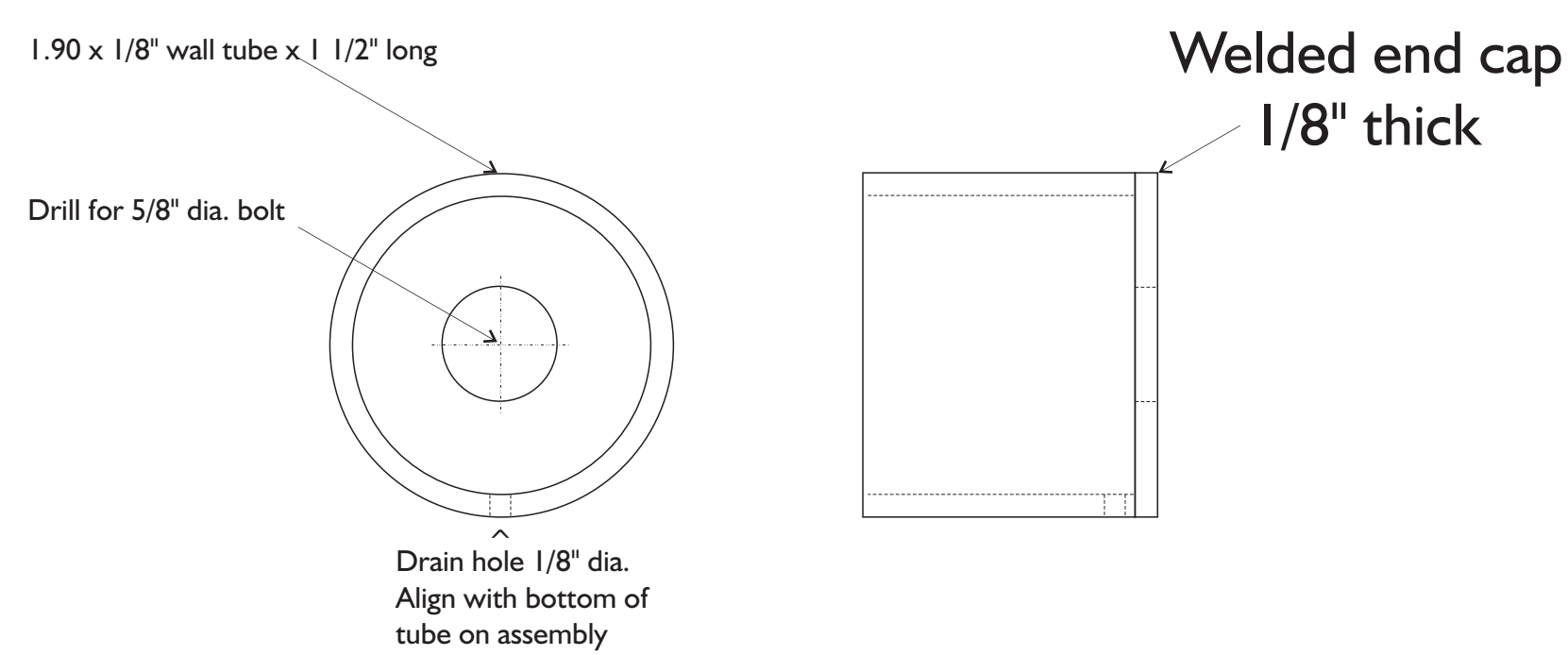
LANDSCAPE PLAN
 COMMEMORATIVE FOREST MONUMENT
 CITY OF OWEN SOUND
 SCALE AS NOTED
 SHEET 4 OF 5: SIGN STRUCTURE



Sign Frame
 Scale 1:10

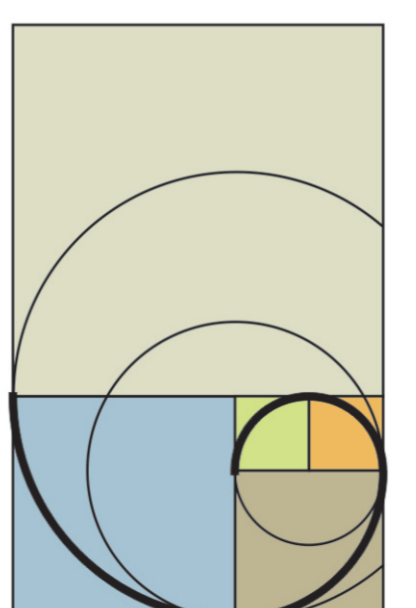


Post Base and Channel Detail
 Scale 1:2



Trim Cap Detail - 4 Req.
 Scale Full Size

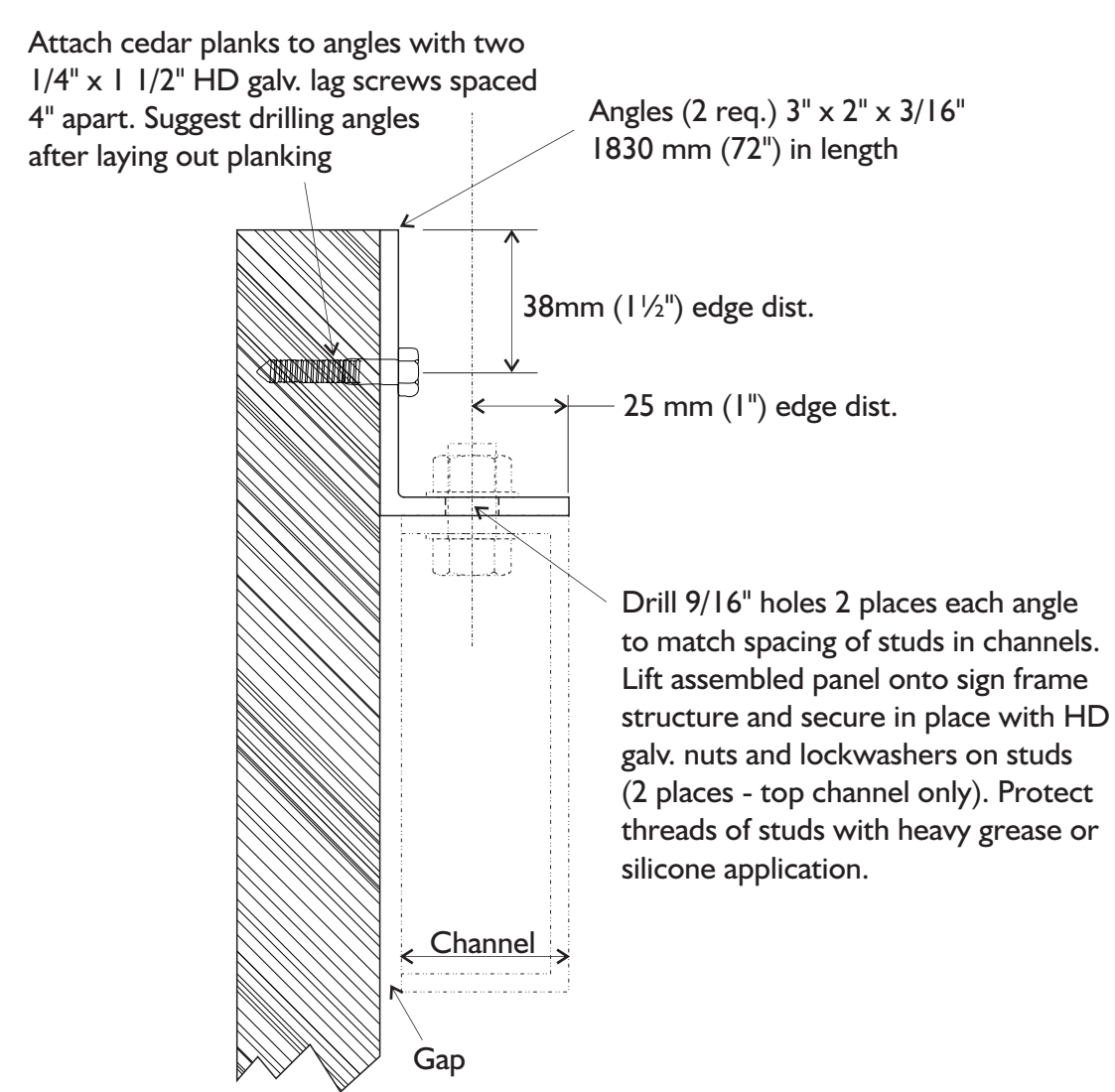
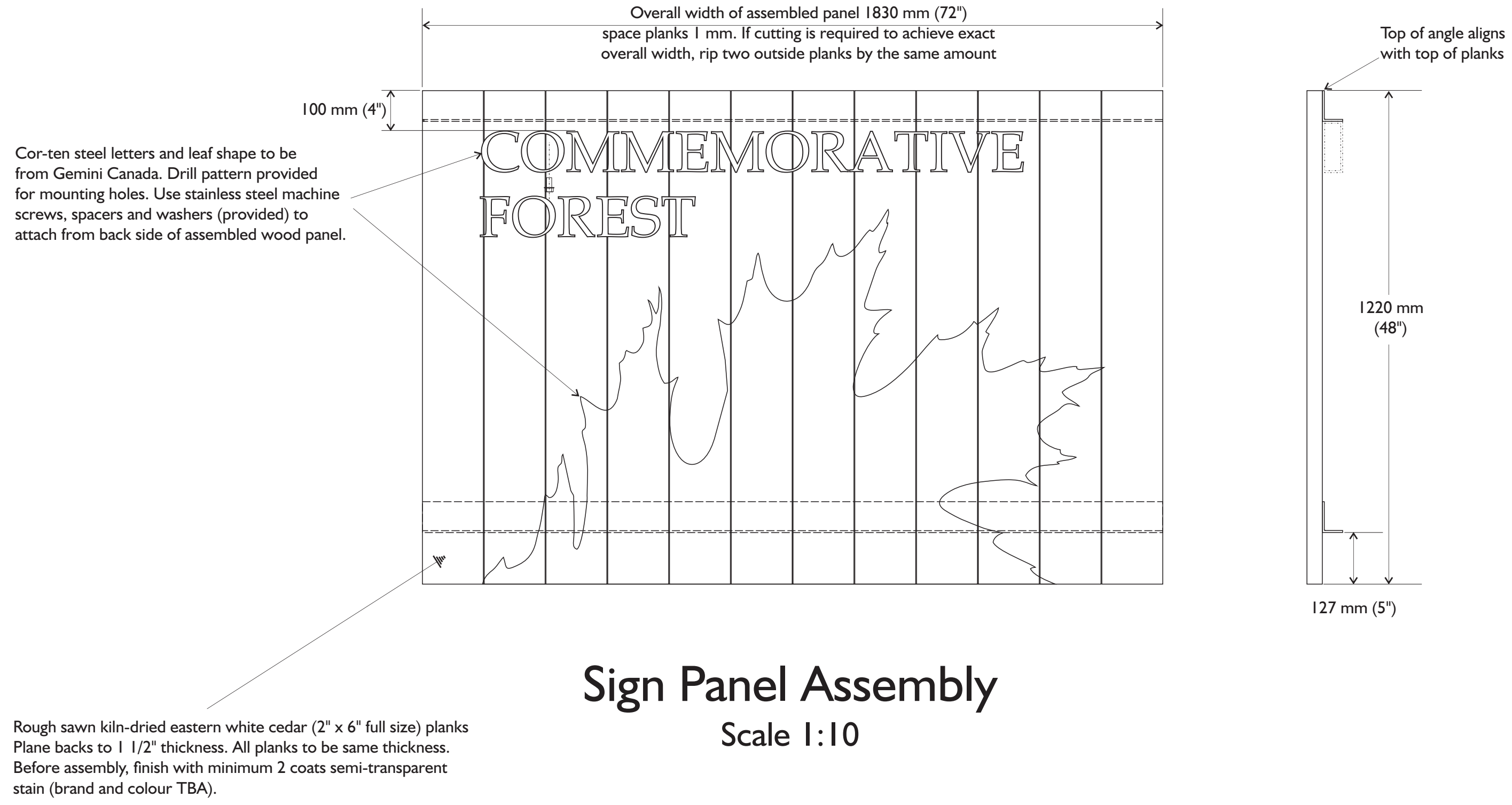
THOMAS DEAN
 LANDSCAPE DESIGN
 Healing and Community Spaces



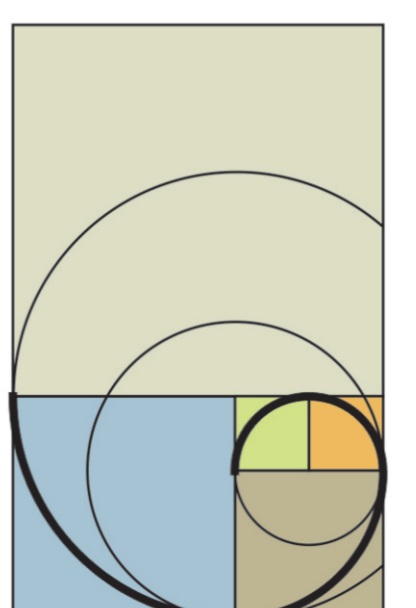
[416] 457-8621

thom@thomasdean.ca
 www.thomasdean.ca

LANDSCAPE PLAN
 COMMEMORATIVE FOREST MONUMENT
 CITY OF OWEN SOUND
 SCALE AS NOTED
 SHEET 5 OF 5: EAST FACING SIGN PANEL



THOMAS DEAN
 LANDSCAPE DESIGN
 Healing and Community Spaces



[416] 457-8621

thom@thomasdean.ca
 www.thomasdean.ca

Staff Report

Report To: Grey County Joint Accessibility Advisory Committee
Report From: Margaret Potter, Senior Planner
Meeting Date: April 2, 2026
Report Code: CS-26-025
Subject: Bruce Grey Catholic District School Board (BGCD SB) Site Plan (ST2025-018)

Recommendations:

THAT in consideration of Staff Report CS-26-025 respecting the Bruce Grey Catholic District School Board (BGCD SB) Site Plan, the Grey County Joint Accessibility Advisory Committee receives the report for information purposes.

Highlights:

- Bruce Grey Catholic District School Board has applied for Site Plan Approval for a new secondary school.
- Every district school board is a designated public sector organization.
- It is the applicant's responsibility to comply with the Accessibility for Ontarians with Disabilities Act (AODA).
- This report seeks to obtain input into matters of accessibility in the site design.

Vision 2050 - Strategic Plan Alignment:

[Strategic Plan](#) Priority: The recommendation contributes to core service delivery or a corporate initiative that enables service delivery for one or more strategic priorities.

Previous Report/Authority:

[Accessibility for Ontarians with Disabilities Act 2005](#)

[Integrated Accessibility Standards O.Reg 191/11](#)

[Ontario Planning Act \(s. 41\)](#)

[City of Owen Sound Official Plan](#)

[City of Owen Sound Zoning By-law \(2010-078, as amended\)](#)

[Recommendation Report - Zoning By-law Amendment No. 56 – 28th Avenue East \(BGCD SB\)](#)

Background & Proposal:

A Site Plan Approval application (ST2025-018) has been submitted by the Bruce Grey Catholic District School Board (BGCD SB) for the construction of a new secondary school.

Every district school board as defined in the Education Act is considered part of the Broader Public Sector under Schedule 1 of the Integrated Accessibility Standard and is therefore a “designated public sector organization” under the standard (O. Reg. 191/11).

As the project is being managed by a designated public sector organization with funding from the Government of Ontario, staff understand that these bodies are responsible to ensure compliance with AODA.

City staff have reviewed the application against the City’s Zoning By-law and applied an accessibility checklist based on the Integrated Accessibility Standards for Design of Public Spaces.

The purpose of this report is to inform the JAAC about this project and obtain input on recommendations respecting accessibility.

Analysis and Options:

Site Location

2753 15th Street East is located on the west side of 28th Avenue East (Grey Road 5), approximately 260 metres south of 16th Street East (Highway 26).

The property has approximately 146 metres of frontage on 28th Avenue East and approximately 500 metres of lot depth. The rear of the property is

bounded by the Grey County Rail Trail (Rail Trail). Along the northerly property line of the site, a new 15th Street East will be constructed to provide access to the property.

The new 15th Street road allowance extends from 28th Avenue East to the Rail Trail. From a new intersection with 28th Avenue East, 15th Street East will be constructed approximately 200m west as an open and maintained municipal street with a sidewalk along the south side (in front of the school). Within the remainder of the road allowance a paved multi-use pathway will provide non-vehicular connection to the Rail Trail.

Along 28th Avenue East a future sidewalk is planned to be constructed when adjacent lands to the north or south are developed.

Improvements in the road allowance will be required to be completed by the developer under a Servicing Agreement with the City of Owen Sound.

On-site Facility Orientation

On site, the proposal is to construct a new secondary school and separate shop building. The plan also shows the location of future portables should they become necessary. The site plan provides for the following:

- All vehicular access to the site will be from 15th Street East (north lot line)
- Main School Building (10,076 square metres /108,460 square feet)
 - Oriented close to 28th Avenue East
 - three-storey building with elevator
 - A main canopied entrance to the school faces north. Internal corridors lead to secondary entrances at the northwest, southwest, and southeast sides of the building.
 - Outside of the main entrance is a patio area with seating.
 - Along the west side of the building area are a variety of seating options both within landscaped areas and on hard surface.
- Shop Building (944 square metres)
 - Oriented to the southwest of the main school.
- Future Portables planned for (up to 8)
 - Oriented in a row along the south side of the main school, east of shop.
- Pedestrian access to buildings

- Paved pathways are provided around the perimeter of the building, generally 3 metres in width connecting all main entrances to the building with adjacent streets, the shop, future portables, patio seating, bus loading and parking areas.
- Where crossing of drive aisles is necessary, TWSIs are proposed with painted crossing (or HUB system) proposed to differentiate these pathways from the main parking aisles.
- Connections are provided to the 15th Street East sidewalk and multi-use pathway as well as athletic field path (discussed further below)
- Bus Layby and Small Parking Lot
 - A dedicated bus layby is proposed along the north side of the school.
 - The vehicular accesses to this layby are shared with a small parking area.
 - This area has two accesses to 15th Street East allowing buses to pull in and through the layby.
 - Parking stalls are separated from the bus layby by an island.
 - Two (2) barrier free parking spaces in this area are adjacent to the sidewalk leading to the main building entrance.
- Main Parking Area
 - A separate vehicular entrance from 15th Street East to the main parking area is west of above-mentioned bus loading and unloading.
 - This parking lot is located between the school and the athletic fields.
 - The main drive aisle is also the Fire Route and provides access to loading spaces and waste receptacles which are south of the main building in the vicinity of the shop.
 - Three (3) barrier free parking spaces in this area are adjacent to the sidewalk leading to the westerly building entrance.
- Athletic Field Access
 - Beyond the parking area, the land slopes down towards a watercourse that bisects the westerly portion of the property from south to north.
 - There are two athletic fields proposed, one on either side of this watercourse.

- A pedestrian pathway (2.65m wide or more) from the sidewalk around the school building crosses the parking lot at the narrowest point with TWSIs and painted crossing (or HUB system) and connects to an asphalt pathway for access to the easterly athletic field.
- Due to the slope, this 3.0 m wide asphalt pathway includes a switchback, with an informal stone staircase providing a shortcut for those that area able to use it.
 - The switchback pathway is labelled to have a max. slope of 5% (1:20).
 - At the apex of the switchback, the path widens and a seating area is provided.
 - The downslope of this seating area is protected by armour stones providing a guard and designed as the top level of seating built into the slope for viewing athletic events.
 - The seating area platform is large enough for tables and chairs to be located off of the travelled pathway. Barrier free viewing is thereby incorporated into the overall landscape design.
 - This asphalt pathway rounds the northeast corner of the easterly athletic field and connects to the multi-use pathway in the 15th Street East road allowance and connecting to the westerly athletic field.
- The sidewalk around the school also connects to the sidewalk on the south side of 15th Street East between the two parking areas, and does not require crossing the parking lot. This provides another route to the multi-use pathway and westerly athletic field from the school.
- Lighting
 - A site lighting plan has been provided demonstrating that the school, parking lots, and sidewalks in between will be lit.
 - Lighting of the pedestrian pathway to and from the athletic field is not confirmed.
 - To reduce environmental impact on natural habitats, lighting is to be directed away from the naturalized areas

- The applicant has been asked to consider pedestrian level lighting particularly of the asphalt pathway to the easterly athletic field.
- Access to Transit & Amenities
 - The adjacent Rail Trail provides 3 season connection to the existing trail network in the City
 - Options for a 4-season connection to existing development on 16th Street East is being explored by the applicant. This may include construction of municipal sidewalk along 16th Street East and 28th Avenue East.
 - The nearest transit stop at this time is at the Heritage Grove Shopping Centre (Winners). The need for any adjustment to existing transit routes will be considered by the City as development progresses. The bulb at the end of 15th Street East is sized to accommodate buses.

Analysis and Recommendations for Accessibility

The site design has an attractive and functional layout that considers the human experience by providing wider pedestrian pathways than required, avoids crossing of parking areas wherever possible, and includes thoughtful location of outdoor gathering and seating areas.

Additional accessible parking spaces are required to comply with zoning. The applicant has been asked to provide two (2) more spaces, one each of Type A and Type B. The Site Plan will be required to comply with the zoning by-law in force and effect at the time of Site Plan Approval for accessible parking stall quantity and type. City design standards for parking stall size and signage are already included in the applicant's detailed drawings.

The asphalt pathway from the school to the easterly athletic field should be reviewed by the applicant against the built environment standards to identify any need for guards or edge protection based on the slope and cross slope. Pedestrian level lighting of this pedestrian pathway would enhance accessibility during seasons of low natural light.

As the project is being managed by a designated public sector organization with funding from the Government of Ontario, these bodies are responsible to ensure compliance with AODA.

Resource Alignment:

Financial Resources

N/A.

Human Resources

N/A.

Time and Scheduling

N/A.

Technology and Infrastructure

N/A.

Climate and Environmental Impacts:

There are no anticipated climate or environmental impacts.

Communication and Engagement:

This report has been posted to the County's website with the agenda in advance of the meeting.

The Site Plan Approval Application has been circulated to various City Departments and external commenting agencies as part of the normal site plan approval process and their comments along with those from the GCJAAC will be considered in the final recommendation report.

Report Developed in Consultation With:

N/A

Attachments:

1. Schedule A – Orthophoto
2. Schedule B – Site Plan

Reviewed by:

Sabine Robart, M.SC. (PL), MCIP, RPP, Manager of Planning & Heritage

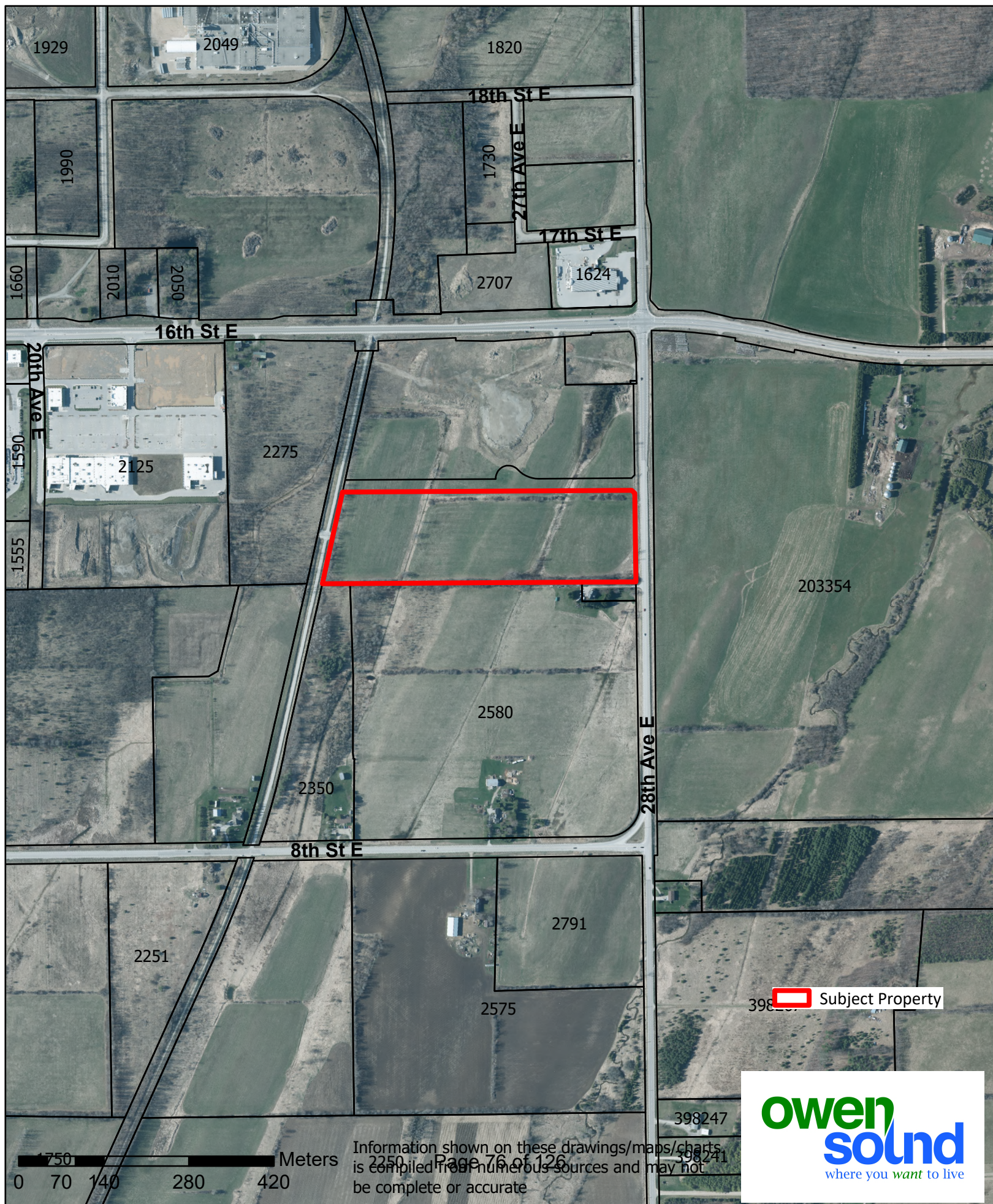
Pamela Coulter, Director of Community Services


Submission approved by:

Tim Simmonds, City Manager

For more information on this report, please contact Sabine Robart, Manager of Planning & Heritage at srobart@owensound.ca or 519 376 4440 ext. 1236.

Schedule 'A': Orthophoto



 Subject Property



Information shown on these drawings/maps/charts is compiled from numerous sources and may not be complete or accurate

Staff Report

Report To: Grey County Joint Accessibility Advisory Committee
Report From: Lara Widdifield, Director of Public Works and Engineering
Meeting Date: April 2, 2026
Report Code: OP-26-012
Subject: 4th Avenue West Reconstruction (15th St to 20th St)
Preliminary Design Options

Recommendations:

THAT in consideration of Staff Report OP-26-012 respecting the preliminary design options for the 4th Avenue West reconstruction (15th St to 20th St), the Grey County Joint Accessibility Advisory Committee receives the report for information purposes.

Highlights:

- The City is undertaking a complete infrastructure renewal on 4th Avenue West between 15th and 20th Streets. Currently, the design is underway.
- Feedback from the Grey County Joint Accessibility Advisory Committee will be used when finalizing the design concept.
- Staff hosted a Public Information Centre (PIC) within the project area to gather public feedback within the neighbourhood, which drew strong attendance compared with typical PICs.
- The considerations to be discussed include the provision or absence of on-street parking, active transportation facilities, and traffic calming.
- All of these options have advantages and disadvantages, including but not limited to the ability to preserve the mature tree canopy, the walkability of the neighbourhood, and maintaining the historic character.

Vision 2050 - Strategic Plan Alignment:

[Strategic Plan](#) Priority: City Building – Enhancing urban development, planning and place-making processes to create places and spaces that contribute to complete communities for existing residents, future residents and tourists.

Previous Report/Authority:

This project has been approved as part of the Capital Program, project 25P.2.

The award of the Engineering Contract was approved on September 8th, 2026, by Council through Report [CR-25-114](#) “Award of RFP-25-004 - Engineering Services for 4th Ave W Reconstruction - 15th St W to 20th St W”

Background:

The City has retained WSP Canada Inc. (WSP) to complete the detailed design for the reconstruction of the following roads:

- 4th Ave. West, from 15th St. West to 20th St. West (775 m)
- 16th St. West, from 4th Ave. West to 5th Ave. West (145 m)
- 17th St. West, from 3rd Ave. West to 5th Ave. West (250 m)

The project has been prioritized primarily to renew the existing infrastructure within this area. As a collector road, this corridor serves a large area, including a portion of Georgian Bluffs developed along the City Boundary. It is an alternative corridor to Eddie Sargent Parkway and was previously Brook Township’s Main Street. It is a vital link between a large residential area and the City’s current downtown, providing a major north-south pedestrian corridor.

Both the City’s deep underground utilities (water, wastewater, and storm sewer) and the surface infrastructure (roads and sidewalks) are largely at or beyond the end of their service lives. When undertaking a complete infrastructure renewal, it is an opportune time to assess opportunities to add or enhance active transportation, safety, and accessibility features for road users, bicyclists, and pedestrians.

The proposed design aims to address localized flooding by strategically designing above-ground infrastructure (pavement, sidewalks, curbs and gutters, signage, etc.).

Lastly, as the corridor is known for its mature tree canopy, WSP has been tasked with minimizing the removal of healthy trees. While there may be some loss due to infrastructure conflicts or poor health, the objective will be to minimize tree damage through strategic design.

Analysis and Options:

Existing site conditions within the project limits were determined through a review of background information and pre-engineering investigations, including topographic surveys and site reconnaissance.

Road Classification = Collector

Speed Limits:

- Ambient speed limit 50 km/h
- School Zone (16th St. West to 19th St. West) 30km/h School Days from 8 am to 5 pm

The **lane widths** are not symmetrical.

- Average Lane Width Northbound = 3.5 m
- Average Lane Width Southbound = 5.0 m (on-street parking)

No designated **bicycle lanes** / active transportation routes

1.5m wide **sidewalks** (majority) on both sides of the road

Design Challenges

The presence of hydroelectric and streetlight poles, fire hydrants, telecommunications vaults and pedestals, mature trees, and private structures (e.g., retaining walls, gardens, fences, buildings) adjacent to both sides of the road complicates the introduction of a multi-use path and the relocation of sidewalks.

Coordination and consultation with utilities will be required to ensure that required utility relocations are completed with minimal impact; preferred implementation to occur before any conflicting municipal infrastructure work.

Traffic accommodation, construction methods, and phasing are designed to ensure that resident access is maintained and to minimize impacts on the travelling public.

In some locations, the grade changes significantly; to avoid retaining walls, tree removal and grading on private property may be required to address these concerns.

Balancing municipal responsibility for managing overland flow and floodways within the road allowance with efforts to mitigate private on-site ponding areas within a fiscally responsible strategy.

The County's Active Transportation Plan and the City's Official Plan reflect an active transportation route along Eddie Sargent Parkway. Staff have requested that the consultant assess this corridor as a potential substitute for that active transportation route, given its complementary uses (school, residential area) and a dual-prong approach that uses the space for traffic calming while providing a more comfortable route for active transportation participants (i.e., not on a minor highway).

Potential Cross-Section Options:

- **Option 1:** Reconstruction to Existing Road Cross Section and Right-of-Way Layout
- **Option 2:** Reconstruction using City of Owen Sound Typical Cross Section for a Collector Road (3.5m Lane Width, No Parking, add two 1.5m wide Bicycle Lanes)
- **Option 3:** Reconstruction using 3.5m Lane Width, No Parking or Bicycle Lanes, add a New Multi-Use Path
- **Option 4:** Reconstruction using 4.25m Lane Width, No Parking or Bicycle Lanes, add a New Multi-Use Path

Pros-and-Cons

Option 1

Option 1 Advantages:

- Sidewalks and curb ramps would be reconstructed to City and AODA standards as much as possible.
- Less disturbance to existing trees, poles, etc., compared to other options.
- Lower reconstruction cost and shorter reconstruction schedule compared to other options.

Option 1 Disadvantages:

- Does not address safety and efficiency concerns for bicycle use.
- Does not address road parking concerns.
- Does not address speeding; traffic speed can be expected to increase with wide pavement (unless on-street parking is substantially occupied) and a smooth surface.
- Does not fully address sidewalk relocation to remove the curb face sidewalk (winter operations and safety considerations).

Option 2

Reconstruction according to the City of Owen Sound Typical Collector Road Cross Section (3.5m Travelled Lanes, No Parking, adding Bicycle Lanes)

Option 2 Advantages:

- Sidewalks and curb ramps would be reconstructed to City and AODA standards as much as possible.
- Reduction in travel lane width and adjusted centre line of road supports traffic calming and safety.
- Delineated bicycle lanes provide added safety and efficiency.
- No on-street parking promotes improved traffic flow (reduced congestion), enhances safety through fewer obstructions (including road snow plowing), provides better visibility, aesthetics (cleaner appearance), and increases safety at intersections and crosswalks.
- Eliminates the potential for people to cross the road between parked vehicles.
- Potentially lower reconstruction cost and shorter reconstruction schedule compared to Options 3 and 4.

Option 2 Disadvantages:

- Lack of physical barrier between bicycle lanes and potential for on-road parking still. If a barrier were added, it would increase operational complexity and costs. Bicycle lanes may need to be closed in winter if snow removal cannot be accomplished efficiently.
- Transition of bicycle lanes to adjacent streets may be challenging.
- Higher disturbance to existing trees, poles, etc., compared to Option 1.
- Increased impervious area (road width) resulting in additional storm water runoff and potential management upgrades required.

- Higher reconstruction cost and longer reconstruction schedule compared to Option 1.
- In winter, the Traffic calming effect may be limited as bicycle lane line painting will often be covered with snow.

Option 3

Reconstruction using 3.5m travelled road Lane Width, No Parking or Bicycle Lanes, adding a New Multi-Use Path.

Option 3 Advantages:

- Sidewalks and curb ramps would be reconstructed to City and AODA standards as much as possible.
- Reduction in travel lane width and adjusted centre line of road supports traffic calming, pedestrian safety, and reductions in on-road parking.
- The addition of a multi-use path enables separation of active transportation from vehicular traffic. The path provides a shared travel surface for people on foot and on wheels, efficiently using land, and addressing safety concerns.
- Multi-use path presents comparable snow clearing effort to an equivalent length of sidewalk, when providing a winter service level of 1.5m of maintained width. Path can be maintained year-round.
- No on-street parking promotes improved traffic flow (reduced congestion), enhances safety through fewer obstructions (including road snow plowing), provides better visibility, aesthetics (cleaner appearance), and increases safety at intersections and crosswalks
- Lower reconstruction cost and shorter reconstruction schedule compared to Option 4.

Option 3 Disadvantages:

- Higher likelihood of conflicts with existing trees, poles, etc., compared to Options 1 and 2.
- Increased potential conflicts with existing private property infrastructure located within the City's right-of-way, particularly where the homes are located immediately adjacent to the property line.
- To achieve a path with a minimal sideslope, grading and tie-in to the existing elevations along the property line may be difficult

without retaining walls or grading onto private property, especially on the West side.

- Increased impervious area (multi-use path) resulting in additional stormwater runoff and potential management upgrades.
- People on motorized vehicles could abuse the multi-use path.
- Higher reconstruction cost compared to Option 1, and potentially higher construction cost compared to Option 2.
- Longer reconstruction schedule compared to Options 1 and 2.

Option 4

Option 4 is essentially Option 3, but with wider travelled road lanes.

Reconstruction using 4.25m Lane Width, No Parking or Bicycle Lanes, with New Multi-Use Path.

Option 4 Advantages:

- Sidewalks and curb ramps would be reconstructed to City and AODA standards as much as possible.
- Relocating the centreline to create a symmetrical road platform improves road geometry.
- The multi-use path separates active transportation from vehicular travel, increasing comfort, safety and accessibility.
- No on-street parking promotes improved traffic flow (reduced congestion), enhances safety by reducing obstructions (including more efficient snow plowing), improves visibility and aesthetics (a cleaner appearance), increases safety at intersections and crosswalks, and eliminates the potential for pedestrians to cross the road between parked vehicles.

Option 4 Disadvantages:

- Travel lanes are wider than in Option 3, so traffic calming due to visual cues is minimal.
- Highest conflict with existing trees, resulting in the most tree removal and replanting cost.
- Increased potential conflicts with existing private structures located within the City's right-of-way, as the new infrastructure will consume all available space within the road allowance.

- More challenging grading and tie-in to properties, specifically on the West side, compared to Option 3. To avoid retaining walls, grading onto private property is likely required.
- Increased impervious area (multi-use path) resulting in additional storm water runoff and potential management upgrades.
- People using motorized vehicles could abuse the multi-use path, requiring increased enforcement.
- Higher reconstruction cost compared to Options 1 and 3.
- Longest reconstruction schedule of all four of the presented options.

Resource Alignment:

Financial Resources

Options 1, 3 and 4 represent a more-or-less equal operational cost for long-term maintenance, assuming that the multi-use path options are maintained to the City's current accepted standard of 1.5m of maintained width during Winter Control.

Due to the addition of Bicycle Lanes, Option 2 changes the long-term operational cost, depending on how the City ultimately chooses to maintain bicycle infrastructure in winter. It is common in many urban jurisdictions now for bicycle lanes to be winter-maintained; however, that is not the City's current level of service. There may also be additional costs if a physical barrier between the bike lane and the vehicular lane is included, due to more difficult access to the bike lane, potential multiple snow removals, and/or seasonal removal and reinstallation of the barriers/delineators.

The end-of-life/disposal costs for each option would be proportional to the initial construction cost.

Human Resources

As this is an existing roadway, maintenance activities are already included in the operational programs of both Public Works and the Parks and Open Spaces divisions. Examples of these activities include tree trimming/removal, sweeping, and winter snow removal.

Specifically for street trees, once the tree work is completed as part of this project, little maintenance will be required for very mature trees for several years, as any potentially weak limbs or diseased trees will be removed before construction. Removed trees will be replaced with tree species well-

suiting to the boulevard environment. Lastly, wherever possible, replacement trees will be offered for planting on private property, restoring the tree canopy without increasing the City's liability or long-term operational costs.

The construction and contract administration of this project can be managed with existing staff resources, with support from the consultant and the future contractor to be procured through a competitive bidding process.

Time and Scheduling

Tasks Completed:

- Topographic Survey and Site Reconnaissance, including Tree Inventory
- Geotechnical Investigation and Soil Analysis
- Private Utility Locates Requested and Received
- Existing Conditions Plans
- Alternative Cross-Section Drawings
- Public Information Centre #1: February 3rd, 2026
- Discussion at Operations Committee: February 19th, 2026

Proposed Project Timeline:

Due to its size and complexity, a pre-qualification bid has been added to the procurement process.

- Preparation of 60% Design: February to March 2026
- Contractor Prequalification and Award: March to April 2026
- Public Information Centre #2 –60% Design: March 19, 2026 (tentative)
- Complete 100% Design and Tender Award: April to June 2026
- Construction Phase 1: July/August to November 2026

Technology and Infrastructure

As discussed, depending on the solutions selected for construction, changes may be needed to the City's operations, service levels, and equipment. However, even if the proposed option could trigger a higher level of service or require specialized equipment, it could be possible to establish a reduced level of service in the short to medium term, i.e., until such infrastructure becomes more common within the City.

An example of this would be bicycle lanes. Currently, bicycle lanes receive the same treatment as the overall road (they are just plowed as part of the

road). Although the Minimum Maintenance Standards require a slightly less rigorous standard for bike lanes within a particular road classification, as the bicycle lane is contiguous and undivided from the vehicular lanes, it is all plowed at the same time. The bicycle lanes could initially be undivided, in the typical configuration, with no additional maintenance burden. In the future, a barrier could be added, at which time a decision must be made whether to remove the barrier in winter or to procure suitable equipment and develop a procedure for clearing the snow to meet the Minimum Maintenance Standards. A final option is to close the bicycle lanes seasonally; however, this is counterproductive to enabling citizens to use active transportation year-round.

There is more flexibility with the multi-use path. Currently, City Council has recognized a level of service for these paths that equates to one pass with the sidewalk plow. This reduces the winter-maintained width from 3m to 1.5m. This was determined to be adequate based on usage demand (paths are typically used slightly less in winter than in other months), and it also provides some unmaintained width for those who wish to pull a toboggan, cross-country ski, or snowshoe.

Climate and Environmental Impacts:

The recommendation supports the City's Corporate Climate Change Adaptation Plan.

While the construction of the proposed infrastructure will generate carbon emissions, a smoother driving surface and reduced speeds will reduce fuel consumption, and the enhancement of active transportation within the corridor will encourage greener modes of transportation and active outdoor living.

Tree preservation and replanting will maintain or enhance the urban canopy, providing shade and relief from heat and sun, which in turn may reduce dependence on air conditioning use in the area.

Storm sewers and other infrastructure systems will be sized appropriately to account for the effects of climate change (i.e. less frequent, more intense storms).

Communication and Engagement:

This project places strong emphasis on communication, given the area's cultural and historical significance. It was made clear during the procurement process and at the startup meeting that community engagement would be a key component of the project.

The consultant on this project is WSP of Owen Sound, which has assigned two of its most senior staff members. On the City side, a project team approach has been implemented to ensure the smooth delivery of design, contract administration, and construction.

Staff employed an innovative approach to public engagement on this project. Instead of having a Public Information Centre (PIC) at City Hall before a regular Operations Committee Meeting, a dedicated date and time were set to hold a PIC within the project area, with the aim that it would attract more interest and be more convenient for the affected residents, thereby ensuring as much public input as possible. The PIC was held at First United Church (4th Ave W at 21st St W) on February 3rd, 2026, from 5 p.m. to 7 p.m. The PIC was well attended, with most attendees walking to the venue despite the wintry weather.

A second PIC is planned for March, and input is being solicited from the Operations Committee and Council.

The timing of the Grey County Joint Accessibility Advisory Committee may not be ideal for gathering input early in the project; however, the design will be based on the most current Accessibility Standards.

The Communications team is supporting the project through media releases, assistance with publications such as newsletters and notices, and the use of the City's "Our City" public engagement platform.

Report Developed in Consultation With:

Project Team: Mason Bellamy, Ashley McNeil, Sofin Lalani

Project Consultant: WSP

Attachments:

1. Attachment 1 - Project Limits Map
2. Attachment 2 - PIC Tableaux by WSP

Submitted by:

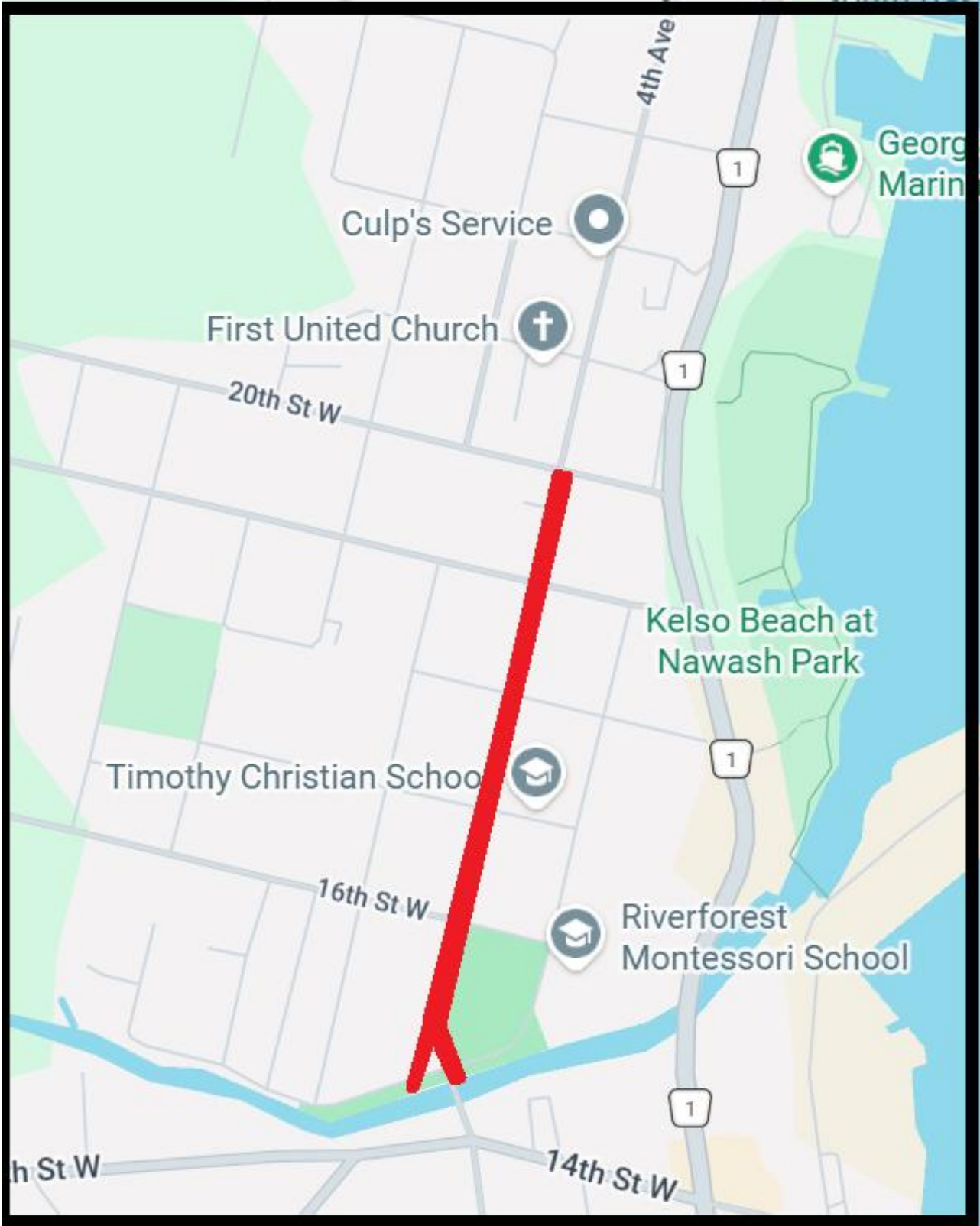
Lara Widdifield, Director of Public Works and Engineering

Submission approved by:

Tim Simmonds, City Manager

For more information on this report, please contact Lara Widdifield, Director of Public Works and Engineering at lwiddifield@owensound.ca or 519-376-1440 ext. 1201.

Attachment 1: Project Limits



4th Avenue West Reconstruction – 15th Street West to 20th Street West

City of Owen Sound

Public Information Centre #1

February 03, 2026

4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Introduction

The City of Owen Sound (City) has engaged the services of WSP Canada Inc. (WSP) to complete detailed design for the reconstruction of the following streets and avenues within the City:

- 4th Ave. West, from 15th St. West to 20th St. West (Approx. 775 m)
- 16th St. West, from 4th Ave. West to 5th Ave. West (Approx. 145 m)
- 17th St. West, from 3rd Ave. West to 5th Ave. West (Approx. 250 m)

The City wishes to reconstruct these road sections that are in poor condition while considering improvements for road user, bicycle and pedestrian safety. Existing underground infrastructure (sanitary sewer, watermain, and storm sewer) in these corridors will also be replaced, as they have reached the end of service of their lives. The proposed design will also aim to improve above-ground infrastructure (pavement, sidewalks, curb and gutter, signage, etc.), address localized flooding concerns, improve transportation facilities, ensure accessibility and enhance the boulevard streetscapes.

4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Project Status

Tasks Completed:

1. Topographic Survey and Site Reconnaissance including Tree Inventory
2. Geotechnical Investigation and Soil Analysis
3. Private Utility Locates Requested and Received
4. Existing Conditions Plans
5. Alternative Cross-Section Drawings

Next Steps / Timelines:

1. Public Information Center #1 - **TODAY**
2. Preparation of 60% Design – February to March 2026
3. Contractors Prequalification and Award – March to April 2026
4. Public Information Center #2 – 60% Design – March 19, 2026
5. Complete 100% Design and Tender Award – April to June 2026
6. Construction Phase 1 – July/August to November 2026

3

4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Existing Conditions

Existing site conditions throughout the project limits were determined through review of background information and pre-engineering investigations including topographic surveys, and site reconnaissance. Key information/data gathered for 4th Ave. West is listed below:

- Road Classification = Collector
- Posted/Assumed Speed Limits:
 - School Zone (16th St. West to 19th St. West):
 - School Days from 8am to 5pm = 30km/h
 - Non-School Hours = 50km/h
 - Outside School Zone = 50km/h
- Average Lane Widths:
 - Northbound = 3.5 m
 - Southbound = 5.0 m (on-road parking)
- No designated bicycle lanes / active transportation routes
- 1.5m wide sidewalks (majority) on both sides of the road

4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Desired Conditions

- Design of new pavement structures suitable for existing traffic, and through reviewing existing subsurface soil conditions.
- Implement revised road cross-sections to support improvement of transportation facilities and accessibility, while taking into consideration existing site constraints, City standards, and minimizing impact to adjacent properties.
- Improvement of above ground and below ground infrastructure to address localized flooding concerns and replacement of aging watermain, sanitary and storm sewers.
- Consideration for the introduction of enhanced pedestrian facilities (sidewalks, crosswalks, multi-use paths, etc.) to improve user safety.
- Review and recommendation for improvements to the existing streetlighting system (as required).

Challenges and Concerns

- The presence of utility and lighting poles, hydrants, cable pedestals, mature trees and private structures in proximity to both sides of the road complicates the introduction of a multi-use path, relocation of sidewalks, etc.
- Coordination and consultation with utilities to ensure that required utility relocations are completed with minimal impacts, with preferred implantation occurring prior to any conflicting municipal infrastructure work.
- Traffic staging, construction methods and staging to ensure access for local residents is maintained, and impacts to the travelling public are minimized.

5

4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Road Cross Section Options – 4th Avenue West

- Option 1: Reconstruction to Existing Road Cross Section and Right-of-Way Layout
- Option 2: Reconstruction using City of Owen Sound Typical Cross Section - 3.5m Lane Width - No Parking with Bicycle Lanes
- Option 3: Reconstruction using 3.5m Lane Width - No Parking or Bicycle Lanes with New Multi-Use Path
- Option 4: Reconstruction using 4.25m Lane Width - No Parking or Bicycle Lanes with New Multi-Use Path

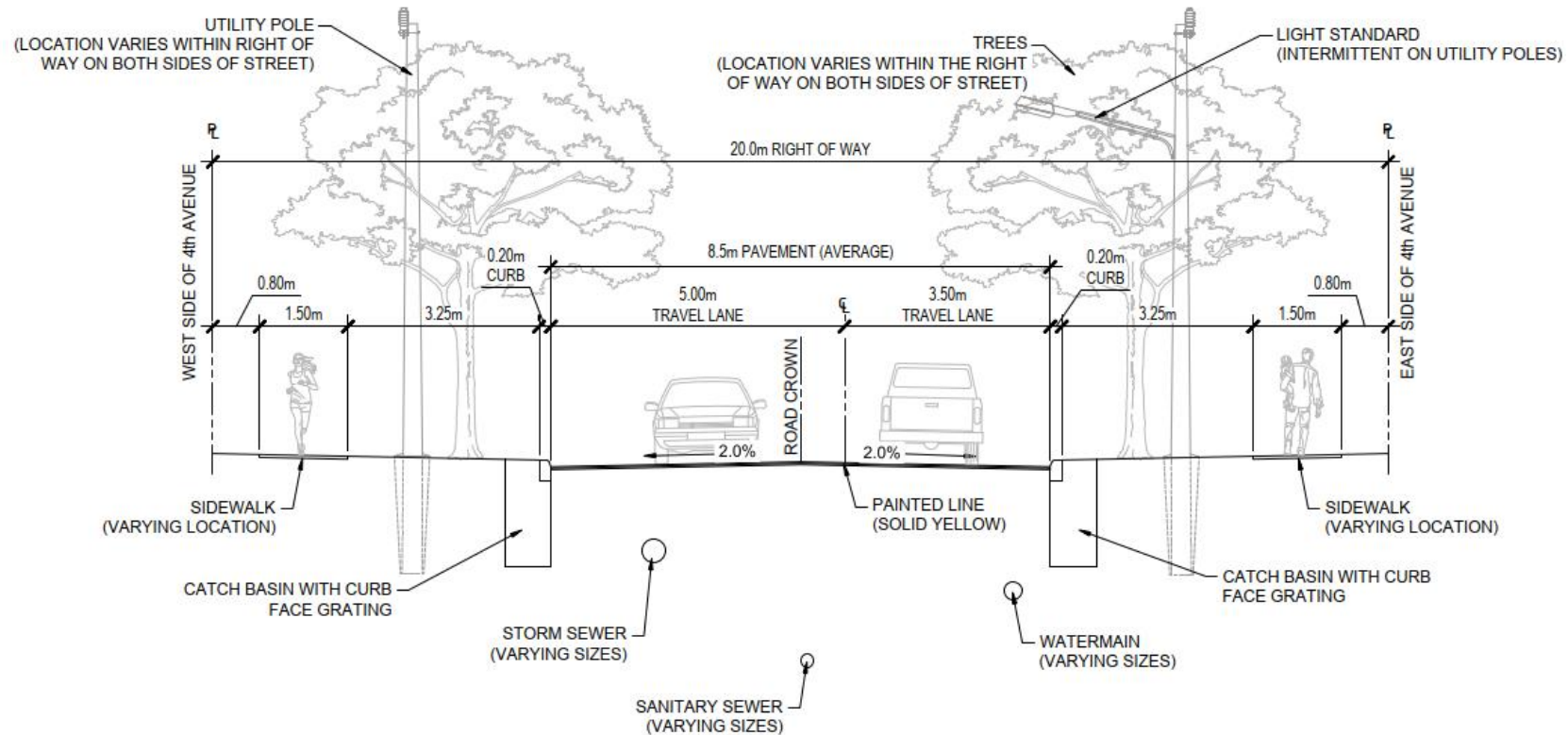
Query: What is a multi-use path?

A multi-use path or shared path is a paved, off-road facility designed for various non-motorized users, including pedestrians, bicyclists, etc. The path is physically separated from roads and vehicle traffic within open spaces to ensure safety.

4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Option 1 – Reconstruction to Existing Road Cross Section and Right-of-Way Layout



Advantages:

- ✓ Sidewalks and curb ramps reconstructed to City / AODA standards.
- ✓ Less disturbance to existing trees, poles, etc. compared to other options.
- ✓ Lower reconstruction cost and shorter reconstruction schedule compared to other options.

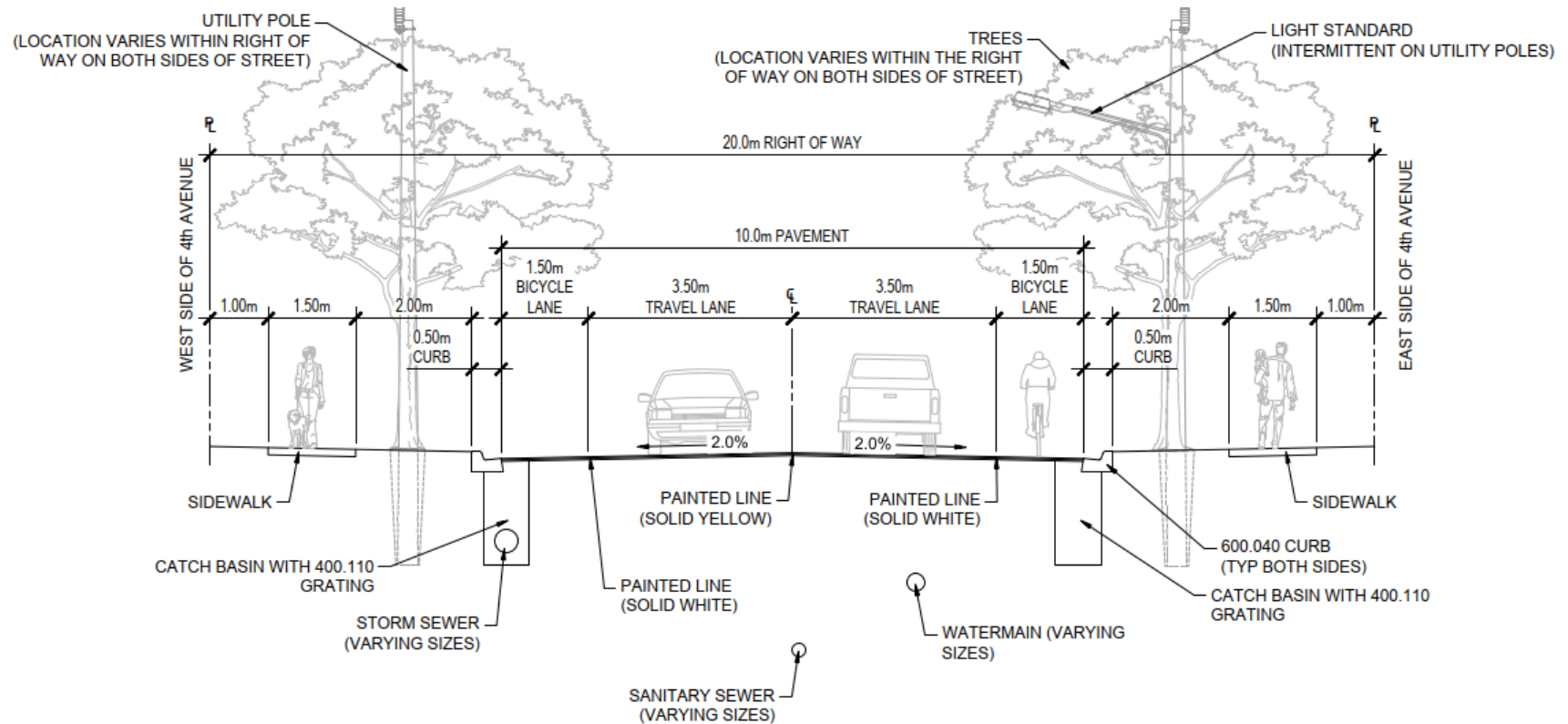
Disadvantages:

- Does not address safety and efficiency concerns for bicycle use.
- Does not address road parking concerns.
- Does not fully address sidewalk relocation to remove curb face sidewalk.

4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Option 2 – Reconstruction to City of Owen Sound Typical Cross Section: 3.5m Lanes - No Parking w/ Bicycle Lanes



8

Advantages:

- ✓ Reduction in travel lane width and adjusted centre line of road supports traffic calming, pedestrian safety, and reduction in on-road parking.
- ✓ Delineated bicycle lanes provide added safety and efficiency.
- ✓ No parking on road promotes improved traffic flow (reduced congestion), enhances safety through less obstructions (including road snow plowing), provides better visibility, aesthetics (cleaner appearance), and increases safety at intersections and crosswalks.
- ✓ Potentially lower reconstruction cost and shorter reconstruction schedule compared to Option 3 and 4.

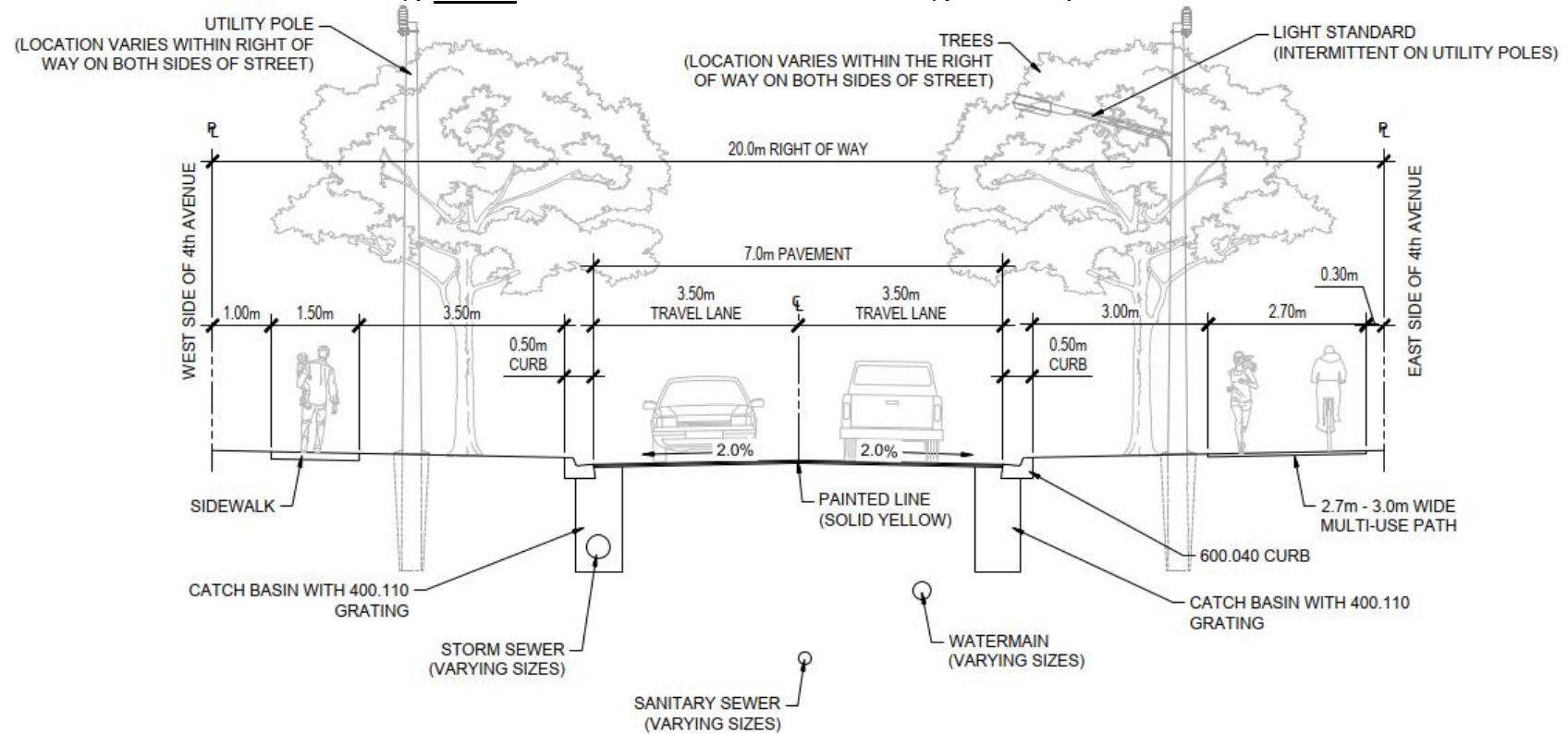
Disadvantages:

- Lack of physical barrier between bicycle lanes and potential for on-road parking still.
- Transition of bicycle lanes to adjacent streets may be challenging.
- Higher disturbance to existing trees, poles, etc. compared to other Option 1.
- Increased impervious area (road width) resulting in additional storm water runoff and potential management upgrades required.
- Higher reconstruction cost and longer reconstruction schedule compared to Option 1.

4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Option 3 – Reconstruction using 3.5m Lane Width - No Parking or Bicycle Lanes with New Multi-Use Path



Advantages:

- ✓ Reduction in travel lane width and adjusted centre line of road supports traffic calming, pedestrian safety, and reductions in on-road parking.
- ✓ Addition of multi-use path provides for separation of bicycle lanes from road, providing a combined travel surface for use with pedestrians, to address safety and efficiency concerns.
- ✓ No parking on road promotes improved traffic flow (reduced congestion), enhances safety through less obstructions (including road snow plowing), provides better visibility, aesthetics (cleaner appearance), and increases safety at intersections and crosswalks
- ✓ Lower reconstruction cost and shorter reconstruction schedule compared to Option 4.

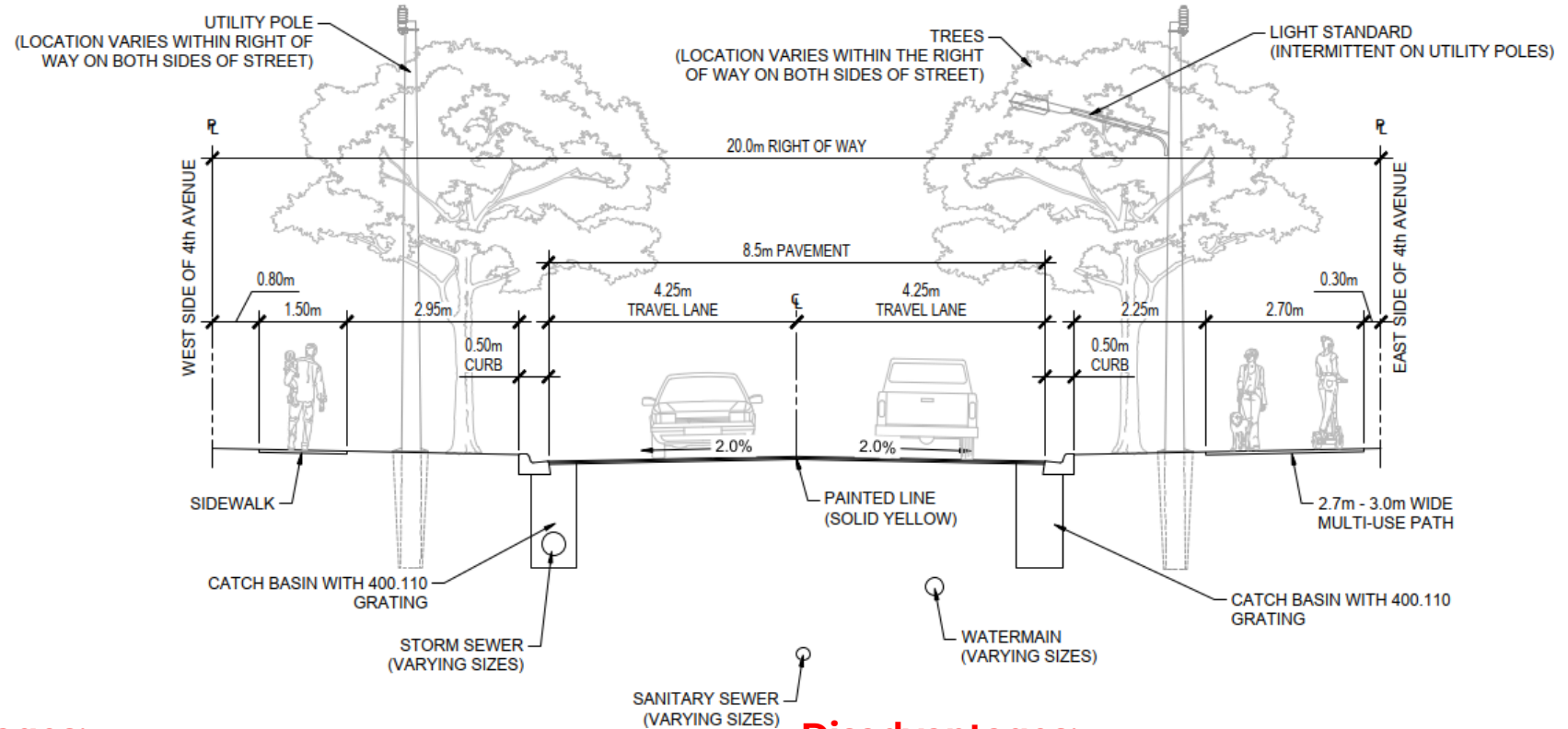
Disadvantages:

- Higher disturbance to existing trees, poles, etc., compared to Option 1 and 2.
- Increased potential conflicts with existing private property infrastructure located within the City's right-of-way.
- More challenging grading and tie-in to properties, specifically on the West side.
- Increased impervious area (multi-use path) resulting in additional storm water runoff and potential management upgrades.
- Addition of multi-use path on East side could promote use by motorized vehicles, etc.
- Higher reconstruction cost compared to Option 1, and potentially higher construction cost compared to Option 2.
- Longer reconstruction schedule compared to Option 1 and 2.

4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Option 4 – Reconstruction using 4.25m Lane Width - No Parking or Bicycle Lanes with New Multi-Use Path



Advantages:

- ✓ Adjusted centre line of road supports traffic calming, pedestrian safety, and reductions in on-road parking.
- ✓ Addition of multi-use path provides for separation of bicycle lanes from road, providing a combined travel surface for use with pedestrians, to address safety and efficiency concerns.
- ✓ No parking on road promotes improved traffic flow (reduced congestion), enhances safety through less obstructions (including road snow plowing), provides better visibility, aesthetics (cleaner appearance), and increases safety at intersections and crosswalks

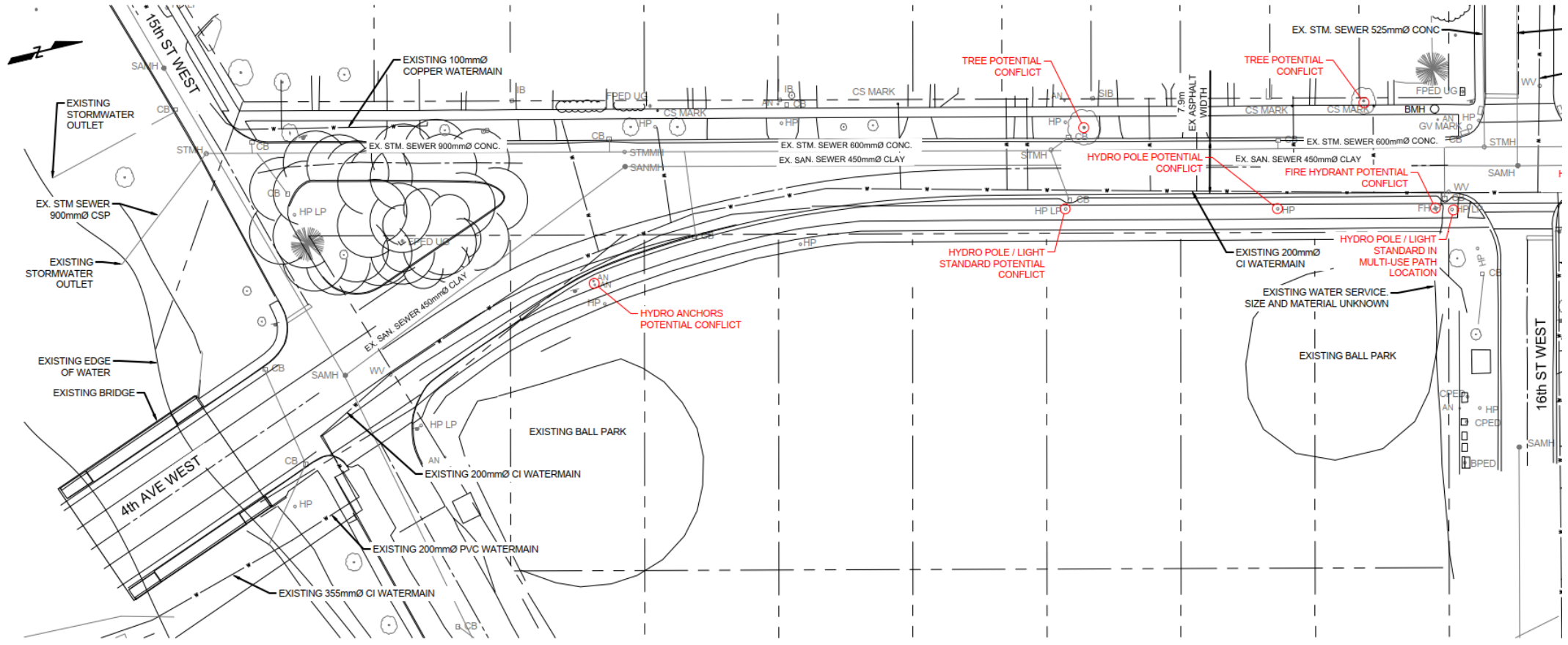
Disadvantages:

- Travel lanes are wider compared to Option 3, not fully addressing traffic calming and enhanced pedestrian safety.
- Higher disturbance to existing trees, poles, etc., compared to Option 1, 2 and 3.
- Increased potential conflicts with existing private property infrastructure located within the City's right-of-way.
- More challengingly grading and tie-in to properties, specifically on the West side, compared to Option 3.
- Increased impervious area (multi-use path) resulting in additional storm water runoff and potential management upgrades.
- Addition of multi-use path on East side could promote use by motorized vehicles, etc.
- Higher reconstruction cost compared to Option 1 and 3.
- Longer reconstruction schedule compared to Option 1, 2 and 3.

4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Potential Conflicts – 15th Street West to 16th Street West



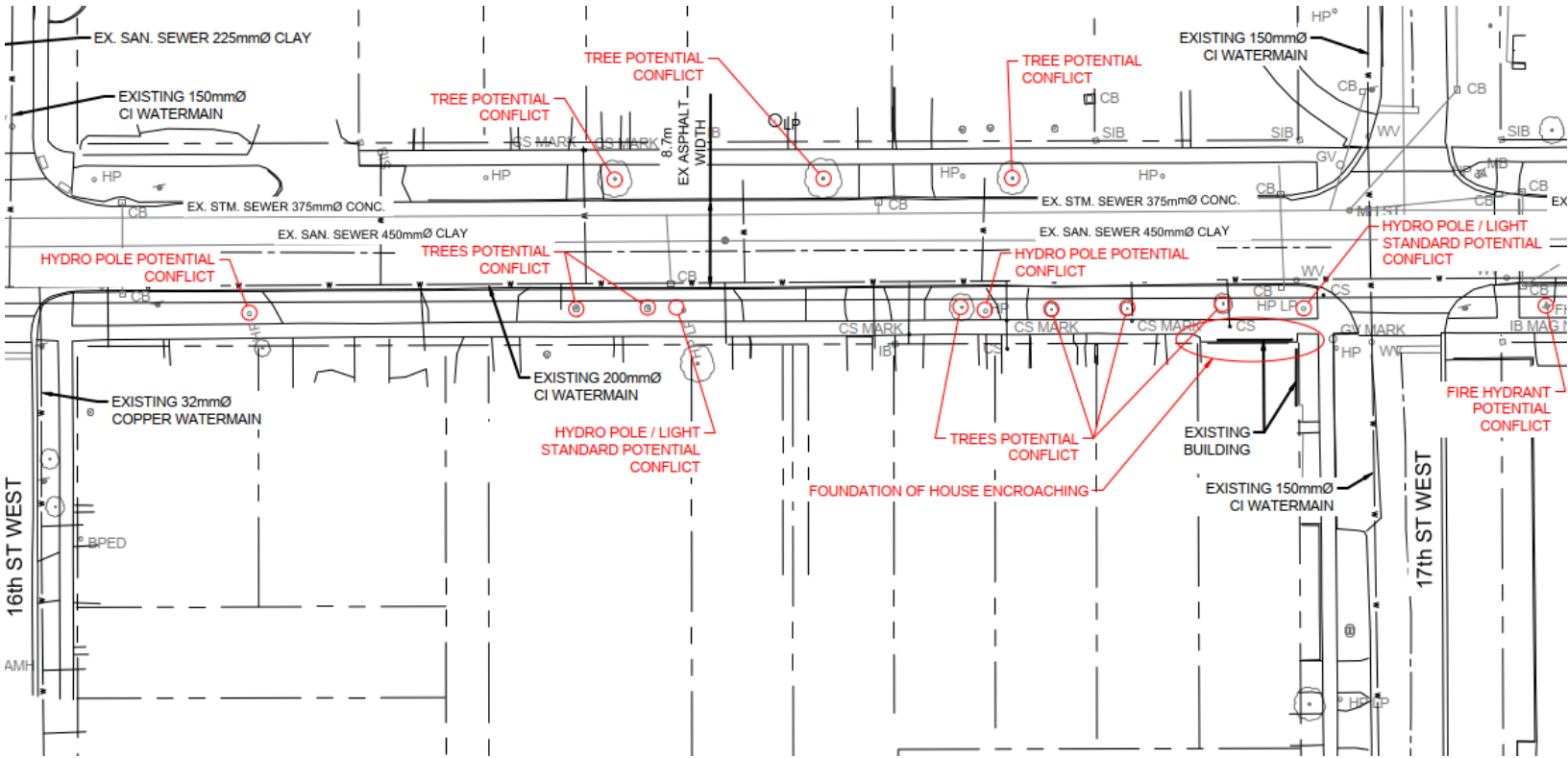
11



4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Potential Conflicts – 16th Street West to 17th Street West



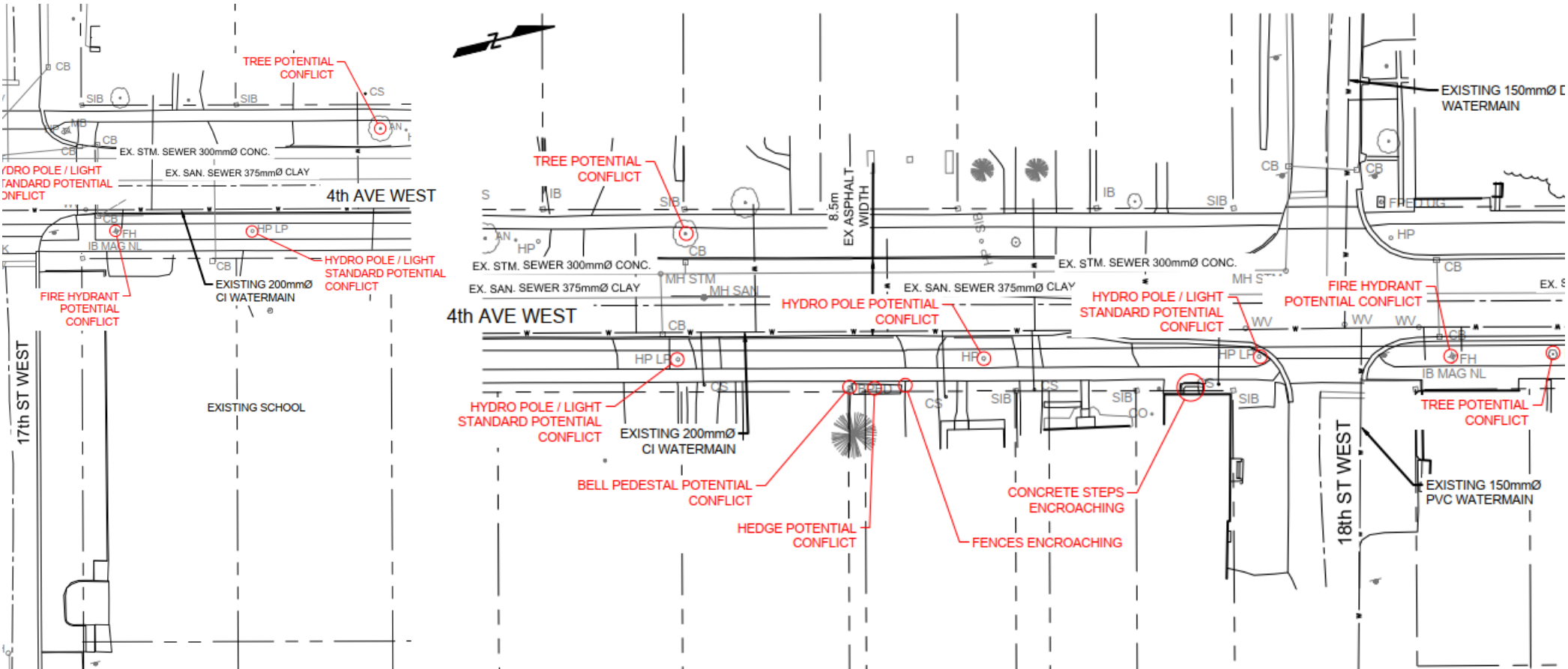
12



4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Potential Conflicts – 17th Street West to 18th Street West



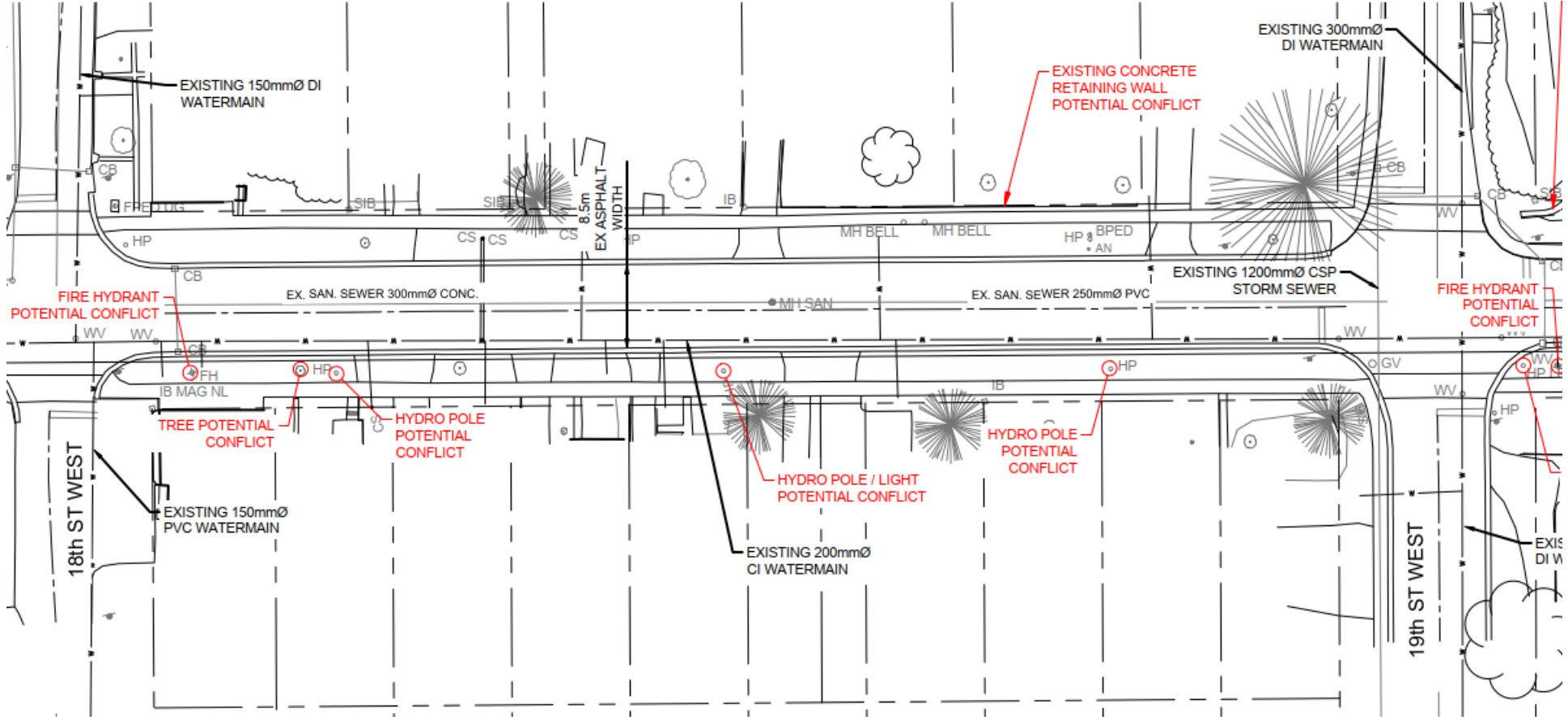
13



4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Potential Conflicts – 18th Street West to 19th Street West



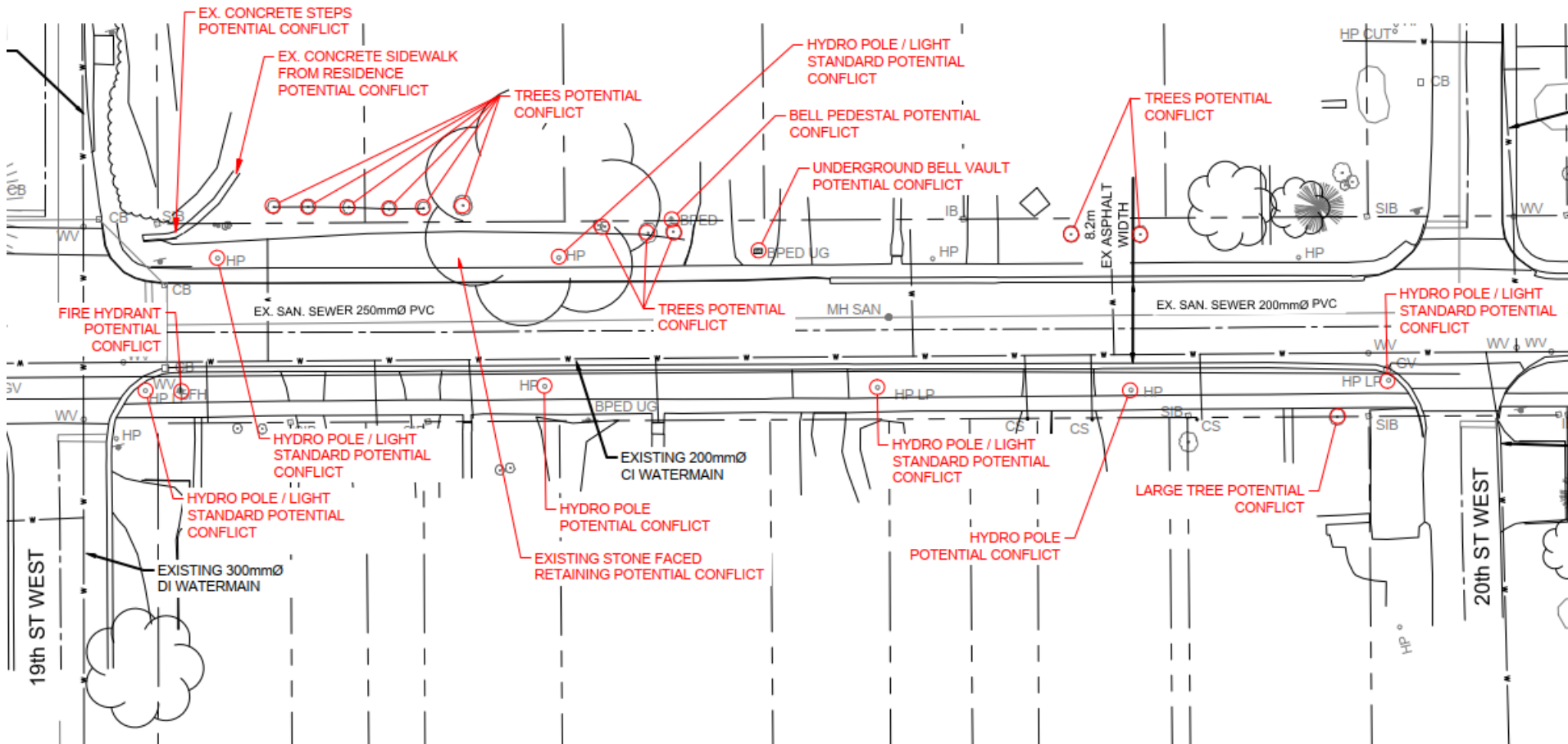
14



4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Potential Conflicts – 19th Street West to 20th Street West



15



4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Additional Considerations

For all Cross Section options presented, additional considerations for Traffic Calming are discussed below.

Calming Measure	Additional Considerations
Removable Speed Humps	<ul style="list-style-type: none"> • Manufactured from durable recycled rubber. • Bolted into the pavement in the spring and unbolted and stored during the late fall. • Can be a safety concern for bicycles and motorcycles. • Can be a concern for larger trucks, transit drivers, emergency response, etc. • Yearly installation, removal and maintenance will increase manhours and costs
Speed Tables	<ul style="list-style-type: none"> • Flat-topped speed hump, several meters wide. • Less physical effects to traffic driving over compared to short speed humps (more tolerable for drivers, larger vehicles and emergency response). • Greater capital cost to implement then short speed humps.
Signage	<ul style="list-style-type: none"> • Reduce posted speed to 40 km/h (from 50 km/h) • Install other signs with specific wording to focus on changing driver behaviors. • Implement additional pedestrian warning signage - increase motorist awareness of the potential for pedestrian conflict. • Enhancement of 30 km/h signs and notification of school zone in the vicinity of the Timothy Christian School. • Potential for electrified speed display signs providing real time speed of approaching vehicles and warning of speed limit exceedance.
Curb Extensions	<ul style="list-style-type: none"> • Curb extensions are typically at intersections or mid-block (between intersections). • Affect driver's perception of the road, compelling them to drive more carefully through the reduction of visible physical width of the travel lane.

4th Ave. West Reconstruction – 15th Street to 20th Street

Public Information Centre #1 – February 03, 2026

Immediate Next Steps

- **Mid February 2026** - Receive and review public comments.
- **End of February 2026** - Select the preferred Cross Section option for 4th Avenue West and proceed into 60% design.
- **March 19, 2026** - Public Information Center #2

Stay Engaged!

If you have any questions or comments, please fill out a **comment sheet today** or submit your comments by **February 17, 2026**, to:

Chris Wilson, P.Eng., Consultant Project Manager, WSP

Email: chris.Wilson@wsp.com

Thank you!

owen
sound
where you *want* to live

wsp

wsp.com

Staff Report

Report To: Grey County Joint Accessibility Advisory Committee
Report From: Sofin Lalani, Engineering Technologist
Meeting Date: April 2, 2026
Report Code: OP-26-013
Subject: 16th Street East Pedestrian Tunnel Rehabilitation and Sidewalk Expansion

Recommendations:

THAT in consideration of Staff Report OP-26-013 respecting the 16th Street East pedestrian tunnel rehabilitation and sidewalk expansion, the Grey County Joint Accessibility Advisory Committee receives the report for information purpose.

Highlights:

- The City is rehabilitating the 16th Street East pedestrian tunnel and constructing a new sidewalk along 16th Street East to improve connectivity to upcoming developments in the area.
- Feedback from the Grey County Joint Accessibility Advisory Committee will inform the design and ensure accessibility standards are met.
- A Public Information Centre (PIC) was held on February 19, 2026, at City Hall to gather public input on the project scope and improvements.
- Key considerations include structural repairs, enhanced waterproofing, tunnel lighting, embankment widening, and integration with future roadway and active transportation plans.
- The project supports climate resilience, encourages active transportation, and is being delivered using existing City resources and standard construction practices.

Vision 2050 - Strategic Plan Alignment:

[Strategic Plan](#) Priority: Safe City – Contributing to inclusivity and accessibility in our community and participating in initiatives focused on a range of long-term, systemic safety solutions that respond to current and future residents.

Previous Report/Authority:

This Project has been approved as part of the Capital Program, Project 24P.6.

Background:

The City has retained Pearson Engineering Ltd. to complete the detailed design for the rehabilitation of the existing pedestrian tunnel and sidewalk extension located on 16th Street East (Hwy. 26), approximately 450 metres west of 28th Avenue East (Hwy. 5). Constructed in 2005, the structure consists of a precast concrete box culvert with a clear span of 4.0 metres and an overall length of 41.0 metres. The tunnel currently serves as a key pedestrian connection within the Tom Thomson Trail System.

The structure is presently experiencing water infiltration at the precast concrete joints. During winter months, this infiltration results in ice accumulation and the formation of icicles at the soffit, creating a potential safety hazard for users. Ongoing moisture exposure has also led to localized delamination and spalling of the soffit and wall surfaces.

In addition to addressing the immediate structural and safety concerns, the project must consider anticipated growth in the surrounding area. Planning documents indicate that the lands adjacent to the project site are entering a significant growth phase over the next ten years. Proposed residential developments, commercial buildings, and a new high school along 16th Street East and 8th Street East will increase demand on the roadway network, municipal services, and the recreational trail system.

Accordingly, Pearson Engineering Ltd., in collaboration with City staff, has developed a preliminary sidewalk extension design within the project limits. This design defines future roadway requirements and ensures that the proposed rehabilitation work is compatible with planned long-term improvements.

Analysis and Options:

A detailed review of background information and pre-engineering investigations, including topographic surveys and site reconnaissance, was conducted to assess conditions within the project limits.

Proposed Rehabilitation Measures

The recommended approach involves comprehensive measures to address structural deficiencies, improve safety, and support future roadway improvements. Key components include:

1. Structural and Tunnel Improvements:

- Install a cast-in-place concrete distribution slab over the tunnel to protect the precast box culvert and tie segments together.
- Apply a waterproofing membrane over the distribution slab.
- Repair all deteriorated concrete areas within the tunnel.
- Install tunnel lighting, remove graffiti, and replace damaged hazard signage.

2. Roadway and Embankment Improvements:

- Construct new retaining walls at the south end of the tunnel to support roadway widening.
- Widen the south roadway embankment to accommodate a new 1,500 mm wide AODA compliant sidewalk.
- Install a new curb, grass boulevard, and steel beam guiderail adjacent to the sidewalk.
- Stabilize embankments with rock protection to prevent erosion.
- Replace approximately 400 metres of asphalt roadway on the south side.

Benefits:

- Addresses current water infiltration and structural deterioration;
- Improves pedestrian and roadway safety;
- Integrates current rehabilitation with future roadway widening and active transportation improvements;
- Designs adhere to the AODA and Integrated Accessibility Standards for the Design of Public Space
- Extends the service life of the structure and minimizes long-term maintenance costs.

Resource Alignment:

Human Resources

The construction and contract administration of this project can be managed with existing staff resources, with support from the retained consultant, Pearson Engineering Ltd., and a contractor to be procured through a competitive bidding process.

Time and Scheduling

Tasks Completed:

- Topographic Survey and Site Reconnaissance
- Geotechnical Investigation and Soil Analysis
- Private Utility Locates Requested and Received
- Existing Conditions Plans
- Alternative Cross-Section Drawings

Proposed Project Timeline:

- Preparation of 90% Design: March 2026
- Complete 100% Design and Tender Award: April to May 2026
- Construction: May to August 2026

Technology and Infrastructure

The project uses standard construction practices with no need for new technology, equipment, or service changes. Minor upgrades will be handled through existing maintenance programs, with no added complexity.

Climate and Environmental Impacts:

The proposed works support the City's Corporate Climate Change Adaptation Plan by improving the resilience and durability of existing infrastructure. The rehabilitation measures, particularly enhanced waterproofing within the pedestrian tunnel, are intended to mitigate the impacts of freeze-thaw cycles and more intense precipitation events.

While construction activities will result in temporary greenhouse gas emissions, the project prioritizes the renewal of existing infrastructure rather than full replacement, thereby reducing overall material consumption and associated environmental impacts.

The addition of a new sidewalk connection will enhance pedestrian connectivity within the corridor and support active transportation, encouraging walking as a sustainable mode of travel.

Infrastructure components will be designed to accommodate projected climate conditions, including increased precipitation intensity, to ensure long-term performance and reduce the risk of future deterioration.

The recommendation supports the City's Corporate Climate Change Adaptation Plan.

Communication and Engagement:

This project places a strong emphasis on communication to ensure residents and stakeholders are informed about the rehabilitation and sidewalk extension work. Pearson Engineering Ltd. has been retained as the project consultant and is working closely with City staff to support engagement and project delivery.

A Public Information Centre (PIC) was held on February 19, 2026, from 4:00 p.m. to 5:00 p.m. at City Hall. The event provided an opportunity for residents and stakeholders to review the project scope, ask questions, and provide input. This PIC is the primary public engagement event for the project.

The Communications team is supporting the project through media releases, notices, and the City's "Our City" public engagement platform to ensure timely updates and broad accessibility of project information. All design decisions will follow current accessibility standards, ensuring that the rehabilitated tunnel and new sidewalk meet inclusive design requirements.

Report Developed in Consultation With:

Project Team: Lara Widdifield, Mason Bellamy

Project Consultant: Pearson Engineering

Attachments:

Design Drawings (60% Complete)

Submitted by:

Sofin Lalani, Engineering Technologist

Submission approved by:

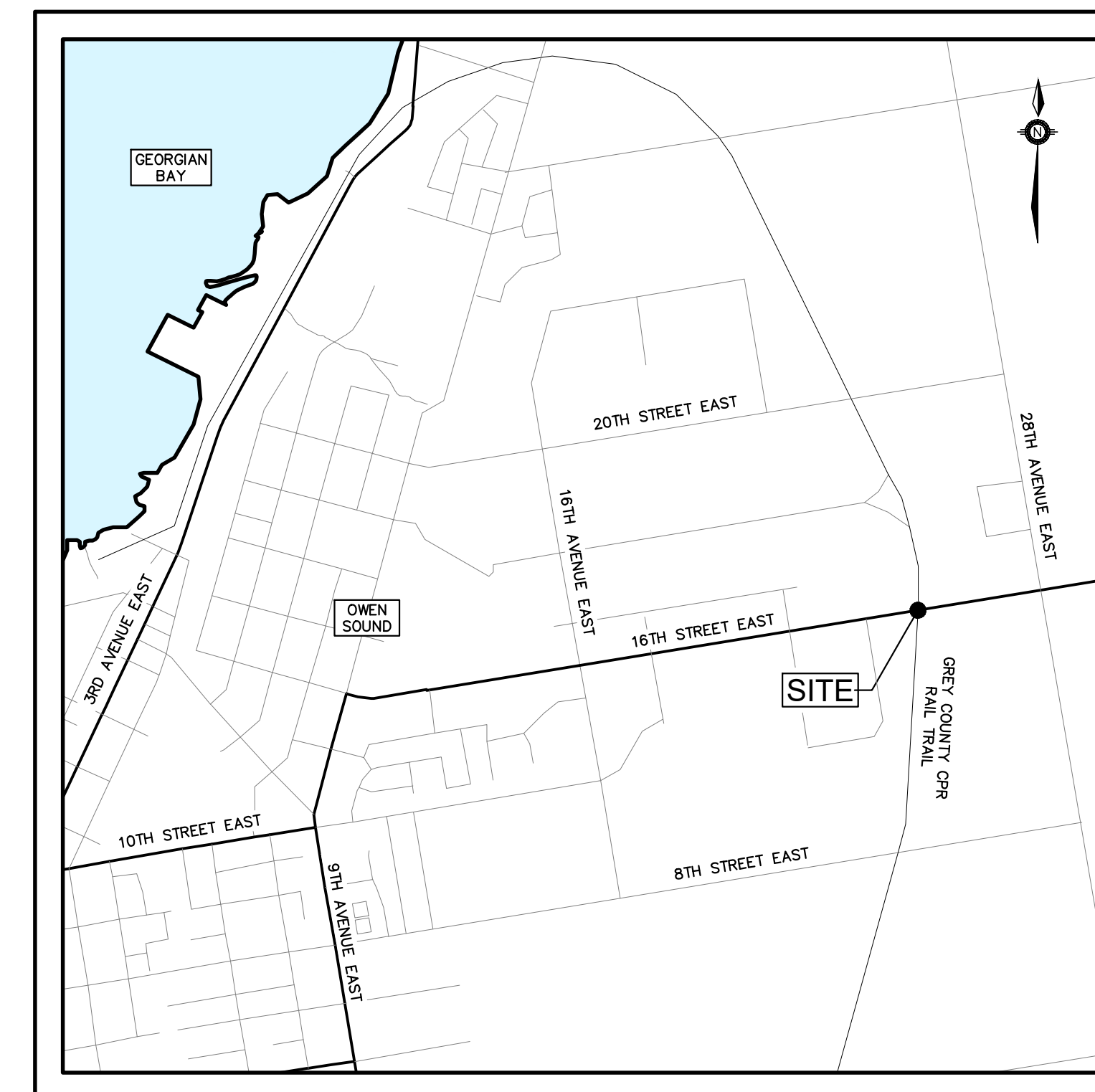
Tim Simmonds, City Manager

For more information on this report, please contact Sofin Lalani, Engineering Technologist at sofinlalani@owensound.ca.

16TH STREET EAST PEDESTRIAN TUNNEL REHABILITATION & SIDEWALK EXPANSION CITY OF OWEN SOUND RFT 2026-XX

DRAWING LIST

- ND-1 - NOTES AND DETAILS 1
- ND-2 - NOTES AND DETAILS 2
- SP-1 - EXISTING SITE PLAN
- SP-2 - PROPOSED SITE PLAN AND REMOVALS
- WI-1 - CONCEPTUAL WORKSITE ISOLATION PLAN
- GA-1 - GENERAL ARRANGEMENT PLAN
- PP-1 - PROPOSED ROADWAY PLAN AND PROFILE 1
- PP-2 - PROPOSED ROADWAY PLAN AND PROFILE 2
- PP-3 - PROPOSED ROADWAY PLAN AND PROFILE 3
- PP-4 - PROPOSED ROADWAY PLAN AND PROFILE 4
- RC-1 - PROPOSED ROADWAY CROSS-SECTIONS



CITY OF OWEN SOUND
808 2ND AVENUE EAST,
OWEN SOUND, ON, N4K 2H4



**PEARSON
ENGINEERING**
PEARSONENG.COM PH. 705.719.4785

PEARSON ENGINEERING LTD.
1450 1ST AVENUE WEST, UNIT #101
OWEN SOUND, ON, N4K 6W2

GENERAL NOTES
1. READ STRUCTURAL DRAWINGS IN CONJUNCTION WITH SPECIFICATIONS AND ALL OTHER CONTRACT DOCUMENTS.
2. DO NOT RELY ON DRAWINGS UNLESS THEY ARE SIGNED AND SEALED.
3. ALL DIMENSIONS SPECIFIED ON THE DRAWINGS MUST BE CHECKED AND VERIFIED BY THE CONTRACTOR. ANY DISCREPANCIES, INCONSISTENCIES, OMISSIONS OR ERRORS SHALL BE REPORTED TO THE DESIGN ENGINEER PRIOR TO PROCEEDING WITH WORK.
4. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE IN MILLIMETERS AND ALL ELEVATIONS ARE IN METERS.
5. ONLY USE DIMENSIONS INDICATED ON THE DRAWINGS, DO NOT SCALE DRAWINGS.
6. THESE DRAWINGS SHALL ONLY BE USED FOR THE PURPOSE IDENTIFIED IN THE REVISION NOTES. DO NOT CONSTRUCT PER THESE DRAWINGS UNLESS MARKED "ISSUED FOR CONSTRUCTION". THE INFORMATION ON THESE DRAWINGS APPLY SOLELY TO THIS PROJECT. INFORMATION SHOWN ON THESE DRAWINGS SHALL NOT BE USED FOR ANY OTHER PROJECTS OR WORKS.
7. FEATURES OF CONSTRUCTION NOT FULLY SHOWN ARE OF THE SAME CHARACTER AS THOSE NOTED FOR SIMILAR CONDITIONS.
8. STRUCTURAL DESIGN IS BASED ON THE LATEST EDITION OF THE CANADIAN HIGHWAY BRIDGE DESIGN CODE (CSA S6-19).
9. THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING THE MATERIAL TESTING OF CONCRETE (INCLUDING COMPACTION), GRANULARS AND ASPHALT AS WELL AS THE REVIEW OF STRUCTURAL REINFORCING AND FORMWORK. SUBMISSION OF ALL REPORTS TO THE DESIGN ENGINEER FOR REVIEW PRIOR TO CONSTRUCTION OR FABRICATION IS REQUIRED.
10. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF WORK WITH ANY OTHER APPLICABLE TRADES.
11. ALL PROPRIETARY REPAIR MATERIALS SHALL BE SELECTED FROM THE M.T.O. DSM (DESIGNATED SOURCES OF MATERIALS) LIST AND SHALL BE USED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
12. THE CONTRACTOR IS RESPONSIBLE FOR ANY TEMPORARY SHORING REQUIRED TO CONSTRUCT THE WORKS. ANY TEMPORARY WORKS/SHORING SHOWN ON DRAWINGS IS CONCEPTUAL ONLY.
13. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING NEARBY FACILITIES, BUILDINGS, STRUCTURES, SERVICES, UTILITIES, ETC. FROM DAMAGE DURING CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR OBTAINING UTILITY LOCATES BEFORE EXCAVATION OPERATIONS.
14. WHERE IMPORTING OR EXPORTING OF SOILS FROM THE SITE IS REQUIRED, THE CONTRACTOR SHALL ENSURE THAT SOIL IS MANAGED IN ACCORDANCE WITH MECP EXCESS SOIL STANDARDS (0.Reg.406/19).
15. ALL WORK SHALL BE PERFORMED IN COMPLIANCE WITH THE OCCUPATIONAL HEALTH AND SAFETY ACT 1980, 0.Reg.213/91 (LATEST EDITION).
16. PEARSON ENGINEERING LIMITED CANNOT BE RESPONSIBLE FOR CHANGES MADE DURING CONSTRUCTION FOR ANY REASON, UNLESS WRITTEN APPROVAL IS PROVIDED BY THE DESIGN ENGINEER.

CONSTRUCTION NOTES
1. CONTRACT ADMINISTRATOR SHALL REVIEW REINFORCING STEEL AND FORM WORK PRIOR TO ANY CONCRETE POURS. PROVIDE MINIMUM 48 HOURS NOTICE.
2. CONSTRUCTION JOINTS SHALL ONLY BE MADE AT LOCATIONS SHOWN ON THE DRAWINGS OR AS APPROVED BY THE CONTRACT ADMINISTRATOR.
3. SUCCESSIVE POURS SHALL BE SUITABLY KEED TOGETHER.
4. FALSEWORK SHALL NOT BE REMOVED WITHOUT THE CONTRACT ADMINISTRATOR'S APPROVAL.
5. ALL EXPOSED EDGES TO BE CHAMFERED 20mm UNLESS NOTED OTHERWISE.
9. CROSSING OF THE EXISTING STRUCTURE BY CONSTRUCTION EQUIPMENT DURING CONSTRUCTION IS AT THE RISK OF THE CONTRACTOR WHO SHALL TAKE SUCH MEASURES AS THEY CONSIDER NECESSARY TO ENSURE SAFE PASSAGE OF EQUIPMENT.
10. EXCAVATIONS SHALL BE PER SOIL CLASS AND OCCUPATIONAL HEALTH AND SAFETY ACT.
11. ALL IMPORTED FILL MATERIAL TO BE COMPACTED TO MINIMUM 98% SPMD, UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL AND SAFETY MEASURES DURING THE CONSTRUCTION PERIOD INCLUDING THE SUPPORT, INSTALLATION, AND REMOVAL OF ALL NECESSARY SIGNAGE, DELINEATORS, MARKERS, AND BARRIERS.
2. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE ONTARIO TRAFFIC MANUAL (OTM) BOOK 7 AND THE ONTARIO OCCUPATIONAL HEALTH AND SAFETY ACT.
3. CONTRACTOR IS TO MAINTAIN LOCAL ACCESS THROUGHOUT CONSTRUCTION.
4. THE METHODOLOGY SHOWN ON DRAWINGS IS CONCEPTUAL ONLY FOR THE PURPOSES OF BIDDING. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL SUBMIT FOR REVIEW DETAILED TRAFFIC CONTROL PLAN. REVIEW BY THE DESIGN ENGINEER IS FOR CONFORMANCE WITH CONTRACT DOCUMENTS. THE DESIGN ENGINEER ACCEPTS NO LIABILITY FOR IMPROPER TRAFFIC CONTROL.
5. CONTRACTOR REQUIRED TO OBTAIN ROADWAY ENCROACHMENT PERMITS FROM TOWNSHIP, COUNTY AND MTO (AS REQUIRED) TO COMPLETE CONSTRUCTION AND ESTABLISH DETOUR ROUTE.

ROAD/EARTH WORKS
1. ALL IMPORTED BACKFILL MATERIAL TO BE COMPACTED TO A MINIMUM OF 98% STD. PROCTOR DENSITY. THE SUITABILITY OF IMPORTED FILL MATERIAL IS TO BE CONFIRMED BY A GEOTECHNICAL ENGINEER PRIOR TO BACKFILLING OPERATIONS.
2. ALL IMPORTED FILL FOR ROADWAY BASE TO BE COMPACTED TO A MINIMUM OF 100% STD. PROCTOR DENSITY.
3. GRANULAR MATERIALS TO CONFORM WITH OPSS STANDARDS.
4. ASPHALT MATERIALS TO CONFORM WITH OPSS STANDARDS.
5. EXCAVATIONS MUST MEET MINISTRY OF LABOR STANDARDS FOR TYPE OF SOIL ENCOUNTERED.
6. NATIVE SUBGRADE TO BE COMPACTED TO MINIMUM 95% STANDARD PROCTOR MAXIMUM DRY DENSITY AND SHALL BE PROOF ROLLED.
7. GRADE AND CROSS FALL ADJUSTMENT OF MAINTENANCE HOLE AND CATCH BASIN FRAMES WILL BE MADE USING PRODUCTS SPECIFICALLY MANUFACTURED FOR THAT PURPOSE. THE TOP ADJUSTMENT UNIT OF ALL CATCH BASIN AND MAINTENANCE HOLES SHALL BE RUBBER.
8. ADJUSTMENT UNITS MUST BE CERTIFIED TO MEET ALL PERTINENT OPS, CSA, ASTM AND MTO-DSM LIST, OR OTHER INDUSTRY GUIDELINES FOR MATERIALS, PERFORMANCE AND USE AS APPLICABLE.
9. ADJUSTMENT UNITS AND JOINTS WILL BE SEALED AND OR PARGED IN COMPLIANCE WITH MANUFACTURER'S SPECIFICATIONS AND GUIDELINES.
10. MORTAR IS USED FOR LEVELING OF PRECAST UNITS ONLY. THE THICKNESS OF MORTAR WILL BE 10mm TO FILL ALL VOIDS CREATED BY IRREGULARITIES IN THE PRECAST UNITS TO ENSURE AN EVEN SURFACE ONLY.
11. NON-COMPRESSIBLE BACKFILL WILL BE USED DURING REBUILDING, ADJUSTING, OR ANY OTHER APPLICABLE CATCH BASIN OR MAINTENANCE HOLE WORKS.

SUBMITTALS
1. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE SUBMITTAL OF ALL REQUIRED SHOP OR FABRICATION DRAWINGS IN A TIMELY MANNER.
2. ALL STRUCTURAL SUBMITTALS SUBMITTED FOR REVIEW MUST FIRST BE REVIEWED BY AND STAMPED BY THE GENERAL CONTRACTOR.
3. THE CONTRACTOR IS RESPONSIBLE TO VISIT THE SITE AND PERFORM A DETACHED SITE SURVEY INCLUDING SITE MEASUREMENTS PRIOR TO ISSUING SHOP DRAWINGS FOR REVIEW.
4. THE FOLLOWING SHOP DRAWINGS SHALL BE SUBMITTED TO THE DESIGN ENGINEER FOR REVIEW PRIOR TO FABRICATION/ PURCHASE.
5. SHOP DRAWING SHALL BE COMPLETE AND INCLUDE ANY REQUIRED SEALS FROM A PROFESSIONAL ENGINEER LICENSED AND REGISTERED TO PRACTICE IN THE JURISDICTION WHERE THE PROJECT IS LOCATED PRIOR TO SUBMISSION.
6. THE ENGINEER REVIEW OF THE SHOP DRAWINGS DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITIES. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THE SHOP DRAWING IS IN CONFORMANCE WITH THE DESIGN SPECIFICATIONS AND SITE CONDITIONS.

DRAWING	PROFESSIONAL ENGINEER SEAL REQUIRED	COMMENTS
TRAFFIC CONTROL AND DETOUR PLANS	NO	-
SEDIMENT & EROSION CONTROL PLANS	NO	-
ASHPALT MIX DESIGN	NO	-
SEED MIX DESIGN	NO	-
CONCRETE MIX DESIGN	NO	-
DEWATERING PLAN	YES	-
WORKSITE ISOLATION AND WATER DIVERSION PLAN	YES	-
REINFORCING STEEL FABRICATION DRAWINGS	NO	-
SEGMENTAL BLOCK RETAINING WALL	NO (UNLESS MODIFIED)	-
GRANULAR 'A' & 'B' BACKFILL SIEVE ANALYSIS	NO	-
CATCH BASIN PRECAST DRAWINGS	YES	-
TUNNEL ELECTRICAL LIGHTING PLANS	YES	-
TUNNEL PHOTOMETRIC PLAN	YES	-

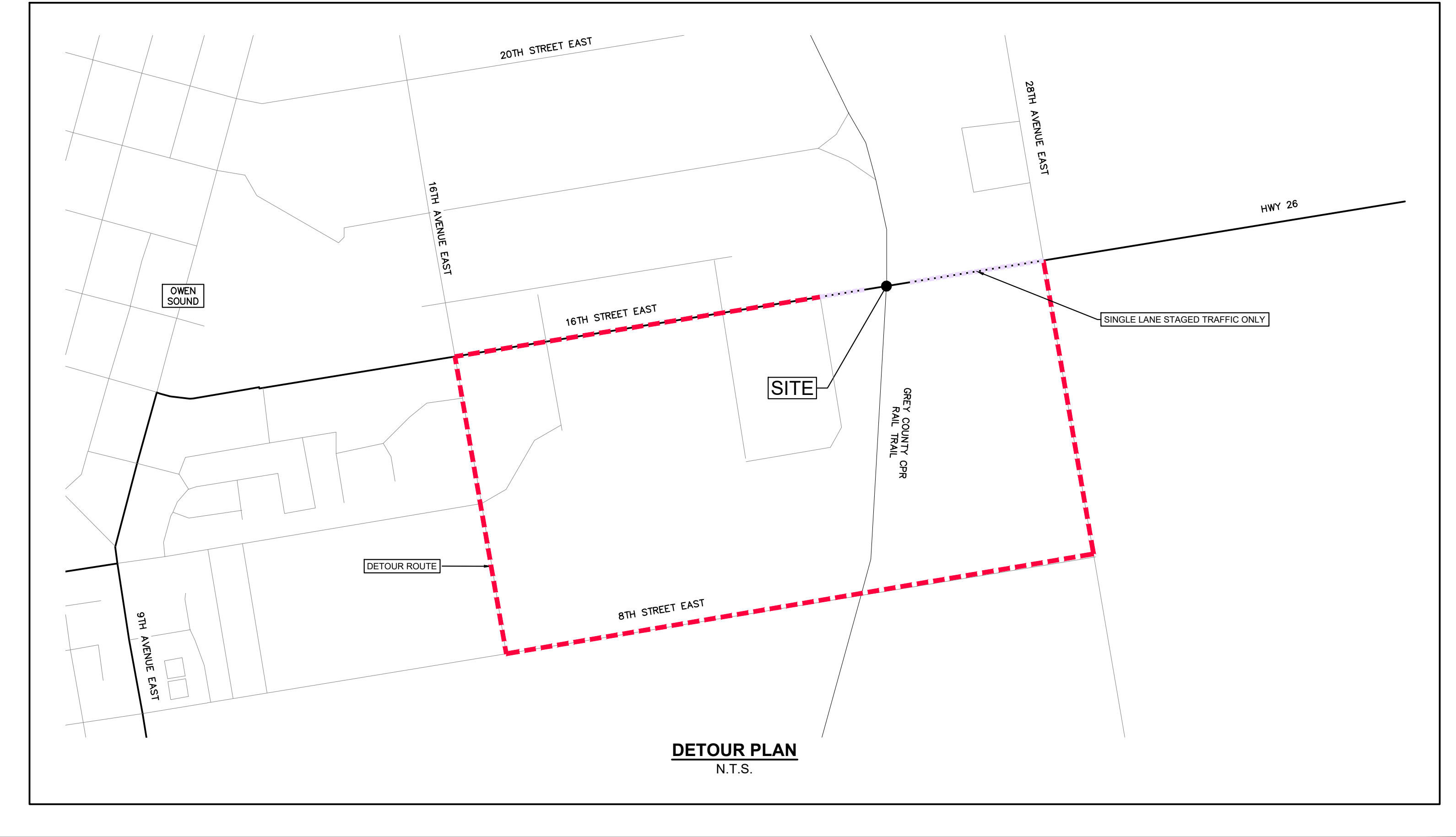
ENVIRONMENTAL REQUIRMENTS
1. ALL MATERIAL AND EQUIPMENT USED FOR THE PURPOSE OF OR GENERATED DURING COMPLETION OF THE WORKS SHALL BE OPERATED, STORED AND REMOVED FROM SITE IN A MANNER THAT PREVENTS ANY DELETERIOUS SUBSTANCE (EG. PETROLEUM PRODUCTS, SILT, DEBRIS, ETC.) FROM ENTERING THE WATERCOURSE.
2. ANY STOCKPILED MATERIALS SHALL BE STORED AND STABILIZED AWAY FROM AND ABOVE THE HIGH WATER MARK. NO STAGING OR STORAGE WILL OCCUR WITHIN OSCA'S REGULATED AREA, UNLESS SHOWN ON THE APPROVED DRAWINGS. ALL STOCKPILED MATERIALS SHALL BE LOCATED WITHIN THE LIMITS OF THE ROADWAY AND CANNOT EXTEND BEYOND THE SHOULDERS OF THE ROADWAY.
3. ALL GRADES WITHIN THE REGULATED AREA WILL BE MAINTAINED OR MATCHED.
4. ALL DISTURBED AREAS SHALL BE STABILIZED AND RE-VEGETATED AS REQUIRED UPON COMPLETION OF WORK AND RESTORED TO A PRE-DISTURBED STATE OR BETTER. DISTURBED AREAS WILL BE MINIMIZED TO THE EXTENT POSSIBLE, AND TEMPORARILY OR PERMANENTLY STABILIZED OR RESTORED AS THE WORK PROGRESSES.
5. SEDIMENT AND EROSION CONTROL (ESC) MEASURES SHALL BE IMPLEMENTED PRIOR TO WORK AND MAINTAINED DURING THE WORK PHASE. TO PREVENT ENTRY OF SEDIMENT INTO THE WATERCOURSE OR THE MOVEMENT OF RE-SUSPENDED SEDIMENT, THE CONTRACTOR SHALL COMPLETE ALL WORK IN EXCAVATED AREAS AS EXPEDITIOUSLY AS POSSIBLE TO HELP AVOID EROSION AND SEDIMENT CONTROL PROBLEMS.
6. EROSION AND SEDIMENT CONTROL MEASURES WILL BE IMPLEMENTED PRIOR TO AND MAINTAINED DURING THE CONSTRUCTION PHASES. ALL DAMAGED ESC MEASURES SHOULD BE REPAIRED AND/OR REPLACED WITHIN 24 HOURS OF THE INSPECTION.
7. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE LEFT IN PLACE UNTIL ALL DISTURBED AREAS HAVE BEEN STABILIZED.
8. NO WORK IS PERMITTED IN THE WATERCOURSE AND NO MATERIAL SHALL BE RELEASED INTO THE WATERCOURSE. ALL IN-WATER AND NEAR-WATER WORKS WILL BE CONDUCTED IN THE DRY WITH APPROPRIATE ESC'S IN GOOD WORKING ORDER.
9. ALL ACCESS TO THE WORK SITE SHALL BE FROM EITHER SIDE OF THE WATERCOURSE. NO EQUIPMENT OR VEHICLES ARE PERMITTED TO CROSS THROUGH THE WATERCOURSE UNLESS APPROVED BY GSCA.
10. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ANY TEMPORARY PROTECTION MEASURES NECESSARY TO PREVENT ANY CONCRETE, RUBBLE, DEMOLITION DEBRIS, OR DUST FROM ENTERING THE WATERCOURSE. SUCH MATERIAL SHALL BE REMOVED FROM TEMPORARY PROTECTION MEASURES REGULARLY AND AT THE END OF EACH DAY.
11. RE-INSTATE AND RE-STABILIZE ANY PORTION OF THE EMBANKMENT AND DITCHES DISTURBED DURING CONSTRUCTION TO PRE-CONSTRUCTION CONDITION, OR BETTER.
12. THE SEDIMENT AND EROSION CONTROL MEASURES MAY BE SUBJECT TO CHANGE OR MODIFICATIONS AS A RESULT OF SITE DEVELOPMENT OR CHANGES ON-SITE.
13. ADDITIONAL SILT FENCE AND CLEAR STONE SHALL BE KEPT ONSITE FOR REPAIRS TO PROPOSED SEDIMENT AND EROSION CONTROL FEATURES.
14. MACHINERY, VEHICLES, EQUIPMENT, AND PUMPS SHALL NOT BE REFUELED OR CLEANED WITHIN 30 METERS OF THE WATERCOURSE.
15. ALL DEWATERING/UNWATERING SHALL BE FILTERED AND RELEASED TO THE ENVIRONMENT AT LEAST 30 METRES FROM A WATERCOURSE OR WETLAND AND ALLOWED TO DRAIN THROUGH A WELL-VEGETATED AREA. NO DEWATERING EFFLUENT SHALL BE SENT DIRECTLY TO ANY WATERCOURSE, WETLAND OR OTHER REGULATED FEATURE OR HAZARD, OR ALLOWED TO DRAIN ONTO DISTURBED SOILS WITHIN THE WORK AREA. THESE CONTROL MEASURES SHALL BE MONITORED FOR EFFECTIVENESS AND MAINTAINED OR REVISED TO MEET THE OBJECTIVES OF THE ESC MEASURES.
16. ALL MACHINERY SHALL BE MAINTAINED FREE OF FLUID LEAKS AND SHALL ARRIVE ONSITE IN A CLEAN AND WASHED CONDITION.
17. AN EMERGENCY SPILL KIT SHALL BE KEPT ON SITE AT ALL TIMES. THE CONTRACTOR SHALL COMPLY WITH ALL MECP REQUIREMENTS AND SHALL REPORT SPILLS TO THE SPILLS ACTION CENTRE (1-800-268-6060).
18. MEASURES SHALL BE TAKEN TO PREVENT CONCRETE LEACHATE FROM ENTERING THE WATERCOURSE. ALL CEMENTITIOUS PRODUCTS INCLUDING CONCRETE, GROUT AND MORTAR SHALL BE COMPLETELY ISOLATED FROM PRECIPITATION AND WATERCOURSE FLOW FOR A MINIMUM OF 48 HOURS (OR UNTIL SIGNIFICANTLY CURED) TO ALLOW THE PH TO REACH NEUTRAL LEVELS. CONTAINMENT FACILITIES SHALL BE PROVIDED AT THE SITE FOR WASH DOWN OF CONCRETE TRUCKS, PUMPS, EQUIPMENT, AND TOOLS AS REQUIRED.
19. THE PROPONENT/CONTRACTOR SHALL MONITOR THE WEATHER SEVERAL DAYS IN ADVANCE OF THE ONSET OF THE PROJECT TO ENSURE THAT THE WORKS WILL BE CONDUCTED DURING FAVOURABLE WEATHER CONDITIONS. SHOULD AN UNEXPECTED STORM ARISE, THE CONTRACTOR WILL REMOVE ALL UNFIXED ITEMS FROM THE REGULATORY FLOOD PLAIN THAT WOULD HAVE THE POTENTIAL TO CAUSE A SPILL, OR AN OBSTRUCTION TO FLOW (E.G., FUEL TANKS, PORTA-POTTIES, MACHINERY, EQUIPMENT, CONSTRUCTION MATERIALS, ETC).
20. THE CONTRACTOR SHALL BE AWARE THAT THE WATER LEVEL SPECIFIED ON THE CONTRACT DRAWINGS HAS BEEN PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND BY NO MEANS INDICATES THE WATER LEVEL AT THE TIME OF CONSTRUCTION OR THE HIGH WATER LEVEL FOR THE WATER COURSE. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL EQUIPMENT AND MATERIALS REQUIRED TO COMPLETE THE PROJECT REGARDLESS OF THE WATER LEVEL AT THE TIME OF CONSTRUCTION.
21. ANY DEWATERING OPERATION REQUIRED TO COMPLETE THE WORK IN A DRY ENVIRONMENT ARE NOT TO EXCEED 50,000 LITERS PER DAY WITHOUT A MINISTRY OF THE ENVIRONMENT CONSERVATION AND PARKS (MECP) PERMIT TO TAKE WATER (PTTW) OR COMPLETION OF ANY ENVIRONMENTAL ACTIVITY AND SECTOR REGISTRY (EASR) AS APPLICABLE.
22. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF TEMPORARY WORKSITE ISOLATION, DIVERSION AND DEWATERING SYSTEMS. THE CONTRACTOR SHALL SUBMIT PLANS FOR THESE SYSTEMS TO BE REVIEWED BY THE DESIGN ENGINEER PRIOR TO COMMENCEMENT OF CONSTRUCTION. DIVERSION AND WORKSITE ISOLATION DETAILS IN THE DRAWING SET ARE CONCEPTUAL ONLY. THE CAPACITY OF THE DIVERSION SYSTEM SHOWN SHALL BE TAKEN AS A MINIMUM REQUIREMENT. ALTERNATIVE DIVERSION PIPING AND CONFIGURATIONS MAY BE SUBMITTED BY THE CONTRACTOR FOR REVIEW PRIOR TO MOBILIZATION.
23. SEDIMENT LADEN WATERS ARE TO BE TREATED PRIOR TO DISCHARGING INTO THE WATERCOURSE.
24. SMALL MESH SEINE TO BE USED TO EXCLUDE FISH FROM THE PROJECTED AREA. ALL FISH STRANDED WITHIN THE PROJECT AREA DURING CONSTRUCTION SHALL BE RELOCATED BY A QUALIFIED BIOLOGIST.
25. THE ESC STRATEGIES OUTLINED ON THE PLANS ARE NOT STATIC AND MAY NEED TO BE UPGRADED/AMENDED AS SITE CONDITIONS CHANGE TO MINIMIZE SEDIMENT LADEN RUNOFF FROM LEAVING THE WORK AREAS. IF THE PRESCRIBED MEASURES ON THE PLANS ARE NOT EFFECTIVE, ALTERNATIVE MEASURES MUST BE IMPLEMENTED IMMEDIATELY TO MINIMIZE IMPACTS. A SVCA ENFORCEMENT OFFICER SHOULD BE IMMEDIATELY CONTACTED. ADDITIONAL ESC MEASURES TO BE KEPT ON SITE AND USED, AS NECESSARY.

SEGMENTAL RETAINING WALL
1. ALL BLOCKS SHALL BE MANUFACTURED AND SUPPLIED BY REDI-ROCK OR APPROVED EQUIVALENT. ALL BLOCKS TO HAVE LIMESTONE FACE TEXTURE.
2. BEFORE PROCEEDING WITH WORK, CHECK ALL THE DIMENSIONS SHOWN ON THE DRAWINGS AND REPORT ANY DISCREPANCIES TO THE ENGINEER.
3. STRUCTURAL DESIGN HAS BEEN COMPLETED IN ACCORDANCE WITH CSA S6 - CANADIAN HIGHWAY BRIDGE DESIGN CODE (LATEST EDITION).
4. PLACE RETAINING WALL ON COMPETENT NATIVE SOIL CAPABLE OF SUSTAINING AN ALLOWABLE SOIL BEARING CAPACITY OF 125 kPa (2500 psf).
5. UPON EXCAVATION AND PRIOR TO PLACING WALL, ALL DESIGN INFORMATION INDICATED SHALL BE VERIFIED BY A GEOTECHNICAL ENGINEER TO ENSURE ASSUMED SOIL CONDITIONS ARE MET OR EXCEEDED.
6. EXCAVATE TO A MINIMUM OF 450 mm (18") BELOW FINISHED GRADE AT FRONT OF WALL OR UNTIL COMPETENT UNDISTURBED SOIL IS REACHED.
7. PLACE MINIMUM 150 mm (6") GRANULAR 'A' LEVELING PAD FOR ALL WALLS 4 BLOCKS HIGH AND LOWER. WALLS 5 BLOCKS HIGH OR GREATER SHALL HAVE A 300 mm (12") LEVELING PAD, FOR THE FULL LENGTH AND WIDTH OF EXCAVATION. GRANULAR LEVELING PAD TO BE COMPACTED IN 150 mm (6") LIFTS TO 98% SPMD. GRANULAR MATERIAL IN FRONT OF TOE OF WALL TO BE SIMILARLY COMPACTED.
8. WIDTH OF EXCAVATION SHOULD ALLOW FOR THE THICKNESS OF THE FIRST COURSE PLUS A DISTANCE ON EACH SIDE OF THE WALL EQUAL TO THE DEPTH OF FILL BELOW THE FIRST COURSE.
9. SUCCESSIVE COURSES TO HAVE 41mm SETBACK.
10. BACKFILL AGAINST THE WALL WITH FREE DRAINING GRANULAR 'B'.
11. SUBDRAIN TO BE INSTALLED WITH A 2% GRADIENT BEHIND WALL, DISCHARGING AT GRADE OR APPROVED OUTLET.
12. RETAINING WALL TO BE CONSTRUCTED IN A RUNNING BOND PATTERN (IE. STAGGER JOINTS).
13. DESIGN INFORMATION: UNIT WEIGHT OF SOIL, γ: 20.0 kN/m ³ (pcf) UNIT WEIGHT OF CONCRETE BLOCK, γ: 23.6 kN/m ³ (pcf) SURCHARGE LOAD: 16.0 kPa (psf) SOIL FRICTION ANGLE, φ: 30° ANGLE OF WALL FRICTION, δ: 22.67° COULOMB ACTIVE EARTH PRESSURE, Ka: 0.333 COULOMB PASSIVE EARTH PRESSURE, Kp: 3.0
14. FACTORS OF SAFETY: OVERTURNING 2.0 SLIDING 1.5

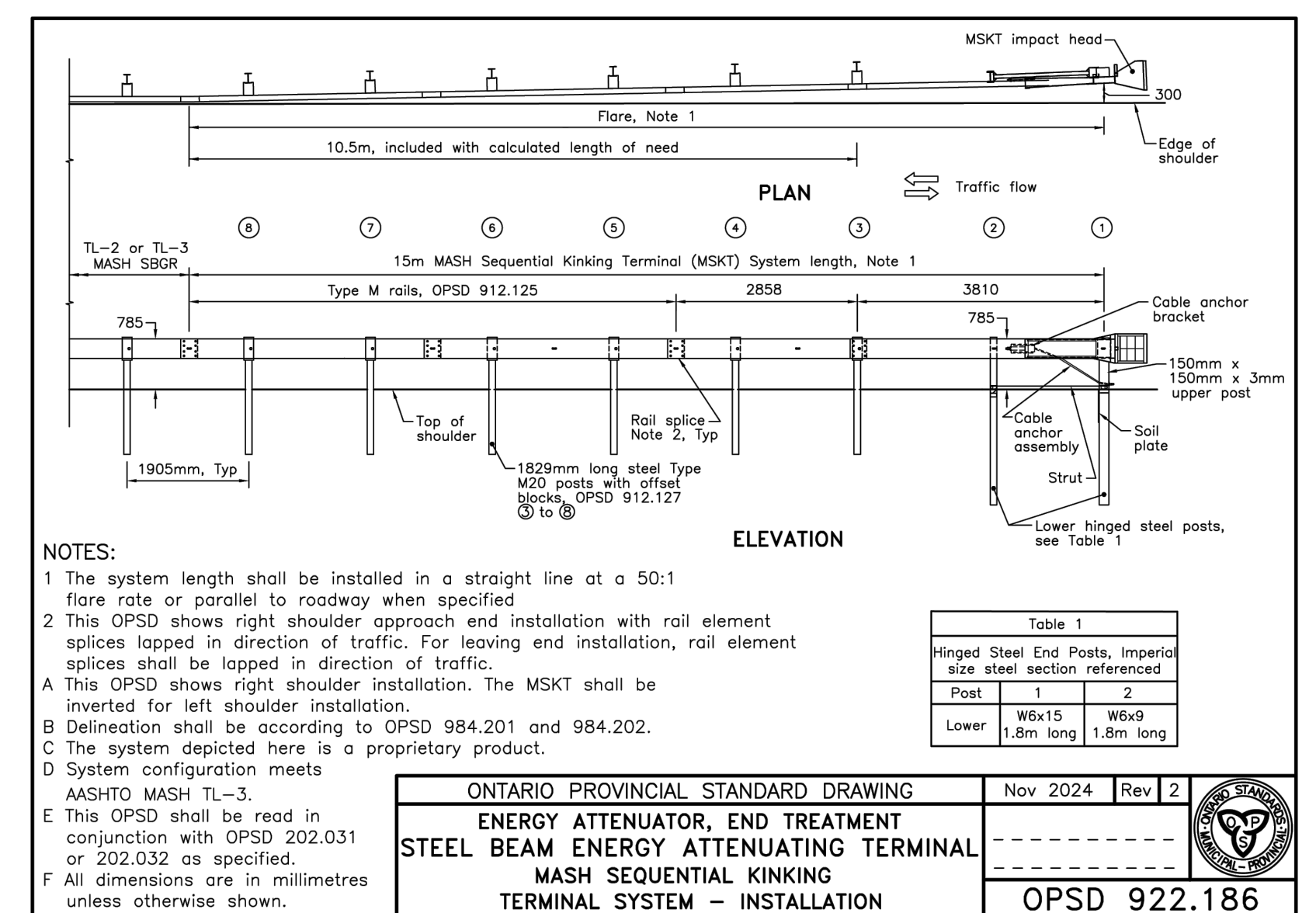
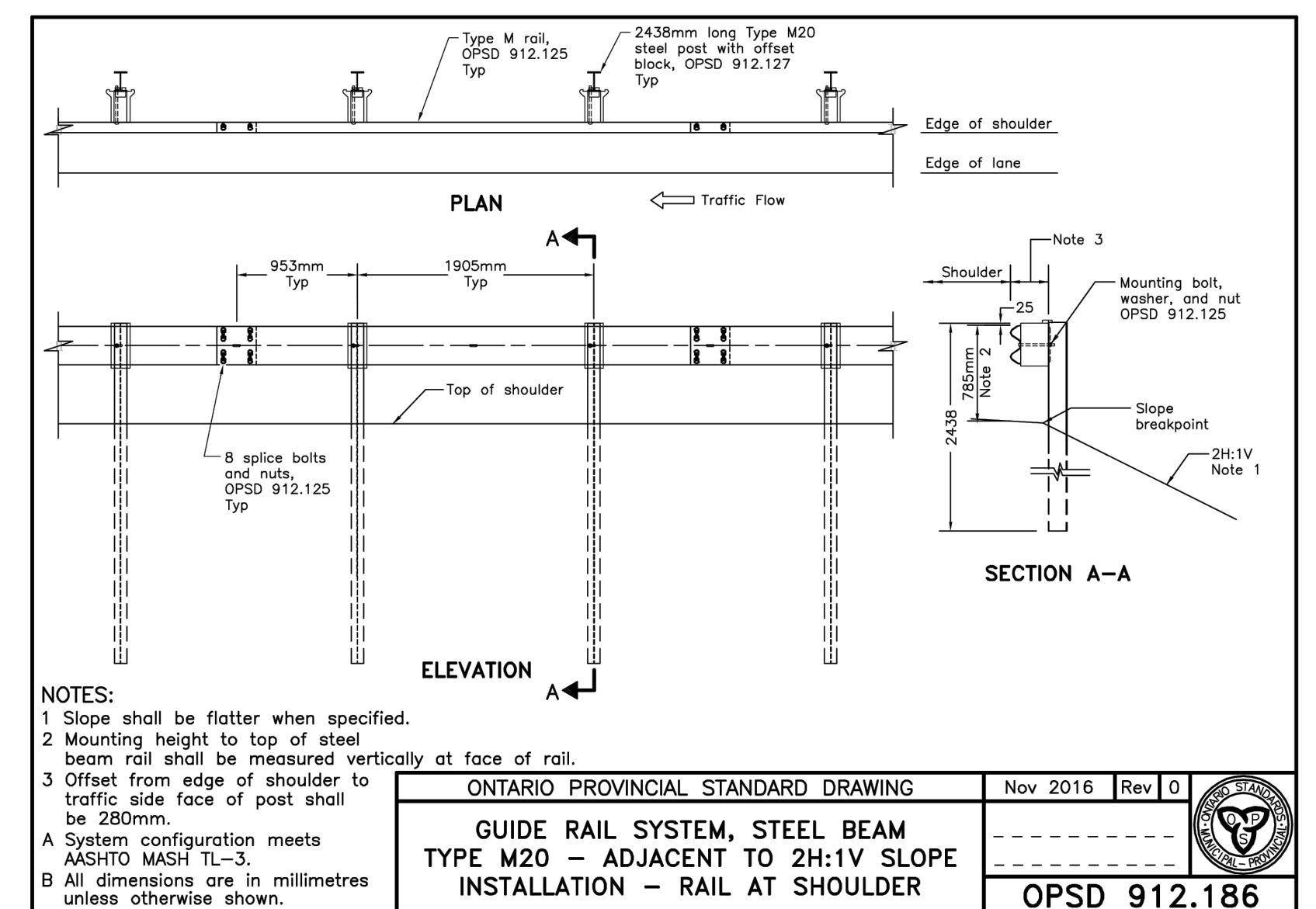
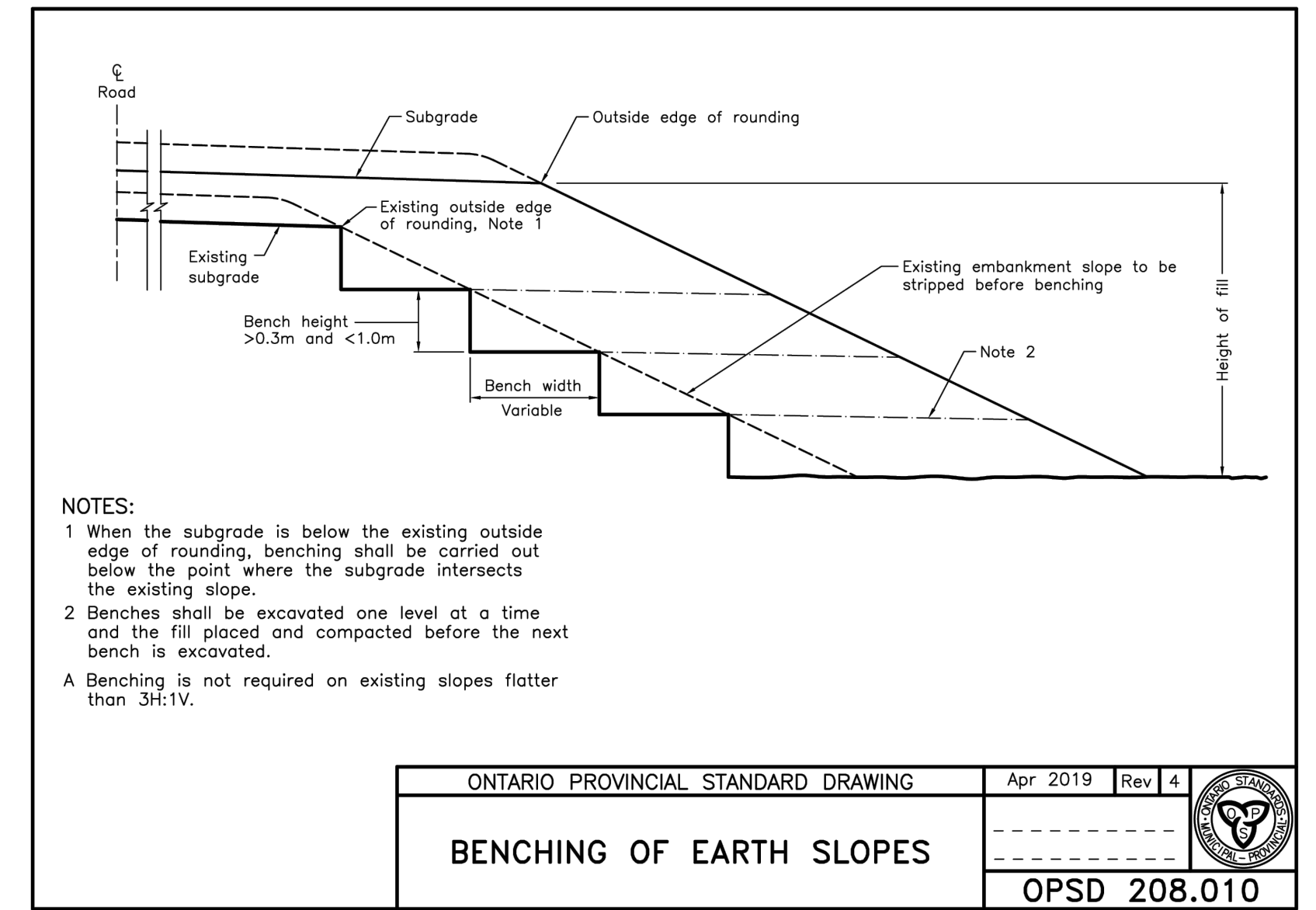
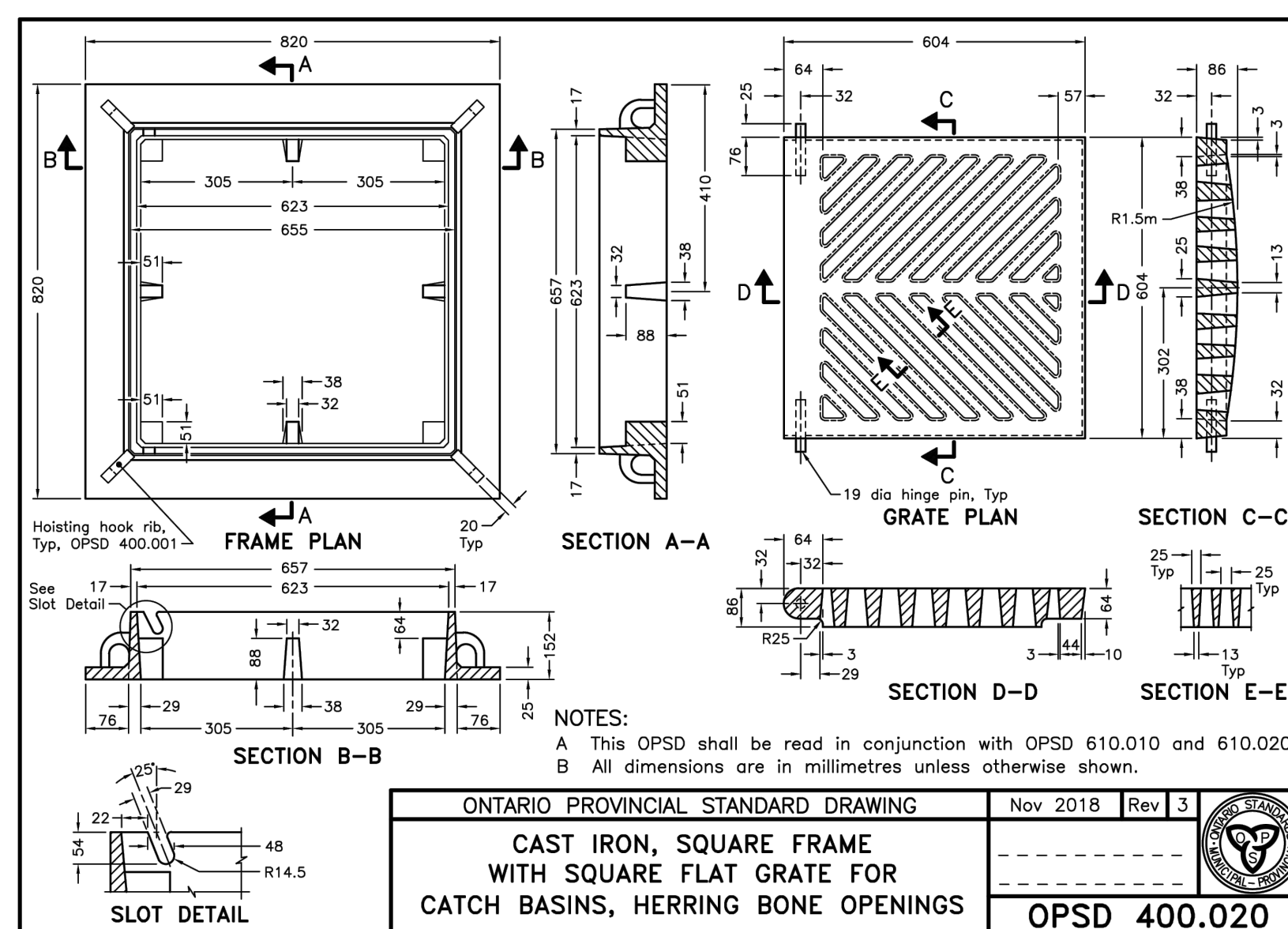
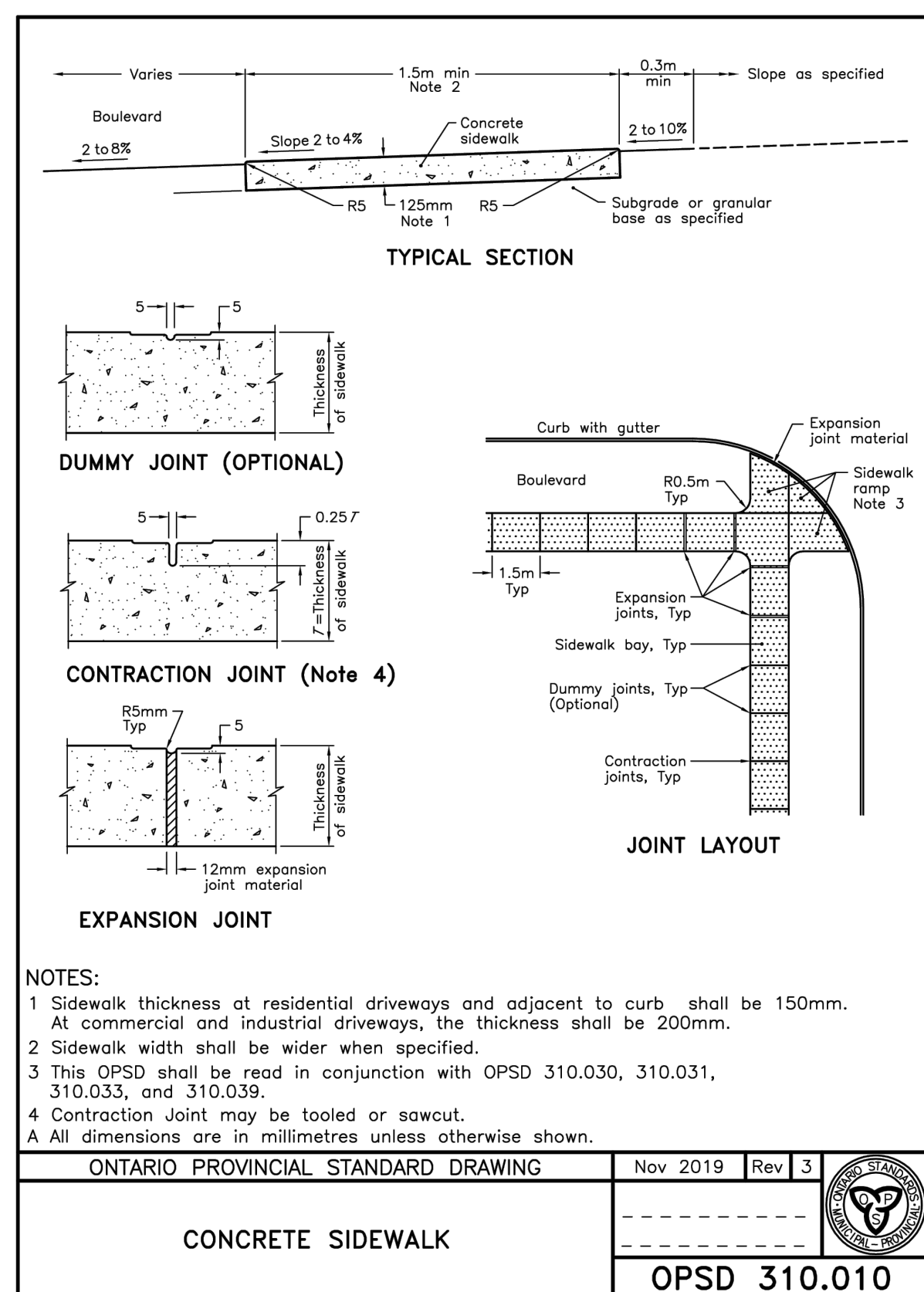
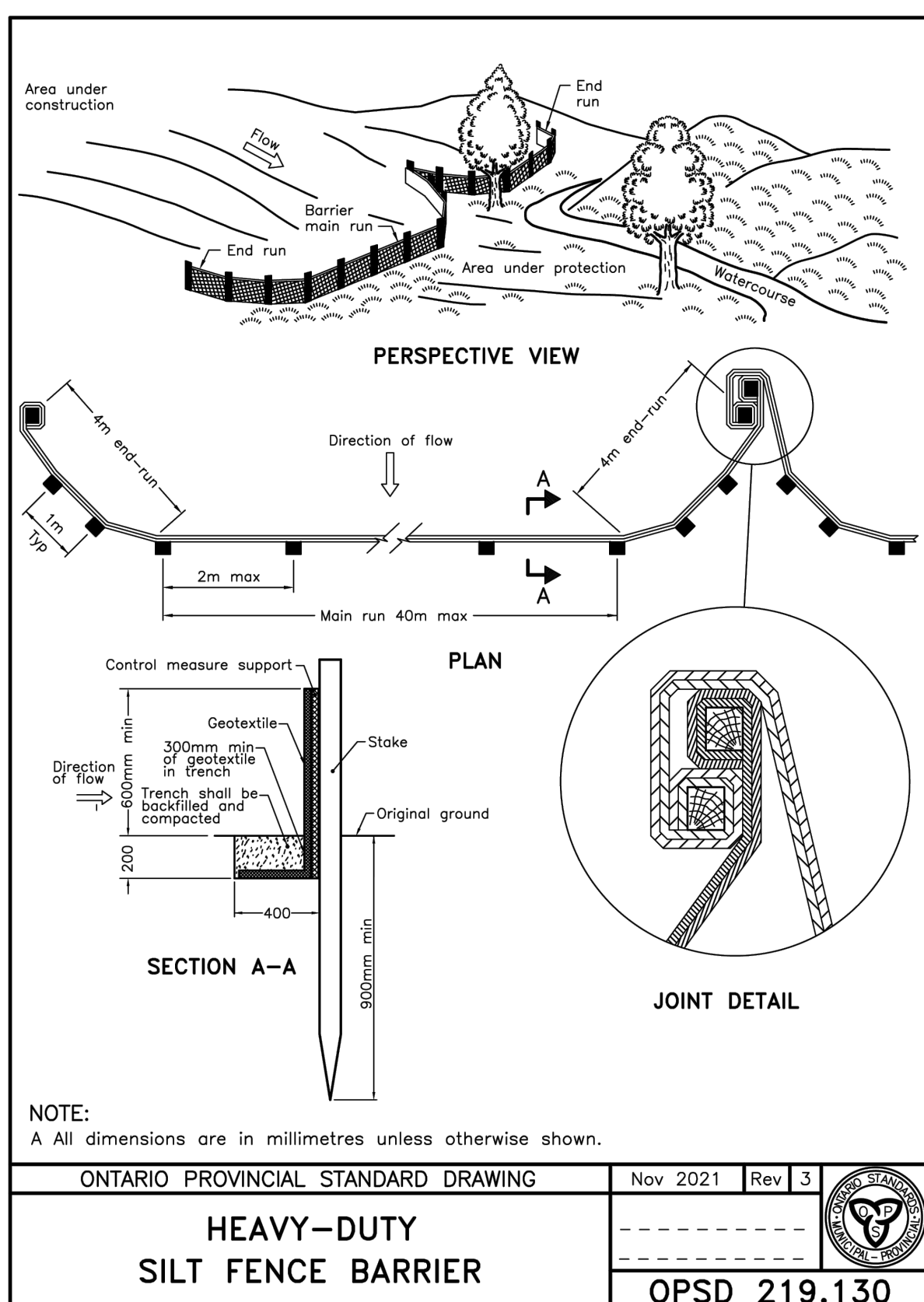
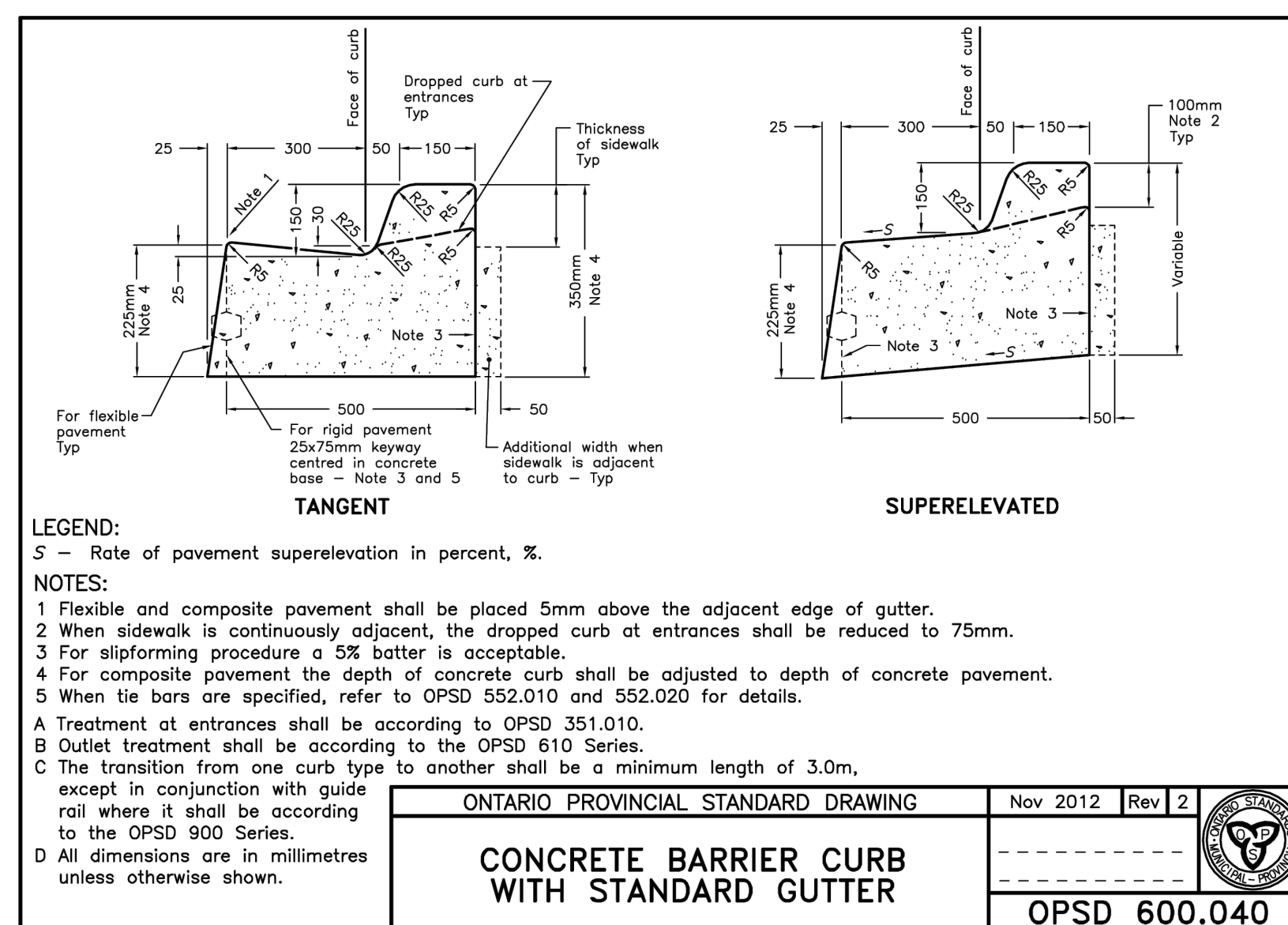
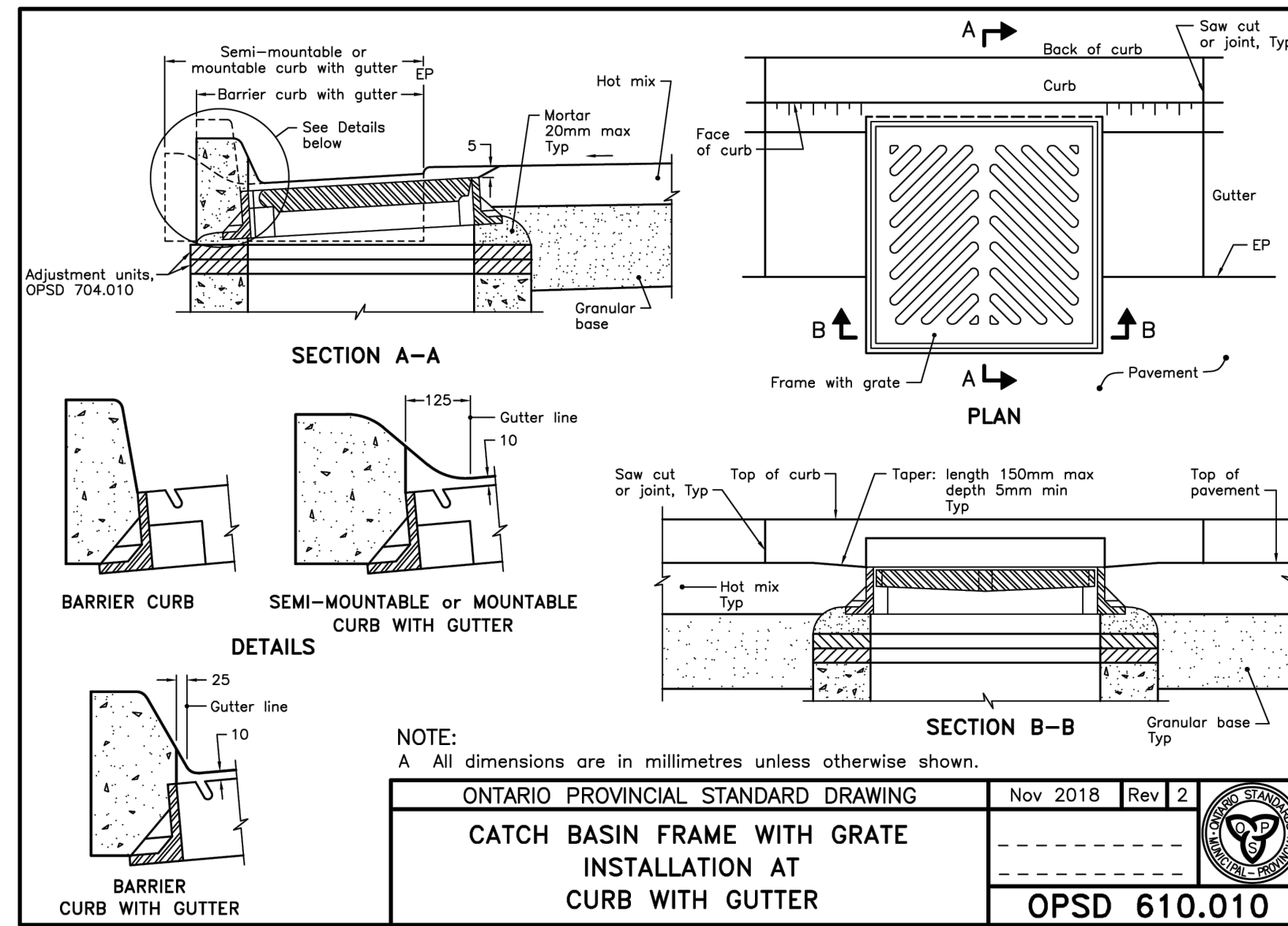
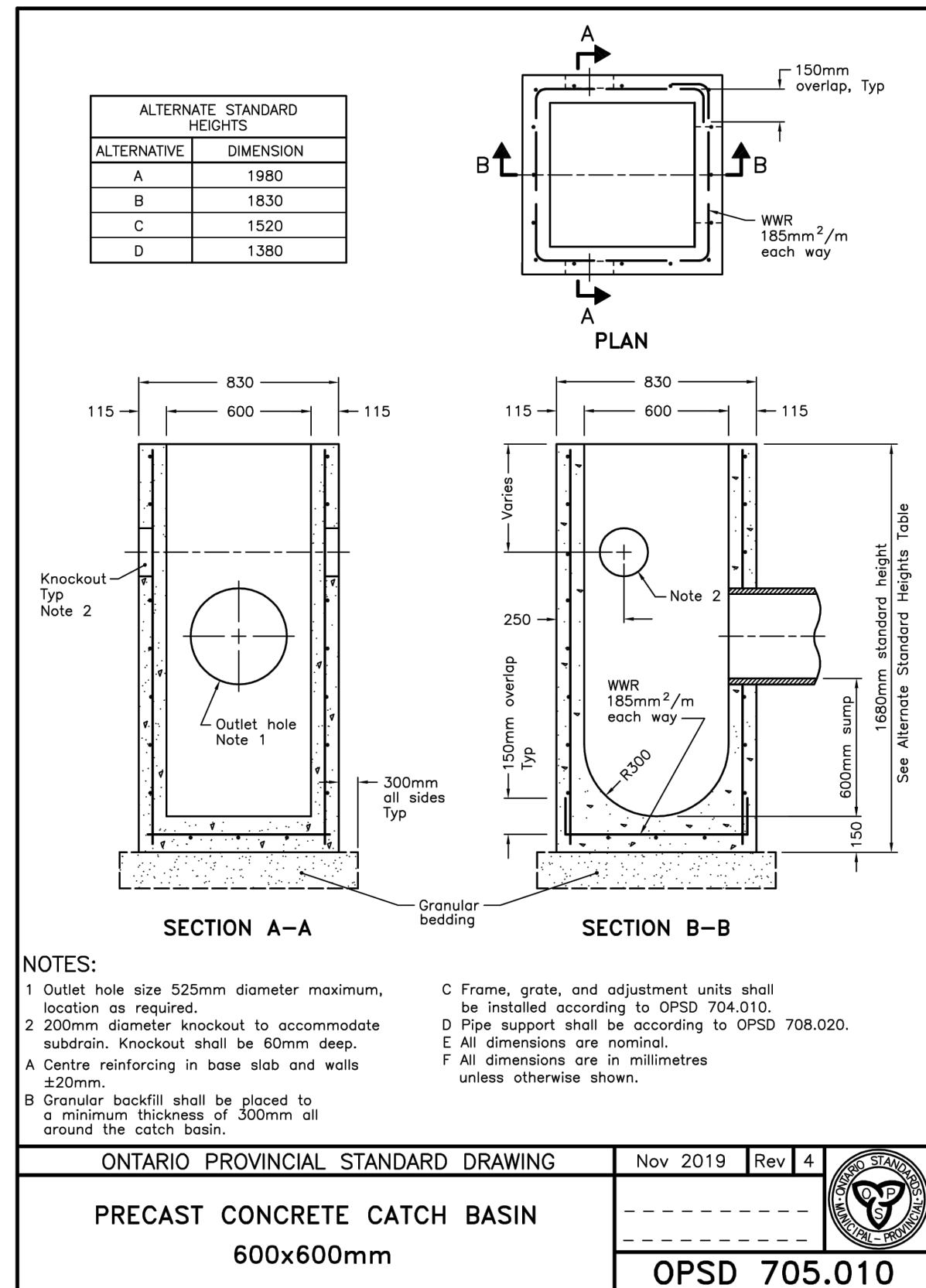
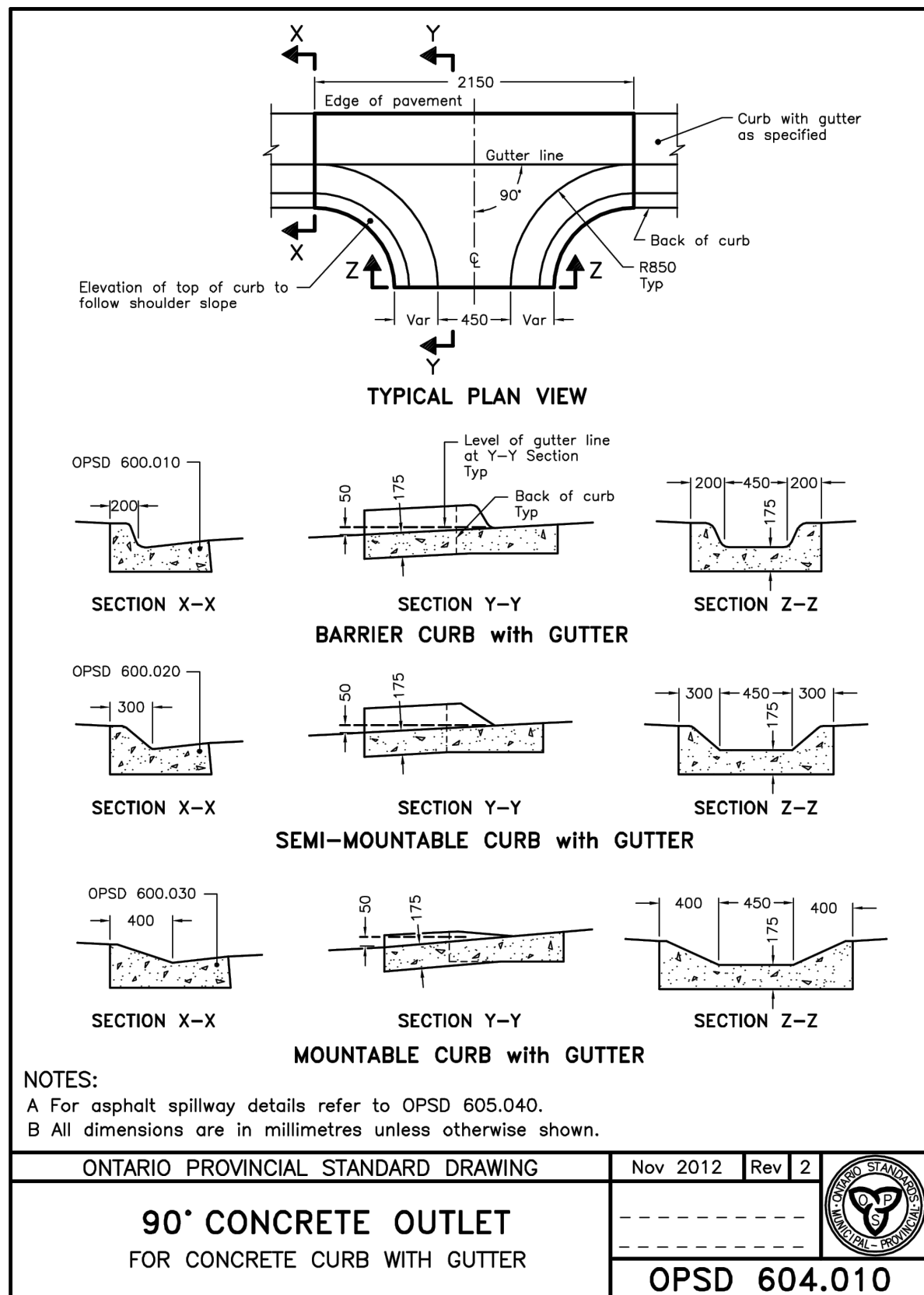
COLD WEATHER REQUIREMENTS
THE FOLLOWING COLD WEATHER REQUIREMENTS SHALL APPLY WHENEVER THE AIR TEMPERATURE IS AT OR BELOW 5°C, OR WHEN THERE IS A PROBABILITY OF ITS FALLING BELOW 5°C WITHIN 24 HOURS OF PLACING CONCRETE. NO COLD WEATHER CONCRETE WORK SHOULD BE DONE WITHOUT APPROVAL BY THE DESIGN ENGINEER.
1. ALL COLD WEATHER CONCRETING SHALL BE COMPLETED IN ACCORDANCE WITH CSA A23.1 / A23.2 (LATEST EDITION).
2. ALL MATERIALS AND HEATING EQUIPMENT NEEDED FOR ADEQUATE PROTECTION AND CURING SHALL BE ON HAND AND READY FOR USE BEFORE PLACEMENT IS STARTED. PROTECTION SHALL BE PROVIDED BY MEANS OF HEATED ENCLOSURES, COVERINGS, INSULATION, OR A SUITABLE COMBINATION OF THESE METHODS.
3. ALL AGGREGATES AND WATER SHALL BE PRE-HEATED. ALL FORMS, FILL AND GROUND WITH WHICH THE CONCRETE IS IN CONTACT OR IS CALCULATED TO COME IN CONTACT WITH SHALL BE DEFROSTED. STEEL REINFORCEMENT AND AGGREGATES SHALL BE PROTECTED BY ADEQUATE MEANS TO PREVENT FORMATION OF AN ICE FILM.
4. ALL CONCRETE SHALL HAVE A TEMPERATURE BETWEEN 10°C AND 25°C WHEN PLACED IN THE FORMS. REFER TO CAST-IN-PLACE CONCRETE NOTES FOR CURING TYPES. MAINTAIN THE FOLLOWING CONCRETE TEMPERATURES DURING CURING: • CURING TYPE 1 - 10°C FOR 3 DAYS (OR UNTIL 40% OF SPECIFIED STRENGTH IS OBTAINED) • CURING TYPE 2 - 10°C FOR 10 DAYS (OR UNTIL 70% OF SPECIFIED STRENGTH IS OBTAINED)
5. ALL CANVAS OR OTHER PROTECTIVE COVERING SHALL BE KEPT CLEAR OF ALL CONCRETE IN ORDER TO PERMIT FREE CIRCULATION OF AIR ALL AROUND ALL WALLS, COLUMNS, AND OVER THE TOPS OF ALL SLABS.
6. THE HEATING PROTECTION SHALL NOT BE COMPLETELY REMOVED UNTIL THE CONCRETE HAS COOLED TO A MAXIMUM TEMPERATURE DIFFERENTIAL BETWEEN THE CONCRETE AND AIR TEMPERATURE OF 12°C.
7. THE CONTRACTOR IS TO PROTECT ALL FOUNDING SOIL FROM FREEZING DURING THE CONSTRUCTION PERIOD. THIS INCLUDES FOOTINGS THAT HAVE BEEN CAST.

CONCRETE REQUIREMENTS
1. ALL CONCRETE MATERIALS, FORMWORK, TOLERANCES AND CONSTRUCTION SHALL CONFORM TO CSA A23.1 / A23.2 (LATEST EDITION).
2. DO NOT ADD WATER TO CONCRETE ON SITE, UNLESS APPROVED BY THE DESIGN ENGINEER.
3. PROVIDE PORTLAND CEMENT OF CANADIAN MANUFACTURE CONFORMING WITH CSA-A3000 (LATEST EDITION), TYPE GU.
4. CAST-IN-PLACE CONCRETE TO CONFORM TO ONTARIO PROVINCIAL STANDARD SPECIFICATION OPSS 904 AND THE FOLLOWING: - CONCRETE SHALL BE EXPOSURE CLASS C-1 - MAXIMUM WATER-TO-CEMENTING MATERIALS RATIO SHALL BE 0.4 (TABLE). - AGGREGATE SIZE SHALL BE MAX 13mm FOR PATCH WORK AND 14-20mm FOR ALL OTHER CONCRETE. - AIR CONTENT 5-8% (CATEGORY 1, TABLE 4).
5. PROVIDE CLEAN, UNCOATED SAND AND COARSE AGGREGATES FROM APPROVED SOURCES WHICH CONFORM WITH CSA A23.1 / A23.2 (LATEST EDITION). NOMINAL SIZE OF COARSE AGGREGATES TO BE 14 mm (½") - 20 mm (¾")
6. CONCRETE SLUMPS SHALL BE CONSISTENT AT 80 mm (3") ± 20 mm (¾"). ADMIXTURES, WHERE APPROVED BY THE ENGINEER, SHALL CONFORM TO ASTM C494/C494M, AND MAY BE USED TO INCREASE THE SLUMP ABOVE THIS VALUE.
7. ALL CONCRETE ADMIXTURES SHALL CONFORM TO CAN/CSA A23.1 / A23.2 (LATEST EDITION) CLAUSE 4.2.4.
8. CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS OF 35 MPa. CLEAR COVER TO REINFORCING STEEL TO BE 70mm ±20mm UNLESS OTHERWISE NOTED.

REINFORCING STEEL
1. ALL REINFORCING STEEL TO BE BLACK STEEL UNLESS NOTED.
2. REINFORCING STEEL SHALL BE CSA G30.18-09 (R2014) GRADE 400W.
3. ALL REINFORCING BAR LAPS AS PER CANADIAN HIGHWAY BRIDGE DESIGN CODE (CSA S6-19) OR AS SHOWN.
4. BAR HOOKS SHALL HAVE STANDARD HOOK DIMENSIONS USING MINIMUM BEND DIAMETERS, WHILE STIRRUPS AND TIES SHALL HAVE MINIMUM HOOK DIMENSIONS. ALL HOOKS SHALL BE IN ACCORDANCE WITH THE STRUCTURAL STANDARD DRAWING SS12-1 UNLESS INDICATED OTHERWISE.
5. THE CONTRACTOR SHALL SUPPLY PLACING DRAWINGS AND BAR LISTS IN ACCORDANCE WITH THE REINFORCING STEEL INSTITUTE OF CANADA, MANUAL OF STANDARD PRACTICE, CHAPTER 5, "SUBMISSION OF PLACING DRAWINGS AND BAR LISTS."
6. ALL REINFORCING BARS SHALL BE SECURELY TIED, SUPPORTED IN THE FORMS AND SPACED WITH STANDARD ACCESSORIES SO THAT THERE IS NO MOVEMENT DURING CONCRETE PLACEMENT.
7. REINFORCING IS TO BE PLACED IN GENERAL ACCORDANCE WITH REINFORCING STEEL INSTITUTE OF CANADA, MANUAL OF STANDARD PRACTICE, CHAPTER 7, ALL SPLICES SHALL BE A CLASS "B" SPLICE, UNLESS OTHERWISE NOTED.
8. ALL REINFORCING STEEL IN PLACE TO BE MADE AVAILABLE FOR REVIEW BY ENGINEER BEFORE POURING THE CONCRETE. ENGINEER TO BE NOTIFIED WELL IN ADVANCE OF POURING SCHEDULE. ENGINEER TO CARRY OUT REVIEW AT THEIR DISCRETION.



REVISIONS				BENCHMARK		PROJECT INFORMATION					
NO.	REVISION NOTE	DATE	BY			16TH STREET EAST PEDESTRIAN TUNNEL REHABILITATION & SIDEWALK EXPANSION					
2	ISSUED FOR 60% DESIGN REVIEW	03/16/26	J.B.			PRELIMINARY NOT FOR CONSTRUCTION					
1	ISSUED FOR CONCEPTUAL ROADWAY WIDENING	01/09/26	J.B.			NOTES AND DETAILS 1					
						DESIGNED BY	DD	HORIZ SCALE	AS NOTED	PROJECT #	25248
						DRAWN BY	TW	VERT SCALE	AS NOTED	DRAWING #	ND-1
						CHECKED BY	JB	DATE	FEB 05, 2025	REVISION #	2



NO.	REVISION NOTE	DATE	BY
2	ISSUED FOR 60% DESIGN REVIEW	03/16/26	J.B.
1	ISSUED FOR CONCEPTUAL ROADWAY WIDENING	01/09/26	J.B.

BENCHMARK

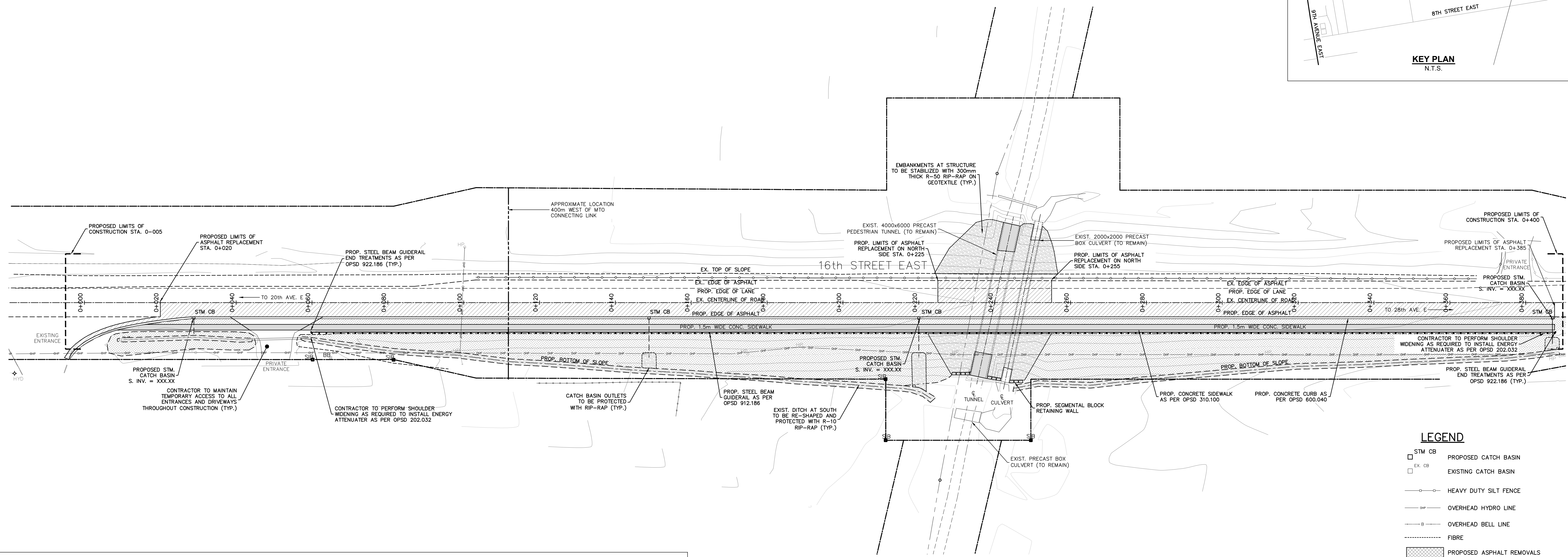
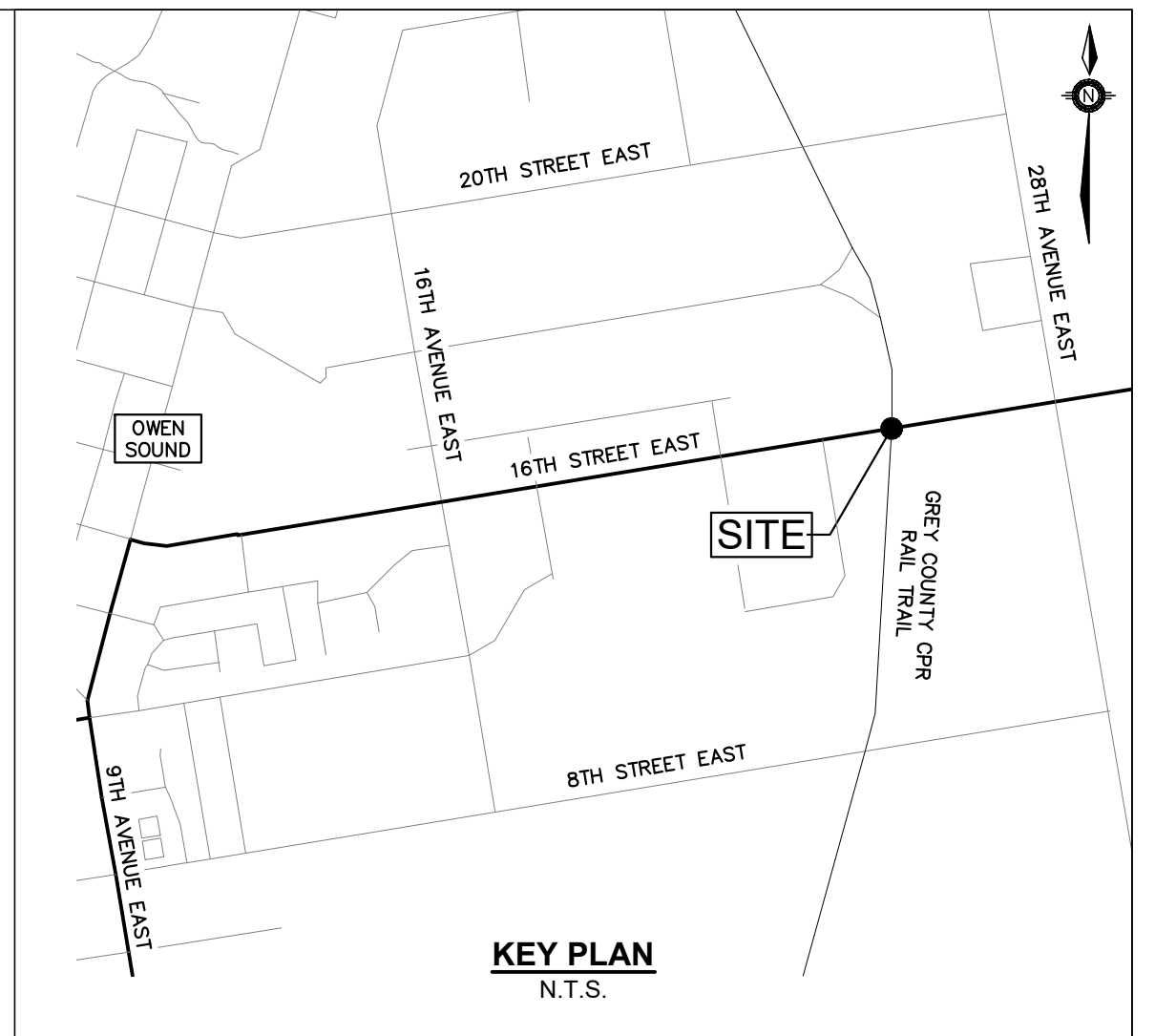
PRELIMINARY
NOT FOR CONSTRUCTION

16TH STREET EAST
PEDESTRIAN TUNNEL REHABILITATION
& SIDEWALK EXPANSION

NOTES AND DETAILS 2

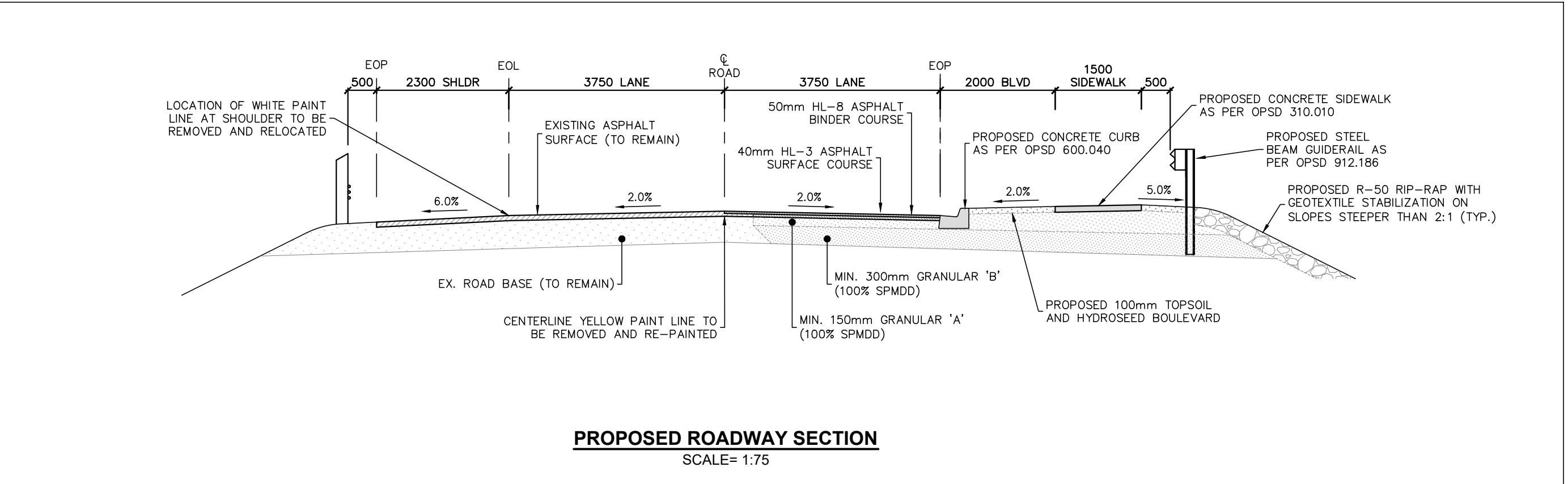
PEARSON ENGINEERING
 PEARSONENG.COM PH. 705.719.4785

DESIGNED BY	DD	HORIZ SCALE	AS NOTED	PROJECT #	25248
DRAWN BY	TW	VERT SCALE	AS NOTED	DRAWING #	ND-2
CHECKED BY	JB	DATE	FEB 05, 2025	REVISION #	2



LEGEND

	STM CB	PROPOSED CATCH BASIN
	EX. CB	EXISTING CATCH BASIN
	HEAVY DUTY SILT FENCE	
	OVERHEAD HYDRO LINE	
	OVERHEAD BELL LINE	
	FIBRE	
	PROPOSED ASPHALT REMOVALS	
	PROPOSED ASPHALT LIMITS	
	PROPOSED CONCRETE SIDEWALK	
	PROPOSED RIP-RAP PROTECTION	
	EX. BELL PEDESTAL	
	EX. LIGHT STAND	
	PROPOSED ELEVATION	
	EXISTING ELEVATION	
	PROPOSED DIRECTION AND GRADE	
	BACK OF CURB	
	EDGE OF PAVEMENT	
	PROP. CURB CUT LOCATION	
	EX. CURB CUT LOCATION	



THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND/OVERHEAD UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED.

BEFORE STARTING WORK, THE CONTRACTOR SHALL CONFIRM THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR ANY DAMAGE TO THEM.

NO.	REVISION NOTE	DATE	BY
2	ISSUED FOR 60% DESIGN REVIEW	03/16/26	J.B.
1	ISSUED FOR CONCEPTUAL ROADWAY WIDENING	01/09/26	J.B.

BENCHMARK

BM#1 = 232.22m NAIL IN HYDRO POLE ON SOUTH SIDE OF 16th STREET EAST, WEST OF PEDESTRIAN TUNNEL.
BM#2 = 228.15 TOP OF GRATE OF EXISTING MANHOLE LOCATED SOUTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.
BM#3 = 228.07 TOP OF GRATE OF EXISTING MANHOLE LOCATED NORTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.

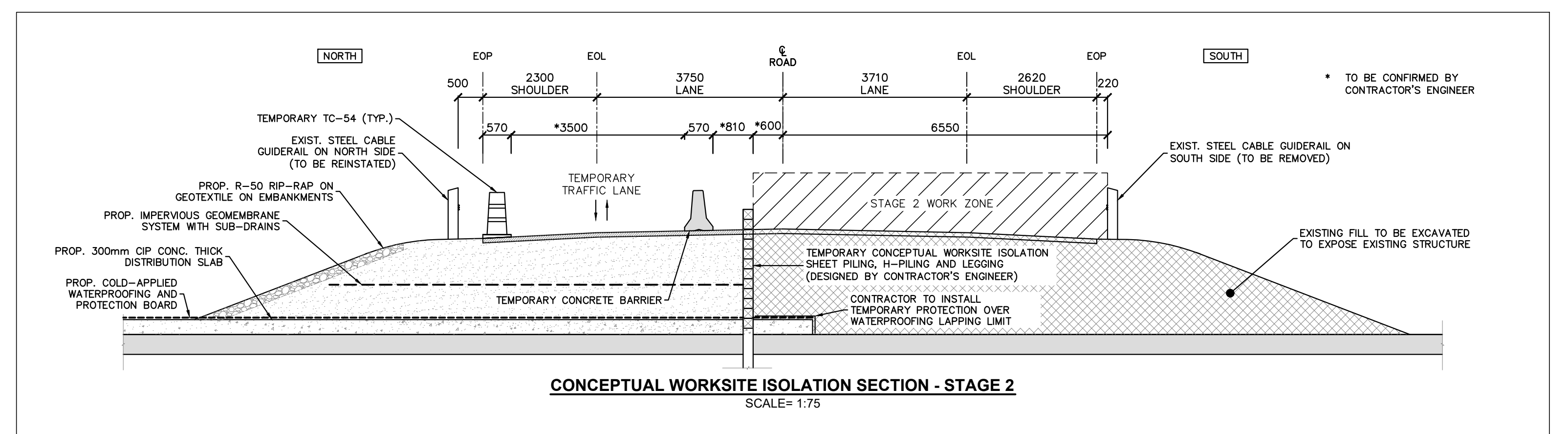
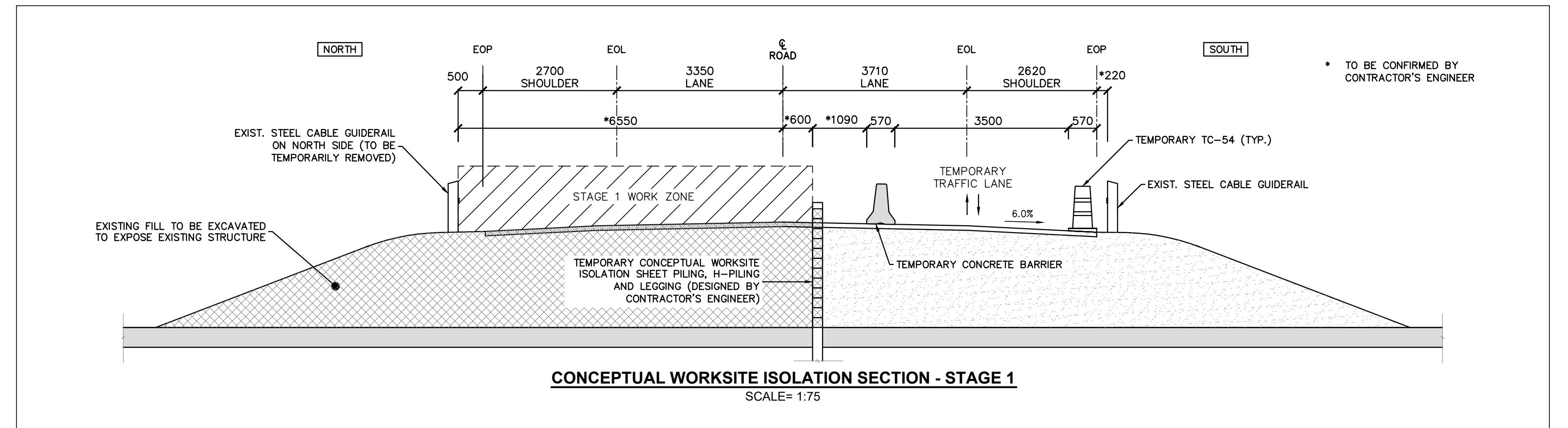
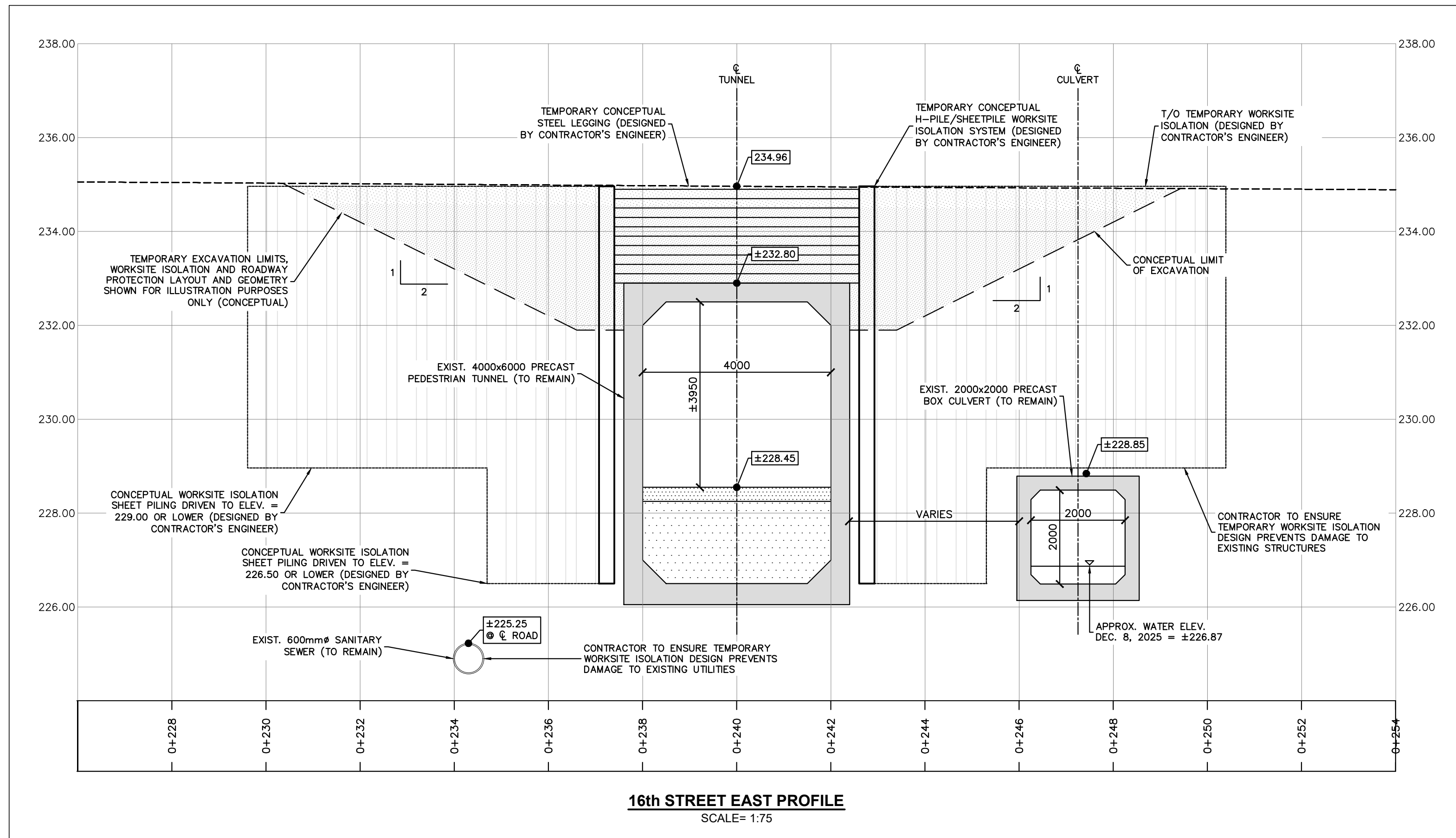
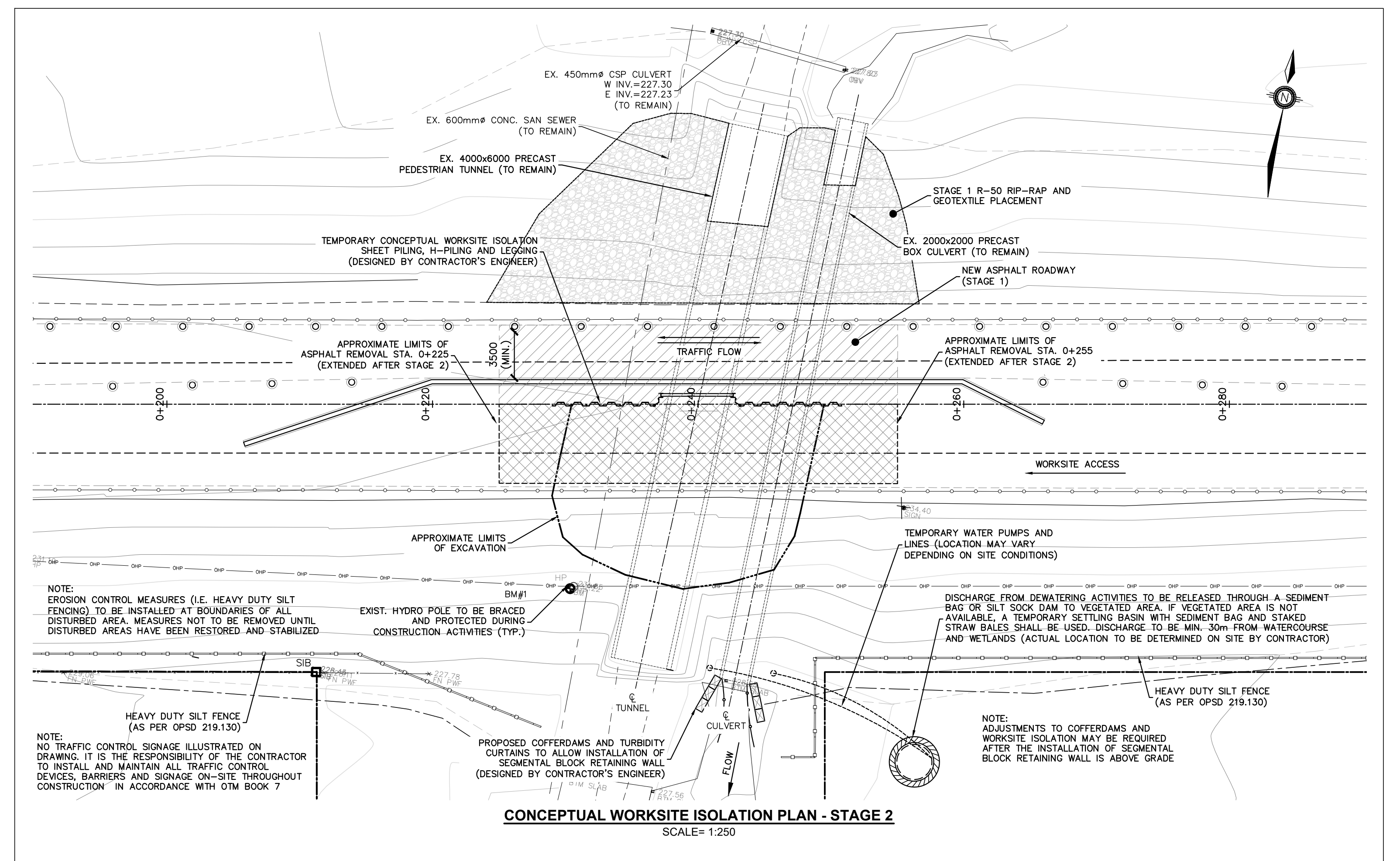
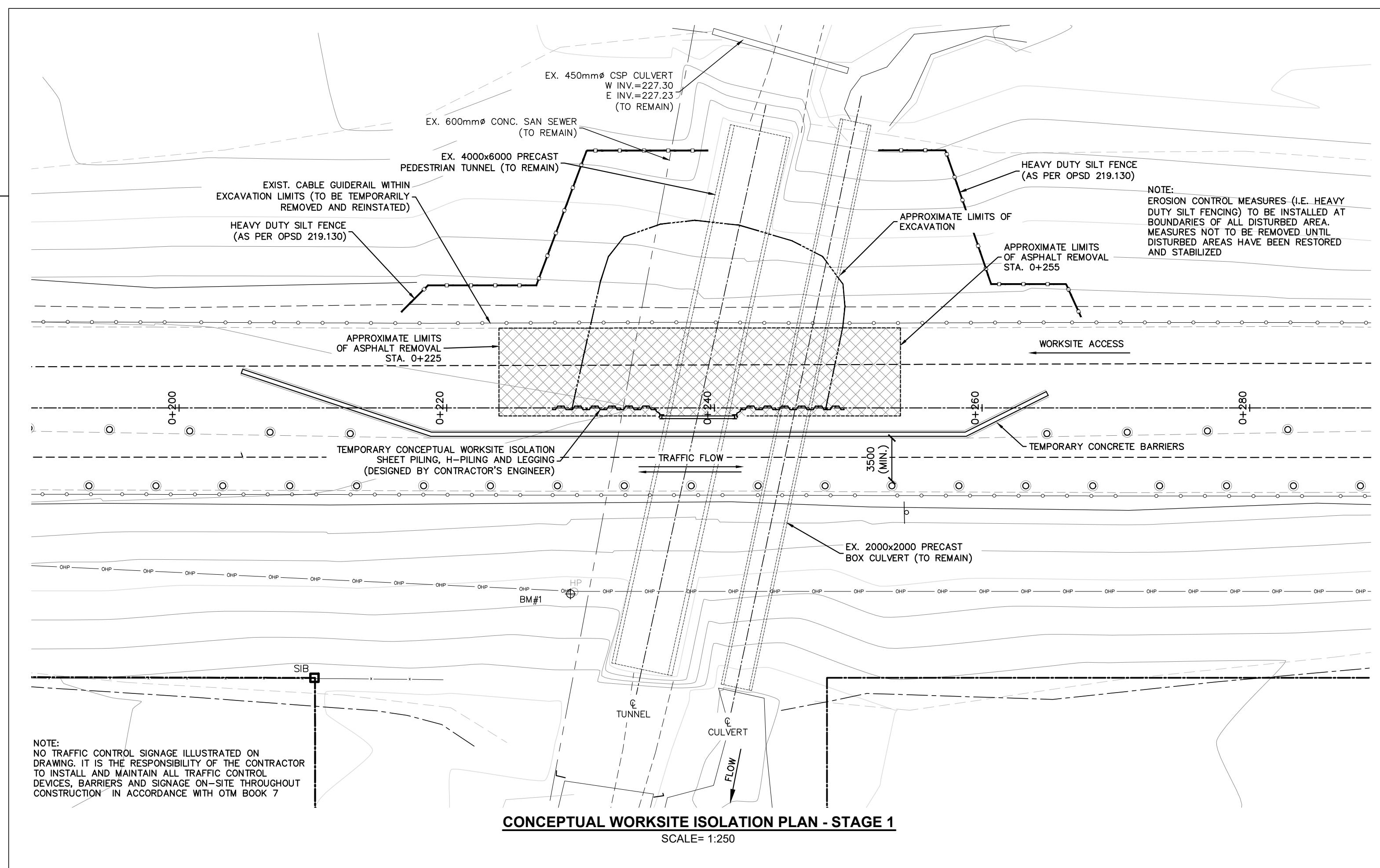
PRELIMINARY
NOT FOR CONSTRUCTION

**16TH STREET EAST
PEDESTRIAN TUNNEL REHABILITATION
& SIDEWALK EXPANSION**

PROPOSED SITE PLAN

**PEARSON
ENGINEERING**
PEARSONENG.COM PH. 705.719.4785

DESIGNED BY	DD	HORIZ SCALE	AS NOTED	PROJECT #	25248
DRAWN BY	TW	VERT SCALE	AS NOTED	DRAWING #	SP-2
CHECKED BY	JB	DATE	FEB 05, 2025	REVISION #	2



THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND/OVERHEAD UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED.

BEFORE STARTING WORK, THE CONTRACTOR SHALL CONFIRM THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR AND DAMAGE TO THEM.

NO.	REVISION NOTE	DATE	BY
2	ISSUED FOR 60% DESIGN REVIEW	03/16/26	J.B.
1	ISSUED FOR CONCEPTUAL ROADWAY WIDENING	01/09/26	J.B.

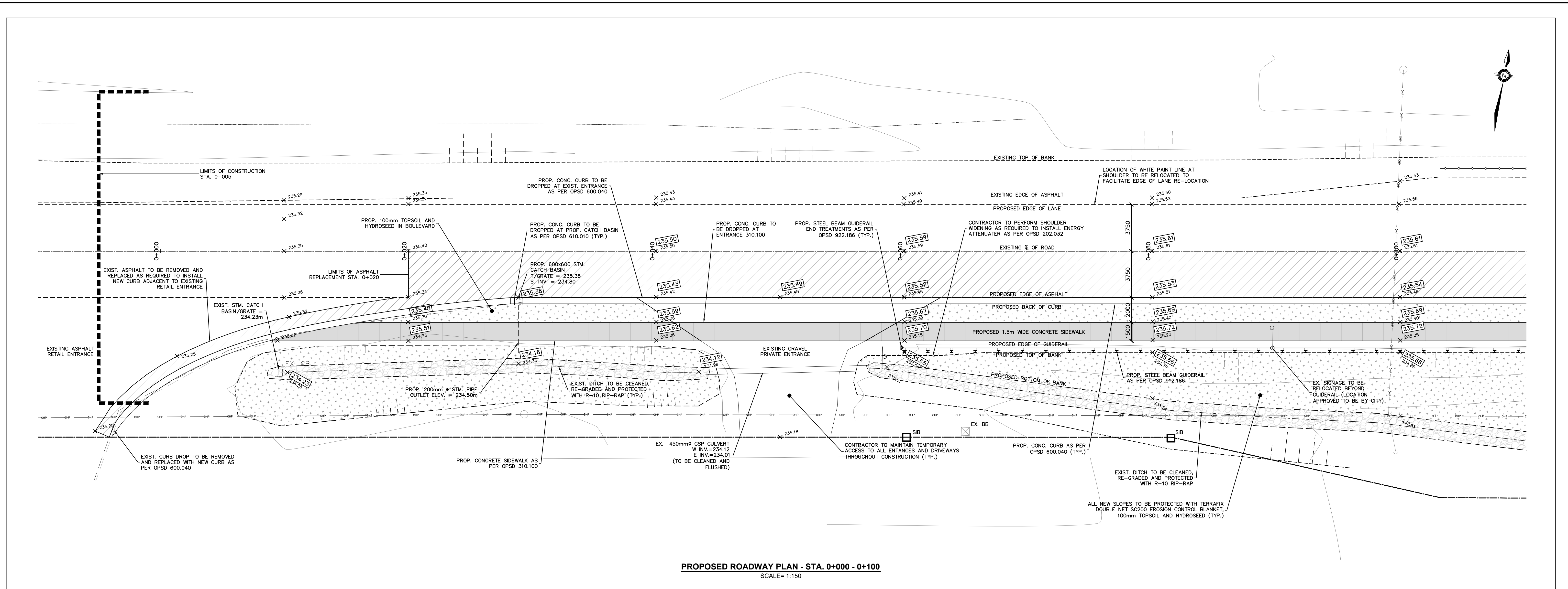
BENCHMARK	
BM#1 = 232.22m	NAIL IN HYDRO POLE ON SOUTH SIDE OF 16th STREET EAST, WEST OF PEDESTRIAN TUNNEL.
BM#2 = 228.15	TOP OF GRATE OF EXISTING MANHOLE LOCATED SOUTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.
BM#3 = 228.07	TOP OF GRATE OF EXISTING MANHOLE LOCATED NORTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.

PRELIMINARY
NOT FOR CONSTRUCTION

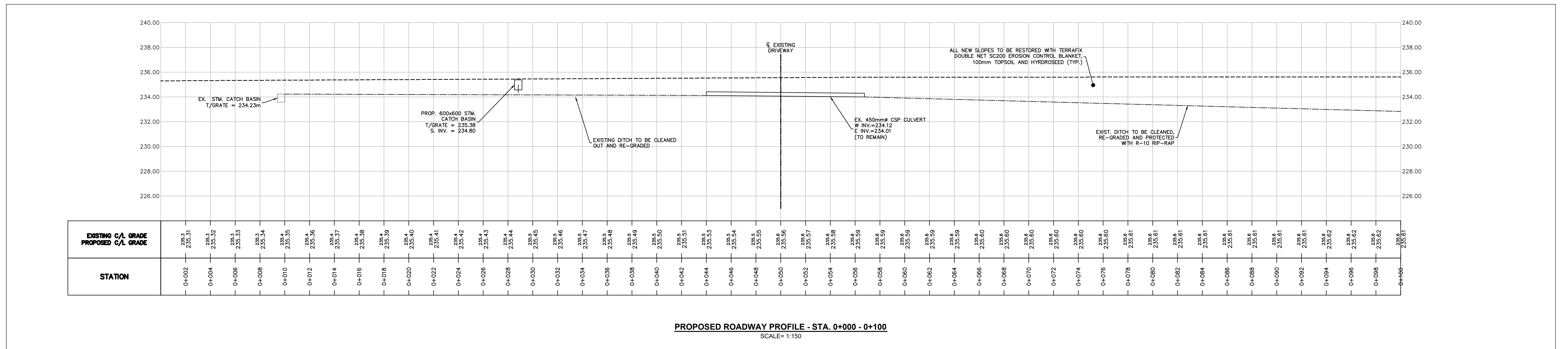
16TH STREET EAST
PEDESTRIAN TUNNEL REHABILITATION
& SIDEWALK EXPANSION

CONCEPTUAL WORKSITE
ISOLATION PLAN

		DESIGNED BY	DD	HORIZ SCALE	AS NOTED	PROJECT #	25248
		DRAWN BY	TW	VERT SCALE	AS NOTED	DRAWING #	WI-1
		CHECKED BY	JB	DATE	FEB 05, 2025	REVISION #	2



PROPOSED ROADWAY PLAN - STA. 0+000 - 0+100
SCALE=1:150



PROPOSED ROADWAY PROFILE - STA. 0+000 - 0+100
SCALE=1:150

THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND/OVERHEAD UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED.

BEFORE STARTING WORK, THE CONTRACTOR SHALL CONFIRM THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR ANY DAMAGE TO THEM.

NO.	REVISION NOTE	DATE	BY
2	ISSUED FOR 60% DESIGN REVIEW	03/16/26	J.B.
1	ISSUED FOR CONCEPTUAL ROADWAY WIDENING	01/09/26	J.B.

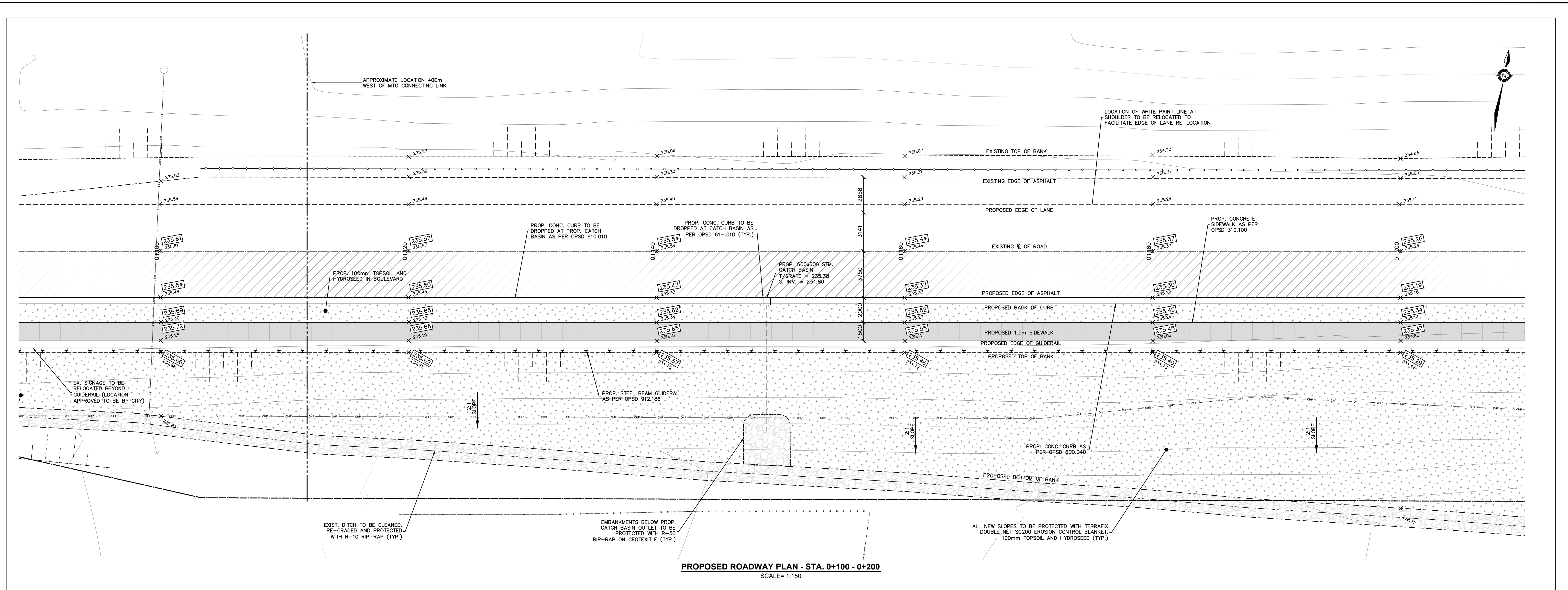
BENCHMARK
 BM#1 = 232.22m
 NAIL IN HYDRO POLE ON SOUTH SIDE OF 16th STREET EAST, WEST OF PEDESTRIAN TUNNEL.
 BM#2 = 228.15
 TOP OF GRATE OF EXISTING MANHOLE LOCATED SOUTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.
 BM#3 = 228.07
 TOP OF GRATE OF EXISTING MANHOLE LOCATED NORTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.

PRELIMINARY
NOT FOR CONSTRUCTION

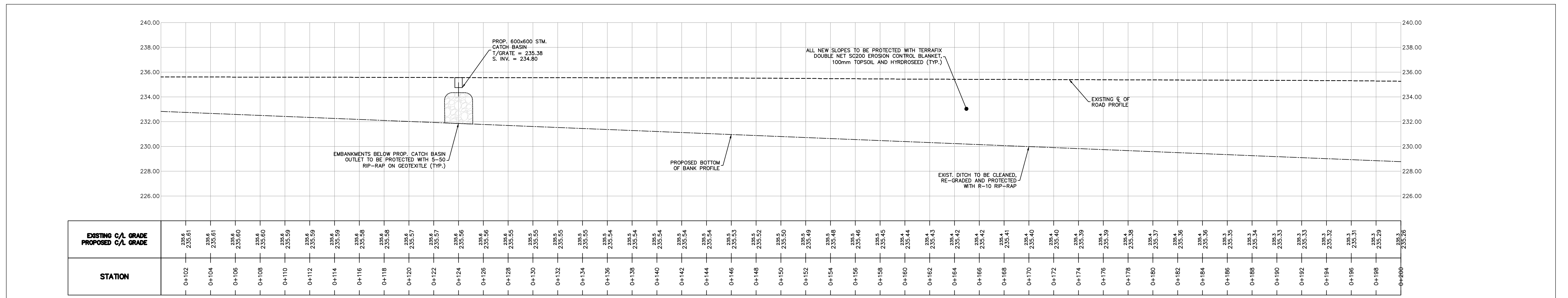
16TH STREET EAST
PEDESTRIAN TUNNEL REHABILITATION
& SIDEWALK EXPANSION

PROPOSED ROADWAY
PLAN & PROFILE 1

		PROJECT #	25248
DESIGNED BY	DD	HORIZ SCALE	AS NOTED
DRAWN BY	TW	VERT SCALE	AS NOTED
CHECKED BY	JB	DATE	FEB 05, 2025
DRAWING #			PP-1
REVISION #			2



PROPOSED ROADWAY PLAN - STA. 0+100 - 0+200
SCALE=1:150



PROPOSED ROADWAY PROFILE - STA. 0+100 - 0+200
SCALE=1:150

THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND/OVERHEAD UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED.

BEFORE STARTING WORK, THE CONTRACTOR SHALL CONFIRM THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR ANY DAMAGE TO THEM.

NO.	REVISION NOTE	DATE	BY
2	ISSUED FOR 60% DESIGN REVIEW	03/16/26	J.B.
1	ISSUED FOR CONCEPTUAL ROADWAY WIDENING	01/09/26	J.B.

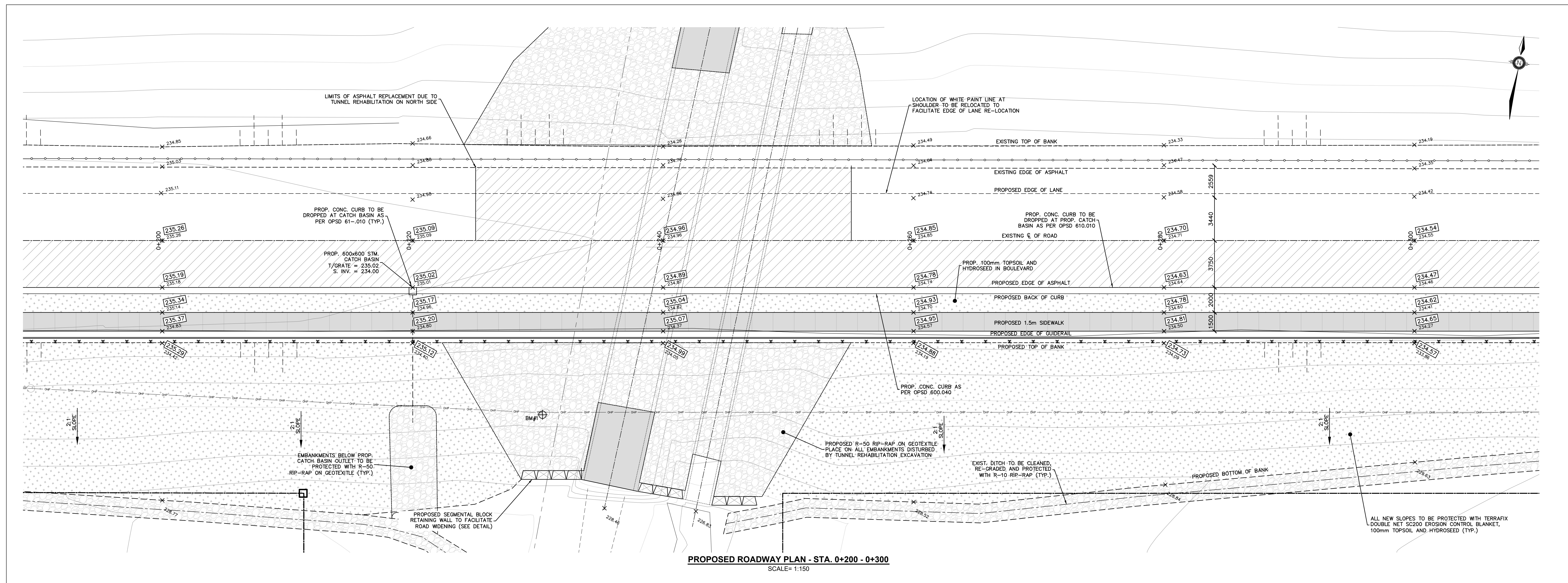
BENCHMARK
 BM#1 = 232.22m
 NAIL IN HYDRO POLE ON SOUTH SIDE OF 16th STREET EAST, WEST OF PEDESTRIAN TUNNEL.
 BM#2 = 228.15
 TOP OF GRATE OF EXISTING MANHOLE LOCATED SOUTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.
 BM#3 = 228.07
 TOP OF GRATE OF EXISTING MANHOLE LOCATED NORTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.

PRELIMINARY
NOT FOR CONSTRUCTION

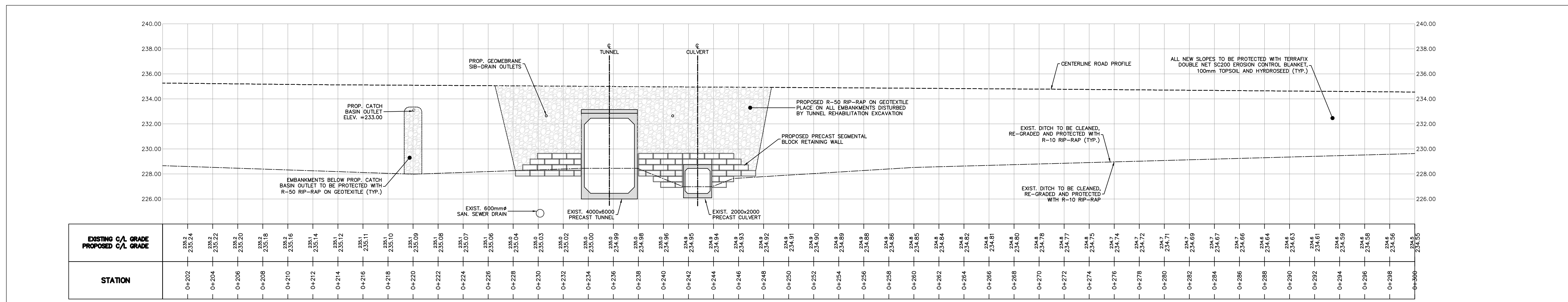
16TH STREET EAST
PEDESTRIAN TUNNEL REHABILITATION
& SIDEWALK EXPANSION

PROPOSED ROADWAY
PLAN & PROFILE 2

		DESIGNED BY	DD	HORIZ SCALE	AS NOTED	PROJECT #	25248
		DRAWN BY	TW	VERT SCALE	AS NOTED	DRAWING #	PP-2
		CHECKED BY	JB	DATE	FEB 05, 2025	REVISION #	2



PROPOSED ROADWAY PLAN - STA. 0+200 - 0+300
SCALE=1:150



PROPOSED ROADWAY PROFILE - STA. 0+200 - 0+300
SCALE=1:150

THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND/OVERHEAD UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED.

BEFORE STARTING WORK, THE CONTRACTOR SHALL CONFIRM THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR ANY DAMAGE TO THEM.

NO.	REVISION NOTE	DATE	BY
2	ISSUED FOR 60% DESIGN REVIEW	03/16/26	J.B.
1	ISSUED FOR CONCEPTUAL ROADWAY WIDENING	01/09/26	J.B.

BENCHMARK
 BM#1 = 232.22m
 NAIL IN HYDRO POLE ON SOUTH SIDE OF 16TH STREET EAST, WEST OF PEDESTRIAN TUNNEL.
 BM#2 = 228.15
 TOP OF GRATE OF EXISTING MANHOLE LOCATED SOUTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.
 BM#3 = 228.07
 TOP OF GRATE OF EXISTING MANHOLE LOCATED NORTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.

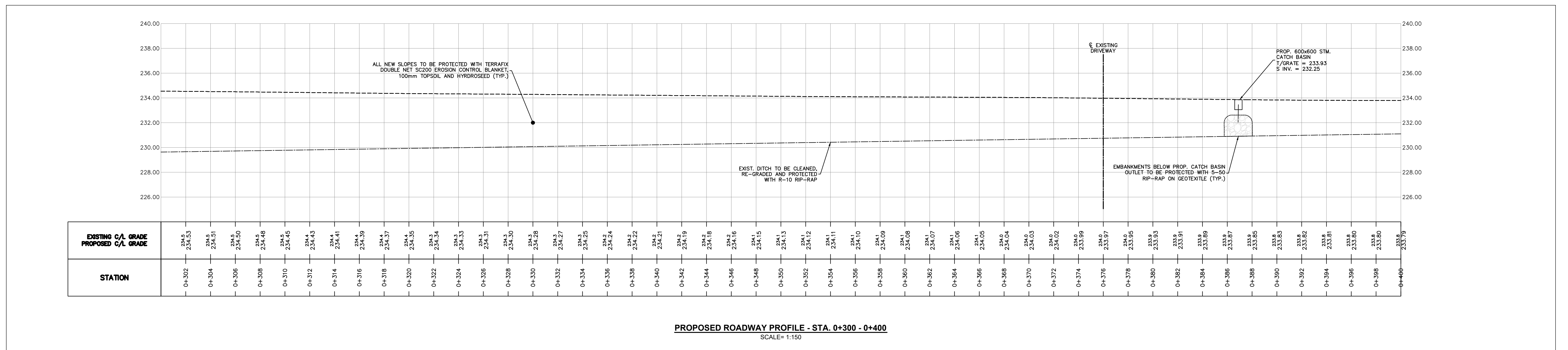
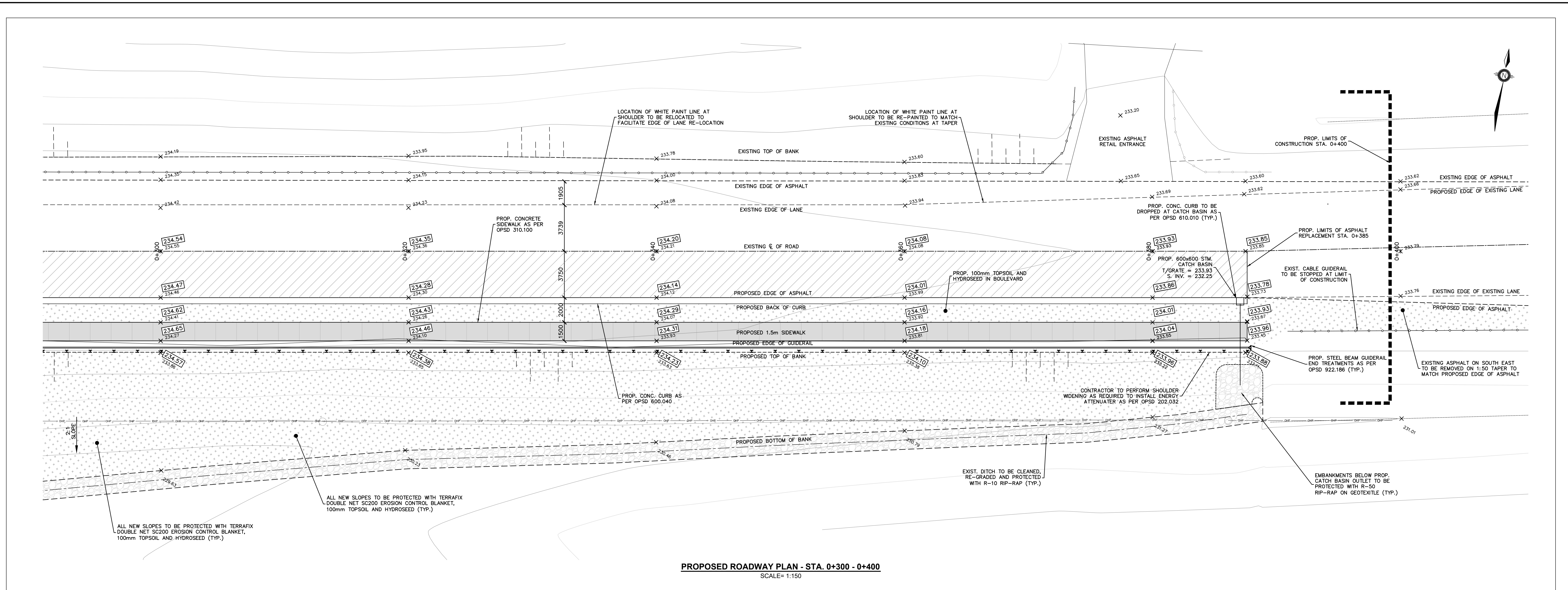
PRELIMINARY
 NOT FOR CONSTRUCTION

16TH STREET EAST
 PEDESTRIAN TUNNEL REHABILITATION
 & SIDEWALK EXPANSION

PROPOSED ROADWAY
 PLAN & PROFILE 3

PEARSON ENGINEERING
 PEARSONENG.COM PH. 705.719.4785

DESIGNED BY	DD	HORIZ SCALE	AS NOTED	PROJECT #	25248
DRAWN BY	TW	VERT SCALE	AS NOTED	DRAWING #	PP-3
CHECKED BY	JB	DATE	FEB 05, 2025	REVISION #	2



THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND/OVERHEAD UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED.

BEFORE STARTING WORK, THE CONTRACTOR SHALL CONFIRM THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR ANY DAMAGE TO THEM.

NO.	REVISION NOTE	DATE	BY
2	ISSUED FOR 60% DESIGN REVIEW	03/16/26	J.B.
1	ISSUED FOR CONCEPTUAL ROADWAY WIDENING	01/09/26	J.B.

BENCHMARK
 BM#1 = 232.22m
 NAIL IN HYDRO POLE ON SOUTH SIDE OF 16TH STREET EAST, WEST OF PEDESTRIAN TUNNEL.
 BM#2 = 228.15
 TOP OF GRATE OF EXISTING MANHOLE LOCATED SOUTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.
 BM#3 = 228.07
 TOP OF GRATE OF EXISTING MANHOLE LOCATED NORTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.

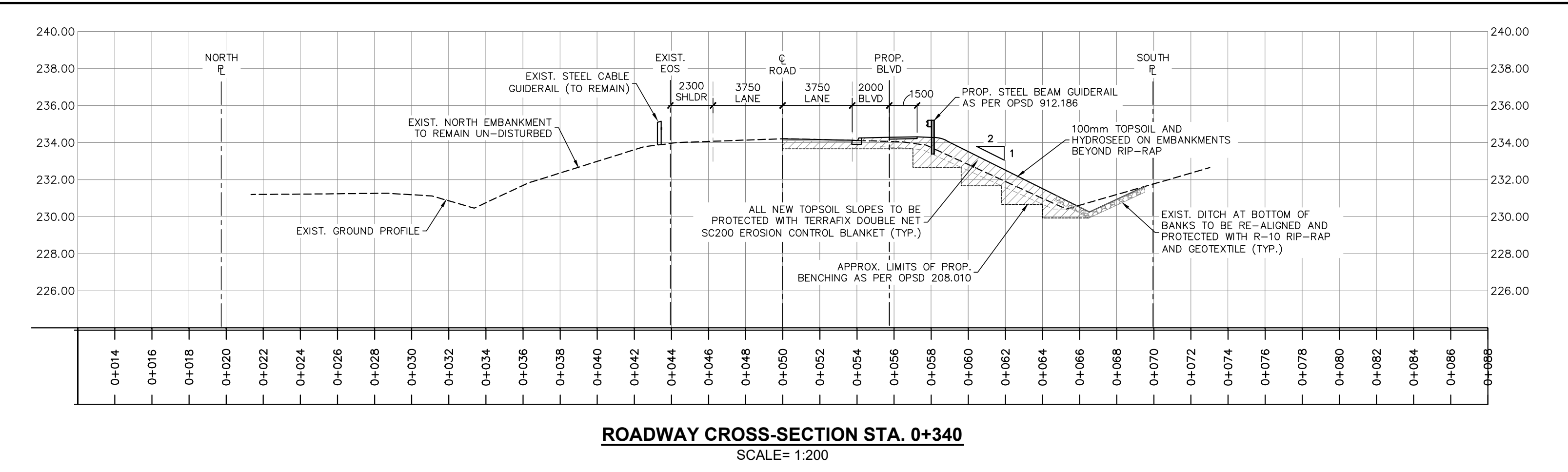
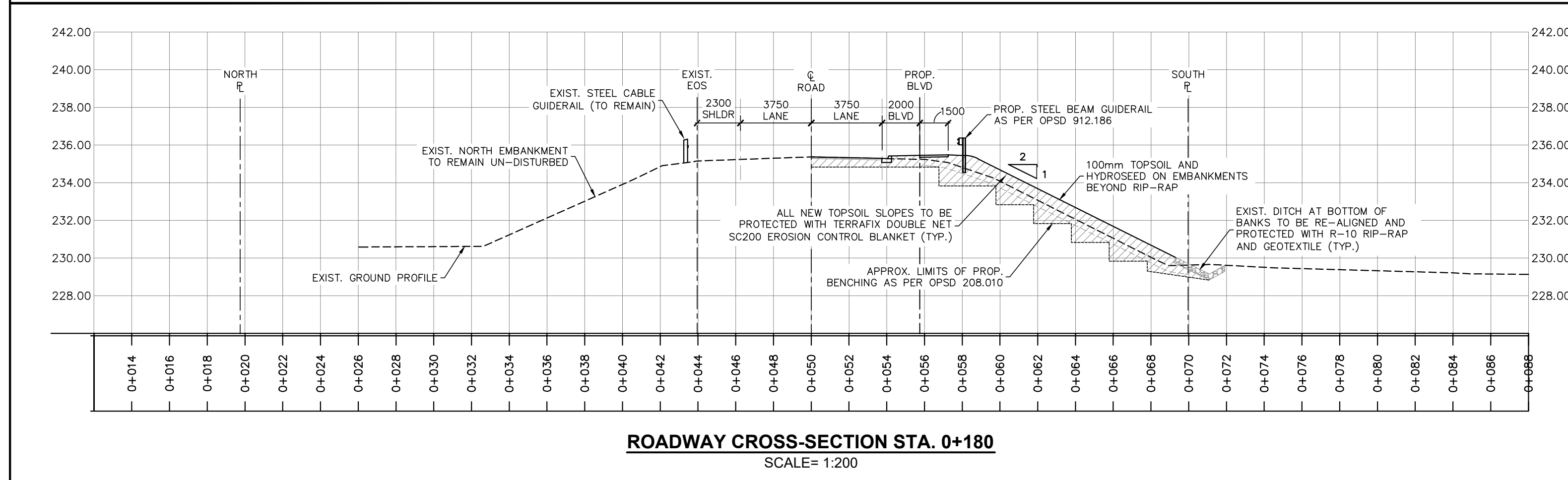
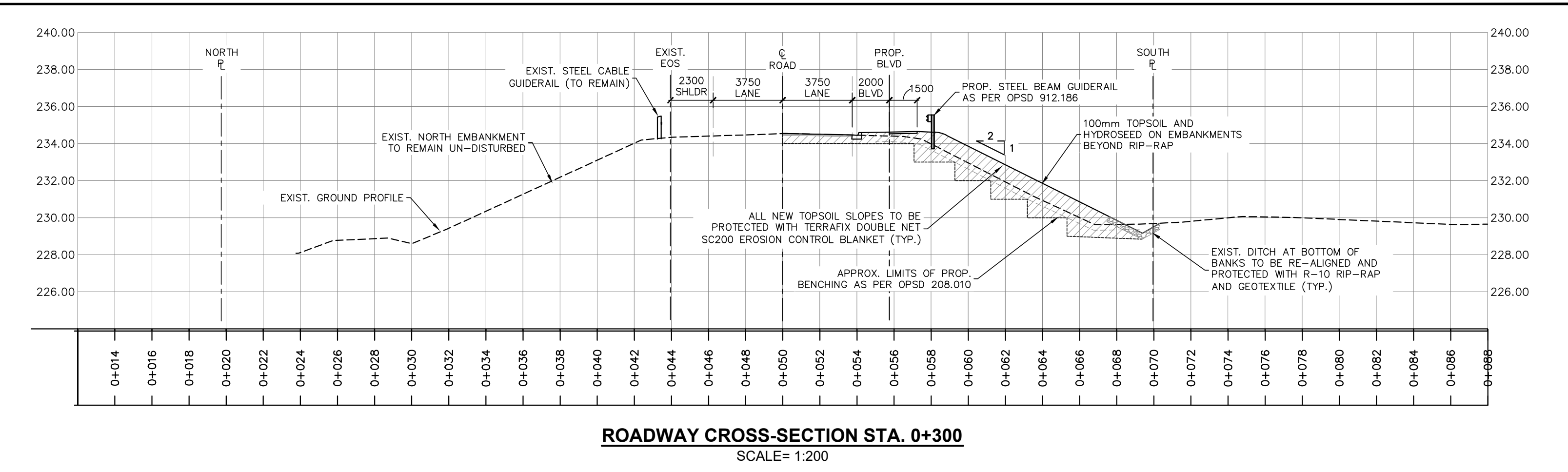
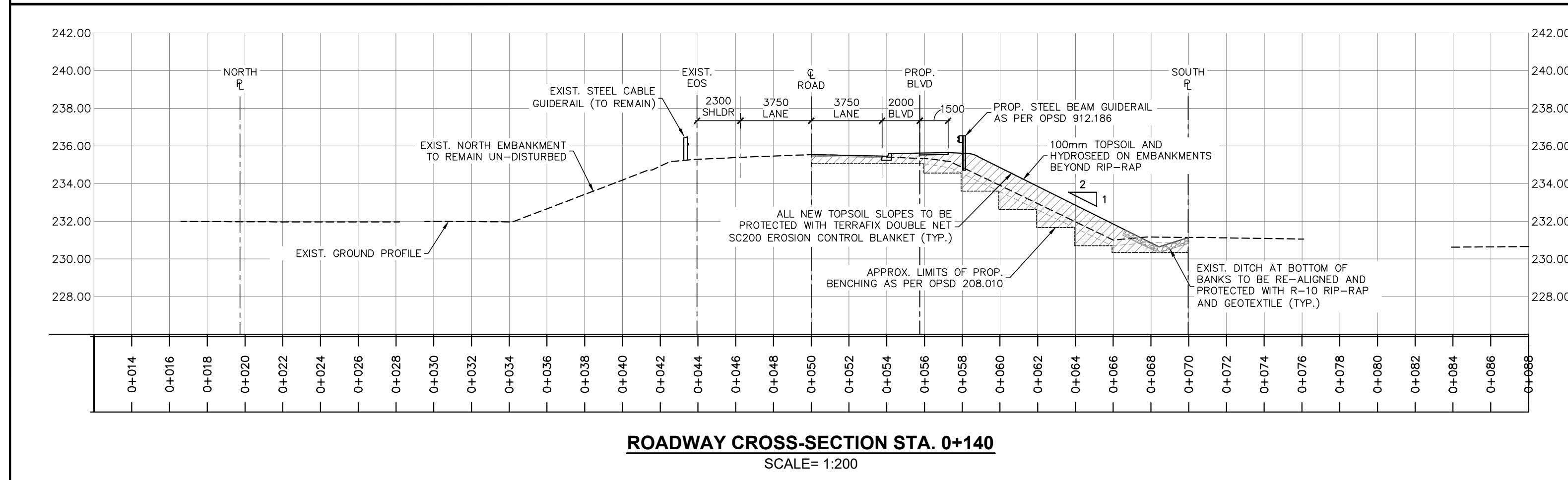
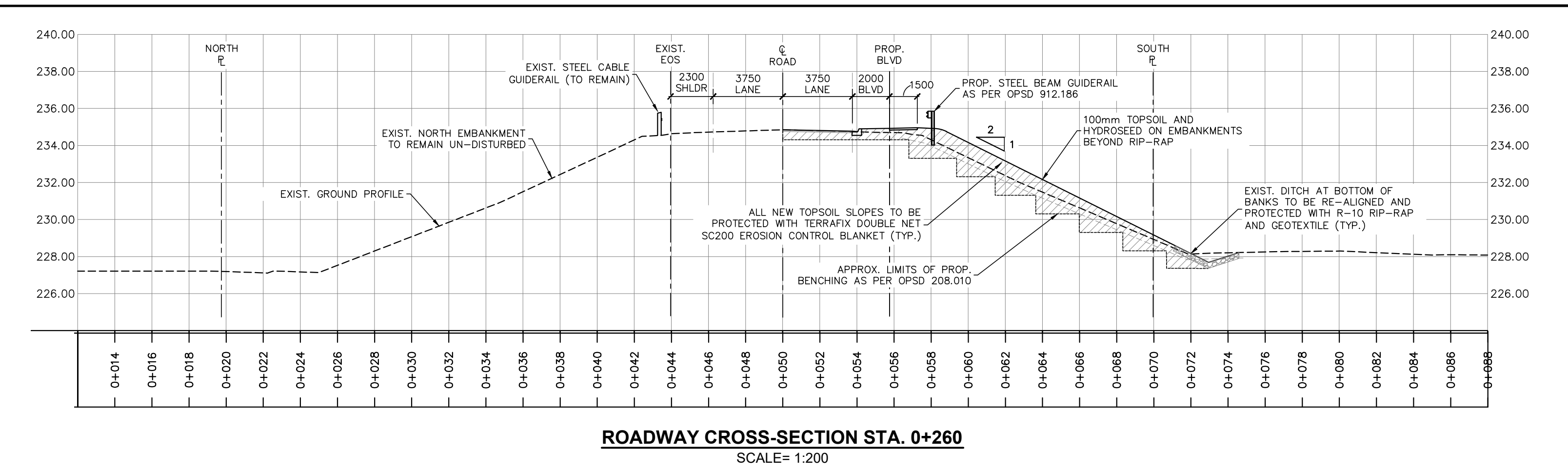
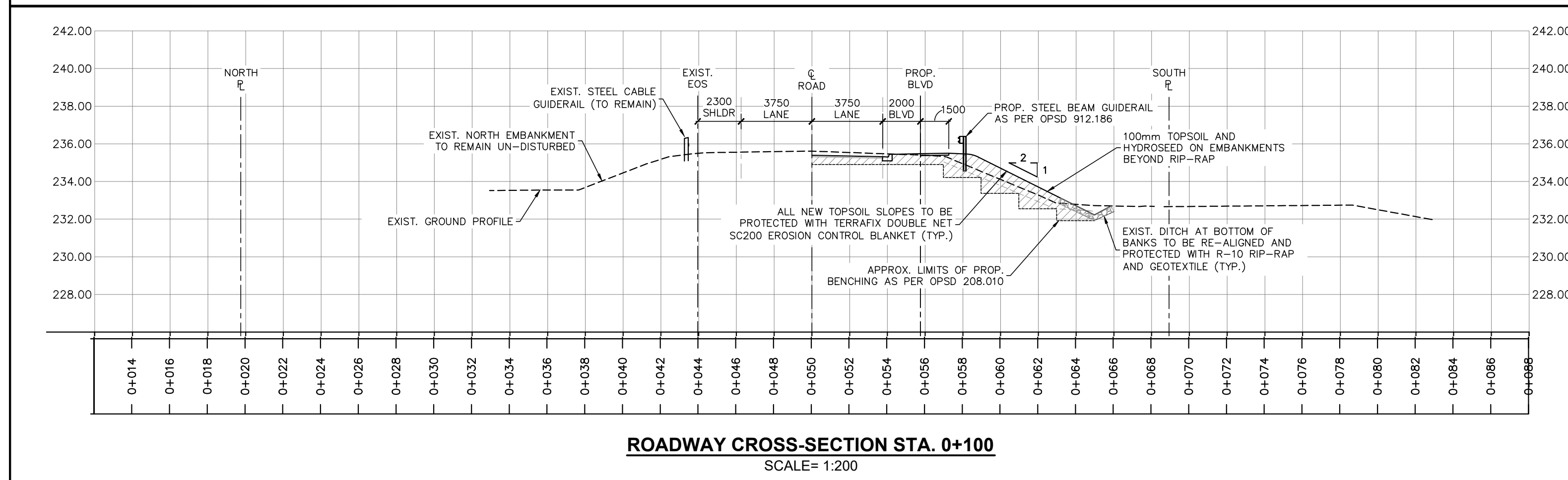
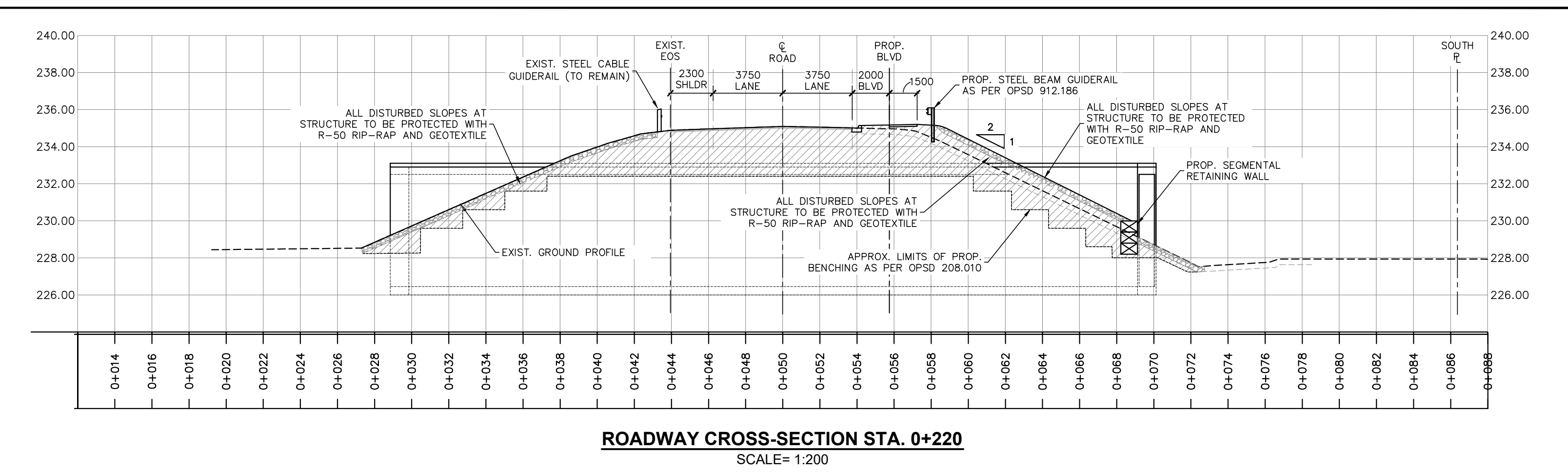
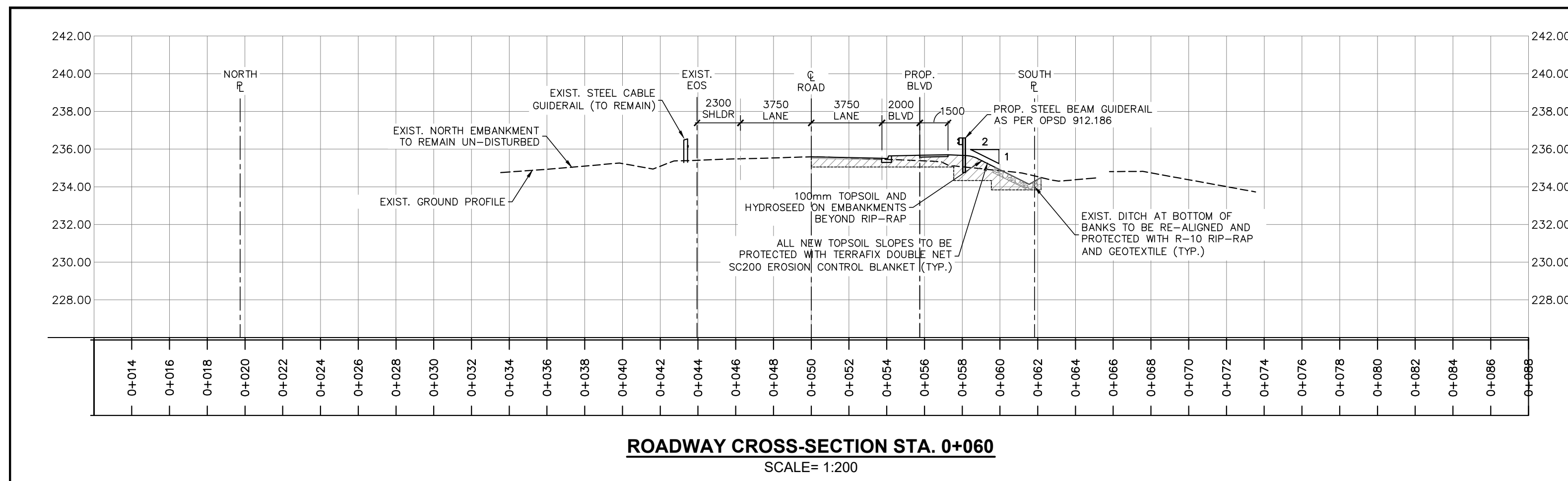
PRELIMINARY
NOT FOR CONSTRUCTION

16TH STREET EAST
PEDESTRIAN TUNNEL REHABILITATION
& SIDEWALK EXPANSION

PROPOSED ROADWAY
PLAN & PROFILE 4

PEARSON ENGINEERING
PEARSONENG.COM PH. 705.719.4785

DESIGNED BY	DD	HORIZ SCALE	AS NOTED	PROJECT #	25248
DRAWN BY	TW	VERT SCALE	AS NOTED	DRAWING #	PP-4
CHECKED BY	JB	DATE	FEB 05, 2025	REVISION #	2



THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND/OVERHEAD UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED.

BEFORE STARTING WORK, THE CONTRACTOR SHALL CONFIRM THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR AND DAMAGE TO THEM.

NO.	REVISION NOTE	DATE	BY
2	ISSUED FOR 60% DESIGN REVIEW	03/16/26	J.B.
1	ISSUED FOR CONCEPTUAL ROADWAY WIDENING	01/09/26	J.B.

BENCHMARK	
BM#1 = 232.22m	NAIL IN HYDRO POLE ON SOUTH SIDE OF 16th STREET EAST, WEST OF PEDESTRIAN TUNNEL.
BM#2 = 228.15	TOP OF GRATE OF EXISTING MANHOLE LOCATED SOUTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.
BM#3 = 228.07	TOP OF GRATE OF EXISTING MANHOLE LOCATED NORTH OF PEDESTRIAN TUNNEL ON WEST SIDE OF THE GREY COUNTY CPR RAIL TRAIL.

PRELIMINARY
NOT FOR CONSTRUCTION

16TH STREET EAST
PEDESTRIAN TUNNEL REHABILITATION
& SIDEWALK EXPANSION

PROPOSED ROADWAY
CROSS-SECTIONS

PEARSON ENGINEERING
PEARSONENG.COM PH. 705.719.4785

DESIGNED BY	DD	HORIZ SCALE	AS NOTED	PROJECT #	25248
DRAWN BY	TW	VERT SCALE	AS NOTED	DRAWING #	RC-1
CHECKED BY	JB	DATE	FEB 05, 2025	REVISION #	2