

RECONSTRUCTION OF SMITH STREET (2026)
(HENDERSON STREET TO DAVID STREET)
AND
VICTORIA CRESCENT (2027)
(HENDERSON STREET TO SMITH STREET),
ELORA



Purpose for Reconstruction

- Underground water infrastructure is aging and reaching the end of its service life. (Cast Iron, 50-75 yrs)
- History of emergency watermain repairs on both Smith Street (3x) and Victoria Crescent (1x)
Numerous Water Service Repairs (5x)



Watermain break

Purpose for Reconstruction

- Road pavement condition. Existing road base and asphalt surface are deteriorating



Smith Street Asphalt Condition
(PCI 53-71 out of 100)



Victoria Crescent Asphalt Condition
(PCI 51 out of 100)

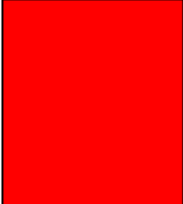
PCI RANGE		Typical Repair Strategy
86-100		ROUTINE MAINTENANCE
56-85		PAVEMENT PRESERVATION
0-55		MAJOR RECONSTRUCTION

Figure 1. PCI Scale.

Purpose for Reconstruction

- Inadequate drainage system resulting in ponding, road degradation.
- Formalize and modernize storm drainage for both Smith Street and Victoria Crescent

Victoria Crescent



Victoria Crescent at Smith Street

Purpose for Reconstruction

- Sidewalk network is incomplete in this area.
- Sidewalk connectivity and sidewalk condition



Victoria Crescent sidewalk termination



Moir Street sidewalk termination

Purpose for Reconstruction

- Sanitary sewer was reviewed as part of our bi-annual CCTV inspections and was found to be in good condition. Replacement of one section of sanitary sewer is being replaced due to construction conflicts



Victoria Crescent Sanitary Sewer



Smith Street Sanitary Sewer

Public Open House – Tuesday, December 16, 2025

- Part 1 – Community Comments and Responses
- Part 2 – Project Timing and Next Steps

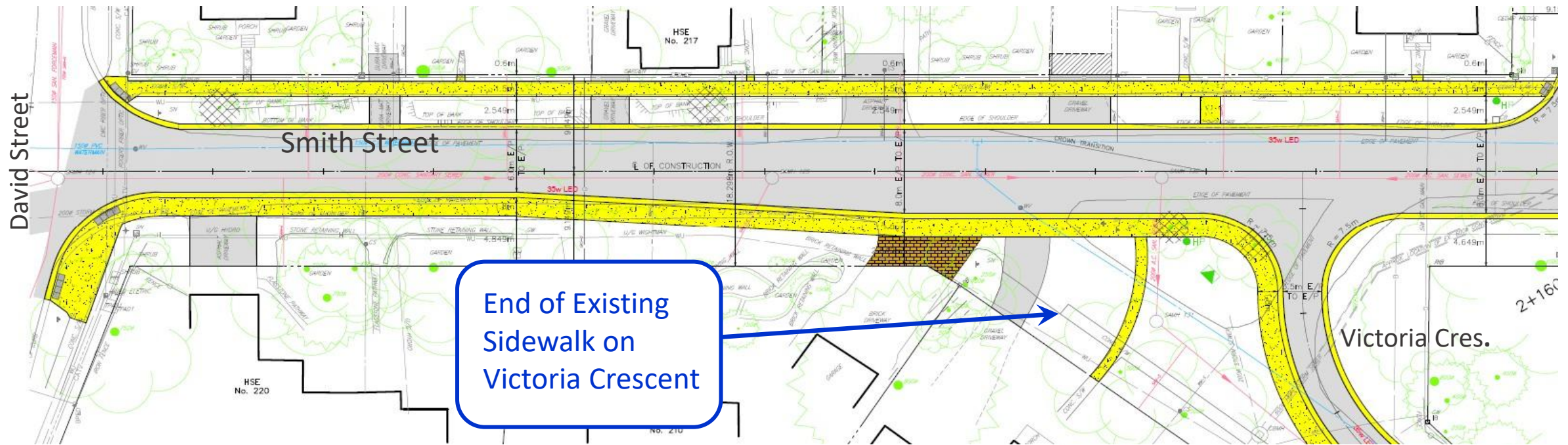
PART 1 - Input from October 16, 2025

Key Projects Open House and Correspondence

- Summarize Comments Received
- Project Team Responses

Comment: Consider pedestrians when planning project

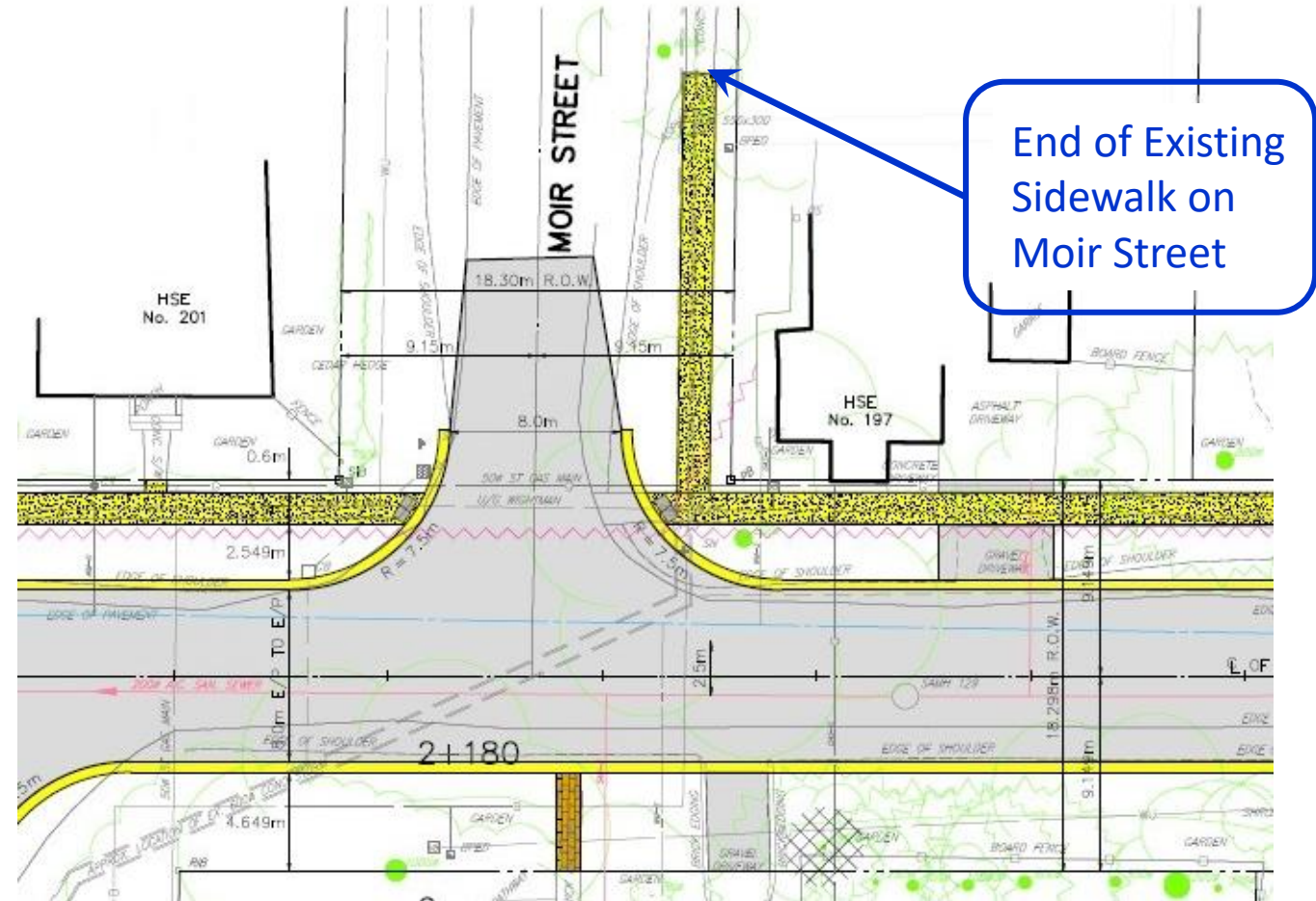
Response: • Addition of sidewalk along the west side of Smith St. and Victoria Cres. completes the link between David St. and Victoria Cres., where the sidewalk previously ended mid block



Comment: Consider pedestrians when planning project...cont'd

Response:

- Sidewalk extended east on Moir St. completing connection to existing sidewalk



Comment: Sidewalk on west side of street seems unnecessary, except from “T-intersection” to Victoria Park.

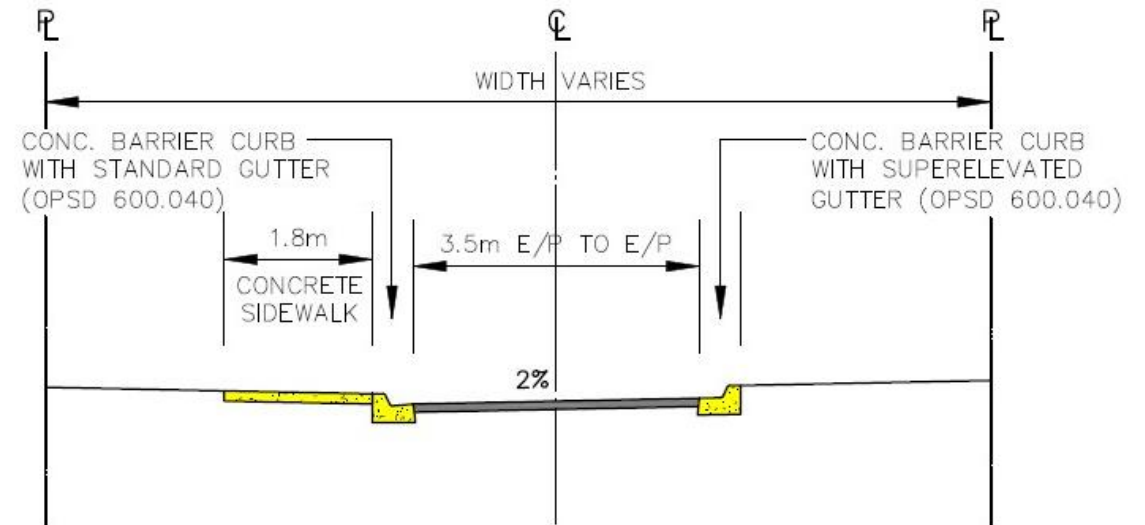
Response:

- Sidewalk along the west side of Smith St. and connecting into Victoria Cres. was an identified route through our Active Transportation Master Plan.
- Adjustments made in the north portion of Smith St. to minimize or eliminate conflicts with the existing conditions.

Comment: Victoria Cres. is a “Narrow Road”, better suited as a one-way Street.

Response:

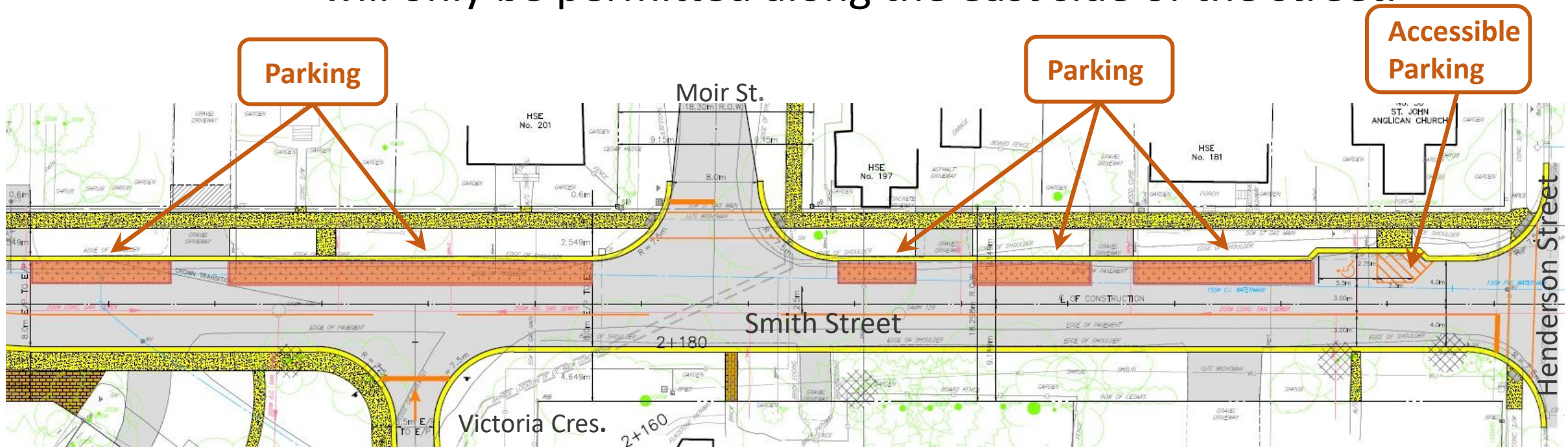
- Agreed. The one-way street on Victoria Cres. accommodates all services and minimizes disruptions to utilities and street trees. A one-way street with no on street parking and travel from south to north, (Henderson to Smith), is recommended.



ROAD SECTION – VICTORIA CRESCENT
HENDERSON STREET TO SMITH STREET
N.T.S.

Comment: Parking should be on one side of Smith Street only

Response: • Agreed. Following the reconstruction of Smith Street, parking will only be permitted along the east side of the street.



Comment: Save the Beech tree on the island if at all possible

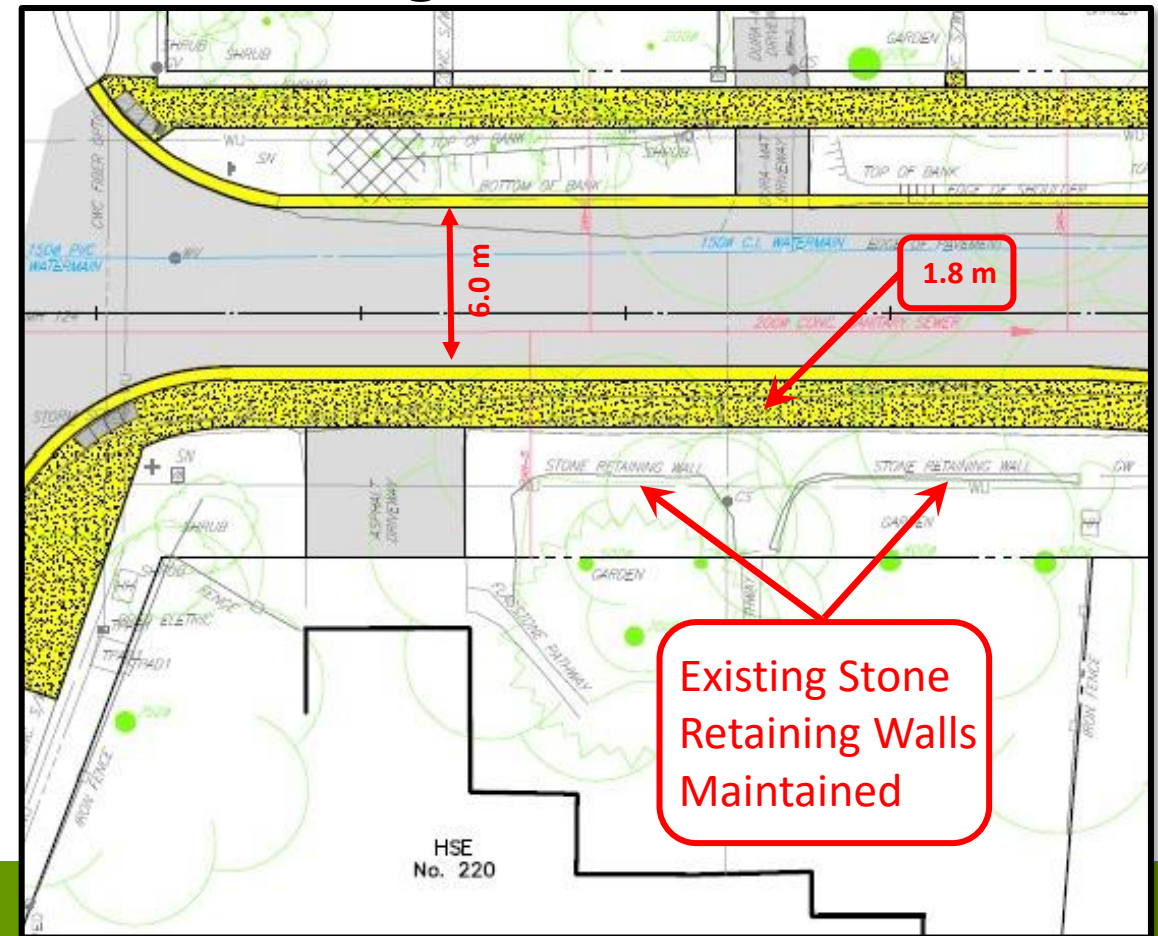
Response:

- During the background information process, the Township's Urban Forestry Coordinator completes a tree assessment in areas that are to be reconstructed. This assessment provides a current assessment of the trees health and provides insight into how a tree may react should construction activities be within close proximity.
- The American Beech Tree within the island received a "fair" condition sighting there is significant decay in the main stem.
- This tree is in conflict with sidewalk that is being installed to create links to David St. and Moir St. and would be a sight line issue for motorists coming from Victoria Cres. and turning onto Smith St.
- The Township continues our policy of replanting two trees for every tree removed (2:1 ratio) as a result of construction.

Comment: Addition of the sidewalk on the west side of Smith St. creates conflicts with existing stone retaining wall and (private) parking ability.

Response:

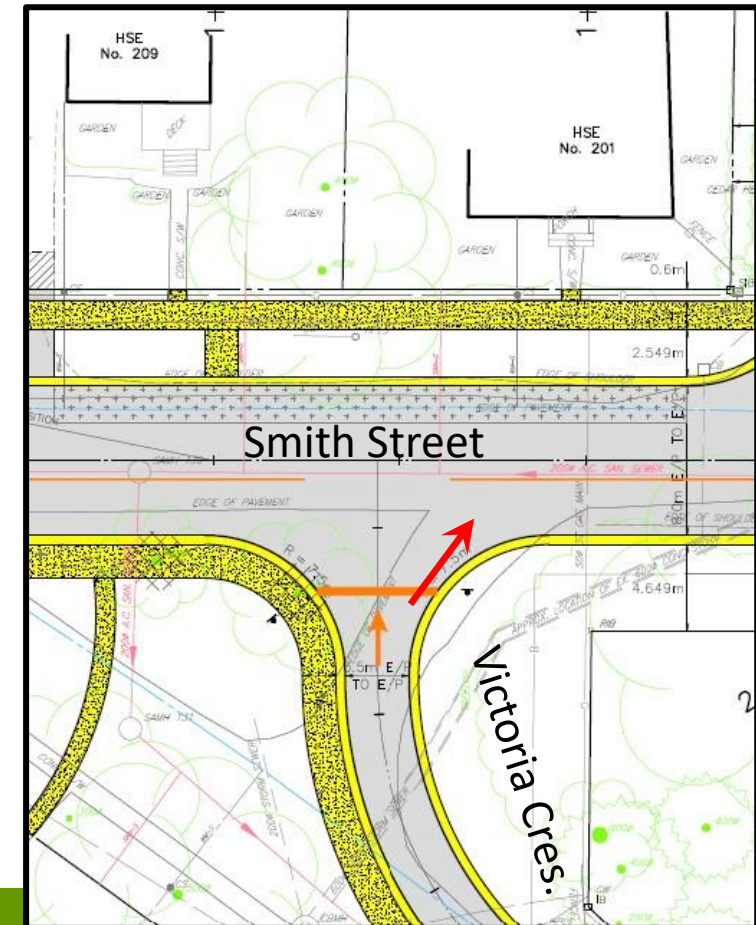
- Agreed. Design has been revised to mitigate conflicts with existing driveway and retaining walls.
- Roadway in this section has been reduced from 8.0m to 6.0m and will be no on street parking within this section.



Comment: Concerned over the elimination of the triangle island and the impact of headlights shining from the T intersection into homes.

Response:

- Realignment for Victoria Cres. shifts intersection to the north. Therefore, aligning Victoria St. at a 90-degree angle to Smith St. (Orange arrow)
- The current alignment of Victoria Cres. less than 90-degrees, which currently aims headlights into a residence. (Red arrow)



Comment: Would it be possible for overhead utilities to be buried?

Response:

- Township policy is not to convert to underground outside of the central business districts.
- UPDATE – through ongoing discussions with Centre Wellington Hydro (CWH), they are reviewing burying *primary* hydro. Existing hydro poles, overhead *secondary* hydro for streetlighting and servicing of existing properties would remain.

Comment: Development within heritage areas require a Heritage Impact Assessment and final plans being evaluated by Heritage Centre Wellington.

Response:

- A Heritage Impact Assessment is not required. The reconstruction of Smith St. and Victoria Cres. are categorized as a “Schedule A” or “Exempt” under the Municipal Class Environmental Assessment.
- “Schedule A” projects include various municipal maintenance, operation, rehabilitation and other small projects that are limited in scale and have minimal adverse environmental effects.

Comments: Wider roads and high curbs. These elements encourage higher vehicle speeds and can increase traffic volumes by making the route more attractive as a through road. They also add cost and increase carbon due to additional materials.

Response:

- The purpose for the barrier curb is to provide physical separation and protection for pedestrians using the curb faced sidewalk. Provides guidance for plows and winter maintenance and is consistent with Township Standards. The road cross section is being designed with the minimum allowable widths under design standards. 3.0m lane width is the minimum allowable for emergency services with 2.5m the minimum allowable on street parking width.

Comments: Removal of the triangle green space. This eliminates an existing traffic-calming feature and further reduces green space at a time when our Township is already below recommended levels for our density. Preserving or expanding green space is important for many reasons, including health, climate resilience, and neighbourhood character.

Response:

- By eliminating the through lane to Smith St. from Victoria Cres. and reducing Victoria Cres. to one lane, green space in this area will *increase* with a decrease in impervious area. The addition of the bend in alignment of Victoria Cres. will act as a traffic calming measure.



Comments: Use of standard complete-streets curb design.

High curbs are not always necessary. Beveled curbs (around 2%) can manage stormwater effectively, create a safer and more forgiving environment for cyclists, use significantly less concrete, and improve accessibility.

Response:

- Agreed that barrier free curb can provide adequate storm drainage, however with curb faced sidewalk, physical separation is the preferred application and is consistent with Township standards. Barrier curbs are also preferred for winter maintenance operations.

Comments: A sidewalk on the west side. This seems redundant given the existing walking path behind the houses. If someone does walk along the west sidewalk and wants to access the bank, they would need to cross Smith St. mid-block—now a wider, faster street. Additionally, the new sidewalk adds unnecessary cost and carbon.

Response:

- The sidewalk on the west side of Smith St. addresses an existing gap in the sidewalk network. The current sidewalk along Victoria Cres. dead ends mid block and requires full replacement as it does not meet accessibility standards. Reconstructing with sidewalk along both sides of local streets is an Active Transportation policy objective.

Comments: No mention of bikeway design elements.

Given this neighbourhood's identified role in the active-transportation network, this seems like a missed opportunity.

Response:

- Signage and pavement markings will be added during final design elements.

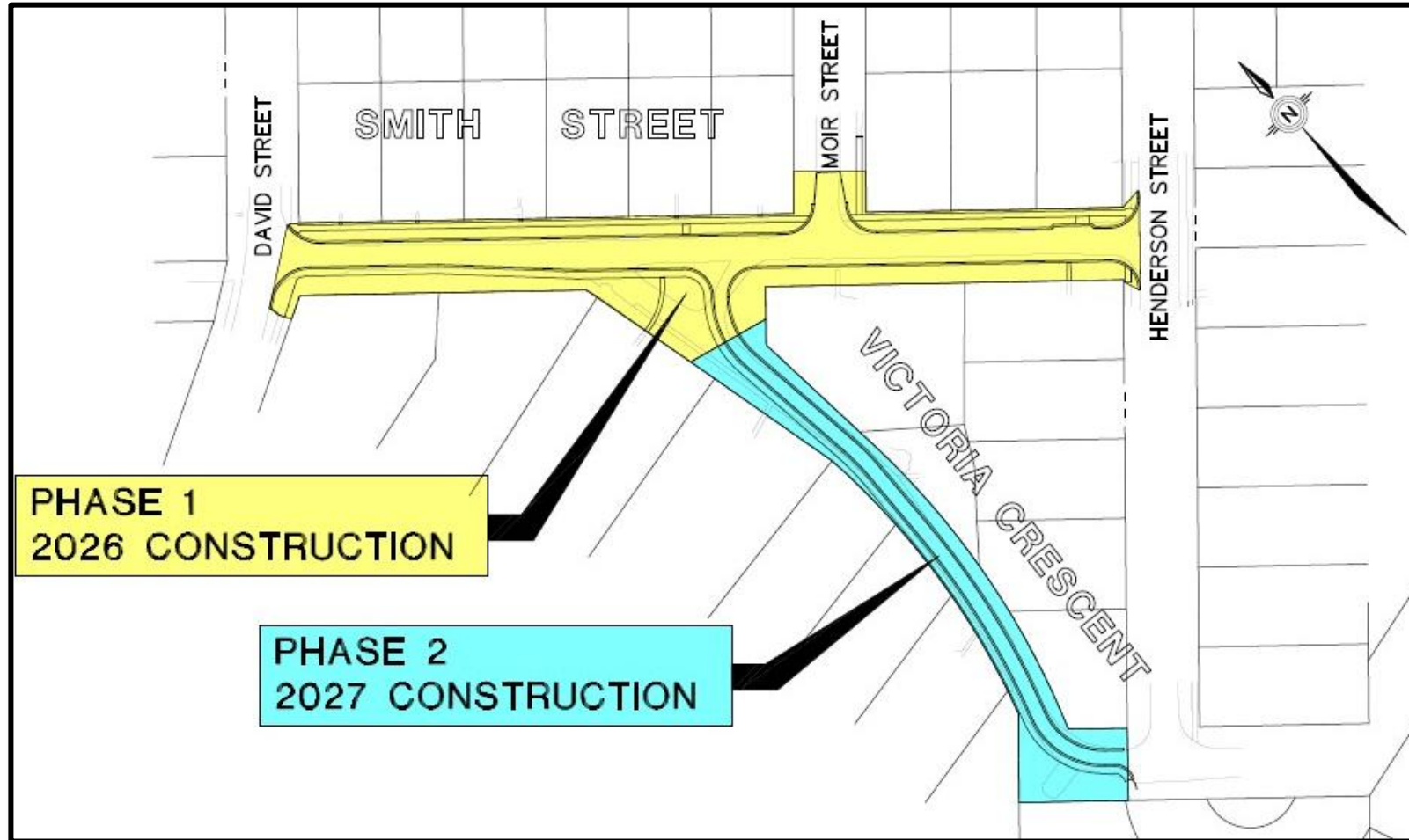
PART 2 – Project Timing and Next Steps

- January/February 2026 – Completion of Engineering Design Drawings
- March 2026 – Issue for Public Tendering
- April 2026 –Tender Award

Project Timing and Next Steps.....cont'd

- May/June 2026 – Proceed with Phase 1 – Smith Street Construction
- Fall/Winter 2026 – Phase 1 Construction Complete
- Spring 2027 – Proceed with Phase 2 – Victoria Crescent Construction
- Fall/Winter 2027 – Phase 2 Construction Complete

Construction Phases



Contact Us

Thank you for your participation.

Please submit any questions or comments directly online, email or by phone to the contacts listed below:

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