



Staff Report

Operations – Capital Projects Division

Report To: COW-Operations_Planning_and_Development_Services
Meeting Date: July 2, 2024
Report Number: CSOPS.24.047
Title: Scope Changes for Peel Street North Reconstruction
Prepared by: Michael Campbell, Senior Infrastructure Capital Project Coordinator

A. Recommendations

THAT Council receive Staff Report CSOPS.24.047, entitled “Scope Changes for Peel Street North Reconstruction”;

AND THAT Council direct Staff to create a Trailhead Forest east of the redesigned Trailhead Parking Facility:

AND THAT Council direct Staff to work with the developer of Lora Greens to construct services on a portion of the Georgian Trail consisting of 200mm sanitary sewer, 400mm water main, and 100mm IT duct.

B. Overview

The purpose of this is to inform Council of various changes to the original scope of work for the Peel Street North Reconstruction Project.

C. Background

After engaging MTE (the Town’s engineering consultant) for the final design and project management of the Peel Street North Reconstruction Project in June 2022, several scope changes have been considered with some advancing and others abandoned. There are two recent scope changes that Council will need to consider.

D. Analysis

Pedestrian Bridge across the Little Beaver River (Work Advancing)

The first scope change that was identified in the preliminary engineering was a pedestrian bridge across the Little Beaver River. The bridge, the new sidewalk on Bay Street, and the multi-use trail on Peel North extending to Highway 26 will link the sidewalks on High Bluff Lane and Timber Lane into the Town’s active transportation network.

Service Extension to 125 Peel Street (Work Advancing)

The 125 Peel Street Servicing Project will complete all the underground and surface works on the north side of the Connecting Link/Highway 26. By adding the water and sewer service extension across the Connecting Link to the 125 Peel Street Servicing Project, the surface restoration can be completed north of the Connecting Link/Highway 26.

Significant savings to the Campus of Care Project will be realized by an opportunity identified by Staff. The old centerline of Peel Street is the boundary between the old Town of Thornbury and the old Township of Collingwood. This line is the boundary between the MTO operated Highway 26 and the Town operated Connecting Link. By adjusting the route of the service extension to keep the pipes within the Connecting Link, savings of approximately \$1,000,000 will be realized. If the pipes were placed in the MTO's Highway 26, the pipes would have to be in bore and jack casings.

Extending the services across the Connecting Link by the Peel Street North project will allow the services extension to 125 Peel Street on Peel Street South to avoid disturbing areas restored by the Peel Street North Project.

Replace 300mm Water Main with 400mm Water Main (Work Advancing)

Approximately 200m of the existing 300mm water main on Peel Street North had to be lowered to accommodate the new vertical alignment of the road. When the West End water modeling was completed, it identified the need to increase the size of the water main on Peel Street North to 400mm. The new 400mm water main from 80m south of Cameron Street to the Connecting Link is approximately 400m long. The existing 300mm water main will be abandoned once the new 400mm water main is commissioned.

Sanitary Sewer for 190 Peel Street (Work Not Advancing)

A developer contemplated a multiple unit condominium at 190 Peel Street North. This would require a sanitary sewer extension on Peel Street. The concept of this sewer was mentioned in earlier reports. The developer has now abandoned this plan.

Replacement of 450mm Sanitary Sewer from Siphon to High Bluff Lane (Work Not Advancing)

The recent modeling of the Town's sanitary sewer system identified numerous deficiencies in the system that will be realized at full build out. One of the deficiencies in the system was identified as the 450mm sanitary sewer between the Little Beaver River Siphon (300m east of Peel Street on the Connecting Link) and a maintenance hole on High Bluff Lane 30m west of Peel Street. The initial results of the modeling indicated this pipe would surcharge under full build out. Further modeling revealed that the problem in the system is with the siphon not the gravity sewer. The siphon will not convey the full build out flows and sewage will back up into the gravity sewer. One of the siphon pipes will need to be replaced with a larger pipe at some point in the future.

Trailhead Parking Facility (Work Advancing)

The developer of BLU Thornbury Condominium at 188 Peel Street North was required to construct the Trailhead Parking Facility on the east side of Peel Street between the Georgian Trail and the condominium property. The Peel Street Trailhead Landscape Plan that was accepted for construction can be found as Attachment #1.

After reviewing the Accepted for Construction (AFC) drawing with Community Services, the design was found to be unacceptable. The Town wants to keep the Georgian Trail Right-of-Way (ROW) unencumbered, so it is available for future municipal infrastructure. The AFC design has the works 8m into the 20m ROW. The entrance, a tree, furnishings and some of the parking area could be disturbed by future municipal infrastructure installed in the Trail ROW.

The Town owns the piece of land between the Georgian Trail and the unopened Arthur Street right-of-way, as well as the unopened right-of-way of course. The parking facility will be redesigned and constructed on these lands to keep the Georgian Trail unencumbered.

The author noticed trees being planted in the fall of 2023 and approached the developer to see what he was doing. This is when the author realized the Trailhead Parking was planned. If the developer had completed the parking facility, the installation of the new water main would destroy the work and the Town would have to rebuild it. Staff are negotiating with the developer to take over the construction of the parking facility.

Trailhead Forest (Work Advancing with Council Approval)

The Parks Department is facing a challenge at the Town nursery: many of the trees have grown so large that relocating them has become difficult. However, this presents an opportunity to move these trees before they are too large to transplant. There are about 80 trees in the nursery that should be moved to make room for a new round of plantings.

The area east of the new parking facility, the block of land and the unopened Arthur Street right-of-way has no future use. Staff propose that trees from the nursery be relocated to this open land to create an urban forest. A contractor familiar with spading trees believes as many as 50 trees could be moved to the open land. These trees will augment the planting by the condominium as a buffer along the creek. A sketch of the Trailhead Parking and Forest are included as Attachment 4.

The forest will act as an offset for trees that will be lost in other construction activity. A budget number for this forest is \$150,000. Staff are discussing the work with a few tree spading contractors but have not received any quotes yet. The trees will be installed with mulch bedding and will need to be watered until they are established. When trees were transplanted in the Price's Development project 8 of the 9 trees did well. The 7 trees that were transplanted in the Beaver Street Parkette all are doing well.

Service Extension for Lora Greens and the Duplicate Water Main (Work Advancing with Council Approval)

The Lora Greens Development and the Town need to construct municipal infrastructure from Peel Street to the 10th Line. The Georgian Trail between Peel Street and the 10th Line also needs to be rebuilt to bring it up to the approved Georgian Trail Standards. There is an opportunity to work with the developer to complete the infrastructure with benefits to the Town, the developer and have the least impact on the urban canopy.

The Lora Greens consultant, Tatham Engineering, proposed routing the 200mm water main and 200mm sanitary sewer within the first 250m of the Georgian Trail west of Peel Street. The services would then veer off the trail and head towards the new road between Highway 26 and the Georgian Trail. The water main would connect to the existing water system at the 10th Line Booster Station. The sanitary sewer would drain the subdivision and be connected to the sanitary sewer system at the intersection of Peel and the Connecting Link.

Council and Staff rejected this concept, Council was concerned about tree loss and Staff wanted the Georgian Trail free for future municipal infrastructure. In response, Tatham provided an alternate service routing which would have the sanitary sewer in an 8.5m wide servicing block south of the Georgian Trail through hazard lands, see Attachment #2. This route would require relocation of a stream, removal of quite a few trees, and creation of a new access road.

Town Staff have identified a need for a new duplicate water main constructed between Peel Street and the 10th Line Booster Station. Improvements at the Booster Station are experiencing suction problems that can be eliminated by a secondary feed to the station. In addition to the water main, the Town's IT Department is developing a duct network throughout Town to link municipal infrastructure with fiber optic cable. This network needs a duct between Peel Street and the 10th Line. The route for these two pipes is the Georgian Trail.

When the author became aware of these needs it seemed inefficient to install two water mains side by side between Peel and the 10th Line Booster Station. An access road would be required over the water main and sewer specifically for the Lora Greens development and the Georgian Trail would be the access road for the 400mm water main and IT duct between Peel Street and the 10th Line. A greater number of trees would be lost by these duplicated routes.

Staff met with the developer, their engineer and the Town's engineer to discuss a more efficient routing for the infrastructure. It is proposed that a 400mm water main be installed on the first 250m of the Georgian Trail then through the subdivision to meet the needs of the Town and the development. The 200mm sanitary sewer for the development and the IT duct for the Town would follow the same route along the Georgian Trail and through the subdivision. The Town's Peel Street project would take the water main, sanitary sewer, and the IT duct to the west edge of the Peel Street right-of-way and the developer would take the pipes along the Trail and through the subdivision.

A proposed plan and profile drawing with the proposed cross-section can be found as Attachment #3. This identified the tree removal required. Far fewer trees would be lost by

combining the servicing effort. Significant savings would be realized by the Town and the developer.

The Georgian Trail is due for upgrades between Peel Street and the 10th Line. These upgrades can be accomplished with the developer's work in the first 250m west of Peel. At the same time the Town can be upgrading the trail between the 10th Line and the developer's work. The Trail will have to be closed for this work; the detour will be along High Bluff Lane. The multi-use trail on Peel Street will be complete before the Trail is closed.

Staff recommend that Council direct Staff to create the Trailhead Forest.

Staff recommend that Council direct Staff to work with the developer of Lora Greens to construct the water main, sanitary sewer and IT duct along the Georgian Trail and through the subdivision.

E. Strategic Priorities

1. Communication and Engagement

We will enhance communications and engagement between Town Staff, Town residents and stakeholders

2. Organizational Excellence

We will continually seek out ways to improve the internal organization of Town Staff and the management of Town assets.

3. Community

We will protect and enhance the community feel and the character of the Town, while ensuring the responsible use of resources and restoration of nature.

4. Quality of Life

We will foster a high quality of life for full-time and part-time residents of all ages and stages, while welcoming visitors.

F. Environmental Impacts

Creation of a Trailhead Urban Forest will increase the urban canopy and will off-set tree loss that will occur on other construction projects.

By combining the sanitary sewer, a secondary feed to the 10th Line Water Booster Station, and the IT duct on the Georgian Trail and through the subdivision, the fewest number of trees will be lost of any options to serve the needs of the Town and the developer.

G. Financial Impacts

At this time there are no financial impacts known. When the scope of the work is defined, and the 100 percent design is complete for preconstruction and estimates can be completed, the financial impacts will be understood.

H. In Consultation With

Ryan Gibbons, Director of Community Services

Allison Kershaw, Manager of Water and Wastewater Services

Jim McCannell, Manager of Roads and Drainage

Brian Worsley, Manager of Development Engineering

Vicky Bouwman, Acting Manager of Budgets and Accounting

Jason Petznick, Communications Coordinator, Capital Projects.

I. Public Engagement

The topic of this Staff Report has not been the subject of a Public Meeting and/or Public Information Centre. The second Public Information Centre for the Peel Street North Reconstruction project was held on October 5, 2023. A follow-up Staff Report was provided to Council following this meeting, and Council directed staff to proceed to the 100% design. The proposed scope changes presented in this Staff Report became apparent following the last Public Information Centre. Staff do not plan to hold another Public Information Centre to review the proposed scope changes. The Town has provided notice regarding this Staff Report to the Peel Street North Reconstruction project email list, which includes all the individuals who have subscribed for project updates and/or registered to attend one of the Public Information Centers.

Any comments regarding this report should be submitted to Michael Campbell, Senior Infrastructure Capital Project Coordinator cc@thebluemountains.ca.

J. Attached

1. Peel Street Trailhead Landscape Plan
2. Lora Greens Site Servicing Plan
3. Plan and Profile Combined Services on Georgian Trail
4. Trailhead Parking and Forest Area.

Respectfully submitted,

Michael Campbell
Construction Coordinator

Pruthvi Desai
Manager of Capital Projects

Alan Pacheco
Director of Operations

For more information, please contact:
Michael Campbell, Senior Infrastructure Capital Project Coordinator
cc@thebluemountains.ca
519-599-3131 extension 275

Report Approval Details

Document Title:	CSOPS.24.047 Scope Changes for Peel Street North Reconstruction.docx
Attachments:	- Attachment 1 Peel Street Trailhead Landscape Plan.pdf - Attachment 2 Lora Greens Site Servicing Plan.pdf - Attachment 3 Plan and Profile Combined Services on Georgian Trail.pdf - Attachment 4 Trailhead Parking and Forest Area.pdf
Final Approval Date:	Jun 18, 2024

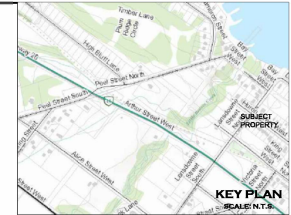
This report and all of its attachments were approved and signed as outlined below:

No Signature found

Pruthvi Desai - Jun 18, 2024 - 2:05 PM

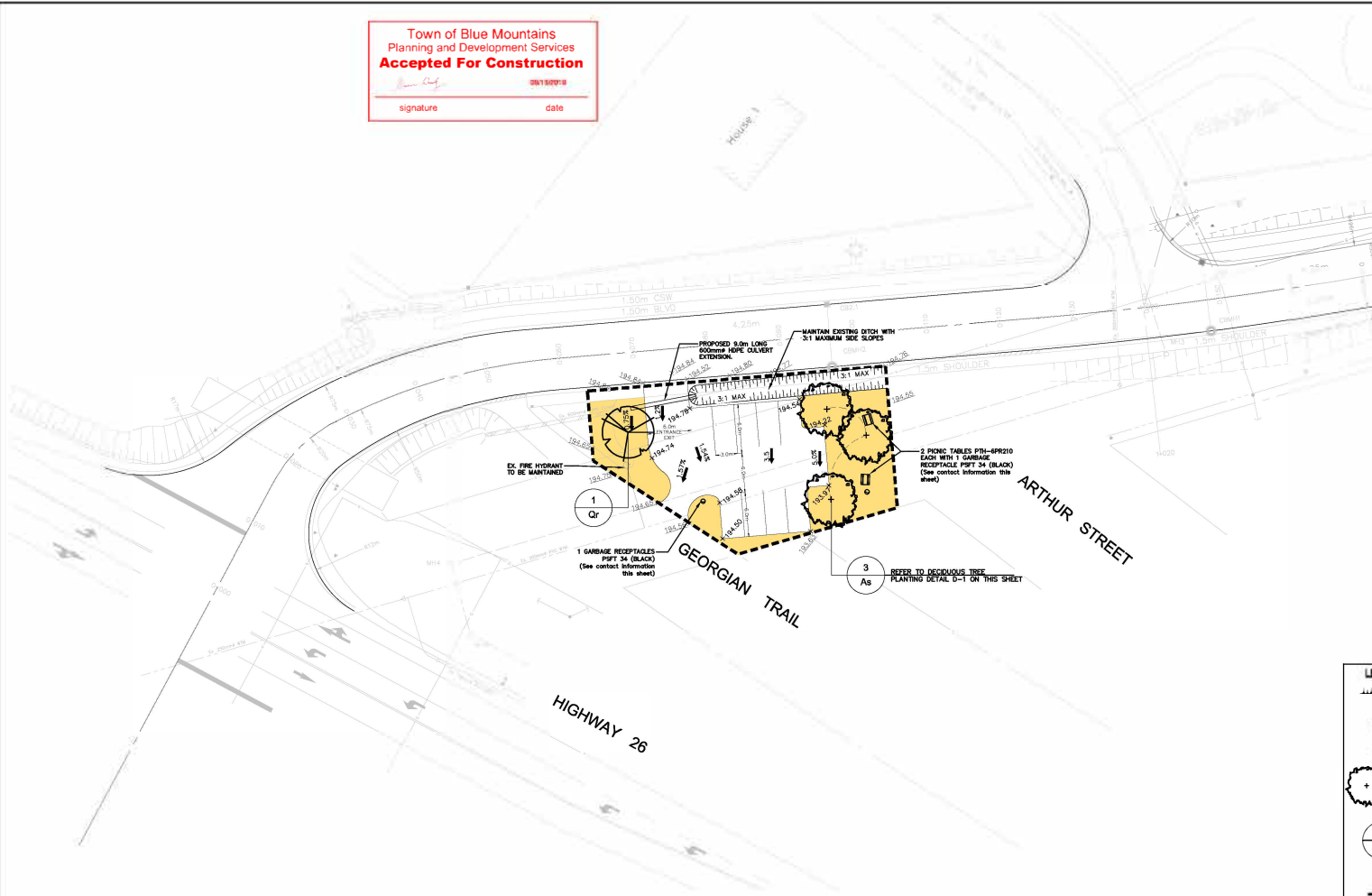
Alan Pacheco - Jun 18, 2024 - 2:52 PM

Town of Blue Mountains
Planning and Development Services
Accepted For Construction
signature _____ date _____



GENERAL NOTES:

1. ALL WORKMANSHIP TO THE STANDARDS OF THE LANDSCAPE ONTARIO HORTICULTURAL TRADES ASSOCIATION AND THE CANADIAN LANDSCAPE STANDARDS.
2. ALL PLANT MATERIAL SHALL BE STAKED FOR LOCATION BY LANDSCAPE ARCHITECT AND CONTRACTOR JOINTLY.
3. BACKFILL IS TO CONSIST OF SOIL NATIVE TO THE SITE OR GENERAL SOIL TYPE/CLASS NATIVE TO THE SITE. SOIL AMENDMENT MAY BE REQUIRED BASED ON SOURCE OF IMPORTED OR EXISTING SITE QUALITY OF TOPSOIL. PROVIDE NUTRIENT ANALYSIS OF TOPSOIL TO BE USED FOR LANDSCAPE PURPOSES IN ORDER TO DETERMINE SOIL AMENDMENT REQUIREMENTS.
4. ALL TREES SHALL HAVE AN EARTH SAUCER AT ITS BASE WITH A DIAMETER AS LARGE AS EXCAVATED AREA TO RETAIN WATER.
5. CONTRACTOR SHALL MAINTAIN ALL LANDSCAPE AREAS UNTIL OWNER'S ACCEPTANCE IF PROJECT STANDARDS.
6. UNLESS OTHERWISE STATED, ALL WORK SHALL CONFORM TO THE LANDSCAPE ONTARIO SPECIFICATIONS STANDARDS.
7. SPREAD MULCH TO A MINIMUM 75mm COMPACTED DEPTH ON ALL TREE PITS AND PLANTING BEDS.
8. STAKING OF TREES SHALL BE AS PER DETAIL DRAWINGS PROVIDED. ALTERNATIVE METHODS MAY BE ACCEPTABLE WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
9. REPORT ALL DISCREPANCIES IN WRITING TO THE LANDSCAPE ARCHITECT.
10. CONTRACTOR TO LOCATE ALL UNDERGROUND UTILITIES.
11. SUBMIT A WRITTEN GUARANTEE TO THE EFFECT THAT ALL PLANTS ACCEPTED DURING THE PERIOD OF JANUARY 1st TO JULY 15th SHALL BE GUARANTEED UNTIL JULY 15th THE SECOND FOLLOWING YEAR. PLANTS ACCEPTED DURING THE PERIOD OF JULY 15th TO DECEMBER 31st SHALL BE GUARANTEED FOR TWO YEARS FROM THE DATE OF ACCEPTANCE. THE GUARANTEE PERIODS LISTED ABOVE SHALL APPLY TO ALL "NURSERY GROWN" PLANTS.
12. ALL MATERIALS TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
13. CHECK AND VERIFY ALL DIMENSIONS AND QUANTITIES PRIOR TO COMMENCEMENT OF WORK. ANY DISCREPANCIES ARE TO BE REPORTED TO THE LANDSCAPE ARCHITECT. QUANTITIES NOTED WITHIN THE PLAN SUPERSEDE THOSE IN THE PLANT SCHEDULE. ANY SUBSTITUTIONS ARE TO BE APPROVED BY THE LANDSCAPE ARCHITECT.
14. ALL GRASSES NOT TO EXCEED 3:1 SLOPE.
15. FINAL INSPECTION AND ACCEPTANCE OF PLANTING WORK SHALL CONCLUDE WITH THE FINAL INSPECTION AND ACCEPTANCE OF ALL WORK INCLUDED IN THE CONTRACT.
16. AT THE TIME OF FINAL INSPECTION, ALL PLANTS SHALL BE IN A HEALTHY, VIGOROUS GROWING CONDITION AND PLANTED IN FULL ACCORD WITH TOWN AND SITE CONDITIONS.
17. ALL PLANTINGS AND HARD LANDSCAPE FEATURES ARE TO BE STAKE OUT AND APPROVED BY THE LANDSCAPE ARCHITECT & TOWN PRIOR TO INSTALLATION. ANY DEVIATIONS FROM THE APPROVED LANDSCAPE PLANS REQUIRE PRIOR TOWN APPROVAL.
18. BASE AND ENGINEERING INFORMATION PROVIDED BY CROZIER & ASSOCIATES.



ALL DRAWINGS REMAIN THE PROPERTY OF THE LANDSCAPE ARCHITECT AND SHALL NOT BE REPRODUCED OR REUSED WITHOUT THE LANDSCAPE ARCHITECT'S WRITTEN PERMISSION.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION OR TENDER PURPOSES UNLESS SIGNED AND DATED BY MICHAEL J. HENSEL, OALA O.S.A., LANDSCAPE ARCHITECT.
Michael J. Hensel, OALA, O.S.A. DATE _____

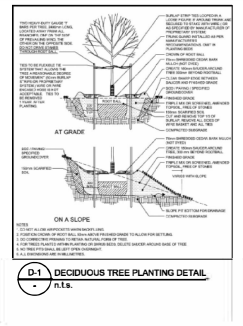
SITE AMENITIES
 • FOR PICNIC TABLE (QTY=2): PTH-6PR210
 • FOR GARBAGE RECEPTACLE (QTY=2): P5FT 34 (BLACK)
 PARIS MANUFACTURING LTD.
 P.O. BOX 70, 21 SCOTT AVENUE
 PARIS, ONTARIO
 PHONE: 1-800-387-6318
NOTE: FINAL LOCATION OF ALL SITE AMENITIES TO BE CONFIRMED WITH THE LANDSCAPE ARCHITECT ON SITE PRIOR TO INSTALLATION.

PROPOSED PLANTING MATERIAL

KEY	QUANTITY	COMMON NAME	BOTANICAL NAME	SIZE	CONDITION	REMARKS
Qr	1	RED OAK	Quercus rubra	80 mm cal	S&D	single leader only
As	4	SILVER MAPLE	Acer saccharinum	80 mm cal	S&S	
	4	TOTAL NUMBER OF TREES				

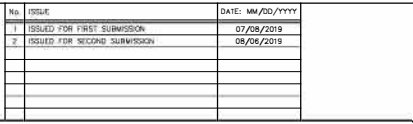
LEGEND

- PROPOSED 3:1 SLOPE
- PROPOSED SLOPES
- PROPOSED ELEVATIONS
- MATCH EXISTING ELEVATIONS
- PROPOSED DECIDUOUS TREE PLANTING
- Quantity
- Species
- TREE/SHRUB DESIGNATION
- LANDSCAPE PLAN CONTRACT BOUNDARY
- VELAND TURF SEED MIX
- 50% PERENNIAL RYE GRASS
- 15% TALL GRASS FESCUE
- 15% CREEPING RED FESCUE
- 20% KENTUCKY BLUE GRASS
- BROADCAST SEED/OVERSEED TOWER PREPARED TOPSOIL SURFACE @25KG/HA
- APPLY MULCH 200g/3" ANNUAL
- HYDRATED @ 20kg/100



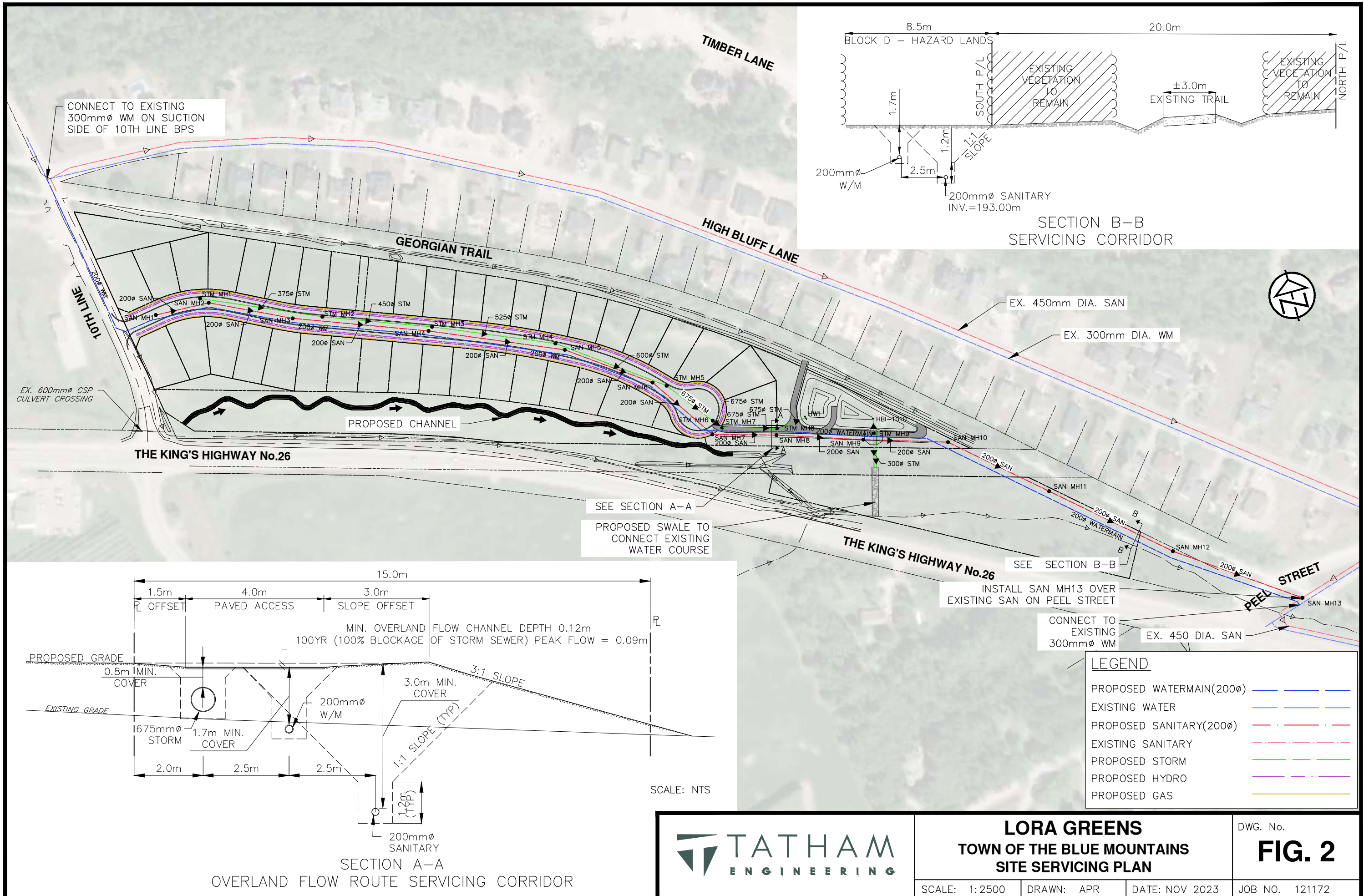
TEMPORARY BENCHMARKS
 TBM1 - HORIZONTAL CONTROL MONUMENT: 005000075 - CAP LOCATED APPROXIMATELY 12M W/SOUTHEAST (ALONG HWY 26) OF INTERSECTION OF PEEL ST AND HWY 26 AND APPROXIMATELY 10M NORTHWEST OF HWY 26 AT E=41696.626 AND N=480457.121
 TBM2 - HORIZONTAL CONTROL MONUMENT: 005000075 - CAP LOCATED APPROXIMATELY 32M NORTH OF INTERSECTION OF 10TH LINE AND HWY 26. ON THE EAST SIDE OF 10TH LINE AT E=41696.626 AND N=480457.121
 TBM3 - VERTICAL CONTROL MONUMENT: 001920108 - LARGE CONCRETE CULVERT UNDER HIGHWAY NO. 26, 1.0M NORTHWEST OF INTERSECTION OF BRUCE AND ARTHUR STREETS IN TOWN OF THORNHURST, IMMEDIATELY SOUTHWEST OF TRACY BLUE MOUNTAIN PARK COLLEGE/UNIV. SIGN, TABLET IN NORTHEAST FACE OF NORTHEAST CONCRETE ABUTMENT, 2.4M BELOW ROAD LEVEL, 48 CM BELOW TOP AND 33 CM NORTHWEST OF SOUTHEAST END OF CULVERT AT AN ELEVATION OF 190.735.
 TBM4 - VERTICAL CONTROL MONUMENT: 001920118 - THORNHURST PUBLIC AND HIGH SCHOOL, ON E.W.A. STREET, TABLET IN CONCRETE FOUNDATION OF FRONT WALL, MIDWAY BETWEEN THE TWO CENTRAL-BASEMENT WINDOWS AND 61 CM BELOW BROOKWALK AT AN ELEVATION OF 188.671.

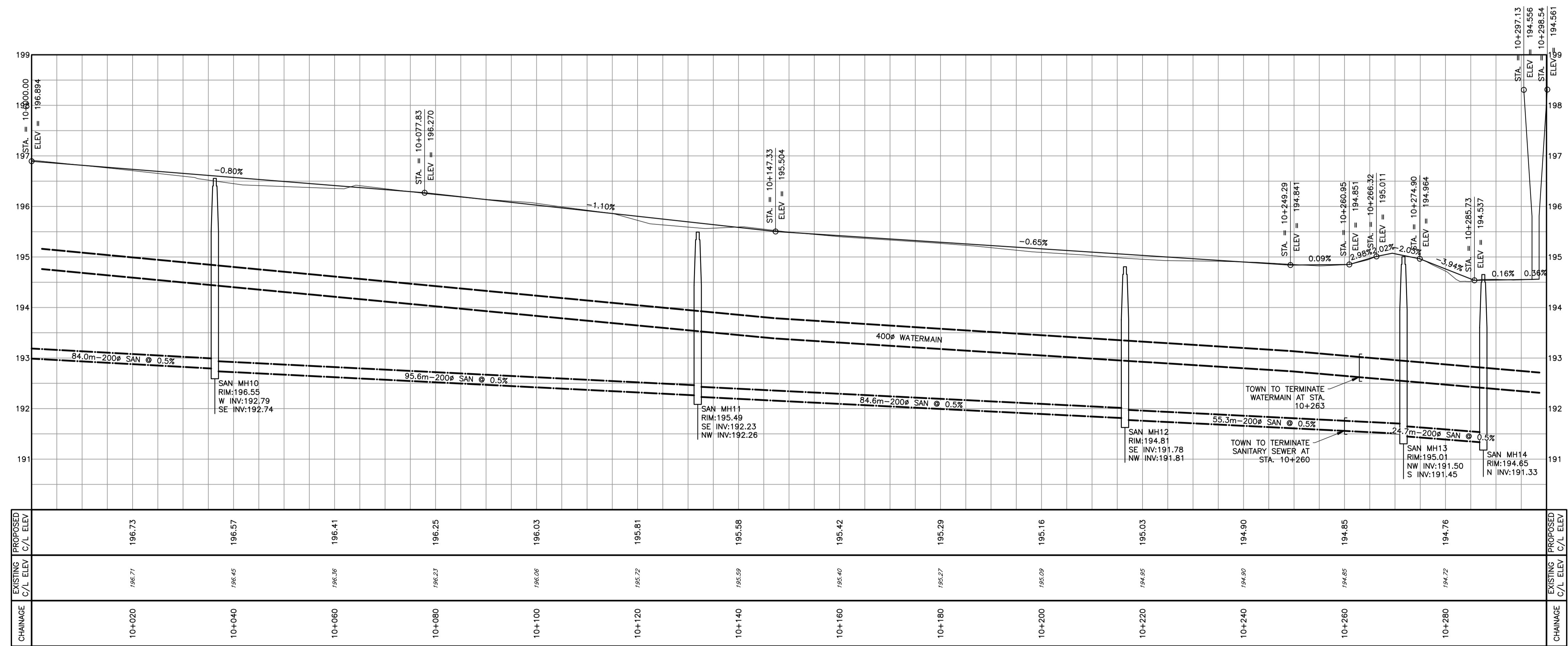
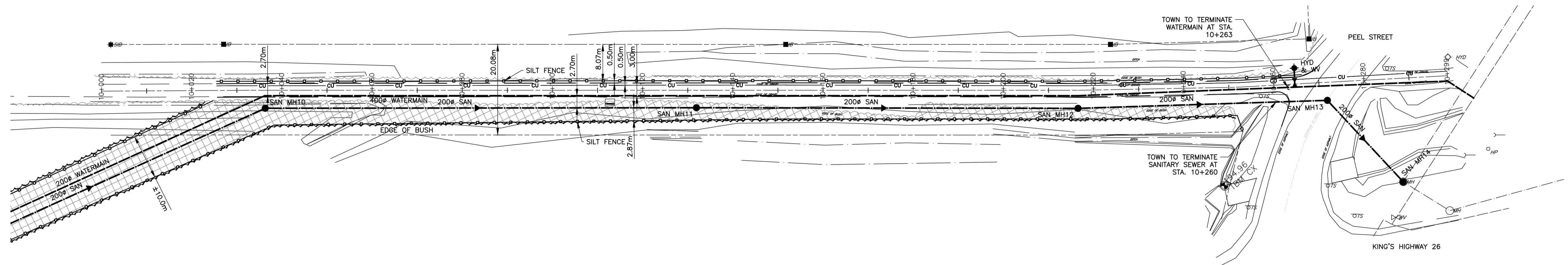
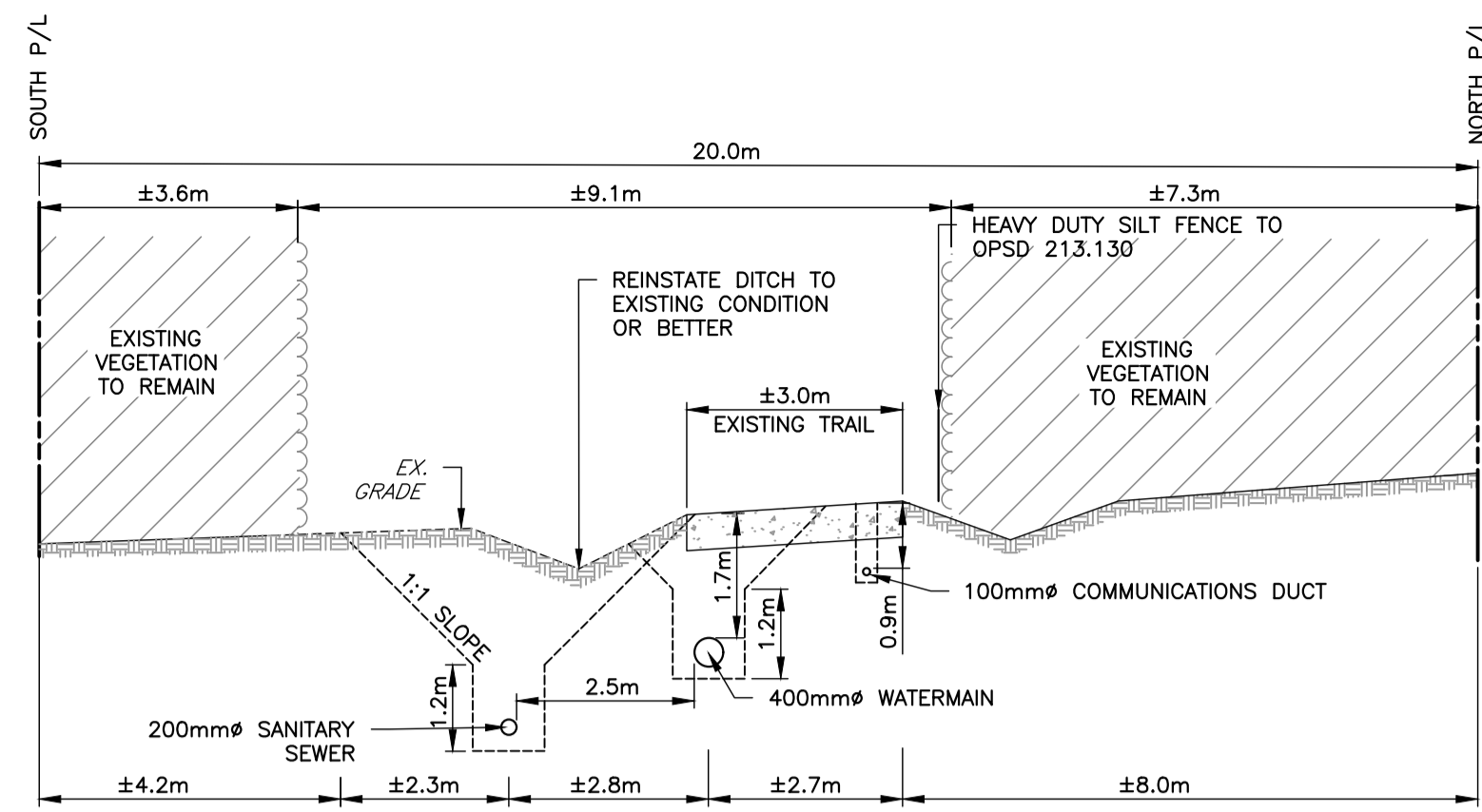
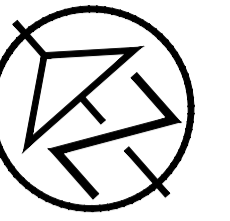
No.	DATE	DATE: MM/DD/YYYY
1	ISSUED FOR FIRST SUBMISSION	07/08/2019
2	ISSUED FOR SECOND SUBMISSION	08/06/2019



LORA BAY HEIGHTS
THORNHURST
PEEL STREET TRAIL HEAD
LANDSCAPE PLAN AND DETAILS

CROZIER CONSULTING ENGINEERS
 THE HARRISON ECKHART BUILDING, 40 HURON STREET, SUITE 301, COLLINGWOOD, ONTARIO L9Y 4R3
 705 446-3810 T
 705 446-3800 F
 www.crozier.ca
 1443-4724
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BENCHMARKS

TBM1 - ELEVATION 194.96
CUT CROSS ON NORTH CORNER OF PEEL STREET
CULVERT

NOTES

No.	REVISION DESCRIPTION	DATE	ENGINEER STAMP
1.	ISSUED FOR TOWN COMMENT	MAY 2024	

DRAFT FOR DISCUSSION

**LORA GREENS
TOWN OF THE BLUE MOUNTAINS**

**PLAN AND PROFILE
RAIL TRAIL
STA. 10+000 TO 10+300**



DESIGN: APR	FILE: 121172	DWG:
DRAWN: APR	DATE: MAY 2024	
CHECK: JPA	SCALE: 1:500	

