



Staff Report

Operations

Report To: Committee of the Whole
Meeting Date: June 15, 2021
Report Number: CSOPS.21.044
Title: Beaver Street Stop Up and Close and Addition of Beaver and Louisa to Thornbury West Phase 1
Prepared by: Michael Campbell, Construction Coordinator

A. Recommendations

THAT Council receive Staff Report CSOPS.21.044, entitled "Beaver Street Stop Up and Close and Addition of Beaver and Louisa to Thornbury West Phase 1";

AND THAT Council receive the Victoria and Louisa Streets Area Reconstruction Traffic Study, Attachment 1;

AND THAT Council direct Staff to initiate a public process for the stop-up and closure of Beaver Street between Victoria Street and Louisa Street as shown on Attachment #2;

AND THAT Council direct Staff to add the reconstruction of Beaver Street between Victoria Street and Alice Street and Louisa Street between Victoria Street and Beaver Street to the Thornbury West Phase 1 Reconstruction Project;

AND THAT Council increase the Thornbury West Road Reconstruction project budget by \$1,130,000 to fund the additional works.

B. Overview

The Town has a unique opportunity to enhance or eliminate 3 existing that have been recently identified by staff through the work being completed Thornbury West works as outlined in this report.

C. Background

The preliminary engineering for the Victoria and Louisa Streets Area Reconstruction included a traffic study that can be found as Attachment #1 as noted above. The study was undertaken because 2 of the intersections would be reconstructed by the Victoria & Louisa project and the requirements of the intersections needed to be understood. Therefore, the study was mostly for work outside the intended construction limits of the major project now known as Thornbury West Phase 1. The Study recommends:

- Stop Up and Close Beaver from Victoria Street to Louisa Street;
- Reconstruct the entrance to Foodland/LCBO to Victoria Street; and,
- Terminate Beaver Street north of Alice Street.

The result of these recommendations will be to correct hazardous intersections at Beaver/Victoria; Beaver/Louisa; Beaver/Alice/Lansdowne.

Construction of the Towns of Thornbury project is underway and the service extension from the Victoria/Louisa intersect to Beaver Street 100m south of Louisa Street will be completed in 2021. This will mean that development off Louisa Street between Victoria and Beaver Street and Beaver Street between Louisa Street and Alice Street will be completed.

Beaver Street from Victoria Street to Alice Street and Louisa Street from Victoria Street to Beaver Street are included in the DCBS with a budget identified as \$1,280,000. The DCBS recognizes these street sections to be reconstructed with:

- Storm sewers.
- 8.5m width asphalt surface.
- 1 sidewalk.
- Streetlights.
- Street trees.

Louisa Street between Beaver Street and Lansdowne Street is currently identified as a Heritage Local Road in the Official Plan. The use of this road has in question for some time including some consideration to close the road. Based on recent development interest in the area and discussions with the Finance Department, this road section may be added to the DCBS as it may support future development traffic needs and serve as a redundant route to back-up the Highway 26 connecting link should a road closure occur. The best use of the road section should be determined through the Town's Transportation Master Plan.

D. Analysis

The original study area or boundaries for the area of Thornbury being considered for reconstruction under Thornbury Road Infrastructure Project (TRIP) were somewhat arbitrary. The sections of Beaver Street and Louisa Street being discussed in this report are just outside the boundary. The traffic study was undertaken because the work on Victoria Street will impact the intersections. As an example, the intersection of Beaver Street and Victoria Street will be torn apart with the removal of temporary storm works installed when the Foodland site was constructed. If the sections of Beaver Street and Louisa Streets discussed here are not added to the larger project more temporary work will be required that will have to be reworked in the future.

The traffic study identified unsafe intersections at Beaver/Victoria; Beaver/Louisa as well as Beaver/Alice/Lansdowne. The study recommends the closure of Beaver Street between Victoria and Louisa at the termination of Beaver Street north of Alice Street.

The closure of Beaver Street will require the entrance to Foodland relocated to come out to Victoria Street where Beaver now meets Victoria. With the scope construction in the area this is the best time to improve this entrance. As noted above see attachment #2

Currently a sidewalk is present on Beaver Street between Napier Street and Alice Street. This sidewalk was constructed by the developer of the Far Hills development, but it does not connect to the Town's active transportation network. By advancing the reconstruction of Beaver Street this gap in the active transportation network would be addressed.

The closure of Beaver Street at Alice Street will correct an unsafe 5-legged intersection. Alice Street will remain as it is. Lansdowne Street and Beaver Street will be realigned slightly to produce acceptable geometry for the intersection. Beaver Street will be terminated in a cul-de-sac at a location north of Alice Street to retain access to 51 and 52 Beaver Street. The road would not have to extend to Alice Street which would provide an opportunity to plant trees in the right of way that could be used as a parkette and improve the urban tree canopy. The active transportation connection through this section of Beaver could be augmented with park benches or other amenities (e.g. chess tables) to create a gathering place for local residents. With the surrounding developments being medium to high density; a parkette of this nature could be well used. The concept is shown in Attachment #3. The parkette concept is supported by Community Services.

The servicing of the Towns of Thornbury will be completed in 2021 which will complete foreseeable development servicing on these sections of Beaver Street and Louisa Street.

West of the Towns of Thornbury development there are 2 properties that front on Beaver Street. These 2 properties are connected to the Town water system by "unique" or unknown servicing arrangements. One of the houses is also connected to the Town sanitary sewage system by an unknown servicing arrangement. Similar to how the Town will be correcting unconventional servicing arrangements in the rest of the Thornbury West project, servicing to these 2 properties will be corrected. The Town will extend the water main and sanitary sewer from the Towns of Thornbury work south on Beaver Street and laterals will be extended to the 2 properties. The property owners will be required to connect their houses to the new laterals.

Tatham Engineering has provided a proposal for the final engineering and project management to add the work described above to the Thornbury West Phase 1 Reconstruction Project. They report that the final engineering can be completed, and the work included in the tender for Thornbury West Phase Reconstruction anticipated to be released in the fall of 2021. By adding this work to the project that is underway the Town will realize savings in staff time, engineering fees and construction costs that would be expected if the project was done individually.

While the project had not been considered in the 5-year capital plan there are several factors that suggest this is an opportune time to advance the work:

- The completion of servicing the Towns of Thornbury;

- A minor extension of the Towns of Thornbury services will allow the unique servicing to 51 & 52 Beaver Street to be corrected. These corrections are similar to the corrections of servicing in the larger project;
- A substandard road identified in the DCBS to support development can be upgraded in a timely manner;
- A significant gap in the Town's active transportation network can be addressed;
- A significant gap in the Town's street illumination can be addressed;
- An expansion to the Town's urban tree canopy can be realized;
- An opportunity to convert a section of road into an urban parkette in a high-density area of Town can be realized; and,
- The temporary storm works at Victoria/Beaver must be removed and new temporary works will have to be constructed at Victoria/Louisa. By advancing this project more of the Town's deficient storm drainage system can be upgraded without having to do work twice.

Tatham Engineering have provided a proposal the engineering work and a preliminary cost estimate for the construction. The preliminary estimate includes a 20% contingency allowance for the construction. By combining Beaver and Louisa with the larger Thornbury West Reconstruction Project, the engineering fees will be significantly reduced compared to this work being undertaken as a standalone project. Many tasks can be completed within the budget for the larger project, or the task budgets increased slightly. The engineering proposal and the preliminary construction estimate total \$1,130,000. This is approximately \$150,000 under the DCBS budget which is in 2019 dollars and does not reflect the recent construction cost increases.

There are some issues that have not been completely answered at this time because some direction from Council is needed regarding the concept:

- Sale of closed section of Beaver Street (Victoria to Louisa). The abutting landowners have been contacted to see if they are interested in disposition or purchase of the lands. The Town has not received a response.
- Acquisition of land for a cul-de-sac for the south termination of Beaver Street. Land would be required to construct a conventional cul-de-sac. Due to the short section of road that will result, a winter control solution may be possible pending discussions with the Roads & Drainage Division.
- Revised entrance to Foodland/LCBO. The owner of the property has been contacted to let them know broad strokes of this Staff Report. The Town has not received a response.

The road section of Louisa Street between Beaver Street and Lansdowne Street is currently a Heritage Local Road that is not included in the DCBS. This road section could be critical to the Town and future development. In the next update of the DCBS this road section should be added so that it can be reconstructed to support future development. Louisa Street will be a critical redundant route should a catastrophe befall the connecting link. The broad scope of the Transportation Master Plan that will be completed in a few years would speak to the best use of this road section.

The first step in this process will be to initiate the public process to stop up and close Beaver Street between Victoria Street and Louisa Street. The initiative to stop up and close this section of Beaver Street stems from the recommendations in the Victoria Street and Louisa Street Traffic Study. Direction from Council is needed to start the process.

Tatham Engineering reports that they have the capacity to add these road section to the larger Thornbury West Phase 1 project and have the work included in the tender anticipated for September 30, 2021.

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

The construction activities will release greenhouse gasses.

The conversion of a road section to a parkette will enhance the urban canopy and closing a gap in the Town's active transportation network will encourage pedestrians and cyclists use the route and avoid vehicle use.

G. Financial Impacts

The Thornbury West Road Reconstruction project was created in 2020 by combining the Elma and Alice Street and Victoria and Louisa Street Reconstruction projects for a total budget of \$12,189,400. Staff are recommending that this budget be increased by \$1.13M to cover the engineering and construction costs to upgrade and stop-by and close Beaver Street.

The funding for this portion of the project will come from Roads and Related Development Charges, Parks and Recreation Development Charges, and the Infrastructure and Public Works Reserve Fund. An exact funding break-down can't be provided at this time until more of the engineering work is completed.

H. In Consultation With

Shawn Carey, Director of Operations

Sam Dinsmore, Deputy Treasurer, Manager of Accounting and Budgets

Allison Kershaw, Manager of Water and Wastewater

Jim McCannell, Manager of Roads and Drainage

I. Public Engagement

The topic of this Staff Report has been the subject of a Public Information Centre which took place on March 11, 2021. The traffic study was part of the material presented at the Victoria and Louisa Street Preliminary Engineering PIC. The Traffic Study included the recommendations to close Beaver Street between Victoria And Louisa as well as stop Beaver Street north of Alice Street.

To proceed with stopping up and closing Beaver Street a public meeting will have to be scheduled and conducted if Council directs staff to proceed.

If these road sections are included in Thornbury West Phase 1 Reconstruction, the work will be included in the upcoming 90% Design PIC.

In the past few years Operations have received calls from residents to complain about the condition of Beaver Street and the lack of a sidewalk. On June 3rd staff spoke with a resident of a resident of the Far Hills Club, he was asking for traffic calming measures when Beaver reopens following the current servicing work, he also asked for extra stop sign on Beaver at Alice. This resident sent a message to The Council & Clerk on May 6, 2021 noting the closure due to servicing installation of lower Beaver Street which reduced traffic and asked the closure be extended. The resident has been made aware of this report coming to COW on June 15th and he is anxious to attend the meeting.

Any comments regarding this report should be submitted to Michael Campbell, Construction Coordinator cc@thebluemountains.ca.

J. Attached

1. Attachment 1 Traffic Study
2. Attachment 2 Beaver Street Closure
3. Attachment 3 Beaver Street Turn Around

Respectfully submitted,

Michael Campbell
Construction Coordinator

Shawn Carey
Director of Operations

For more information, please contact:
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Report Approval Details

Document Title:	CSOPS.21.044 Beaver Street Stop Up and Close and Addition of Beaver and Louisa to Thornbury West Phase 1.docx
Attachments:	<ul style="list-style-type: none">- CSOPS.21.044 Attachment 1 Traffic Study.pdf- CSOPS.21.044 Attachment 2 Beaver Street Closure.pdf- CSOPS.21.044 Attachment 3 Beaver Street Turn Around.pdf
Final Approval Date:	Jun 7, 2021

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

Shawn Carey - Jun 4, 2021 - 9:43 AM

Shawn Everitt - Jun 7, 2021 - 8:55 AM