



Staff Report

Operations

Report To: Committee of the Whole
Meeting Date: June 15, 2021
Report Number: CSOPS.21.045
Title: Victoria and Louisa Streets PIC Summary and Thornbury West Phase 1 Update
Prepared by: Michael Campbell, Construction Coordinator

A. Recommendations

THAT Council receive Staff Report CSOPS.21.045, entitled "Victoria & Louisa Streets PIC Summary and Thornbury West Phase 1 Update";

AND THAT Council receive the Victoria & Louisa Street Preliminary Engineering Public Information Centre Summary;

AND THAT Council receive the Thornbury West Reconstruction Project Arborist Report;

B. Overview

This Staff Report provides Council with Tatham Engineering's Summary of the Public Information Centre regarding the Victoria and Louisa Streets Area Preliminary Engineering held on March 11, 2021. This report also provides an update on the Thornbury West Reconstruction Project.

C. Background

The Town is rebuilding the municipal infrastructure in the older part of Thornbury as part of ongoing asset management. Victoria & Louisa Streets are the second area of Thornbury selected for reconstruction. The preliminary engineering was awarded to Tatham Engineering and with their Public Information Centre (PIC) Summary their preliminary engineering assignment is complete.

The Town combined final design and project management of the Victoria & Louisa Streets Area Reconstruction with Elma & Alice Streets Area Reconstruction. The result is a larger project that will realize savings in engineering costs and project schedule. The project is now called Thornbury West Phase 1 Reconstruction.

D. Analysis

PIC SUMMARY

The PIC Summary (Attachment #1) identifies resident's concerns in 5 subjects as follows:

- Trees
- Storm Sewers
- One-way Louisa Street, Bruce Street to Elma Street
- Traffic Calming
- Miscellaneous

Tatham provide a summary of the questions with answers.

The PIC presentation (Attachment #2) is provided for reference.

TREES

The Arborist Report (Attachment #3) shows that a significant number of trees (54%) will be lost to the construction for various reasons. Many trees are mature and in decline. The nature of full municipal infrastructure replacement as well as new systems such as the storm sewer system with storm laterals will cause significant disturbance to many trees. The Report can be found here on the project web page:

https://thebluemountains.ca/document_viewer.cfm?doc=2847

The municipal infrastructure has been in the ground many years and many trees have grown in since the infrastructure was originally installed. Some trees will be lost in the boulevards and on private property when the laterals are replaced, or laterals are installed at new corrected locations. As the laterals are installed to the property line it is inevitable the excavation will extend onto private property. Trees that will be undermined by this process or the root structure significantly damaged will have to be removed.

Changes to the dimensions of the surface infrastructure will also cause tree loss. Sidewalks will be added on some streets, some road sections widened, and all sidewalks will be 1.5m wide which is an increase in width in some areas.

The project will also be removing landscaping, trees, shrubs etc. that do not generally conform with what a street tree is. Street Trees are typically deciduous, currently the Town is planting Red Oak, Autumn Blaze Maple, and Valley Forge Elm on reconstruction projects. Coniferous trees are typically avoided as street trees due to sight line concerns. The updated engineering standards will be expanding the list of street tree species.

The project will plant street trees on both sides of the road with a goal of trees spaced at 16m. There will not be a specific tree planting plan, towards the end of construction, the Town's arborist will inspect the site and select appropriate locations for the trees. Street should be

planted in the boulevard however, where overhead utilities are present the Town will look for opportunities to plant the street trees on private property to avoid the trees growing into the overhead utilities.

LOUISA STREET BETWEEN BRUCE AND ELMA

Louisa Street will become a one-way street west bound from Bruce Street to Louisa Street which was endorsed by Council on August 24, 2020. The Town's Parking By-law requires parallel parking to be left wheel to curb on a one-way street. To accommodate driver side access/egress the dedicated parking lane on the south side of Louisa will be 3.75m wide. The Town's Roads & Drainage Division will be able to accommodate the unique winter control on this road.

The widened road and parking platform will require some retaining walls at the base of the hill. As retaining walls are considered unsightly by some, the designers will consider regrading the existing slope to avoid the walls where possible. Part way up the slope there is a bench or shelf and additional retaining walls at the top of the slope. The existing walls vary in age, type and location, some of the walls were constructed on private property and some in the right of way. All of the walls are in some stage of failure. To place the laterals to the property line, portions of the wall will have to be removed. The Town's predicament is how to install the laterals to the property line under walls that are failing. It seems that this bench or shelf may have been a footpath to the old wooden stairs that are present in front of 23 Louisa. The stairs will be removed as all the properties have alternate access to the municipal road network.

The wall at 15 Louisa Street is a boulder and mortar wall that is cherished by the property owners but in poor condition. The property owners have told the Town that they will maintain the wall and asked that the shelf below the wall be retained so the wall remains visible.

There is no wall at 23 Louisa Street, the front lawn simply increases in pitch as it joins the slope to the street.

The wall at 25 Louisa Street is on the property line and is in the best condition of any of the walls. The wall will have 3 laterals put through it and the property owner will have to connect the house to the laterals on the private side. Staff recommend that the shelf be filled, and the slope extended to match the grade of the property at the edge of the right of way. This will make the wall redundant so that it can be removed or at least not reconstructed where the laterals are installed.

The retaining wall at 27 Louisa Street is constructed in the right of way and is in very bad condition. This wall will be removed, and the slope regraded to match the grade of the property at the edge of the right of way.

The retaining wall at 27 Louisa extends along the exterior side yard of 25 Elma Street and continues along the front yard. This retaining wall will be removed and replaced with walls at the toe of the slope and the slope regraded to match the grade of the property line at the edge of the right of way.

The Town has recently sent letters to the 15, 23, 25 and 27 Louisa Street to inform the residents of the proposed work at the front of their properties.

In this road section there are 23 trees identified in the Arborist Report that will be lost on the south side of the street. While the design is not finished yet, it seems that 4 of these trees might be saved. Of the remaining 19 trees 15 will be lost to lateral installations or are in poor or fair condition and are not likely to survive the construction. Of the remaining 4 trees 3 are Black Locust which are identified as invasive species by the Ontario Invasive Plants Council. The remaining tree is a Basswood of an unknown cultivar, it will be lost to the widened parking area.

As reported in the PIC, unfortunately the look of this section of Louisa Street will be changed by the loss of trees. The resulting slope will be stable as the Town completed a slope stability study to be sure. As the slope will be difficult to maintain with typical topsoil and sod boulevard treatment, staff are recommending plantings with ground cover and trees to naturalize the slope.

UNIQUE SERVICING ARRANGEMENTS

There are many unique servicing arrangements that need to be corrected. From services that cross multiple private properties before reaching the house to water and sewer services that are too close to each other or too close the property line.

The construction will install water, sanitary and storm laterals from the mains on the street in front of the property to the property line. Laterals will be installed along the lot frontage at least 2.0m from a property line and the water lateral will be separated from the sanitary and storm laterals by at least 2.5m. Where the existing servicing arrangement meets these parameters the Town's contractor will connect the new laterals to the existing building drain and water supply line. There will be a number of properties where the owner will have a significant amount of work to connect their building to the new lateral locations.

The older area of Thornbury is known as a hot spot for inflow and infiltration. The CCTV video of the sewers revealed significant leaks and evidence of sumps being connected to the building drains. Sumps and downspouts must not be connected the sanitary building drains as this overwhelms the Town sewage pumping stations and treatment facilities. When the sanitary building drain is exposed at the property line a CCTV inspection on the drain will be conducted to look for unlawful connection to the pipe. Smoke testing may also be conducted at this time.

Maintaining service to the houses will in some cases be a challenge. The contractor will be challenged with having the new laterals in place and the property owner having their house connected to the new service location before the old services are removed. If the property owners do not have their work done in a timely manner it may cause delays for the Town's contractor which will result in claims against the Town. It might be best that one contractor work for the property owners so that the process is understood by the Town's contractor and the private contractor. If there are a dozen different contractors working for the property

owners, it could be difficult to coordinate access. This will be discussed at the PIC for the 90% design presentation.

RETAINING WALLS ON ELMA STREET

Widening Elma Street south of Louisa and re-profiling the hill along with constructing sidewalks on each side of the road will require retaining walls on both sides of the road. The sidewalks will be closer to the road than in other area so the curbs will be barrier type through this section to enhance protection for the pedestrians. The retaining wall has not been designed at this time, but it should be expected that any trees in the ROW and possibly trees on private property will be lost to the construction.

By the time this report reaches Committee of the Whole the 60% design drawings should be with staff for their review. When the drawings reach the 90% stage a PIC will be conducted to inform the public what the final design will look like. Tatham is targeting September 31, 2021 as the date for the release of a tender for the work. The construction is anticipated for 2022 and 2023.

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 infrastructure renewal will provide environmental benefits through improvements to existing drainage and stormwater works and replacement of aging wastewater and water mains. Short term construction impacts are anticipated and will be addressed through

standard mitigation measures (e.g., replanting program, sediment control, temporary servicing provisions, etc.).

G. Financial Impacts

The Victoria and Louisa Street Reconstruction project was originally approved in 2019 with a budget of \$6,559,700. This budget was combined with the Elma and Alice Street Reconstruction project for an overall project budget of \$12,189,400.

H. In Consultation With

Shawn Carey, Director of Operations

Allison Kershaw, Manager of Water and Wastewater Services

Jim McCannell, Manager of Roads and Drainage

Sam Dinsmore, Deputy Treasurer/Manager of Accounting and Budgets

I. Public Engagement

The topic of this Staff Report has been the subject of a Public Meeting and/or Public Information Centre which took place on March 1, 2021. Those who provided comments at the Public Meeting and/or Public Information Centre, including anyone who has asked to receive notice regarding this matter, has been provided notice of this Staff Report. Any comments regarding this report should be submitted to Michael Campbell, Construction Coordinator cc@thebluemountains.ca.

J. Attached

1. Attachment 1
2. Attachment 2
3. Attachment 3

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.21.045 Victoria and Louisa Streets PIC Summary and Thornbury West Phase 1 Update.docx
Attachments:	<ul style="list-style-type: none">- CSOPS.21.045 Attachment 1 PIC Summary.pdf- CSOPS.21.045 Attachment 2 PIC Presentation.pdf- CSOPS.21.045 Attachment 3 Arborist Report.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 - 9:42 AM

Shawn Everitt - Jun 7, 2021 - 8:54 AM