

119213

May 14, 2021

Michael Campbell
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Re: Victoria & Louisa Streets Area Reconstruction, Thornbury
Public Information Centre Summary

Dear Michael:

To conclude the March 11, 2021 Public Information Centre, we have prepared a summary of comments and responses provided during the Public Information Centre which took place over Microsoft Teams from 5:00-7:00 PM. The following comment summary has been rearranged for clarity and to avoid duplication of information. Responses have been summarized for brevity. A full recording is available on the project website.

TREE COMMENTS

Q (Christine C): *Are trees added only on one side of the street?*

A: Trees will be planted on both sides wherever possible. Utility conflicts and proposed infrastructure may limit the locations trees are able to be planted.

Q (Ryland D): *Why do the replacement trees have to be SO small relative to those they are replacing?*

A: Smaller trees generally have a higher success rate while larger trees generally struggle to be transplanted.

Q (Rod M): *Removal of the trees as planned changes the character of this section of Thornbury so you achieve better roads for cars and less amenities for people.*

A: Based on the arborist report, several trees are in poor condition and nearing the end of life. They are not expected to survive the potential stress of service replacements and excavations around the tree base. Many of the trees are in decline and have started losing limbs. Tree roots will be damaged by sidewalk construction.

Q (Rod M): *Your roads width standards are very old. 4.25m lanes are very wide. Most towns and cities are using 3.25-3.5m. A narrower road could reduce tree removals. The Town should consider the character change regarding the tree removals.*

A: Previous council decisions have determined the appropriate width of road is 8.5 metres.

Follow up (Rod M): *Council should make a value judgement regarding trees vs lane widths in unique areas.*

A: The trees will be heavily disturbed through this project by the long overdue removal and replacement of underground mains and services. The width was developed through multiple workshops and supports the Town's priorities of active transportation, emergency services and on-street parking.

Q (Michael M): *Concern with the visuals and removal of trees along Louisa Street - has the arborist considered a no-parking alternative along Louisa Street to reduce the number of trees lost.*

A: Even if the parking lane is eliminated, many trees will be lost due to replacement of services and removals/replacement of retaining walls along this section.

Follow up (Michael M): *Parking is unnecessary on Louisa Street, especially as the Town has a new parking lot near the TD Bank.*

Q (Bob M): *The planting of the trees seems very limited. Is there a reason why the planting isn't more aggressive?*

A: 16 metres on centre was preferred by the Town but no final design has been completed. The intent is to have trees at this spacing to the extent possible, however there are several constraints to be considered including utilities, sidewalks, driveways, infrastructure.

Follow up (Bob M): Are sidewalks proposed on both sides throughout?

A: Sidewalks are proposed on both sides of Elma Street (where they currently exist) and on Victoria Street. Sidewalk is proposed on one side of the road for all other areas.

Q (Bill A): *Who pays for tree removals for boundary trees or on private property? Is there opportunity to plant new trees on private property?*

A: Trees required to be removed will be removed by the Town at their expense. Replacement trees are preferred within the boulevard, but where utility conflicts exist, opportunities to plant trees on private property will be investigated.

STORM SEWER COMMENTS

Q (Ryland D): *The engineering standards of the town referenced are outdated - and this has been noted in previous reports by your consulting company - are you really using the 2009 ones? The storm water sizing for a 5 year storm - how will they impact the existing yet outdated storm water system north of*



Highway 26. While sidewalks are nice, they do increase the amount of non permeable surfaces, combined with the loss of trees.

A: The storm sewer systems between the Elma & Alice Reconstruction and the Victoria & Louisa Reconstruction are connected and accordingly, the projects have been combined. No significant increases in impervious area are proposed, so any increases in flow will be negligible.

Follow up (Ryland D): *I am talking about the storm water system north of Highway 26 which has deficient systems. Can the project guarantee the storm water runoff will not increase north of Highway 26?*

A: This project does not consider changes to the upstream or downstream storm systems, only the conveyance through the project area. As no significant changes to impermeability are proposed and no new areas are being added, the change in flow should be negligible. Future projects will address the deficiencies noted.

Q (Ryland D): *There will be increased of 400 litres per home per day with the discontinuation of sump pump water going into the sewer?*

Follow up (Ryland D): *Sorry, it didn't (answer my question). The 400 per day was put forth by the Town and therefore this will increase the storm water into a known deficient system north of the project area. The overall theme of my questioning has been; does the project know the increased impact of the project work on the northern deficient storm water infrastructure in the TRIP study? While you have a scope of work - it is important to consider the big picture so when that work is done they fit together.*

A: No water is being added to the system but is being conveyed in a safer manner through the project area. Adding storm services to redirect groundwater (the 400 Litres/home/day) will not significantly reduce overall system capacity as groundwater flow is consistent while storm sewers are design around peak flows. The flow, even for hundreds of houses, when considered in Litres/second, is much smaller than peaks storm flows.

Q (Rod M): *5 year storm happens with great regularity. why not plan for a 25 year storm?*

A: Designing storm sewers to accommodate the 5-year storm event is a provincial standard. Designing for larger storms is much more costly. Major storm events (great than the 5-year) are conveyed overland.

Q (John W): *Please advise if the storm water plan for the area south of Alfred St will be handed by moving storm water east or west to Beaver / Little Beaver but not by directing that storm water north of Alfred. Storm water from Alfred to Arthur will be managed going east or west and not by directing it north of Arthur / 26. If not what is the current plan?*

A: The stormwater along Alfred Street is external to the project area and will continue to do so. An overland flow deficiency is being addressed through a new trunk sewer along Louisa Street.



ONE-WAY ALONG LOUISA STREET

Q (Rod M): *One way Louisa westbound from Bruce cuts off the main street to residents living west of the downtown and forces them to travel to Hwy 26 to get downtown.*

A: There are safety concerns with vehicles turning left from Louisa Street onto Bruce Street due to sightline issues. The intent is to eliminate this movement.

Q (Bill A): *Could we consider "back in angle parking" on Louisa between Bruce and Elma. This allows the driver easier access to the driver's seat especially with winter snow piles as in your rendering.*

A: Several alternatives were evaluated, and the option presented was preferred and approved by Council.

TRAFFIC CALMING

Q: (Bill A): *Are fog lines proposed on Alice Street as well as Elma Street?*

A: Yes, a similar cross section is proposed for all standard streets.

Q (Christine C): *Another concern of ours (residents bordering Victoria St between Alice and Louisa is the increase in traffic on Victoria St, (both pedestrian and vehicle). The addition of a 4-way stop at Victoria and Alice Streets may be a very worthwhile addition for the safety of those crossing at the intersection. With Moreau Park, the Community Centre a destination of many pedestrians, not to mention the people walking dogs and school children using this street, it is an important consideration that is perhaps one for Council to act upon.*

A: Town is initiating a Transportation Master Plan. Recommendations will be developed as part of a broader study.

PROJECT MISCELLANEOUS

Q (Rod M): *Why is Beaver St. between Louisa and Alice not part of the study? Beaver St. in this section is in very poor condition and needs to be replaced now.*

A: The project boundary was set in the original scope of work. Projects outside of the boundary may be warranted but have not been included so far. The Town will investigate background reports.

Q (Andrew R): *Is there consideration for adding decorative streetlights similar to Victoria Street?*

A: The decorative streetlights were evaluated with Council but were eliminated from the project scope due to the high cost.

Q (Andrew R): *Will there be coordination with utility companies for providing additional ducts along the streets?*

A: Upgrades are the responsibility of utility companies. The Town has provided notification and asked the



utility companies to consider and advise whether upgrades or improvements to their infrastructure is required in the future.

Q (Andrew R): *Will there be any coordination between the Town and condo corporations for work to be done along property lines?*

A: Coordination will be required to determine service locations. Changes to grading or drainage will also be reviewed with condo corporations if improvements are required.

Q (Rod M): *Is the sidewalk along Victoria Street being removed? The sidewalk has not been there very long.*

A: The sidewalk will be removed where it is in the wrong alignment or as required to facilitate proposed grading.

Q (Rod M): *Has a final decision been made to close Beaver Street between Victoria Street and Louisa Street.*

A: The Town is in the process of talking with adjacent landowners. No final decision is available.

Q (Rod M): *I really think that more analysis and design options need to be considered for the design of Beaver St and the operation with Victoria St. You are recommending a private driveway extension to the Foodland and LCBO parking lot directly to Victoria St across the "triangle" bounded by Victoria, Beaver and Louisa. This would assume that you are acquiring the triangle so I believe that Beaver St. should be extended to Victoria across the triangle to form a 90 degree intersection with Victoria. The Foodland driveway should be connected to the new designed Beaver St. as it is today. You can then close Louisa St. between Victoria and Beaver as the only traffic using this section of Louisa is traffic to and from the Foodland parking lot. I would like to work with you on this important decision.*

Follow up (Rod M): *Is the Town planning to purchase the triangle of property between Beaver, Alice and Louisa? There is a better design that could be considered connecting Beaver to Victoria through the triangle.*

A: No final decision has been made on the ultimate arrangement. Council will be involved in making the decision.

Conclusion

We understand this summary will be used in support of the Town's Report to Council. We trust the Town will identify the comments requiring additional effort from our design team as well as items to be brought to council.



If you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

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