

To: Finance Committee

From: Ron Diskey, Commissioner,
Community Services Department

Report Number: FIN-22-33

Date of Report: March 16, 2022

Date of Meeting: March 21, 2022

Subject: Lakeview Park Walkway Replacement

Ward: Ward 5

File: 03-05

1.0 Purpose

The purpose of this Report is to respond to Finance Committee referral from Report [FIN-22-23](#) for staff to provide information on the annual operating costs to maintain the existing interlocking pathway at Lakeview Park, and Capital redevelopment costs to replace the surface with asphalt.

2.0 Recommendation

That the Finance Committee recommend to City Council:

That Report FIN-22-33, dated March 16, 2022, concerning the Lakeview Park walkway replacement, be received for information.

3.0 Executive Summary

N/A

4.0 Input From Other Sources

- Parks Planning and Development
- Parks and Waste Operations

5.0 Analysis

5.1 Background

On February 14, 2022, Report FIN-22-20, Active Transportation Fund was considered by the Finance Committee referred to Staff to provide information on the projects added

through amendments, including the Lakeview Park Walkway Replacement, similar to those originally listed.

Subsequently, FIN-22-23, Active Transportation Fund Update, dated February 23, 2022, described the Lakeview Park Walkway Replacement Project as the removal of the existing interlocking brick and paving the existing main pathway within Lakeview Park, from Kluane Avenue to the pier. As this pathway is a part of the City's existing park infrastructure, and is approaching the end of its serviceable life, FIN-22-23 identified that a replacement with an asphalt surface would result in a reduction to the City's annual maintenance activities and costs. Finance Committee referred the item to Staff to provide information on the annual operating costs to maintain the existing interlocking pathway at Lakeview Park, and the Capital redevelopment costs to replace the surface with asphalt.

5.2 Annual Operations & Maintenance Costs

The existing interlocking pathway at Lakeview Park is approaching the end of its serviceable life, and requires annual maintenance to lift and relay sections of the existing interlocking brick to address accessibility and safety resulting from uneven bricks. Annual operating costs associated with lifting and relaying the existing bricks is estimated at \$15,000, which includes staff, labour and materials.

As bricks become damaged and unusable through typical wear, they are replaced with undamaged bricks that have been stockpiled from past projects, where similar interlocking has been removed/replaced across the City. Based on the rate of depleting this existing stockpile, there is approximately one year of stored bricks remaining that can be used, at which point new bricks will be required to be purchased.

With the new winter maintenance directive for Lakeview Park, the use of snow clearing equipment and year-round maintenance activities of the pathway will result in more frequent lifting and relaying of the interlocking brick, and increased rate of degradation of the existing bricks. Further, winter maintenance of the existing interlocking pathway is challenging, as a result of the uneven nature of the bricks. An asphalt pathway or concrete surface would provide a more appropriate surface for year-round maintenance.

It is estimated that the existing interlocking pathway has approximately three (3) to five (5) years remaining in its serviceable life. Prolonging the serviceable life beyond this time frame will likely increase the associated annual operating costs of the pathway.

5.3 Capital Redevelopment Process

Capital redevelopment of the Lakeview Park Walkway to replace the existing interlocking brick with asphalt paving would need to consider a number of factors, including geotechnical conditions, site grading, and its location within Central Lake Ontario Conservation Authority's (C.L.O.C.A.'s) Regulatory Area, as part of the design process. This would ensure the new pathway meets accessibility requirements, provides proper drainage, and is constructed for long-term sustainability. The following sections provide an overview of the due diligence background studies and permitting which would be required to support the design process.

5.3.1 C.L.O.C.A. Regulatory Area

The current pathway alignment is between approximately 9m to 10m from the edge of bank for the majority of its length, and is located within C.L.O.C.A.'s Regulatory Area. Redevelopment of the pathway would require consultation with C.L.O.C.A., and a permit under O. Reg 42/06. As a component of the recent Lakeview Park Playground and Splash Pad Redevelopment Project, a portion of the existing pathway was required to be setback further from the edge of bank, in consideration of the increased frequency and extent of flooding and bank erosion, as a requirement of the C.L.O.C.A. permit. It is anticipated that many sections of the existing pathway, where the alignment is in proximity to the edge of bank, will also be required to be relocated further inland. Design work would be required to relocate and realign both the trail and the adjacent amenities, such as benches, lighting, plantings, memorial trees, and secondary pathway connections.

5.3.2 Geotechnical Conditions

Asphalt pathways require a minimum depth and quality of granular material as a base, and suitable subgrade material. This ensures that the pathway is constructed appropriately to withstand the anticipated use and site conditions in the long-term.

Geotechnical investigations would be undertaken to characterize the existing subsurface conditions. Should insufficient existing granular base material or unsuitable subgrade be identified, the design would include the excavation and removal of the unsuitable material, and backfill with appropriate material. As this would involve removal and/or import of fill material onto the site, specific requirements under the new O. Reg 406/19, On-Site and Excess Soil Management, would need to be met, and the geotechnical investigations would also include soil characterization for quality.

5.3.3 Site Grading

A detailed topographic survey of Lakeview Park was undertaken in 2021, and would be used to inform the detailed design process. The design of the trail alignment and grading would consider the adjacent grades and stormwater flows in order to mitigate against potential ponding adjacent to or along the new asphalt pathway.

5.4 Estimated Capital Cost for Redevelopment

The existing interlocking pathway at Lakeview Park between Kluane Avenue to the pier is approximately 825m in length. In consideration of the above, the estimated order of magnitude ($\pm 100\%$) Capital cost to replace the existing interlocking pathway with an asphalt surface is \$740,000, exclusive of H.S.T. This order of magnitude cost includes approximately \$74,000, exclusive of H.S.T. for the due diligence background studies and detailed design.

5.5 Project Implications

Should the Lakeview Park Walkway Replacement be approved for the Active Transportation Fund grant, the following approved capital projects would be deferred due to staffing capacity constraints:

- 21510119 – Conant Park Redevelopment
- 21510121 – Sunnyside Park Redevelopment
- 21520047 – Oshawa Creek Trail at Gibb Street

As the Sunnyside Park Redevelopment and Oshawa Creek Trail at Gibb Street projects have active Purchase Orders for design / technical studies, delays to these approved contracts may result in additional charges.

Further, as noted in FIN-22-23, dated February 23, 2022, planning work, including the background studies and design, is not in an advanced state for this project, as required by the funding agency (Project Viability).

6.0 Financial Implications

There are no financial implications as a result of this report.

7.0 Relationship to the Oshawa Strategic Plan

This report supports a number of the goals in Oshawa's Strategic Plan, including the goal of "Economic Prosperity & Financial Stewardship" through the themes of "Wise Land Use" and "Safe and Reliable Infrastructure;" and the goal of "Social Equity" through the theme of "An Active, Healthy and Safe Community."



Mike Saulnier, Director,
Operations Services



Ron Diskey, Commissioner,
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