

# Villages of Rosedale Noise Walls

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# Villages of Rosedale (VOR)

## Community Overview

- There are currently 1,255 units, with a mix of detached, semi-detached, townhomes and 8 mid-rise apartment buildings. These units are owned/occupied by approximately 2,200 residents.
- The organization structure is complicated since the community predates the 1998 updates to the Condominium Act. A simplistic view is that the residential units are separated into 24 condominium corporations, with a central corporation responsible for the shared facilities.
- Agreements between all the corporations are in place that share the costs to maintain the shared facilities.
- The Developer plans on constructing 5 additional condominium corporations with a total of 289 detached/townhome units. Population is anticipated to be approximately 2,600 by 2025.

MID-RISE



TOWNHOMES



SINGLES

# The Noise Wall

## Built under 1995 Developer Agreement

- Situated on the private property of 1 Standard Condominium Corporation and 9 individual homeowners within a Vacant Land Condominium Corporation.
- Normalized to a traditional neighbourhood, the noise wall spans 19 residential properties.
- Abuts Sandalwood Parkway which is a 6-lane artillery road providing access to and from Hwy 410 and major east-west city corridor.
- Mainly constructed of wood and at 25 years old, the existing noise wall is at the end of its service life, contrary to the staff report.
  - Reference Appendix A of the delegation package prepared by Pichler Engineering Ltd



# VOR Noise Wall Inspection - Summary

- In my professional opinion, based on my review/inspection, the noise wall/fences are in poor to very poor condition and will require replacement in the short term. Observations from my inspection include:
  - The wood fences along Sandalwood Parkway and Dixie Road have wood panels that are 6.5' high. The height of these fences is inadequate to mitigate noise from Sandalwood Parkway's six lanes of traffic. As a comparison, the newer concrete sound barriers between the Development and Highway 410 (only four lanes of traffic) are 11' high and are located on top of a far higher berm compared to Sandalwood Parkway berm.
  - It is a known fact that wood embedded in concrete has a reduced life expectancy due to rot; life expectancy can be reduced by up to 50%. The wood noise fences along Sandalwood Parkway and Dixie Road have had their wood posts embedded in concrete which has led to accelerated post rot/deterioration.
  - 86% of the accessible wood posts reviewed along the Sandalwood Parkway fence have various degrees of wood rot at their bases, typically at the concrete interface. This rot allowed the 14cm screwdriver blade to penetrate up to 14cm into the post where rot was present.
  - Approximately 30% of the accessible wood posts reviewed along the Sandalwood Parkway fence have steel support brackets installed at the base of the posts to provide added strength as severe rot has weakened the post. The fastening bolts for these bracket supports have breached the wood preservative and will further accelerate the internal wood rot.
  - 24% of the wood fence panels reviewed along the Sandalwood Parkway can easily be swayed by applying minimal force along the post/panels. This swaying is the result of the decreased strength at the wood post base.
  - 50% of the wood posts reviewed along the Dixie Road fence have various degrees of wood rot at their bases, typically at the concrete interface. Rot allowed the 14cm screwdriver blade to penetrate up to 12cm into the post. Once the wood rot has passed the preservative outer layer of the surface wood it allows water to reach the inner post wood accelerating the rot process
  - Two fence panels along Dixie Road have had wood support propped-up against them to prevent collapse.
  - The deteriorated posts along a portion of the Sandalwood Parkway fence resulted in the collapse of five panels, total length 40', during a windstorm in 2018. Further fence panel collapses can be anticipated with strong wind/gust events.

# VOR Noise Wall Inspection - Images



# The Issues

## City, VOR, Homeowners

- Homeowners with private noise walls requiring replacement are placed in untenable financial positions.
  - In our example, \$1M split 19 ways.
  - VOR has agreements in place to cushion the financial burden across all homeowners in the community (analogous to the City assuming private noise walls as contemplated in Public Works & Engineering report 2021-616).
- The staff report ignores the current situational circumstances of the noise wall. 1995 Developer Agreement versus 2019 Site Plan Agreement demonstrates an evolving City policy with respect to noise walls along busy city roadways.
  - Developer Agreements need amending as surrounding roadways expand.
  - Noise walls abutting 6 lane roads should not be the responsibility of individual homeowners (e.g. Williams Parkway).
- The noise wall being located on private lands should not be considered an obstacle in VORs specific case.
  - Relocation is not required. VOR has easements onto all properties and is willing to extend those to the City.
- VOR has been trying to engage the City on the Local Improvement process since November 2018.
  - Reference Appendix B of the delegation package.
- As per the Staff Report, the City rarely approves applications under the Local Improvement process.
  - When reviewing the Staff report, VOR was advised that it would be recommended that our application be denied due to issues of precedence.

# In Closing

- VOR endorses that the City of Brampton following the lead of the Region of Peel and the City of Mississauga assume all private noise walls adjacent to city roads.
  - The financial burden being placed on individual homeowners needs to come to an end.

Baring the above:

- The City accept VORs petition to replace the private noise wall through the Local Improvement process.
  - VOR would be paying the portions for the individual property owners at the time of replacement.