



**GEORGINA**

**THE CORPORATION OF THE  
TOWN OF GEORGINA  
Council Addendum Agenda**

Wednesday, July 15, 2020  
9:00 AM

**Pages**

**12. REPORTS**

12.2 Reports Requiring Separate Discussion

- \*12.2.8 Lorne Street Storm Sewer Replacement Project Funding and Single Source Contract Award 3

Report No. OI-2020-0017

**Recommendation(s):**

1. That Council receive Report No. OI-2020-0017 prepared by the Operations and Infrastructure Department, dated July 15, 2020 regarding the replacement of storm sewers on Lorne Street and in Bonnie Park in conjunction with the Police Marine Facility Project at Jacksons Point Harbour;

2. That Council approve the award of a Single Source procurement through the York Regional Police Marine Facility Project site servicing contract for the replacement of storm sewers on Lorne Street and in Bonnie Park in the amount of \$100,875.60, excluding HST; and

3. That Council authorize the Manager of Procurement Services to issue a Purchase Order to the Regional Municipality of York for the work to be undertaken, and execute all other necessary documents and Agreements; and

4. That Council approve a total budget for the project of \$127,500.00, including contingency, to be funded from remaining uncommitted funds in Capital Projects 17-PWK-6 and 19-PWK-10 Bridge & Culvert Rehabilitation.

**13. DISPOSITIONS/PROCLAMATIONS, GENERAL INFORMATION ITEMS AND COMMITTEE OF ADJUSTMENT**

13.1 Dispositions/Proclamations

- \*13.1.8 The Honourable Steve Clark, Minister of Municipal Affairs and Housing, advising of the COVID-19 Economic Recovery Act, 2020 introduced on July 8th to help get Ontario back on track. 6

- \*13.1.9 The Honourable Jeff Yurek, Minister of the Environment, 9

Conservation and Parks, advising of the next phase of the modernization plan for the Environmental Assessment Act to reduce delays on a number of levels.

*13.1.10	The Honourable Doug Ford, Premier, acknowledging Georgina's concerns regarding Long Term Care Homes and assuring the government's plan to protect the health and well-being of long term care residents through repairing and rebuilding the system.	12
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**THE CORPORATION OF THE TOWN OF GEORGINA**

**REPORT NO. OI-2020-017**

**FOR THE CONSIDERATION OF  
COUNCIL  
July 15, 2020**

**SUBJECT: Lorne Street Storm Sewer Replacement Project Funding and Single Source Contract Award**

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**1. RECOMMENDATION:**

- 1. That Council receive Report No. OI-2020-0017 prepared by the Operations and Infrastructure Department, dated July 15, 2020 regarding the replacement of storm sewers on Lorne Street and in Bonnie Park in conjunction with the Police Marine Facility Project at Jacksons Point Harbour;**
- 2. That Council approve the award of a Single Source procurement through the York Regional Police Marine Facility Project site servicing contract for the replacement of storm sewers on Lorne Street and in Bonnie Park in the amount of \$100,875.60, excluding HST; and**
- 3. That Council authorize the Manager of Procurement Services to issue a Purchase Order to the Regional Municipality of York for the work to be undertaken, and execute all other necessary documents and Agreements; and**
- 4. That Council approve a total budget for the project of \$127,500.00, including contingency, to be funded from remaining uncommitted funds in Capital Projects 17-PWK-6 and 19-PWK-10 Bridge & Culvert Rehabilitation.**

**2. PURPOSE:**

To seek Council authorization for the necessary funding and a Single Source procurement in the amount of \$100,875.60, excluding HST, for replacement of municipal storm sewers as part of the York Regional Police (YRP) Marine Facility Project currently under construction.

**3. BACKGROUND:**

York Regional Police are currently constructing a new marine facility at Jackson's Point Harbour. During the site work for the development, two unmarked municipal storm sewers were found and are determined to be in conflict with the on-site servicing.

#### **4. ANALYSIS:**

The existing storm sewers require replacement and relocation within the YRP property in order to complete the site servicing. The replacement of the storm sewers within the adjacent Town property are also warranted at this time because the pipes and related infrastructure are in poor condition.

The Contractor on site (Ultimate Construction Inc.) has submitted a quotation to relocate and replace the two sewers. Staff have reviewed the quotation in detail and have determined the costs are acceptable, and similar to what it would cost the Town to undertake the work through a separate competitive procurement process. The Single Source procurement is permitted under the Town's Procurement Policy where:

j) It is advantageous to the *Town* to *acquire* the *deliverables* directly from another public body;

k) Another organization is funding or substantially funding the *acquisition* and has selected the *vendor*, and the terms and conditions of the commitment into which the *Town* shall enter are acceptable to the *Town*;

Using the contractor already onsite allows the Town to use the contract administration services of YRP's consultant at no additional cost and utilize the contractor already mobilized onsite undertaking the YRP construction work. Delaying the work is not possible with further delaying the completion of the Marine Unit site development.

The Regional Municipality of York has also agreed to register the necessary utility easements cross the property to allow for future maintenance and replacement of the storm sewers.

#### **5. RELATIONSHIP TO STRATEGIC PLAN:**

This report addresses the following strategic goal:

**PRIORITY 4: "Deliver Exceptional Service" – Manage our Finances and Assets Proactively**

The Town's stormwater culvert network is considered a core asset that requires proactive maintenance and rehabilitation. The identified culverts are in poor condition and require replacement.

**6. FINANCIAL AND BUDGETARY IMPACT:**

Staff recommend that this project be funded from the remaining uncommitted funds available the Bridge and Culvert Rehabilitation projects 17-PWK-6 and 19 PWK-10.


GL Account	Total Budget	Uncommitted Funds	Cost-of-Work Quotation Received
2-2-1512455-3320			
Bridge & Culvert Rehabilitation, 17-PWK-6 and 19 PWK-10	\$527,500	\$127,542.58	\$100,875.60
		Net HST @ 1.76%	\$1,775.41
		Total	\$102,651.01
		Total with 13% HST	\$113,989.43

Additional costs for engineering fees, legal fees and construction contingency (15%) make up the rest of anticipated costs to be accommodated within the recommended budget of \$127,500.00.


Prepared by:

\_\_\_\_\_  
 Nancy Fleming, P.Eng.  
 Manager, Asset Management & Technical Services

Recommended by:

  
 \_\_\_\_\_  
 Robert Flindall, P.Eng.  
 Director of Operations and Infrastructure

Approved by:

  
 \_\_\_\_\_  
 David Reddon  
 Chief Administrative Officer

**Ministry of Municipal Affairs  
and Housing**

Office of the Minister

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Toronto ON M7A 2J3  
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et du Logement**

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234-2020-2680

July 8, 2020

Dear Head of Council:

The COVID-19 outbreak has touched everyone in the province, creating personal and financial hardship, and resulting in losses far greater than anyone could have imagined. We are making steady progress in the safe reopening of the province, and we acknowledge and celebrate those who went above and beyond through this crisis.

I am writing to inform you that on July 8, 2020, our government introduced the COVID-19 Economic Recovery Act, 2020, to help get Ontario back on track. Our proposed bill will address three critical needs Ontario faces: restarting jobs and development; strengthening communities; and creating opportunity for people.

Our government recognizes the key role that municipalities play in restarting the economy, and that their efficient functioning and economic sustainability is critical to Ontario's future success. We are also continuing to negotiate with our federal partners to ensure communities across Ontario receive the urgent financial support they need. We know that municipalities require fair and flexible investment to protect front line services and help restart the economy.

This bill includes proposals that will enable municipal councils and local boards to meet electronically on a permanent basis and allow municipal councils to decide if they wish to have proxy voting for their members. Our government also proposes to finalize the community benefits charges framework; enhance the Minister of Municipal Affairs and Housing's existing zoning order authority to provide more certainty when fast tracking the development of transit oriented communities; make it faster to update and harmonize the Building Code so that we can break down interprovincial trade barriers, and permanently establish the office of the Provincial Land and Development Facilitator to help solve complex land use issues. We are also working on optimizing provincial lands and other key provincial strategic development projects that will help facilitate economic recovery efforts.

My ministry will be hosting a technical information briefing on the proposed community benefits charges framework, including proposed changes to development charges and parkland dedication, so that municipal staff can gain a better understanding of the proposal. The technical briefing will take place in the near future and invitations from the Assistant Deputy Minister of Local Government and Planning Policy Division to municipal Chief Administrative Officers, Treasurers and Chief Planners will be forthcoming.

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In addition to initiatives that I have outlined above from my ministry, there are several other proposals included in our proposed legislation that will support your communities. Changes proposed will modernize our outdated environmental assessment framework, provide more local say on future landfill sites, and ensure strong environmental oversight, while supporting faster build-out of vital transport and transit infrastructure projects to support our economy. Municipally-run courts will be able to use technology to deliver services remotely and we are also moving to fill justice of the peace vacancies faster and more transparently.

We will be extending the validity period of unused marriage licences and protecting the province's most vulnerable consumers who rely on payday loans, by proposing limits on related interest rates and fees.

Also proposed is the reduction of regulatory burdens on farming while preserving the environmental rules that will support this vital part of our economy. Businesses will be able to count on clear, focused and effective rules that do not compromise people's health, safety or the environment through our changes that continue to focus on cutting red tape. At the same time, our changes will allow health and safety standards to be updated more quickly to ensure worker safety in a changing economy.

As the province continues to reopen and the economy recovers, it's more critical than ever to position Ontario as a top-tier destination for investment, domestic growth, and job creation. A key measure to support this objective is the creation of a new investment attraction agency, Invest Ontario, that will promote the province as a key investment destination and work closely with regional partners to coordinate business development activities.

Our proposed changes will also help our communities respond in part to the challenges that this outbreak has brought to our education system. Changes proposed would allow school boards to select the best candidates for director of education for their respective communities. We will also reduce red tape that is preventing access to school for some First Nation students and by limiting unproductive suspensions for our very youngest students. Students with severe learning disabilities will have an opportunity to complete their studies in the upcoming school year and by broadening the mandates of TVO and TFO, our broadcasters will be able to support students' learning needs better during these challenging times.

Through this proposed legislation, we will take the first step towards a strong restart and recovery. More information on our proposals can be found on the Legislative Assembly of Ontario's [website](#).

Our greatest challenges lie ahead of us, and we know we cannot overcome them alone. It's time for everyone to play a role in rebuilding Ontario together. We will ensure no community or region is left behind. Every community must recover if all of Ontario is to grow and prosper again.

Head of Council  
Page 3

Municipalities are encouraged to continue to review our Government's Emergency Information webpage at: [Ontario.ca/alert](http://Ontario.ca/alert). I thank you for your continued support and collaboration in these challenging times.

Sincerely,

A handwritten signature in blue ink that reads "Steve Clark". The signature is written in a cursive, flowing style.

Steve Clark  
Minister of Municipal Affairs and Housing

c: Chief Administrative Officers  
Municipal Clerks  
Kate Manson-Smith, Deputy Minister of Municipal Affairs and Housing  
Brian Rosborough, Executive Director, Association of Municipalities of Ontario



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**Subject:** FW: Letter from the Honourable Jeff Yurek, Minister of the Environment, Conservation and Parks regarding Environmental Assessment modernization

**From:** Minister, MECP (MECP) <[minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)>

**Sent:** Wednesday, July 8, 2020, 7:08 PM

**To:** [rdillabough@georgina.ca](mailto:rdillabough@georgina.ca)

**Subject:** Letter from the Honourable Jeff Yurek, Minister of the Environment, Conservation and Parks regarding Environmental Assessment modernization

Good evening,

I am writing to inform you about the Ministry of the Environment, Conservation and Parks next steps in our government's Made-in-Ontario Environment Plan commitment to build an environmental assessment (EA) program that ensures strong environmental oversight and a strong economy.

The current process for environmental assessments is slow and ineffective. It can take up to six years for some projects, slowing down important infrastructure projects that help Ontario communities, such as installing electricity infrastructure. Even projects subject to a streamlined process, such as new roads and bridges, can be further delayed by administrative burden, impacting the timely construction of basic infrastructure.

That's why, last year our government released a [discussion paper](https://prod-environmental-registry.s3.amazonaws.com/2019-04/EA%20Discussion%20Paper.pdf) (<https://prod-environmental-registry.s3.amazonaws.com/2019-04/EA%20Discussion%20Paper.pdf>) outlining the challenges with our current framework and introducing our vision for a modernized EA program, as the first step in our plan to update the nearly 50-year-old *Environmental Assessment Act* (EAA).

As we committed in our Made-in-Ontario Environment Plan, we want to improve the environmental assessment program by eliminating duplication and reducing delays on projects that matter most to Ontario communities. To start, we amended the EAA through the *More Homes, More Choice Act, 2019* to exempt low-impact projects, such as constructing roadside parks and adding bike lanes from requiring an environmental assessment. Projects like these are routine activities that have benefits to communities but little to no environmental impacts.

As part of our government's proposed COVID-19 Economic Recovery Act, we are now proposing to move forward with the next phase of environmental assessment modernization, to further reduce delays and focus our resources on projects with a higher potential for environmental impacts so that we can help communities get important infrastructure projects built faster, while maintaining strong environmental oversight.

Building infrastructure projects faster, including transit and highways, will help boost Ontario's economic recovery, create thousands of jobs, put more opportunities within the reach of businesses, create more affordable housing, and ensure a higher standard of living in every community across the province.

The proposal includes the items outlined below:

**Proposed amendments to the *Environmental Assessment Act* (EAA)**

Through the COVID-19 Economic Recovery Act, our government has proposed amendments to the EAA, which allow us to move forward with our next phase of our modernization plans, while at the same time supporting the government economic recovery goals by making it possible for us to find efficiencies in the environmental assessment process of important public works.

The legislation would allow us, through subsequent regulations and proclamations, to allow online submissions, reduce the average time by half for the largest projects and match the potential environmental impact of a project to the level of study required.

The proposed changes are aimed at getting important infrastructure projects built faster, while maintaining strong environmental oversight by focusing on projects that have the most potential to impact the environment.

We posted an information notice on the environmental registry to provide information about the proposed legislative changes to the EAA that will be proceeding through the legislative process. Please refer to <https://ero.ontario.ca/notice/019-2051> for more information.

### **Amendments to Class Environmental Assessments (Class EAs)**

My ministry is also seeking input on proposed amendments to 8 Class EAs. These proposed changes would support our modernization initiative as they would exempt low-impact projects from the requirements of the *Environmental Assessment Act*, eliminate duplication and find efficiencies in the planning process. This would speed up projects that are important to communities, such as erosion, repair, or remediation initiatives, or important upgrades to machinery such as waterpower generators.

My ministry is seeking input on these proposed amendments during a **45-day** comment period, closing on **August 22, 2020**. Details of this proposal may be found at <https://ero.ontario.ca/notice/019-1712>.

### **Exempting Regulations**

In addition, my ministry is also proposing regulatory exemptions from the *Environmental Assessment Act* to eliminate duplication and reduce delays for projects and activities related to Indigenous land claim settlements and other agreements with Indigenous communities dealing with land, projects within provincial parks and conservation reserves, and select highway projects being planned by the Ministry of Transportation. Some of these projects and activities are already subject to other legislation or planning processes that would provide the appropriate level of assessment and consultation. Other projects may be exempted from the EAA but would still be subject to conditions such as requirements to post notifications or undertake technical studies as appropriate.

My ministry is seeking input on these proposed amendments during a **45-day** comment period, closing on **August 22, 2020**.

For details of the proposal regarding land claim settlement activities and other agreements with Indigenous communities dealing with land, please refer to <https://ero.ontario.ca/notice/019-1805>.

For details of the proposal regarding projects in provincial parks and conservation reserves please refer to <https://ero.ontario.ca/notice/019-1804>.

For details of the proposals for select Ministry of Transportation projects, please refer to <https://ero.ontario.ca/notice/019-1882> and <https://ero.ontario.ca/notice/019-1883>.

Information about the proposed Class EA amendments can be found on the environmental registry. We ask that you submit any comments that you may have through the instructions provided, and by the deadlines listed above.

Should you have questions about any of the proposals, you can contact us at [EAmmodernization.MECP@ontario.ca](mailto:EAmmodernization.MECP@ontario.ca).

We look forward to your suggestions and comments on our modernization initiatives.

Sincerely,

Jeff Yurek  
Minister of the Environment, Conservation and Parks

## Carolyn Lance

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**Subject:** FW: An email from the Premier of Ontario

**From:** Doug Ford <[Premier.Correspondence@ontario.ca](mailto:Premier.Correspondence@ontario.ca)>

**Sent:** July 13, 2020 4:33 PM

**To:** Margaret Quirk <[mquirk@georgina.ca](mailto:mquirk@georgina.ca)>

**Subject:** An email from the Premier of Ontario

Dear Mayor Quirk:

Thank you for your letter about supporting long-term care homes in Ontario. I appreciate hearing your views and concerns. I know that municipalities have been working incredibly hard to keep their residents safe from COVID-19. I can't thank you enough for your dedicated partnership in Georgina.

Regarding the public commission, our government was the first jurisdiction in North America to voluntarily and proactively announce this kind of review into the impact of COVID-19 in long-term care. This independent, transparent commission will get to the bottom of this crisis and enable us to take quick and decisive action to address the pressing issues facing our long-term care homes. Ontarians deserve answers, and they will get them.

The commission will prioritize transparency through public hearings, public deputations, and public input. Further, we are committed to the report being public. Details of the commission are now being finalized, and we will share more later this month.

Our priority is protecting the health and well-being of Ontarians, especially long-term care residents who are among Ontario's most vulnerable. Together, along with partners, like the Town of Georgina, we will repair and rebuild a system that works in the best interest of residents and the people that work so hard to keep them safe.

Thanks again for writing to me.

Doug Ford  
Premier of Ontario



## GEORGINA

**Subject:** COVID-19 Financial Update

**To:** Mayor and Council

**From:** Rob Wheeler, Director of Corporate Services / Treasurer

**Date:** July 15, 2020

**Briefing:** The COVID-19 pandemic continues to present financial challenges to the Town of Georgina. The challenges include increased expenditures required to maintain high quality essential services to the community and loss of revenues due to the necessity to close parks and recreational facilities to ensure the safety of our residents. With the Province moving forward with the stages of reopening the economy, the Town is forecasting increased expenditures relating to the potential opening of parks and facilities to ensure they are operating in accordance with public health guidelines. In order to mitigate these financial challenges, the Town has implemented several financial mitigation measures, such as laying off employees, freezing the hiring of non-essential staff, redeploying staff to essential service areas, and reducing various operating expenditures across the Town. As well, the Town moved to a four day work week in an effort to reduce its unfunded liability. This has allowed the financial impact to be reduced (details provided on Figure 1). Financial analysis demonstrates that unexpected costs and reduced revenues have had an impact to date of \$1,342,600 and a forecasted impact to September 30<sup>th</sup> of an additional \$1,075,700.

It should be noted that another impact of COVID-19 relates to delays on capital projects and business plan items due to reallocation of the Town's resources to focus on COVID-19. Additionally, the longer term impacts related to COVID-19 may include reduced assessment growth, reduced development charges, reduced development user fees, unrealized investment losses, and the potential for higher capital costs due to project delays or deferrals. These long-term impacts will be reflected in the 2021 Budget and future long-term forecasts.

The Town is currently forecasting a deficit position for the end of fiscal 2020. As per our surplus/deficit policy, this deficit would be drawn from the Tax Rate Stabilization Reserve. Depending on the length of the COVID-19 pandemic and the final impact to fiscal 2020, the Town may need to reallocate funds between different types of discretionary reserve funds to cover the losses in the short-term. If this occurs, a long-term financial strategy would be created to recover any funds that may have been transferred from long-term capital reserves to ensure that we have the capability to rebuild any reserve funds as necessary over a period of time. The Town has and will continue to look at ways of mitigating financial losses relating to the COVID-19 pandemic.

Figure 1:

Department/Service	March 15 - June 30		July 1 - September 30
	Forecast (Reported April 22, 2020)	Actual	Forecast
<b>Increased Expenditures</b>	<b>1,152,900</b>	<b>922,600</b>	<b>677,600</b>
Grants	305,000	305,000	60,000
Library	0	6,300	75,000
Payroll Costs	142,100	190,000	221,500
Realized Investment	180,000	180,000	180,000
Waiving penalties/interest on Water/Tax Bill	398,100	101,500	20,100
Benefit - Delayed due to COVID-19	0	0	57,600
Covid-19 - Materials/Supplies/Equipment	127,600	139,900	63,400
<b>Revenue Losses</b>	<b>865,200</b>	<b>1,143,200</b>	<b>1,143,100</b>
Deferral Water and Wastewater Rates	21,800	21,800	21,800
Development Services	0	261,700	302,800
Library	19,100	19,100	13,700
Parks	171,200	171,200	226,300
Recreation and Culture	653,100	653,100	522,600
DCAO - Parking/Licenses/Fees	0	16,300	55,900
<b>Expense Mitigation Measures</b>	<b>(471,800)</b>	<b>(723,300)</b>	<b>(745,100)</b>
Library	(74,700)	(67,800)	(19,000)
Reduced Travel	0	(10,600)	(7,100)
Reduced Professional Development	0	(72,700)	(32,900)
Reduced Miscellaneous Expenditures	(41,700)	(46,900)	(57,400)
Staffing (Vacant Positions/Seasonal Staff/Staff Leave/Staff Layoff)	(355,500)	(525,400)	(628,700)
<b>Total Loss</b>	<b>\$ 1,546,300</b>	<b>\$ 1,342,600</b>	<b>\$ 1,075,700</b>



## GEORGINA

**Subject:** 2019-2020 Roads Improvement Program

**To:** Mayor and Council

**From:** Rob Flindall, Director Operations and Infrastructure

**Date:** July 15, 2020

**Briefing:**

The 2019-2020 Roads Improvement Program includes three major components for work in 2020. The current work plan and contracts was initiated in 2019 with the approval of a two-year capital budget and program in 2019 and additional carry-forward funding from 2018. The work is funded through the following capital Projects:

- 18-PWK-4 Roads 2018 Reconstruction Program (Church Street and Smith Boulevard)
- 19-PWK-13 Roads Maintenance Program (Resurfacing)
- 19-PWK-14 Roads Reconstruction Program
- 20-OI-3 Roads Maintenance Program (Resurfacing)
- 20-OI-4 Roads Reconstruction Program

**Contract #1 – Resurfacing Program**

Contract OID2019-029 was Awarded in May 2019 and includes a combination of asphalt resurfacing (mill and asphalt overlay) in urban areas; and replacement of surface treatment in rural area. The work is being completed by C.Valley Paving Ltd.

The proposed surface treatment road projects in the rural areas has been peer reviewed by Golder & Associates Ltd. to provided recommendations related to sub-surface conditons and the requirements for granular bedding fro Old Shiloh Road, Cryderman Sideroad and Miles Road. This engineering review has resulted in modifications to the proposed construction of these roads which should result in a more durable and final product. The revised design will result in some additional costs for the project, which can be managed within the allowable contingency.

Road Segment	Start	End	Treatment
<b>The Queensway South</b>	Church St.	Morton Ave	<ul style="list-style-type: none"> <li>• Mill &amp; Overlay asphalt</li> <li>• Replace sidewalk</li> <li>• Replace interlocking sidewalk paving stones with coloured concrete</li> </ul>
<b>Simcoe Ave</b>	The Queensway S	Metro Rd	<ul style="list-style-type: none"> <li>• Mill &amp; Overlay asphalt</li> <li>• Replace sidewalk</li> <li>• Replace interlocking sidewalk paving stones with coloured concrete</li> </ul>
<b>Wexford Dr</b>	Woodbine Ave	Carrick Ave	<ul style="list-style-type: none"> <li>• Mill &amp; Overlay asphalt</li> </ul>
<b>Carrick Ave</b>	Wexford Dr	Natanya Blvd	<ul style="list-style-type: none"> <li>• Mill &amp; Overlay asphalt</li> </ul>
<b>Natanya Blvd</b>	Wexford Dr	Church St	<ul style="list-style-type: none"> <li>• Mill &amp; Overlay asphalt</li> </ul>
<b>Fontaine Dr</b>	Carrick Ave	West limit	<ul style="list-style-type: none"> <li>• Mill &amp; Overlay asphalt</li> </ul>
<b>Old Shiloh Rd</b>	Park Rd	Weir's Sdrd	<ul style="list-style-type: none"> <li>• Surface Treatment</li> <li>• Hot Mix Asphalt (within the Hamlet of Cedarbrae only)</li> <li>• Ditching and Widening</li> </ul>
<b>Cryderman Sdrd</b>	Baldwin Rd	Lasher Ln	<ul style="list-style-type: none"> <li>• Hot Mix Asphalt</li> <li>• Ditching and Widening</li> </ul>
<b>Miles Rd</b>	Ravenshoe Rd	1100 meters north	<ul style="list-style-type: none"> <li>• Hot Mix Asphalt</li> </ul>
<b>Brook Cr</b>	Forestry Dr	Forestry Dr	<ul style="list-style-type: none"> <li>• Surface Treatment</li> </ul>
<b>Otter Cove</b>	Pinecrest Rd	North Limit	<ul style="list-style-type: none"> <li>• Surface Treatment</li> </ul>
<b>Heathbank Ave</b>	Forestry Dr	Pinecrest Rd	<ul style="list-style-type: none"> <li>• Surface Treatment</li> </ul>
<b>Deerhurst Ln</b>	Forestry Dr	Pinecrest Rd	<ul style="list-style-type: none"> <li>• Surface Treatment</li> </ul>
<b>Stoney Batter Rd</b>	Hwy 48	Morning Glory Rd	<ul style="list-style-type: none"> <li>• Surface Treatment</li> </ul>
<b>Sibbald Cr</b>	Hedge Rd	Hedge Rd	<ul style="list-style-type: none"> <li>• Surface Treatment</li> </ul>

### **Project Number #2 – Church Street, Shoreline Place and Shorecrest Road**

Contract OID2019-047 was Awarded in September 2019 and includes reconstruction of Church Street and resurfacing of both Shoreline Place and Shorecrest Road. Church Street is being reconstructed with a modified urban section. The sections of Church Street with existing ditches are being re-constructed with ditches. The Church Street project is being undertaken by IPAC Paving Ltd. Funding for this project is provided through project 18-PWK-4, which is carry-forward Capital Funding from the 2018 Capital Budget.

The Town has retained the services of Greer-Galloway, an engineering consulting firm, to provide Contract Administration and site inspection services for both roads contracts. A representative from Greer-Galloway is onsite daily for the duration of construction.



Challenges have been encountered since construction commenced on both projects. Working with Greer Galloway, IPAC and C. Valley, Town staff have taken the following steps to mitigate the inconvenience to residents, businesses and those attempting to access these roads as much as possible:

- Notices have been delivered to nearby residences and businesses in advance of construction. These notices provide residents with contact information for the Contract Administrator to address questions or concerns. Moving forward, these notices will be provided a minimum of two weeks ahead of time.
- In order to mitigate the nuisance of dust on gravel and milled road surfaces, the contractors have been instructed to apply water and/or calcium chloride solution to reduce the amount of dust. To ensure this is applied daily, the Roads Operations Division has offered assistance when the contractors are unable to meet this requirement.
- In order to maintain access to residences, businesses and side streets, both contractors are using granular material to provide a gradual slope into pre-existing driveways and access points.
- Traffic Control Plans have been approved by the Contract Administrator to ensure compliance with Ontario Traffic Manual Book 7 – Temporary Conditions.
- Town staff are visiting sites on a regular basis to ensure contract compliance and speaking to the Contract Administrator multiple times a day to address any concerns as they arise.

### **2020 Road Maintenance Contracts**

In addition to the major roads capital works, Town staff are also undertaking a comprehensive annual roads preventative maintenance program that includes:

- Asphalt patching to resurface a road up to 850m<sup>2</sup>. This program extends the useful life of a road by resurfacing localized areas where a road requires improvement but the rest of the road segment remains in good condition.
- Crack sealing to prevent surface water from entering the road base and causing further deterioration.
- Driveway restorations following ditch and culvert replacements, approximately 50 locations.
- Catch basin cleaning to ensure catch basins are in good working order and are clear of debris to keep storm water from flooding roads.

In addition, staff will be reviewing the condition of Smith Boulevard east of Park Road. There is funding remaining in project 18-PWK-4 for any necessary repairs to the surface treatment in this section of roadway in 2020.

**2020 Road Reconstruction Design Phase Contracts**

In December of 2019 Staff were authorized to proceed with engineering design work (geotechnical investigations, topographic and legal surveys, drainage plans and detailed design) for Maple Avenue and Irving Drive. This work is delayed but is expected to commence in the fall of 2020. Irving Drive was removed from consideration of resurfacing in 2020 due to the poor soil conditions and lack of drainage. Additional engineering work is required to develop a cost-effective re-construction methodology.

In December of 2019 Staff were authorized to proceed with the preliminary engineering design work (geotechnical investigations, topographic and legal surveys, drainage plans) for the unassumed roads in the Estonian Summer Camp subdivisions. This work is delayed pending resolution of the assumption process, but is expected to commence in the fall of 2020.