



GEORGINA

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

Wednesday, August 12, 2020
9:00 AM

Pages

12. REPORTS

12.2 Reports Requiring Separate Discussion

*12.2.10 Pefferlaw Fire Hall - Verbal Update

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

13.2 General Information Items

13.2.2 Briefing Notes

*13.2.2.4 Request for Road Closure - Church Street, Natanya
Blvd to 150 metres west of Natanya Blvd.

2

(Advisement: This Briefing Note replaces Item No.
13.2.2.1 of the agenda)



GEORGINA

Subject: REQUEST FOR ROAD CLOSURE - Church Street,
Natanya Blvd to 150 metres west of Natanya Blvd

To: Mayor and Council

From: Zaidun Alganabi, Manager of Development Engineering

Date: August 12, 2020

Briefing:

Plan of Subdivisions 19T-9570 & 19T-15G02 commonly referred to as the Treasure Hill Subdivision is a Draft Plan Approved and Registered Subdivision, consisting of 297 Single Detached Dwellings. As outlined in Report No. DS-2019-0097 dated September 11, 2019 and included in the obligations of the Owner (Starlish Home (BT) Corp.) in the Subdivision Agreement, the Owner is required to urbanize the section of Church Street fronting the subdivision. The urbanization works include construction of: sanitary forcemain; sanitary sewers; storm sewers; curb and gutter, and, a box culvert at the stream crossing. The Town currently holds a security from the Owner valued at 100% of the cost of construction of these works. A recently constructed watermain on Church Street that feeds the new Connell Water Booster Station did not require a road closure due to being located in the south boulevard of the right-of-way.

Staff received a request from the Owner's agent requesting a full road closure to complete the Church Street Urbanization works dated June 19, 2020. Staff were initially not in favor of closing the road for the Church Street urbanization works and preferred a single lane closure since Church Street is a collector road and a full road closure would prevent traffic flow as well as create an inconvenience to residents. However, due to various factors staff feel that it is not feasible to complete the works without a full road closure and recommend a full road closure due to the following concerns:

- A deep sanitary sewer section as well as the installation of the box culvert necessitate a full road closure for at least two sections on Church Street
- The remaining sections of sanitary sewer and storm sewer are to be installed directly underneath the existing road and require extensive trenching.
- The works will be completed more quickly with a full road closure rather than a single lane road closure.
- A full road closure will provide better integrity of the subbase and base of the road, rather than constructing the road in two sections (or more).
- Full road closure will reduce health and safety risks to the public by ensuring vehicles and pedestrians are not passing by operating heavy equipment.

The applicant will also need to urbanize the section of Church Street from Woodbine Ave to Natanya Blvd. This work cannot be done at the same time as the works west of Natanya Blvd because this road section provides the detour route. The estimated length of the road closure will be for a period of approximately six (6) weeks.

The full road closure of Church Street from Natanya Blvd to approximately 150 meters west of Natanya Blvd is subject to the review and approval by the Director of Operations and Infrastructure and fulfilling all conditions of a Road Occupancy Permit (ROP), including:

- Detailed Traffic Management Plan and Communication Plan for the detour routes associated with the closure to the approval of the Director of Operations and Infrastructure. These will include provisions for Emergency Management and communication.
- Detailed schedule of work and phasing for closures.
- Liquidated Damages (financial) that will be applied if the Developer is not able to complete the work and restore the road to the satisfaction of the Town by the date set in the Road Occupancy Permit (ROP).
- Requirements for the Winter Season including snow removal, storage, and access.
- Keeping the construction site and any adjacent roads safe and free of any debris.
- Providing access for local traffic, emergency vehicles and residents to access their driveways at all times.
- The Town may draw on securities of Church Street should the developer fail to meet any of the conditions of the ROP.

It is anticipated that a second road closure will be required for Church Street in the spring of 2021 for a period of approximately three (3) months to complete the urbanization work from Woodbine to Natanya.

Notice of the road closure and detour plan will be delivered to all properties on Church Street between The Queensway South and Woodbine Ave. two (2) weeks prior to commencement of work, as well as posted on the Town website.

Attachment 1 – Applicant Road Closure Request

Attachment 2 – Traffic Detour Route (Draft)



ROAD CLOSURE MEMORANDUM/REPORT CHURCH STREET URBANIZATION

June 19, 2020

The purpose of this report is to discuss the use of a full closure of Church Street, in order to urbanize the length of Church from approximately 60m west of Woodbine Avenue to approximately 150m west of Natanya Street. The urbanization of this length of Church Street includes the installation of underground sewers and services; deep gravity sanitary sewer, sanitary forcemain. Sanitary services, storms sewers, and watermain services, including large concrete box structures 2.7m wide as well as associated manholes. See Plan A.

SAFETY AND PHYSICAL CONSTRAINTS IN WORK ZONE

Along the Church Street work zone adjacent existing houses, there is no feasible room for a temporary by-pass lane. This scenario exists west of Natanya Blvd for approximately 150m and also east of Natanya Blvd to beyond the new storm box culvert crossing. The existing infrastructure, such as the main hydro pole line on the north side, and the limited width of the existing boulevard on the south side which is ditched, does not provide a suitable width to accommodate a by-pass lane. See Plan A showing construction machinery movements and work zone limitations. Even if a by-pass lane could fit, it would create an unsafe environment due to the conflicts created by the potential of the existing residents leaving their driveways into a one-way by-pass lane. In addition, the close proximity of deep trench installation and associated heavy machinery beside a temporary by-pass lane is not a favorable situation when an alternative solution exists.

In many cases it is not feasible or safe to conduct work operations within the limits of a single lane. Maintaining traffic directly adjacent to a work operation, separated only by a lane stripe is extremely hazardous for both drivers and workers. Our recommendation is typically to close roads to safely and effectively pursue the work. Also, lane closures are meant to mitigate traffic delay impacts and every effort is made to minimize traffic impacts as much as possible.

PURPOSE OF TEMPORARY BY-PASS LANES

The purpose of a temporary by-pass road during construction is to provide and maintain reasonable convenience to traffic.

In this Church Street scenario, should there be the introduction of a single lane, one-way traffic bypass, it would introduce a delay in traffic movement of a minimum of 10 minutes. Often, this time will be extended in order to facilitate the movement of trucks and loaders providing materials to the work zone, which would increase the delays up to 15minutes.

The proposed detour route from Natanya to Wexford to Woodbine would add approximately 5 minutes to the travel time. See Plan C1 and C2.

It can be expected that traffic will use the shorter route, which is the detour. It would not be unreasonable to expect that within a few days, the local traffic will be taking what would be the detour routes even if a by-pass lane is provided, making the by-pass lane redundant.

The only length of Church Street that could physically accommodate a temporary by-pass lane is from east of the new box culvert storm crossing to the east limit of construction near Woodbine. See Plan B. However, by virtue of the inability to provide a by-pass lane west of this length of Church Street, it makes providing one in this stretch of Church Street redundant as the temporary by-pass would lead to a closed road. Further, if staging of the construction was forced, then the following restrictions and liabilities to introduce a temporary by-pass lane for this stretch of Church Street are introduced;

Attachment 1

1. The temporary by-pass would only fit on the south boulevard. In the south boulevard, there is an existing drainage ditch that convey flows not only for Church Street, but also the storm drainage generated by the existing commercial lots on the south side. This includes the plaza at the corner of Church and Woodbine, plus the Imagine Theatre and Self Storage facility. In order to install the by-pass road, this existing ditch would need to be filled in. This would require the installation of a temporary storm sewer by-pass system to convey the flows from these commercial lots. Further, a large length this Church Street is within the Lake Simcoe Region Conservation Authority (LSRCA) regulated area. Therefore, prior to filling in this area, we would require a Fill Permit from the LSRCA. The typical turn around for this permit is approximately 6 weeks. We have worked with the Town to expedite other LSRCA permits, and pending on the level of technical review, the fastest a permit has been obtained in this similar scenario is 3 weeks. This was pre Covid 19. As we all know, the LSRCA staff are still working from home and the processing of permits is not as efficient as it has been.
2. The forced phasing of this specific length of the works would significantly delay the over all project. It is estimated that phasing would delay the project approximately 6 weeks in Construction time and before that, another 4- 6 weeks in obtaining the required Fill Permit from the LSRCA.
3. Regardless of this temporary by-pass, Church Street would need to be reduced to one lane west of this length of Church Street as well, in order to provide a safe route for construction material deliveries from the on-site storage area located within the Starlish development.
4. As noted earlier, the wait time for a vehicle to travers this temporary by-pass will be a minimum of 10min. The available detour route takes less time to traverse. See Plan C.
5. Regardless of providing this length of a temporary by-pass, a full road closure is required for the large storm sewer box culverts located at the west end of this temporary by-pass.

Attached are two schedules. The first schedule represents a time frame with a Temporary Lane provided. The estimated period of construction in this scenario is approximately 5.5 months. That does not include the lead time needed to obtain the LSRCA Fill Permit, which would add 4 – 6 weeks before we could install the temporary by-pass lane. This would create a situation where the paving of the road is completed at the end of January. Should any delays occur, then this jeopardizes the ability to pave. It would be an unreasonable risk to start this project in this scenario.

The second schedule is one with a Full Road closure. The estimated period of construction with the full road closure is approximately 4 months. Paving is at the end of October, providing at least one month for a buffer should any unforeseen delays occur.

It is our recommendation that the Town permit a full road closure for the extent of the work zones. We are proposing a two-stage full road closure to facilitate movement and detours utilizing Nantanya Street for both closures. See Plan D for the phasing of the road closures and Plan C1 & C2 for the proposed detours.

Prepared By:
A.M. Candaras Associates

Don Roughley, Hon.B.Sc.,
Senior Associate

Attachment 1



LEGEND

JEFFERSON ST. CLOSED AT BROADWAY AVE.

CHURCH STREET CLOSED WEST OF NATANYA BLVD.

CHURCH STREET URBANIZATION

TOWN OF GEORGINA
REGION OF YORK

DETOUR ROUTE PLAN

SCALE: 1"=50' DATE: JULY 2008 PLAN NO: 1707 SHEET: 1 OF 1

CONTRACTOR: MCGILL ENGINEERING INC. 4551 WILSON AVE. #103 MISSISSAUGA, ONT. L4X 1L3 905-807-8030 Fax: 905-807-8038 Email: info@mcgilleng.com

C1

COOK'S BAY
(LAKE SIMCOE)

ATTACHMENT 2