



## **REPORT N°INF2019-003 Industrielle street – Extension Options**

<b>Date</b>	April 1 <sup>st</sup> , 2019
<b>Submitted by</b>	Richard Campeau
<b>Subject</b>	Industrielle street – Extension Options
<b>File N°</b>	T04-IND

1) **NATURE/GOAL :**

The nature of this report is to obtain Council's approval on the department's recommended option prior to finalizing the design and proceeding with the tender process.

2) **DIRECTIVE/PREVIOUS POLICY :**

Following the sale of the land to ATG Industries, a agreement was written with one of the conditions being the extension of Industrielle street had to be constructed by June 30<sup>th</sup>, 2019.

At the December 17<sup>th</sup>, 2018 Council meeting, the department presented a report with its recommended proposed design. This design included roundabout. At this same meeting Council requested to consider other options, one being without a roundabout.

3) **DEPARTMENT'S RECOMMENDATION :**

**WHEREAS** an agreement has already been put in place between both parties in which it holds a condition that the City of Clarence-Rockland must extend Industrielle street before June 30<sup>th</sup>, 2019;

**WHEREAS** the department has considered other alternatives in order to extend Industrielle street and connect it to the private roadway on the Clarence-Rockland arena lands.

**BE IT RESOLVED** that Municipal Council hereby approves option "A", being the option that extends Industrielle street to the private roadway on the Clarence-Rockland arena lands with a roundabout at a cost of \$309,000, to be financed by \$203,199 from the deferred revenue of the sale of the land and \$105,801 from the road reserve fund.

**ATTENDU QUE** qu'une entente a déjà été mise en place entre les deux (2) parties et que l'entente contient une condition que la rue Industrielle soit prolonger par le 30 juin, 2019;

**ATTENDU QUE** le département a considéré d'autres alternatives afin de prolonger la rue Industrielle jusqu'à l'entrée sur le terrain privé de l'aréna Clarence-Rockland.

**QU'IL SOIT RÉSOLU** que le Conseil municipal approuve l'option "A", soit l'option qui permet de prolonger la rue Industrielle jusqu'à l'entrée sur le terrain privé de l'aréna Clarence-Rockland avec un rond-point au coût de 309 000 \$, 203 199 \$ financé à partir du revenu différé de la vente du terrain et 105 801 \$ financé par le fonds de réserve des routes.

4) **BACKGROUND:**

In 2005, when LRL Engineering Consultant originally designed Industrielle Street, the street was intended to extend eastward as the commercial lots were going to be severed and sold. The Street was intended to end with a cul-de-sac at the end. At that time, it was not intended to extend into an institutional or recreational area.

In 2010, the road extended to the Canadian International Hockey Academy (CIHA) site when it was constructed. At this time, the cul-de-sac should have been built at the east extremity of the street before entering the CIHA land. Unfortunately, the cul-de-sac was never constructed.

Currently, the street is 460m long with eleven (11) commercial entrances. This extension will add 100m to the roadway and two (2) new entrances for a total length of 560m of road and thirteen (13) commercial entrances. Please see Annex "C" for aerial map of the area.

5) **DISCUSSION:**

Over the past several years, local business' have complained about stranded large vehicles turning into their private entrances and causing damage to concrete curbs and landscaping on private property. At least one official meeting has taken place between City staff and local business owners in 2012 with a local business owner explaining the situation and requesting the City to address this issue.

Additionally, the Ontario Design Guidelines requires that a street/road over 90 meters in length must have a turning point in order to accommodate local traffic and emergency service vehicle's circulation. It is the department's opinion that if we do not build this cul-de-sac/roundabout, the municipality can be subject to litigation in two (2) different ways.

- 1- Damage is caused on private property due to large vehicles having nowhere else to turn but on private property.
- 2- If an accident was to occur past the end of this roadway; on private property, within the institutional and/or recreational area.

As requested by Council, the Department considered two options, one **with** a cul-de-sac/roundabout (Option "A") and the second **without** a cul-de-sac/roundabout (Option "B"). Below are the estimates for both options.

**Option "A":** With cul-de-sac/roundabout

<b>Items</b>	<b>Costs</b>
Expenses previously incurred/comitted	0\$
Price of construction contract (excl. HST)	254,000\$
Contingencies (10%)	25,000\$
Impact of HST on the contract (1.8%)	5,000\$
Testing	10,000\$
Engineering (C.A. and Inspection)	<u>15,000\$</u>
<b>Approximate Total Costs</b>	<b>309,000\$</b>

**Option "B":** Without cul-de-sac/roundabout

<b>Items</b>	<b>Costs</b>
Expenses previously incurred/comitted	0\$
Price of construction contract (excl. HST)	216,000\$
Contingencies (10%)	25,000\$
Impact of HST on the contract (1.8%)	5,000\$
Testing	10,000\$
Engineering (C.A. and Inspection)	<u>15,000\$</u>
<b>Approximate Total Costs</b>	<b>271,000\$</b>

When comparing both options we notice a difference of only 38,000\$ between Option "A" and Option "B".

6) **CONSULTATION:**

N/A

7) **RECOMMENDATIONS OR COMMENTS FROM COMMITTEE/ OTHER DEPARTMENTS :**

N/A

8) **FINANCIAL IMPACT (expenses/material/etc.):**

A total of 337 500\$ was set aside for this project when the 2019 budget was prepared:

- Sale of the land (deferred revenues): \$203,199
- Road Reserve: \$134,301

Therefore, both options can be funded from the above funds.

9) **LEGAL IMPLICATIONS :**

The sale of the land agreement with ATG Industries, was written with several conditions, one of the them being the extension of Industrielle street had to be constructed by June 30<sup>th</sup>, 2019.

10) **RISK MANAGEMENT :**

Reduce the risk of litigation and accidents.

11) **STRATEGIC IMPLICATIONS:**

N/A

12) **SUPPORTING DOCUMENTS:**

Annex "A", Aerial map of the area

Annex "B", Option "A" – Road extension with cul-de-sac/roundabout

Annex "C", Option "B"– Road extension without cul-de-sac/roundabout