

To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-106

Date of Report: May 3, 2023

Date of Meeting: May 8, 2023

Subject: Road Improvements to Celina Street, north of Fisher Street

Ward: Ward 5

File: 03-05

1.0 Purpose

On April 17, 2023 the Economic and Development Services Committee considered correspondence ED-23-80 regarding the condition of Celina Street, between Fisher Street and the northern terminus of Celina Street and adopted the following recommendation:

“That Correspondence ED-23-86, dated March 3, 2023, concerning Terry Ward, Vice President of the Board of Directors for Simcoe Hall, requesting assistance to repair the City-owned the road and sidewalk be referred to staff for a report.”

Attachment 1 is Correspondence ED-23-86 dated March 3, 2023 from Simcoe Hall Settlement House.

Attachment 2 is an exhibit that shows the location of Simcoe Hall Settlement House and the surrounding area including the portion of Celina Street that is the subject of this report.

Attachment 3 to this report is a table showing the list of candidate streets from the Road Reconstruction Program Forecast between 2024 and 2027

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ES-23-106 dated May 3, 2023, Economic and Development Services staff be directed to advance the rehabilitation of Celina Street between Fisher Street and a point approximately 65 metres north of Fisher Street generally in accordance with the comments of said Report.

2. That, pursuant to Report ES-23-106 dated May 3, 2023, funding in the amount of \$88,000 plus H.S.T. be provided from the Infrastructure Reserve”

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in preparation of this Report:

- Commissioner, Community and Operations Services
- Commissioner, Corporate and Finance Services
- City Solicitor

5.0 Analysis

5.1 Celina Street – Existing Condition and Future Needs

The road section associated with the portion of Celina Street that is the subject of this Report is detailed in Table 1 below:

Table 1: Road Section Location and Rating

Street Name	From	To	Pavement Condition Rating
Celina Street	Fisher Street	64 metres (209.97 ft.) north of Fisher Street	5

The City applies a systematic approach to decision-making in regards to the construction, acquisition, operation, maintenance, renewal, replacement and disposition of assets in the most cost effective manner. The process takes into consideration whole life costs, climate change and adaption and risk and is reflected in Table 2 below.

Table 2: Oshawa Road Ratings and Strategies

Pavement Condition Rating	Structural Adequacy	Strategy	Description
80-100	16-20	Preventative	The roads are functioning as intended. Limited, if any, deterioration observed.
60-79	12-15	Restorative	The roads are functioning as intended. Normal deterioration and minor distress observed. Maintenance will be required within the next 5 years to maintain functionality.
40-59	08-11	Rehabilitative	The roads are starting to not function as intended. Significant distress observed.

Pavement Condition Rating	Structural Adequacy	Strategy	Description
			Maintenance and some repair required within the next few years to restore functionality.
0-39	1-7	Reconstruction	The roads are not functioning as intended. Significant deterioration and major distress observed, with possible damage to the base. Requires immediate attention.

Celina Street, from Fisher Street to its northern terminus approximately 64 metres (209.97 ft.) north of Fisher Street, is a 2 lane semi-urban section, with a Pavement Condition Rating (P.C.R.) of 5 out of 100. It is ranked 3rd out of 3067 road sections in terms of priority from a condition perspective.

Average annual daily traffic count on this portion of Celina Street is estimated to be 150. This portion of Celina Street provides vehicular access to seven (7) single detached dwellings and the Simcoe Hall Settlement House.

The timing of the reconstruction with storm sewers is currently forecasted in 2027.

Reconstruction of this section of Celina Street would not accommodate the City's standard cul-de-sac and land would need to be acquired in order to advance a cul-de-sac. This would impact timing and may prove to be a challenge.

5.2 Simcoe Hall Settlement House Improvements

Simcoe Hall Settlement House ("Simcoe Hall") is a community group that provide wellness opportunities through a food bank and programs to serve children, individuals and families who experience financial and social challenges.

Simcoe Hall was established in 1935 and remains active and dedicated to aiding the lives of less advantaged families and alleviating the consequences of poverty in Oshawa.

In 2022, Simcoe Hall supported 10,000 people including 2,400 each month from their food bank as well as seniors and children with a variety of programs.

Simcoe Hall's Board of Directors were successful in receiving grant funds to renovate their food bank operations with the goal of increasing their capacity to store food while increasing the number of clients they serve daily. This is to support the significant demand being experienced today and the projected future demands. The grant is to improve the process of receiving food donations/deliveries as well as the flow of clients for registration and receiving hampers.

The challenge with Simcoe Hall's property is its limited space and the distancing of their clients/staff and vehicles (cars and trucks) who are picking up or making deliveries. To

address this concern they are investigating alternatives that would mitigate or eliminate this risk.

One alternative is to use an entrance located on the east side of the building on Celina Street for both intake of clients and hamper distribution. However, the road and sidewalk located in the immediate area are in poor condition and presently represent a risk not only to pedestrians but also vehicles.

5.3 Request for Assistance

On April 17, 2023, correspondence from Simcoe Hall (see Attachment 1) was referred to staff for this Report by the Economic and Development Services Committee.

5.4 Options

Engineering staff have identified the following four (4) options for Council to consider to respond to the request

- Option 1: Rehabilitate the Pavement (no curb and gutter repair)
- Option 2: Reconstruct to a Full Urban Standard
- Option 3: Treatment of Pavement and Surface
- Option 4: Monitor and React on an as needed basis

5.4.1 Option 1: Rehabilitate the Asphalt Pavement but not the curb and gutter

Option 1 involves rehabilitating the pavement but not the curb and gutter for the portion of Celina Street that is the subject of this Report.

Rehabilitation work would be limited to only repaving the road and would not involve installing storm sewers, curbs and gutters, underdrains, boulevards and sidewalks

Option 1 would add approximately 10 years to the lifecycle of that portion of Celina Street that is the subject of this Report at an estimated cost of \$88,000 plus H.S.T. Option 1 would take approximately 9 months to deliver. Option 1 would restore the pavement section of the right-of-way to an acceptable level and improve serviceability.

Option 1 represents the staff recommended Option. Should the Economic and Development Services Committee wish to recommend to Council that the pavement for the portion of Celina Street that is the subject of this Report be rehabilitated, then Section 2 of this Report contains the appropriate language.

5.4.2 Option 2: Reconstruct to a Full Urban Standard

Option 2 involves reconstructing the portion of Celina Street that is the subject of this Report to a full urban standard.

Construction work would include repaving the road and installing storm sewers, curbs and gutters, underdrains, boulevards and sidewalks

Option 2 provides the longest lifecycle estimated at approximately 80 years but also represents the highest cost at an estimated \$199,000 plus H.S.T. Option 2 would take approximately 18 months to deliver. Option 2 would restore the right-of-way to an acceptable level and improve serviceability.

Should the Economic and Development Services Committee wish to recommend to Council that the portion of Celina Street that is the subject of this Report be reconstructed to a full urban standard, then the following recommendation should be adopted:

“That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ES-23-106 dated May 3, 2023, Economic and Development Services staff be directed to advance the reconstruction of Celina Street between Fisher Street and a point approximately 65 metres north of Fisher Street to a full urban standard generally in accordance with the comments of said Report.
2. That, pursuant to Report ES-23-106 dated May 3, 2023, funding in the amount of \$199,000 plus H.S.T. be provided from the Infrastructure Reserve”

5.4.3 Option 3: Treatment of Pavement and Surface

Option 3 involves treating the pavement and road surface to improve its pavement condition rating and serviceability. Option 3 is a temporary solution that merely delays the inevitable need to reconstruct the portion of Celina Street that is the subject of this Report.

Option 3 would add approximately 7 years to the lifecycle of that portion of Celina Street that is the subject of this Report at an estimated \$98,000 plus H.S.T. Option 3 would take approximately 9 months to deliver. Option 3 would restore the pavement section of the right-of-way to an acceptable level and improve serviceability.

Should the Economic and Development Services Committee wish to recommend to Council that the portion of Celina Street that is the subject of this Report be rehabilitated, then the following recommendation should be adopted:

“That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ES-23-106 dated May 3, 2023, Economic and Development Services staff be directed to advance the treatment of the pavement and surface of Celina Street between Fisher Street and a point approximately 65 metres north of Fisher Street generally in accordance with the comments of said Report.
2. That, pursuant to Report ES-23-106 dated May 3, 2023, funding in the amount of \$98,000 plus H.S.T. be provided from the Infrastructure Reserve”

5.4.4 Option 4: Undertake Maintenance as needed and Monitor

Option 4 involves undertaking maintenance on an as needed basis and monitoring the situation.

Option 4 is a temporary solution that merely delays the inevitable need to reconstruct the portion of Celina Street that is the subject of this Report.

Option 4 does not add to the lifecycle of that portion of Celina Street that is the subject of this Report and has an annual estimate of \$10,000 for maintenance and repairs. Option 4 can be delivered immediately but would only temporarily restore the pavement section of the right-of-way to an acceptable level and would not improve serviceability.

Should the Economic and Development Services Committee wish to recommend to Council that the portion of Celina Street that is the subject of this Report be maintained on an as needed basis and monitored, then the following recommendation should be adopted:

“That the Economic and Development Services Committee recommend to City Council that, pursuant to Report ES-23-106 dated May 3, 2023, Economic and Development Services staff be directed to monitor the pavement and surface of Celina Street between Fisher Street and a point approximately 65 metres north of Fisher Street and undertake maintenance on an as need basis generally in accordance with the comments of said Report.”

5.5 Related Work in Surrounding Area

There is much infrastructure work planned near Simcoe Hall in the near future including:

- The Major Transit Station Area Study related to Metrolinx’s Oshawa to Bowmanville Rail Service Extension which may include the removal of the Albert Street Bridge, the associated embankments and the west leg of the Albert Street access to Fisher Street;
- The Simcoe Street Bus Rapid Transit being proposed by the Durham Regional Transit;
- Region of Durham watermain and sanitary sewer work planned in 2023 on Simcoe Street, from Olive Avenue to Metcalf Street, which will have lane reductions during construction.

5.6 Road Reconstruction Program Forecast (Project 74-0077)

Project 74-0077 Road Reconstruction Program is a reoccurring program with numerous annual candidates for work. There are several other candidates competing for available funds as shown on Attachment 3. While approval of the Recommendation contained in Section 2 of this Report will result in the project “jumping the queue” it is noted that it has a Pavement Condition Ranking of 5 out of 100 and is already ranked 3rd out of 3067 road sections in terms of priority from a condition perspective.

6.0 Financial Implications

Depending on the Option selected by Council, funding for the project will range between \$0 (Option 4) and \$199,000 plus H.S.T. (Option 2).

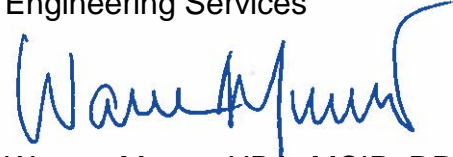
Funding is available in the Infrastructure Reserve.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendation in this Report advances the Accountable Leadership, Environmental Responsibility and Economic Prosperity and Financial Stewardship goals of the Oshawa Strategic Plan.



Anthony Ambra, P.Eng., Director,
Engineering Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

ED-23-86

From: Terry Ward <M.F.I.P.P.A Sec. 14(1)>
Sent: Friday, March 3, 2023 11:31 AM
To: Brian Nicholson <BNicholson@oshawa.ca>
Subject: Simcoe Hall request for assistance

Brian

My name is Terry Ward, Vice President of the Board of Directors for Simcoe Hall. We find ourselves in new of your assistance again.

The agency has received a grant to renovate our food bank operations with the goal of increasing not our capacity to store food but the number of clients we serve daily. This is being done to address the significant demand we are experiencing today but also the projected increase in the coming months and years.

As part of the renovation, we are relocating the foodbank to a different building within our facilities to improve on the process of receiving food donations/deliveries as well as flow of clients for registration and receiving hampers.

One of the challenges we have with our property, and its limited space, is the distancing of our clients/staff and vehicles (cars and trucks) who are picking up or making deliveries. As safety is a top priority, we are looking at alternatives that would reduce or potentially eliminate this risk.

As such we are hoping to use an entrance located on the east side of the building on Celine for intake of clients and hamper distribution. However, the road and sidewalk located in the immediate area are treacherous and present a danger, not only to pedestrians but vehicles as well.

We attempted to address this issue when we repaved our parking and driveways but the firm, we engaged, refused to address it as this is city property. Some effort was made, apparently, to engage with the city but from what I understand there was no action taken.

I was hoping you could provide some guidance as to how and who we should engage to understand the likelihood of the city addressing this issue and timeline. As this is a grant, we do have a timeline to complete the task, else the funds must be returned.

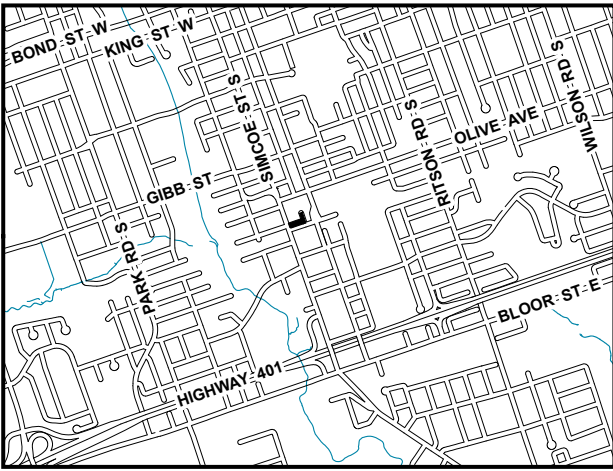
I have included some photos to assist you in understanding the issue. We look forward to your guidance and support.

ED-23-86



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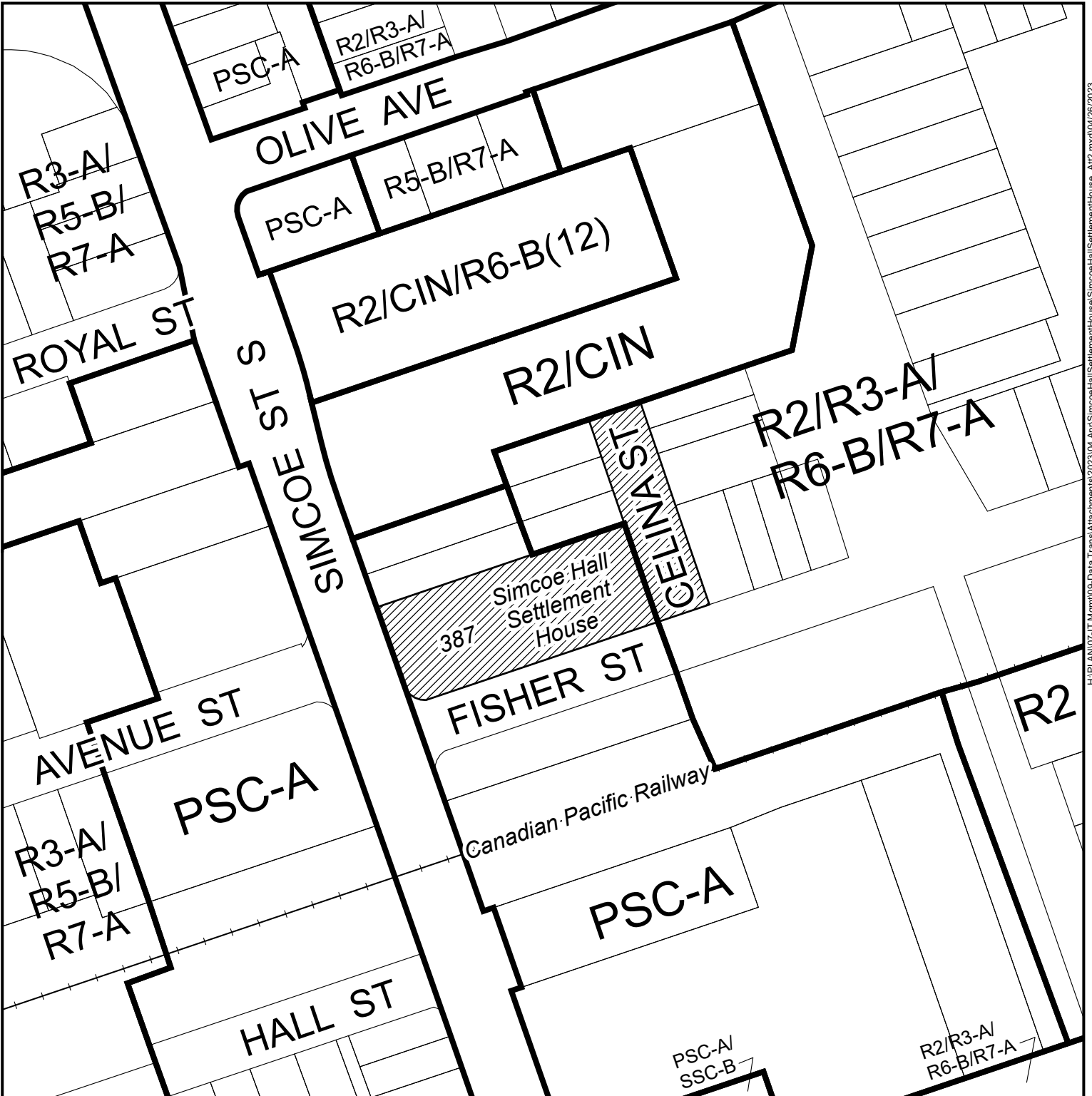




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Subject Site



Road Reconstruction Program Forecast between 2024 and 2027

Year	Location
2024	Coleridge Street, from Whitman Crescent to Emerson Avenue (\$250,000.00)
2024	Coleridge Street, from Emerson Avenue to Tennyson Avenue (\$253,000.00)
2024	Ritson Road South, from Kawartha Avenue to Southlawn Avenue (\$295,000.00)
2024	Ritson Road South, from Southlawn Avenue to Wellington Avenue West (\$476,000.00)
2024	Ritson Road South, from Wellington Avenue West to Simcoe Street South (\$763,000.00)
2025	Dieppe Court, from 50 metres (164.02 ft.) west of Hillcrest Drive to Hillcrest Drive (\$240,000.00)
2025	Meadow Street, from Avalon Street to Manor Drive (\$753,000.00)
2025	Myers Street, from Wolfe Street to Sharon Avenue (\$206,000.00)
2025	Myers Street from Sharon Avenue to Conant Street (\$204,000.00)
2025	Rolson Street, from 75 metres (246.06 ft.) west of Ritson Road North to Ritson Road North (\$345,000.00)
2025	Selleck Lane, from Simcoe Street North to 183 metres (600.39 ft.) east of Simcoe Street (\$292,000.00)
2026	Court Street, from 186 metres (610.24 ft.) south of Bruce Street to Bruce Street (\$434,000.00)
2026	Cubert Street, from Bloor Street West to College Avenue (\$1,122,000.00)
2026	Laracor Lane, from Grierson Street to 78 metres (255.91 ft.) east of Grierson Street (\$213,000.00)
2026	Llewellyn Avenue, from Fernhill Boulevard to Rosehill Boulevard (\$283,000.00)
2027	Albert Street, from 66 metres (216.56 ft.) south of Bloor Street East to Bloor Street East (\$295,000.00)
2027	Annis Street, from Albert Street to Margaret Street (\$305,000.00)
2027	Celina Street, from Fisher Street to 64 metres (209.97 ft.) north of Fisher Street (\$199,000.00)
2027	Division Street, from Rosedale Avenue to 90 metres (295.28 ft.) north of Rosedale Avenue (\$529,000.00)
2027	Grove Avenue, from Jarvis Street to Division Street (\$175,000.00)
2027	Montrave Avenue, from Bloor Street West to 76 metres (249.34 ft.) north of Bloor Street West (\$313,000.00)
2027	Park Road South, from Bloor Street West to 65 metres (213.26 ft.) north of Bloor Street West (\$260,000.00)

Year	Location
2027	Regent Drive, from 62 metres (203.41 ft.) west of Riverside Drive to Riverside Drive North (\$201,000.00)
2027	Stone Street, from Cedar Street to 270 metres (885.83 ft.) east of Cedar Street (\$189,000.00)
2027	Woodlea Crescent, from Glenmanor Drive to Glenmanor Drive (\$743,000.00)