



TRAFFIC CONTROL & IMPACT  
STUDY

ISLAND HARBOUR CLUB

175 ST. LAWRENCE ST.  
GANANOQUE, ONTARIO



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## EXECUTIVE SUMMARY

RMP Construction & Development Ltd. will be constructing a mixed use residential/ commercial project on a 1.66 acre piece of property bound by St. Lawrence Street, Market Street, Water Street and Kate Street in Gananoque, Ontario.

Development of this property will be in two phases; 1) Demolition and Site Remediation and 2) Building Construction and Project Development.

## DEMOLITION AND SITE REMEDIATION

Before any work starts on the site a construction fence barricade will be erected which will delineate the property limits to protect workers and the public. This fence will be in place from April 2014 until the spring of 2017.

For two weeks during the demolition of the existing building RMP will require 24- hour single lane closures on St. Lawrence Street and Market Street.

For the first two weeks of Remediation, RMP will need the same 24- hour single lane closures. Once the perimeter excavation is complete, the single lane closures will be limited to construction hours, with appropriate traffic control personnel on duty from 7 AM to 6 PM.

## BUILDING CONSTRUCTION AND PROJECT DEVELOPMENT

Building Construction is tentatively scheduled to begin September 2015. During the construction period, working space will require that St. Lawrence Street, Market Street and Kate Street all become single lane one-way traffic roads.

Public safety, ease of community access and convenience to Gananoque citizens and visitors are the goals important to RMP Construction & Development Ltd.



## INTRODUCTION

At the request of the Town of Gananoque, R.M.P. Construction and Development Ltd. is conducting a review of the anticipated impact associated with the remediation and construction process for the Island Harbour Club Inc. located at 175 St. Lawrence St. in the Town of Gananoque, Ontario.

This report has been prepared specifically and solely for the above noted project which is described herein. It contains all of our findings and recommendations for implementation of a traffic management plan.

Island Harbour Club Inc. is to be an exclusive mixed use building containing 58 residential condominiums, 2 work and Live combined condominiums and 7 commercial walk up units over an underground open air parking structure with room for 124 Cars.

The parking structure has been split equally between the Town of Gananoque for rental and tourist related use. The balance of the parking is being deeded to the unit owners and will become part of the condominium for the sole use of the owner.

The entire structure will take the full lot area with minimal setbacks from the property lines to maximize the parking lot area required by the "Request for Proposal" established by the Town of Gananoque.

The lot area is approximately 100 m x 67 m or 1.66 acres contained within 4 municipal roadways. Water St. to the south, St. Lawrence St. to the north, Kate St. to the west and Market St. to the east.

This report will identify the impacts and potential hazards that will exist to vehicle and pedestrian traffic directly adjacent to the building site and specific only to the four municipal road ways identified in this report.

## EXISTING CONDITIONS

All the roads identified in this report are the property of the Town of Gananoque and considered to be municipal light duty standard and not designed as truck route for commercial traffic.

There is no electronic signaling located at any abutting intersections. The traffic control, speed, street names and illustrated by use of industry standard signage in size, shape and colour.

The speeds directly adjacent to the proposed building site are considered municipal residential zones with no posted speed signs in view of the site. Therefore the laws of Ontario and municipal by-laws will govern at 50 KM/H.

#### **NORTH - ST LAWRENCE STREET**

St Lawrence St. is located directly north of the site and services only a vacant lot and garage for the marina located to the west. The street dead ends to the west at a municipal boat launch. The roadway would be considered heavy seasonally and light on off seasons. There is a junction with Kate St. to the west and Market St. to the east.

#### **SOUTH- WATER STREET**

Water St. is located to the south of the building site. The road serves two way traffic with parking located on the north side of the roadway directly against the building site. The south side of the roadway is a parking area and municipal park. This roadway would again be considered seasonally heavy traffic during summer months and have very light use in the off season. The roadway dead ends to the west with only one junction at Kate St. that leads to the north.

#### **WEST- KATE STREET**

Kate St. exists to serve as a loop connecting only St Lawrence St. and Water St. The building site is located to the east of the road. The west side of the Kate St. serves the offices of the municipal water treatment and storage plant and a commercial building with three tenants. The traffic flow would be considered seasonally heavy as a feeder to St Lawrence St. serving the boat launch.

#### **EAST- MARKET STREET**

Market St. is located to the east of the building site. Market St. has no egress of laneways between St. Lawrence St. and Water St. The traffic is both directions and considered light. Market St. leads into a residential neighbourhood to the north.

## STUDY AREA

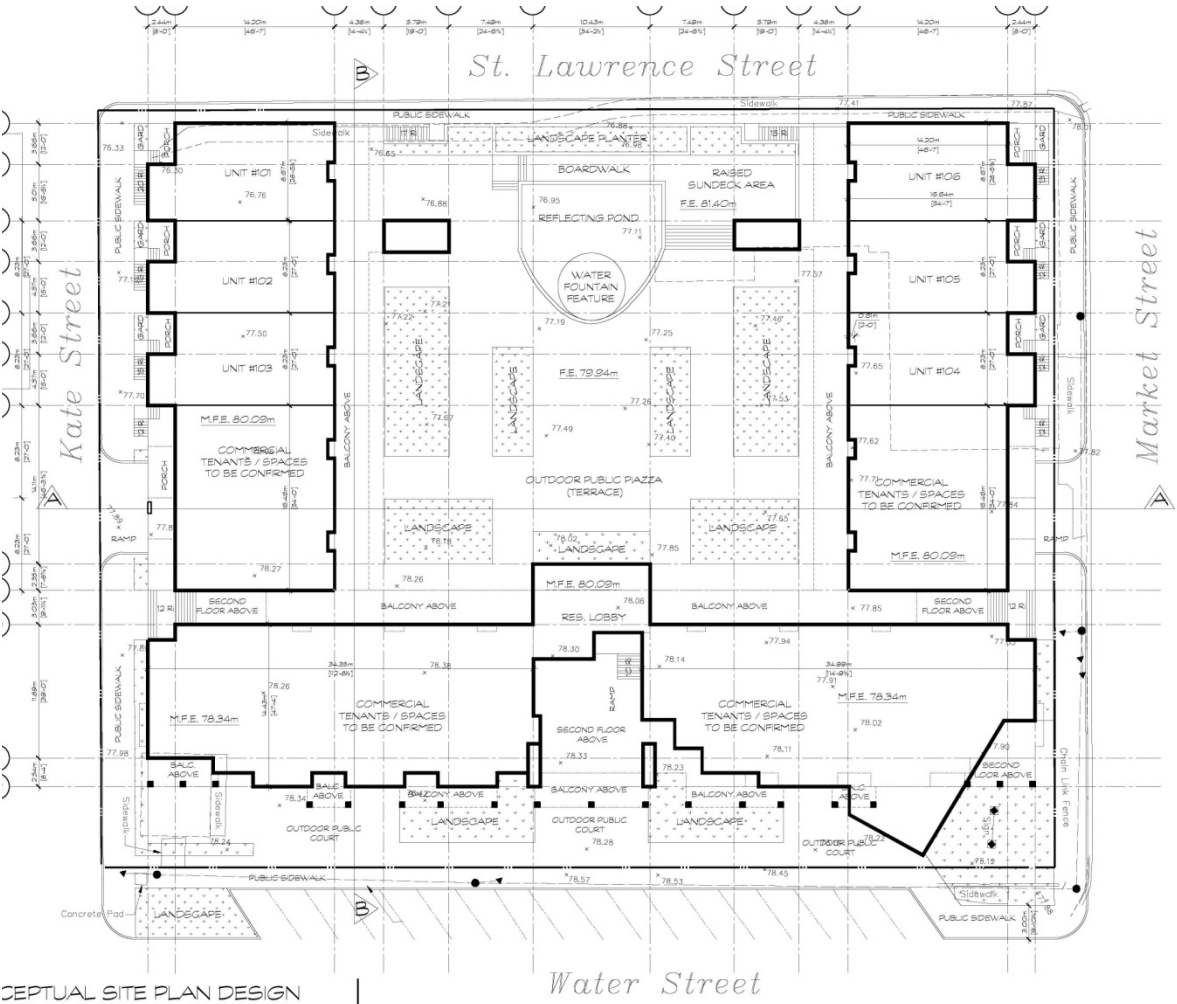


# DEVELOPMENT LAND USE TYPE & SITE PLAN

## 175 ST LAWRENCE STREET (EXISTING SITE)

The Existing site is currently known as 175 St. Lawrence St. It is a vacant lot used primarily as seasonal tourist parking to serve Joel Stone Park to the south. There is an existing two story structure located on the north-east corner of the property that will be demolished to make room for the new proposed development. (See photo located above) The traffic flow circulation into the site is limited to a single access point located off Market St. with traffic barriers and grass medians.

## THE ISLAND HARBOUR CLUB-PROPOSED SITE PLAN





The new development will cover the entire building site with setbacks from the property line only to permit pedestrian traffic around the building perimeter, allowing access to the main floor commercial spaces and walk up condominiums located on both the east and west sides of the complex.

The vehicle traffic will gain access to the underground parking area by both Kate St. and Market St. Traffic from Kate St. will be public traffic accessing and exiting the 64 parking spaces retained as exclusive use by the Town of Gananoque. Traffic accessing the building from Market St. will be by condo owners. These 62 parking spaces are deeded to the Condo owners. Access is controlled and private, assessable only to the property owners.

New sidewalks, curbs, and soft and hard landscaping will be installed bordering all adjacent streets as part of the development and construction program.

## DEVELOPMENT SIZE

The new Island Harbour Club development will utilize the entire 1.66 acre site and measure approximately 100 metres in width, 67 metres in Length and 20 metres in height.

There are 58 Residential Condominiums with the average unit equal to 1300 Square Feet. The main floor consists of 7 commercial units located on grade for easy walk up from Water Street. There are also 2 live & work units on the main floor.

## DEVELOPMENT STAGES

The Project will be a total of two development phases:

### PHASE 1- REMEDIATION AND CONTAMINATION REMOVAL

This phase consists of the demolition of the existing buildings and excavation and removal of the contaminated materials in order to achieve a *Record of Site Condition*.

The Schedule of work is schedule to start May 2014 and continue for 1 year ending May 2015.

### PHASE 2- BUILDING CONSTRUCTION AND PROJECT DEVELOPMENT

This phase is the Construction and Site development of the new building

The construction phase is tentatively scheduled to start September 2015 and last for 24 months. Occupancy is scheduled for September 2017.



## OTHER DEVELOPMENT & PLANNED ROAD IMPROVEMENTS

There are no other development and/ or road improvements being considered in this Traffic Plan.

## EVALUATION OF IMPACTS

### PHASE 1- REMEDIATION AND CLEAN UP

The first phase of the Island Harbour Club is the land remediation and clean up. This will be a two part process starting with (A) the existing building demolition and removals and the secondly (B) with the excavation and removals of contamination soils.

#### (A) BUILDING REMOVALS

The existing building is a two storey concrete structure directly abutting the property line and public sidewalk on both St Lawrence St. and Market St.

During the stripping phase a construction fence barricade will be installed on the sidewalk of both St. Lawrence St. and Market St. to protect the workers and public, to control access to and from the site, and create a safety buffer zone. This buffer zone effectively closes the sidewalk. *START DATE: APRIL 15TH, 2014 UNTIL APPROXIMATELY SPRING OF 2017.*

During the building demolition phase single lane closure will be required for both St. Lawrence St. and Market St. for a period of two weeks; 24 hours per day. During the work day, between the 7AM and 5 PM, the road closure is required for both St. Lawrence St. and Market St. to permit access to the building perimeter. *ANTICIPATED START DATE: TO BE DETERMINED.*

#### TRAFFIC PATTERN ADJUSTMENTS

During the period of road closure Kate St. will become a dead end and the barricades will be installed to permit a hammer head turn around. Access to adjacent business will not be affected.

Traffic flow on Market St. from the north will be detoured on St. Lawrence St. to the east with the reverse effect for traffic on St. Lawrence St. travelling west.

The access to Market St. from Water St. will be closed.

#### SIGNALING AND SIGNAGE

Road Closure signage will be installed at the intersections of Water St. and Market St., Market St. and St. Lawrence St., St Lawrence St. and Kate St. to demarcate the lane reduction for after hours and changed to road closed during regular business hours.

See Appendix A for traffic & signage diagram.





## **(B) EXCAVATION AND REMOVALS**

*BULK EXCAVATION PHASE* - The excavation and remediation work is limited to the interior of the property lines. The bulk of the equipment and loading procedures will be contained within site. Traffic and public safety concerns will exist only at the truck entrance to the site. Start: TBD Duration: 90 Days

*PERIMETER EXCAVATION* - During the excavation of the perimeter adjacent to the property line lane closure will be required 24 hours per day. This buffer zone will permit the use of the equipment without public safety concerns. Loading of trucks will still remain within the limits of the property lines. Start Date: TBD Duration: Two Weeks

The truck access will be located at the intersection of Market St. and Water St. Parking for 6 cars will be closed during both phases A and B.

### TRAFFIC PATTERN ADJUSTMENTS

During the period of lane closure, Kate St., St. Lawrence St., and Market St. will be one way traffic only. The entry to Market St. will be closed at Water St. redirecting traffic west to Kate St. Entry to St. Lawrence St. from Market St. will be closed, redirecting traffic north or south on Market St.

### SIGNALING AND SIGNAGE

Merge, Right of way, and Road Closure signage will be installed at the intersections of Water St. and Market St., Market St. and St. Lawrence St., Water St. and Kate St. to demarcate the lane reduction and one way.

The truck access route will be marked with truck only access signage. During the work day hours of 7am to 6pm physical traffic control will be provided to allow exiting and access to the work site for trucks using trained personal with High Visibility PPE and hand held signage.

See Appendix A for traffic & signage diagram.

## **PHASE 2- BUILDING CONSTRUCTION AND PROJECT DEVELOPMENT**

This phase is construction and site development of the new building

Construction is tentatively scheduled to start September 2015 and last for 24 months. Occupancy would be scheduled for September 2017.

The building construction is the full limit of the property lines and working space will be required for the entire perimeter of the building area. Working space will require lane closure resulting in one way traffic for Kate St., St. Lawrence St., and Market St. This will effectively start in the fall 2015 and remain in effect until spring 2017.



Loading and unloading procedures may require; from time to time, short term street closure. When and where this is required the fence line and signage will be adjusted for the period of time required. This condition will rarely effect weekends and be limited to 7AM to 6PM.

#### TRAFFIC PATTERN ADJUSTMENTS

During the period of lane closure, Kate St., St. Lawrence St. and Market St. will become one way traffic only. The entry to Market St. will be closed at Water St. redirecting traffic west to Kate St. Entry to St. Lawrence St. from Market St. will be closed redirecting traffic north or south on Market St.

During the periods of road closure barricades will be installed to permit a hammer head turn around at Water St. and Kate St.

Traffic flow on Market St. from the north will be detoured on St. Lawrence St. to the east with the reverse effect for traffic on St. Lawrence St. travelling west.

The access to Market St. from Water St. and Water St. to Kate St. will be closed

#### SIGNALING AND SIGNAGE

Merge, Right of Way and road closure signage will be installed at the intersections of Water St. and Market St., Market St. and St. Lawrence St., Water St. and Kate St. to mark the lane reduction and one way.

During the work day hours of 7am to 6pm physical traffic control will be provided to allow exiting and access to the work site for trucks using trained personal with high visibility PPE and hand held signage where traffic redirection is required during short term road closure.

See Appendix A for traffic & signage diagram.

## SIGNAL JUSTIFICATION

In review of the project traffic control requirements by phases, our expected traffic volumes are considered seasonal and low volume and low speed. The use of signage and barricades will be adequate assist the navigation around the project site.

Where a short term road closure or increase risk to public is possible due to the building operations physical traffic control will be provided by the use of hand held signage.

## CONCLUSIONS AND RECOMMENDATIONS

RMP Construction and Development Ltd. is fully prepared to minimize the impact of our construction project on the local and visitor traffic. Lane closures, parking spot closures and the use of one-way directions will prevent any obstacles to traffic flow.

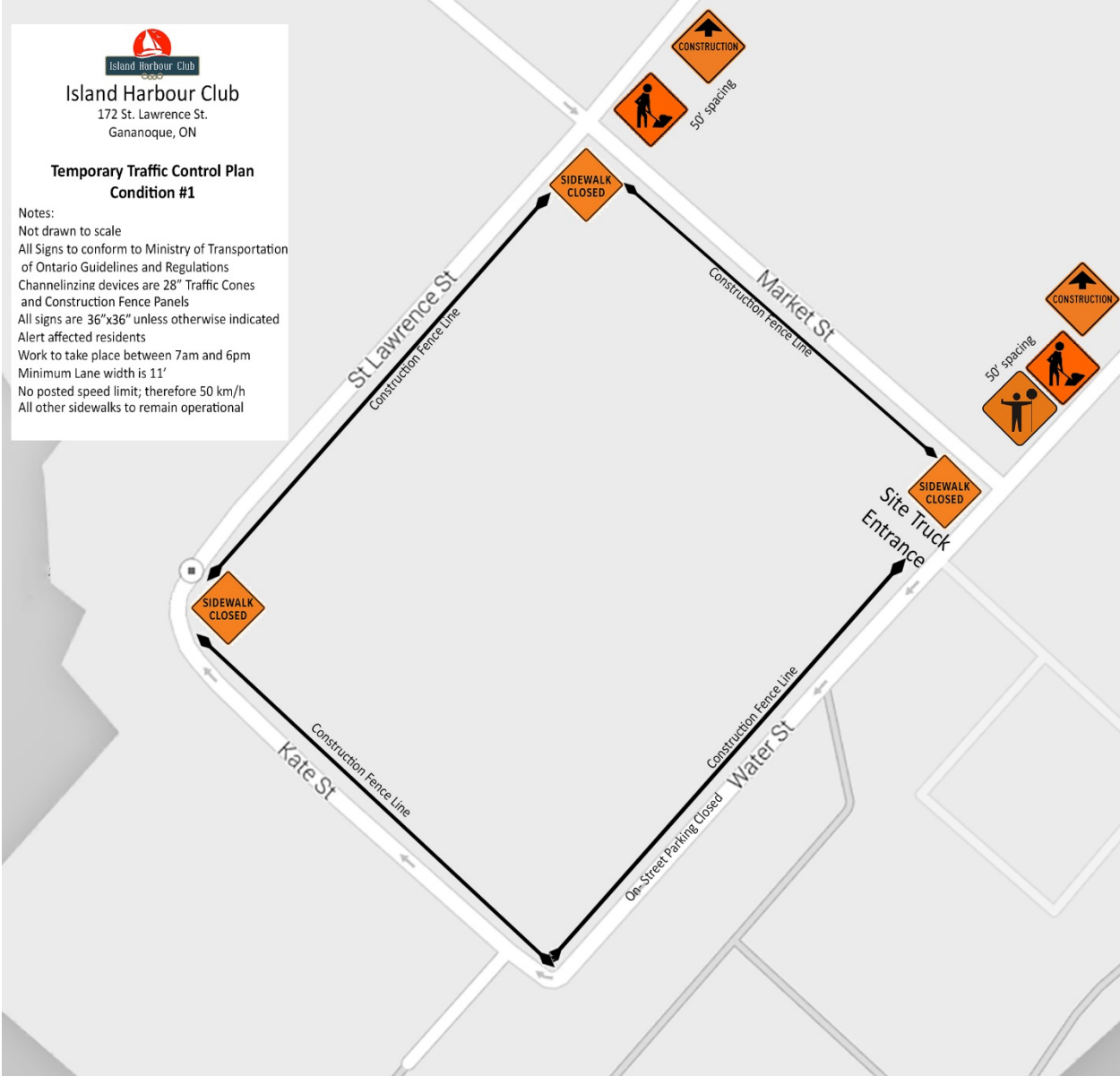
# APPENDIX A – TRAFFIC & SIGNAGE DIAGRAMS



**Island Harbour Club**  
172 St. Lawrence St.  
Gananoque, ON

**Temporary Traffic Control Plan  
Condition #1**

Notes:  
Not drawn to scale  
All Signs to conform to Ministry of Transportation of Ontario Guidelines and Regulations  
Channelizing devices are 28" Traffic Cones and Construction Fence Panels  
All signs are 36"x36" unless otherwise indicated  
Alert affected residents  
Work to take place between 7am and 6pm  
Minimum Lane width is 11'  
No posted speed limit; therefore 50 km/h  
All other sidewalks to remain operational

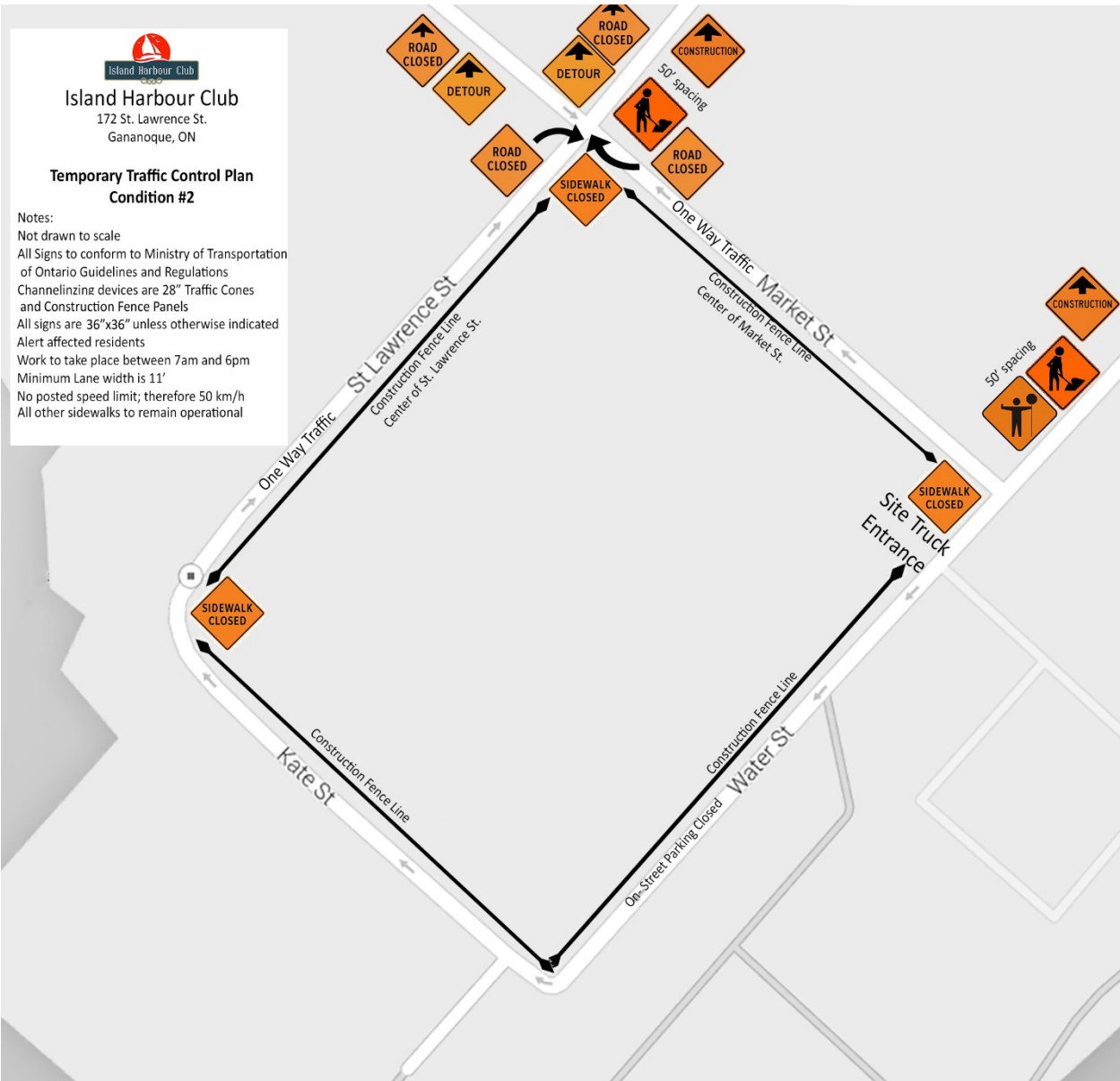




Island Harbour Club  
 172 St. Lawrence St.  
 Gananoque, ON

**Temporary Traffic Control Plan  
 Condition #2**

Notes:  
 Not drawn to scale  
 All Signs to conform to Ministry of Transportation  
 of Ontario Guidelines and Regulations  
 Channelizing devices are 28" Traffic Cones  
 and Construction Fence Panels  
 All signs are 36"x36" unless otherwise indicated  
 Alert affected residents  
 Work to take place between 7am and 6pm  
 Minimum Lane width is 11'  
 No posted speed limit; therefore 50 km/h  
 All other sidewalks to remain operational

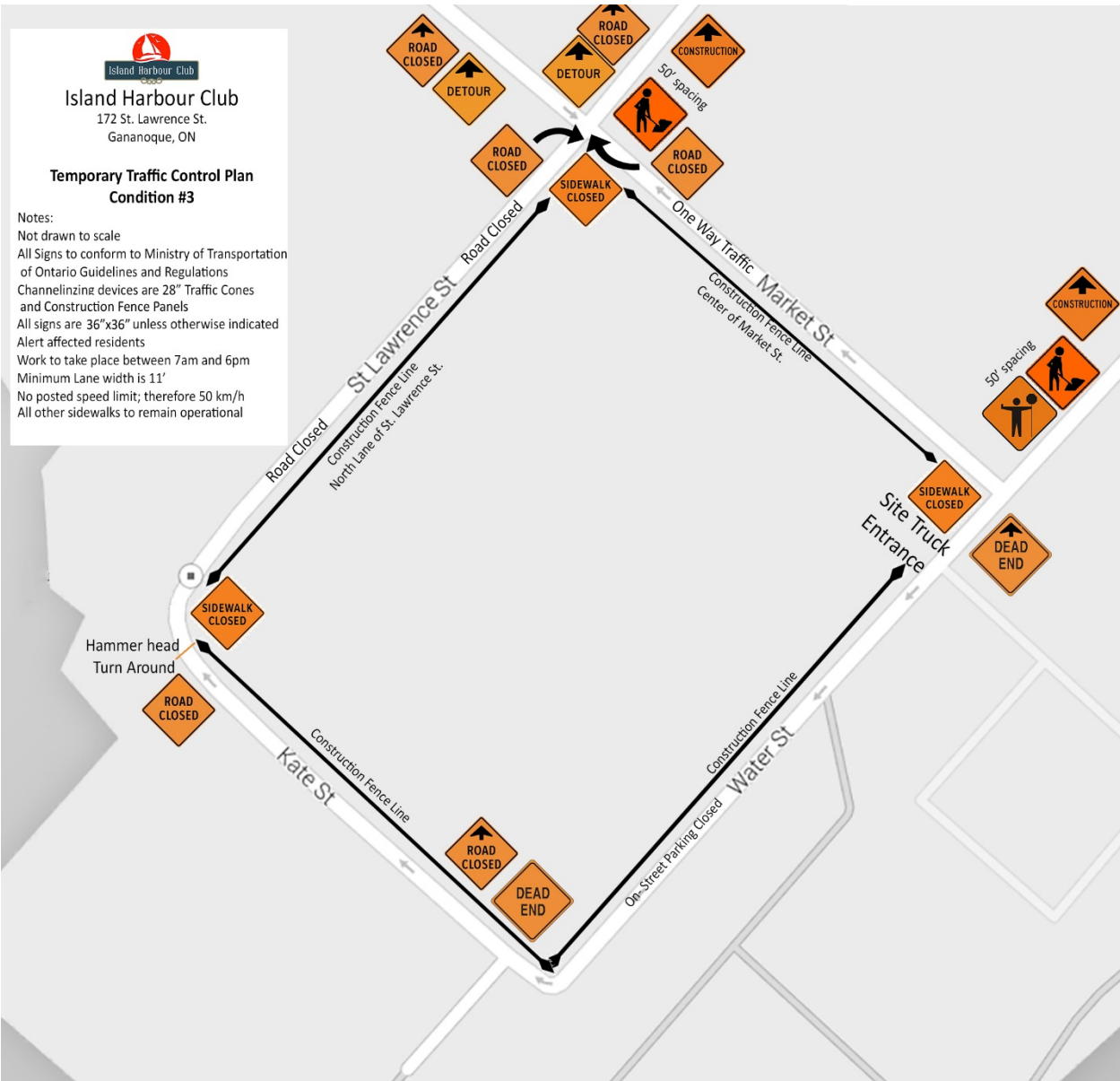




Island Harbour Club  
 172 St. Lawrence St.  
 Gananoque, ON

**Temporary Traffic Control Plan  
 Condition #3**

Notes:  
 Not drawn to scale  
 All Signs to conform to Ministry of Transportation  
 of Ontario Guidelines and Regulations  
 Channelizing devices are 28" Traffic Cones  
 and Construction Fence Panels  
 All signs are 36"x36" unless otherwise indicated  
 Alert affected residents  
 Work to take place between 7am and 6pm  
 Minimum Lane width is 11'  
 No posted speed limit; therefore 50 km/h  
 All other sidewalks to remain operational



  
**Island Harbour Club**  
 172 St. Lawrence St.  
 Gananoque, ON  
**Temporary Traffic Control Plan**  
**Condition #4**  
 Notes:  
 Not drawn to scale  
 All Signs to conform to Ministry of Transportation of Ontario Guidelines and Regulations  
 Channelizing devices are 28" Traffic Cones and Construction Fence Panels  
 All signs are 36"x36" unless otherwise indicated  
 Alert affected residents  
 Work to take place between 7am and 6pm  
 Minimum Lane width is 11'  
 No posted speed limit; therefore 50 km/h  
 All other sidewalks to remain operational

