



Staff Report

Operations – Capital Projects Division

Report To: COW-Operations_Planning_and_Development_Services
Meeting Date: July 2, 2024
Report Number: CSOPS.24.031
Title: Bay Street East Reconstruction PIC 1 Follow-up
Prepared by: Mike Humphries, Senior Infrastructure Capital Project Coordinator

A. Recommendations

THAT Council receive Staff Report CSOPS.24.031, entitled “Bay Street East Reconstruction PIC 1 Follow-up”;

AND THAT Council receive the “Bay Street East Reconstruction PIC 1 Follow-up Presentation included as Attachment 1 and Follow-up Summary included as Attachment 2;

AND THAT Council direct Staff to proceed with the design of Bay Street East including sanitary forcemain, sanitary sewer, storm sewer and watermain with restoration to the Town Standard Local Urban 20m ROW with No Parking Cross-section with 7.5m asphalt width, and 2.7m multi-use trail;

AND THAT Council direct staff to proceed with the design of Grey Street from Bay Street East to the Thornbury Wastewater Treatment Plant including the installation of the outfall, sanitary forcemain, storm sewer and watermain with restoration to the Town Standard Local Urban 20m ROW with No Parking Cross-section with 7.5m asphalt width and 2.7m multi-use trail;

B. Overview

The project area is located in Thornbury immediately east of the downtown core adjacent to the urban centre of Town. It includes Bay St E from Mill St to Grey St and Grey St from Bay St to the Thornbury Wastewater Treatment Plant (TWWTP). Both Bay St E and Grey St are Local Urban Roads with 20m right-of -ways within the settlement area of Thornbury.

The project will include the full reconstruction (including a new forcemain) of Bay St E from Mill St to Grey St and Grey St from Bay St E to the Thornbury Wastewater Treatment Plant. Grey St will also have an outfall installed from the TWWTP to the Bay.

C. Background

The original project included upgrades to the Mill St Pump Station and the provision of a second forcemain from the Mill St Pump Station to the Thornbury Wastewater Treatment Plant. This

project is related to growth in the Thornbury and Lora Bay area. The current pumping station and forcemain are currently over allocated. The pumping station is not able to meet the Town's level of service standard under any wet weather event. No new development can move forward in Thornbury west to Lora Bay until these upgrades are completed. This project is a top priority for the Town to protect homes from sewage surcharge, replace failing infrastructure, address infiltration into the existing system, and provide allocation to existing development projects (such as Campus of Care) – it is critical to be completed without delay.

The existing infrastructure on Bay St E, specifically the watermain and the gravity sewer are approaching end of life. The watermain was installed around 1954 and is asbestos cement. The watermain is in poor condition and has been repaired 20 times since 2013. The most recent being just a few weeks ago. Watermain failures have the potential to put the entire drinking water system at risk of contamination. The sanitary sewer is also asbestos cement and is also in poor condition. It has been identified as a significant source of inflow and infiltration (see Attachment 3) and must be addressed as soon as possible.

At the same time, the design of the Thornbury Wastewater Treatment Plant outfall was being initiated and staff identified areas of overlap between the projects. Both the forcemain and outfall were proposed to be installed on Grey St. When considering the project such as this, staff always thoroughly investigate and consider the existing infrastructure and look for efficiencies and opportunities. Through this background review it was identified that both the watermain and sanitary sewer were at the end of their useful lives and that the road on Bay St E required drainage upgrades and road improvements to bring it up to current standards. Considering the required watermain and sanitary sewer replacements and roadwork along with the forcemain and outfall, it was very apparent that there was an opportunity to combine the works into a single project. The project was approved by Council in August 2023. See Staff report [CSOPS.23.044](#) for details.

WT Infrastructure started their background work and preliminary design in the fall of 2023 completing/initiating surveys, geotechnical work, tree inventory etc. At this time, it became clear that construction of this project would have a significant impact to the residents. Staff and WT Infrastructure arranged for a "Neighbourhood Meeting". The notice was sent out in early November for a December 2, 2023, meeting. Normally the first Public Meeting would not be scheduled until the preliminary 30% design was completed. Staff initiated this added form of communication to ensure greater transparency with residents about the project's complexities and challenges. The purpose of the meeting was to thoroughly inform residents about the difficulties posed by existing conditions and necessary underground work. An on-site meeting was the most effective way to demonstrate the scope of the underground work and its impact on the above-ground design. The first Public Information Centre was held on March 27, 2024. A copy of the presentation by WT Infrastructure is included as Attachment 1. The presentation included discussion on the feedback gathered from the neighbourhood meeting on December 2, 2023, relevant studies, Active Transportation, and Background information. The forcemain alignment and considerations were also presented to help residents understand how the forcemain route was chosen. It is important to note that the route was already chosen and approved by Council, the discussion in the PIC was to help the residents understand how this decision was made, the Town was not asking for input on the route.

The PIC presented road cross-section alternatives for discussion purposes. The cross-sections are very preliminary at this time. Once a cross-section is chosen, the utilities will be consulted and the locations may have to be revised and cross-sections modified accordingly but the general intent would remain the same.

The alternatives selected for discussion were as follows:

- 1) Town Standard Urban Cross-section with sidewalk – 8.5m asphalt with cycling on the road.
- 2) South Offset -Urban Cross-section with sidewalk -8.5m asphalt with cycling on the road.
- 3) South Offset- Urban Cross-section with multi-use trail -7.5m Asphalt.
- 4) South Offset -One Way Street with Multi-use Trail.

At the first PIC, there were over 50 attendees, including Staff, some members of Council, Bay St E residents, and people from the community. All comments received up to May 8, 2024, have been included in Attachment 2 Comment Summary, all others were forwarded directly to Council.

The main concerns collected from the comments submitted after PIC 1 are summarized below:

- 1) Commentors did not agree with the forcemain alignment on Bay St E and wanted the Town to select another route.
- 2) Many commentors wanted to retain the narrow 6.0m road in its current offset location, although there were a few in favour of moving the road to the center of the right-of -way.
- 3) There were many comments received that opposed the idea of an urban road with curb, preferring to retain the current road.
- 4) Many comments received were not in favour of Active Transportation, specifically rejecting bike lanes, sidewalk and a multi-use trail.
- 5) Many comments indicated that they did not want any trees to be removed.
- 6) There were some comments that suggested that residents wanted to be able to park in the Town boulevard.

D. Analysis

Forcemain Alignment

Alternatives for the forcemain alignment were considered at the very beginning of the project and the preferred alternative was selected as Bay St E and Grey St. Council approved this alignment, including the use of the Town's standard urban cross-section, with the budget increase in August 2023. WT Infrastructure was then brought on as the project engineer. WT Infrastructure also completed a review of the proposed alignment and confirmed staff's recommendation. PIC 1 (Attachment 1) showed the alternatives that were considered and the

reasons why. This was done to help the residents understand how this decision was made. The Bay St E and Grey St Alternative is the ideal choice and was considered the best alternative by a very large margin.

The Bay St E alignment was selected for the following reasons:

- 1) It provides redundancy in the forcemain. i.e. provides a route separated from the existing forcemain. This is a key design requirement.
- 2) Provides an opportunity to combine the three projects (Forcemain, reconstruction of Bay St to current Standards and Outfall) for efficiency and huge cost savings.
- 3) Alignment would provide long term access to the forcemain for maintenance, repairs and eventually replacement.
- 4) Opportunity to potentially eliminate the Elgin St Pumping Station. It is currently undersized and will need upgrades otherwise.
- 5) The watermain and sanitary sewer were at the end of their useful lives on Bay St E and this street would be reconstructed to Town Standards in the very near future regardless of the forcemain requirements.
- 6) This area has been identified as an area of concern for infiltration and inflow. See Attachment #3 – Inflow and Infiltration Rates -Thornbury by JL Richards as part of the Wastewater Master Plan. Replacing the sanitary sewer on Bay St E will allow the Town to address I&I and eliminate any illegal storm connections to see long term cost savings.
- 7) Allows for road upgrades and drainage upgrades along Bay St E and Grey St.
- 8) Allows for Active Transportation improvements as outlined in the Transportation Master Plan.
- 9) Allows for intersection improvements at Bay St E and Elgin St intersection.

Many of the residents sent in a group letter for Council suggesting another Alternative route. The proposed route is through the park on the south side of Bay St E and down the Georgian Trail and Huron St. This route was never considered as it is not a feasible route. It would be difficult to access and would not provide the required redundancy as it overlaps with the current forcemain in areas. It is proposed to run through the middle of a park and down the Georgian Trail resulting in loss of numerous additional trees. The Town would still need to reconstruct Bay St E and Grey St. This would effectively more than double the environmental impact unnecessarily. This is not considered a viable option. The proper location for infrastructure is in the road allowance where possible.

Changing the routing is not recommended. Staff have selected the best possible route, and it has been confirmed by the project engineer and approved by Council. Changing the route at this stage in the project would delay the project by 18 months to 24 months. All the work completed to date would be tabled and the design would have to start over. All this would do is shift the work to someone else's street. Then the same issues would arise with a less efficient route. Staff would have to either negotiate with WT Infrastructure for the new scope of work or start the RFP process to retain a new engineer at a considerable loss of time and money.

Cross-section Elements

Roadway

When reconstructing a road, there is a responsibility to bring the road up to current standards. The design must consider regulatory requirements, Town's Engineering Standards, utility requirements, industry best practices, safety requirements, as well as guiding documents such as the Town's Official Plan, Transportation Master Plan, Drainage Master Plan etc. It is not as simple as putting the road back the way it was. The current road is 6.0m wide, this is not safe or an appropriate width. Staff and the project engineers have attended and witnessed how the road operates. The existing 6.0m asphalt is not adequate or safe for current or future needs.

The required road width in the new Town Engineering Standard for an urban local road is 8.5m (see Attachment 4). The 8.5 m asphalt width is appropriate and would allow additional width for on road cycling and on street parking.

The new Town Standards also include a 7.5m local urban road without parking (see Attachment 5). It would not allow for on street parking and is not ideal for cyclists. The 7.5m width is the minimum road width recommended by the Engineering Standards. This option could only be used in conjunction with a multi-use trail as the pavement width is too narrow for on road cycling. This option also would require the road to be posted as no parking.

Although there are exceptions, it is universally standard that roads are centered in the right-of-way. This is the safest configuration for all users. It allows for proper sight lines for safety. There are many road sections and driveways within the project limits that currently do not meet minimum sight line requirements. The road cannot be left offset to the south as per the existing condition.

Drainage

It is the Town's responsibility to address drainage within the right-of-way. When reconstructing a roadway we must consider this and manage the drainage. An urban cross-section with Barrier Curb and Gutter will direct rainwater off the road and into the proposed storm sewer and to an acceptable outlet. This will reduce maintenance costs and extend the life of the road.

Preliminary geotechnical sampling has identified poor draining soils within the road allowance, dense native soils will not allow infiltration. Conveying rainwater to an outlet will prevent overland flow onto properties adjacent to the reconstructed streets.

Curb

There were some concerns regarding the installation of curb. Curbs are a fundamental component of the urban roadway. The two curbs considered are listed below.

1) **Barrier Curb and Gutter:**

This is the recommended curb for this project. Concrete Barrier Curb and Gutter is the Town Standard curb. It is the industry standard and is preferred by almost all municipalities. It has many benefits:

- **Safety:** Barrier Curb acts as a physical barrier that helps to prevent vehicles from leaving the road unintentionally. It provides a clear delineation between the roadway and pedestrian areas. This helps to reduce the risk of accidents especially in urban areas where pedestrians are present. It also protects the driver by helping to reduce collisions with poles, trees, hydrants etc.
- **Drainage:** Barrier curbs channel rainwater away from the road surface and into the storm sewer system and help to prevent flooding. The higher back on barrier curb keeps the water on the road during heavy storm events (storage) and thereby helping to prevent flooding and damage on private property.
- **Traffic Control:** Barrier curbs are more pronounced and help to guide vehicles and regulate traffic flow by providing physical boundaries (traffic calming). They also can be used to better delineate driveways and discourage illegal parking in the Town's boulevard.
- **Aesthetics:** Barrier curbs can enhance visual appeal of the road and surrounding area. i.e instead of sand, ruts and potholes along the road edge they provide a much cleaner finished look.
- **Accessibility:** Curbs play a crucial role in providing accessibility for pedestrians, cyclists and individuals with disabilities. They help to define safe paths for pedestrians and provide a barrier between the road and the sidewalk or multi-use path.
- **Maintenance:** Barrier curb also protects the road edges, road base and reduces erosion of the boulevard extending the life of the road. Barrier curb is preferred by the Roads Division for ease of plowing snow and reducing damage and costly repairs in the boulevard.

Mountable Curb: Mountable curbs are less common and are not typically used on low speed local urban roads such as Bay St E. These curbs do not meet the Town's Engineering Standards and are not recommended by Staff or the project engineer.

- Mountable curbs have a much lower profile that makes it very easy for vehicles to drive over them. They were considered for this project but quickly discounted as mountable curb does not provide the physical barrier for safety that the barrier curb and gutter does. Pedestrian safety is paramount.

- Mountable curb also does not discourage illegal use (per by-law 2022-49) of the Town's Boulevard which is also a safety concern (sight lines). Areas with mountable curb sustain damage on a regular basis causing costly repairs. In the past, mountable curb was used in the Town in new developments where the driveway locations were not known when the road was built. This practice was stopped in the Town over 10 years ago.
- From an engineering perspective the mountable curb does channel some rainwater but does not do as good a job as the barrier curb and gutter. It also does not provide as much on road storage during heavy rainfall, which leads to less flood protection.
- If mountable curb were selected, the Town standard cross-sections would not be able to be utilized. A new cross-section would have to be developed with increased clear zone behind the curb. The Town standards requires a minimum 1.2m clear zone behind barrier curb and a minimum 3.0m clear zone behind a mountable curb. This means that all above ground infrastructure such as trees, hydro poles, hydrants, etc. would be pushed back in the right-of-way close to property line. This would have an increased impact on existing trees both in the Town's right-of-way and on private property.
- The TAC Guide recommends mountable curbs for higher speed roads 70km/hr or greater.
- On past projects it has been suggested that barrier curb is not safe for cyclists. Staff and the project engineers investigated this claim and could not find any information to substantiate the claim. There is no mention of this in the MTO Book 18 or in the TAC Guidelines. There is no requirement anywhere that the project engineer or Staff could find. Staff note that Barrier Curb and Gutter is the industry standard and are used adjacent to cycle lanes almost everywhere.

Active Transportation:

There are many guiding documents that we can rely on for guidance as it pertains to Active Transportation. These include the Town's Official Plan, the Transportation Master Plan (2022), the Engineering Standards (2023), and Campus of Care Active Transportation Study (2024).

The Town's Official Plan outlines policies on how land in the Town should be used. It is prepared with input from residents and stakeholders and helps ensure that future planning and development will meet the specific needs of the community. The Official Plan has numerous references that provide some guidance:

- Section A1 The Community Vision and Guiding Principles, the last bullet states "enable residents to walk or cycle to work or shop".

- Section A1.1 Guiding Principles, “To establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including walking, cycling, automobiles and trucks”.
- Section A3.1.2 Strategic Objectives, “Encourage reductions in the use of private automobiles by promoting active transportation and the use of Transportation Demand Management measures such as public transit, cycling and walking.
- The Official Plan discusses Active Transportation in Section D2.5. The section states, “Active Transportation (walking and cycling) is an important component of building active communities and reducing dependence on single occupant vehicles. In order to plan for and encourage walking and cycling, Council shall (note only clauses applicable are listed):
 - promote a connected safe and well-designed active transportation network which can include exclusive facilities for pedestrians and cyclists (sidewalks, bicycle lanes, trails, etc.) that are connected to origins and destinations within and beyond the Town; e) require the provision of sidewalks in settlement areas and hamlets, where appropriate; g) investigate and provide for bicycle lanes wherever possible in the construction or reconstruction of roads and bridges; h) encourage and support measures which will provide for barrier-free design of pedestrian facilities; i) support an accessible network that allows for use by all members of the community, which includes barrier-free design of pedestrian facilities which considers the location and width of sidewalks, use of curb cuts, pedestrian crosswalks and signals, etc. k) encourage pedestrian and cycling amenities, both on the active transportation network and at key destinations, ... and water fountains and benches along trail network; m) ensure that all pedestrian and cycling routes are designed to be safe.
 - Section A3.5.2 Rural and Open Space Character Strategic Objectives, Item 3 “Preserve and improve access to open space and shoreline areas, including the Niagara Escarpment, Nipissing Ridge and the Georgian Bay shoreline”.
 - From Section A3.8.2 Tourism and Recreation Strategic Objectives, Item 6 “Recognize and maintain the Georgian Trail as a regionally significant trail link, and to encourage appropriate access points in the long-term development of a Town-wide trail system”,
 - Section A3.9.2 Infrastructure Strategic Objectives, Item 3 “Encourage the establishment of an integrated transportation system that safely and efficiently accommodates various modes of transportation including cycling, walking, automobiles and trucks, and public transit where feasible”, and Item 4 “Ensure the construction of all infrastructure, or expansions to existing infrastructure, occurs in a manner that is compatible with adjacent land uses, is cost effective and with a minimum of social and environmental impact”.
- The Official Plan discusses Active Transportation in Section D2.5. The section states, “Active Transportation (walking and cycling) is an important component of building active

- communities and reducing dependence on single occupant vehicles. In order to plan for and encourage walking and cycling, Council shall (note only clauses applicable are listed):
- a) promote a connected, safe and well-designed active transportation network which can include exclusive facilities for pedestrians and cyclists (sidewalks, bicycle lanes, trails, etc.) that are connected to origins and destinations within and beyond the Town;
 - e) require the provision of sidewalks in settlement areas and hamlets, where appropriate.
 - g) investigate and provide for bicycle lanes wherever possible in the construction or reconstruction of roads and bridges;
 - h) encourage and support measures which will provide for barrier-free design of pedestrian facilities;
 - i) support an accessible network that allows for use by all members of the community, which includes barrier-free design of pedestrian facilities which considers the location and width of sidewalks, use of curb cuts, pedestrian crosswalks and signals, etc.
 - k) encourage pedestrian and cycling amenities, both on the active transportation network and at key destinations, ... and water fountains and benches along trail network;
 - m) ensure that all pedestrian and cycling routes are designed to be safe.

The Transportation Master Plan was completed in 2022. It has identified Bay St E within the project boundaries as a “General Active Transportation Route”. The objective of the general network is to facilitate the movement of cyclists and pedestrians relying on shared facilities.

The Towns Engineering Standards outlines the standards at which active transportation facilities should be constructed. For instance, it outlines that sidewalks are required on at least one side of all Local Urban roads. It also requires that active transportation facilities shall be implemented and designed in accordance with the TAC Geometric Design Guide for Canadian Roads, the corresponding MTO Design Supplement for TAC Geometric Design Guide for Canadian Roads, Ontario Traffic Manuals (specifically Books 12A, 15 and 18), and the Town’s Official Plan.

In Summary, the provision of a multi-use trail on Bay St E and Grey St would expand the active transportation network and provide connectivity to the Georgian Trail, Bayview Park Trail, Harbour Trail, and Beaver River Trail. See Attachment 6 – Thornbury Trails Mapping. It would also provide an opportunity to highlight Bayview Park with the addition of lighting, seating and other amenities along the trail.

“Cottage Road” or “Cottage Lane” vs Local Urban Road

Through the PIC and the consultation process Bay St E has been repeatedly referred to incorrectly as a “Cottage Road” or Cottage Lane”. Although Bay St E is in close proximity to the water it is not considered a Cottage Street, Cottage Road or Cottage Lane.

There are many definitions for a "Cottage Street," "Cottage Road," or "Cottage Lane." During public meetings, Councilors and residents asked Staff about the "Cottage Street Study" in Saugeen Shores. The Saugeen Shores Study defines "Cottage Streets" as streets in the town's

urban beachfront areas that deviate from typical engineering standards, generally having narrower rights-of-way. Specifically, the presentation mentions rights-of-way of 6m to 10m. This is a key criterion. Bay St E, with a full 20m right-of-way, does not meet this criterion. Bay St E is a local urban roadway in the urban area of Thornbury.

“Cottage Roads” or “Cottage Lanes” are generally private roads that provide access from one piece of land to another. These types of roads are not owned or maintained by the municipality.

In summary, Bay St E is a "Local Urban Roadway" with a 20m right-of-way, maintained by the Town. It is not classified as a cottage road and should adhere to the current Town standards.

‘Complete Street’ Approach – Town’s Transportation Master Plan

Complete Streets are essential communal spaces where townspeople connect, children play, and all modes of transportation coexist harmoniously. This approach designs streets to be safe and accessible for everyone, whether they walk, cycle, take transit, or drive, promoting an inclusive and multi-modal transportation network. The concept is adaptable, balancing the needs of various users and enhancing public health by encouraging active transportation. Complete Streets are applicable not only in urban but also in rural areas, where they improve safety and accessibility, and support active tourism and local economies.

Recommendation

In order to have some flexibility staff have provided two options that will meet Town standards and provide safety for all users. Both options have in boulevard facilities (MUT or Sidewalk) in accordance with the Town standard and provide for pedestrian safety as this will be an active transportation route.

Preferred Option:

Considering the guiding documents above, industry standards, and best practices the recommended option is the Town Standard Local Urban 20m ROW with No Parking Cross-section which includes barrier curb and gutter, 7.5m asphalt width, along with a 2.7m in-boulevard multi-use trail along the north side of Bay St E. The multi-use trail will be designed to the Town’s Active Transportation Standards. The multi-use trail would carry cyclists and pedestrians and allow for a narrower roadway asphalt width for traffic calming. With this option cyclists would use the in-boulevard multi-use trail and the road would be posted no parking. The narrower road width will allow for traffic calming and the barrier curb and gutter would act as a physical barrier to improve pedestrian and cyclist safety in the boulevard. This meets Town standards and provides the maximum safety for all users. The narrower road and multi-use trail would allow some flexibility and may allow for some trees to be retained close to property lines provided Barrier Curb and Gutter is used. This option is only viable when cyclists will be directed to the multi-use trail. Without a multi-use trail, 8.5m asphalt width would be required as per the alternative option. A rendering of the preferred option is attached as Attachment 7 and page 2 of Attachment 8.

Alternative Option:

Staff believe the multi-use trail is the best option considering the opportunity to connect to and expand the existing trail network, but a 1.5-1.8m wide sidewalk would also meet Town Standards. This option would put the cyclists back onto the roadway so the required asphalt width would have to be at least 8.5m as per the Town Standard 20m ROW Urban Cross-section with parking (Attachment 4 or page 17 of PIC 1). Combined with the Barrier Curb and Gutter for safety, this is also considered a safe and viable option. There are a few drawbacks such as the wider roadway may promote higher speeds and less opportunity to retain existing trees. A aerial view with a sketch of this alternative are provided in Attachment 8 Page 3.

E. Strategic Priorities

1. Communication and Engagement

We will enhance communications and engagement between Town Staff, Town residents and stakeholders.

2. Organizational Excellence

We will continually seek out ways to improve the internal organization of Town Staff and the management of Town assets.

3. Community

We will protect and enhance the community feel and the character of the Town, while ensuring the responsible use of resources and restoration of nature.

4. Quality of Life

We will foster a high quality of life for full-time and part-time residents of all ages and stages, while welcoming visitors.

F. Environmental Impacts

The construction activities will release greenhouse gases. Encouraging Active Transportation will reduce vehicle use.

Infiltration and inflow results in the capacity of the collection system being exceeded and may result in untreated wastewater being released to the natural environment or backup in resident's basements. By replacing the sanitary sewer there will be a significant reduction in infiltration and inflow lowering the risk of public safety and environmental impacts.

G. Financial Impacts

Delaying this project could put the Town in an increasingly liable position due to failed watermain, potential contamination of the drinking water system, risk due to related to sewage back-ups, inability to provide approved development with wastewater conveyance to the Plant and a reduction in available servicing allocation. It would also delay the outfall construction for the Thornbury Wastewater Treatment Plant.

H. In Consultation With

Jeff Fletcher, Acting Director of Operations

Allison Kershaw, Manager of Water and Wastewater Services

Jason Petznick, Communications Coordinator

Jim McCannell, Manager of Roads and Drainage.

I. Public Engagement

The topic of this Staff Report has been the subject of a Public Meeting and/or Public Information Centre which took place on **March 27, 2024**. Those who provided comments at the Public Meeting and/or Public Information Centre, including anyone who has asked to receive notice regarding this matter, has been provided notice of this Staff Report.

In addition to the PIC 1 an informal “Neighbourhood Meeting” was held on December 2, 2023.

Any comments regarding this report should be submitted to Mike Humpries, Senior Infrastructure Capital Project Coordinator sricpc@thebluemountains.ca .

J. Attached

1. Attachment 1 - PIC #1 Presentation
2. Attachment 2 – Comment Summary from PIC1
3. Attachment 3 – Inflow and Infiltration Rates - Thornbury by JL Richards
4. Attachment 4 – Town Standard Local Urban 20m ROW with No Parking Cross-section
5. Attachment 5 – Town Standard Local Urban 20m ROW with Parking
6. Attachment 6 – Thornbury Trail Mapping
7. Attachment 7 – Bay St E Rendering
8. Attachment 8 – Servicing Layout
9. Attachment 9 - Bay St E Aerial of Existing Conditions

Respectfully submitted,

Mike Humphries
Senior Infrastructure Capital Project Coordinator

Pruthvi Desai
Manager of Capital Projects

Allan Pacheco
Director of Operations

For more information, please contact:
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Report Approval Details

Document Title:	CSOPS.24.031 Bay Street East Reconstruction PIC 1 Follow-up.docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 PIC 1 Presentation.pdf- Attachment 2 Comment Summary From PIC 1.pdf- Attachment 3 Inflow and Infiltration Rates - Thornbury by JL Richards.pdf- Attachment 4 Town Standard Local Urban 20m ROW with No Parking Cross-section.pdf- Attachment 5 Town Standard Local Urban 20m ROW with Parking.pdf- Attachment 6 Thornbury Trail Mapping.pdf- Attachment 7 Bay St E Rendering.pdf- Attachment 8 Servicing Layout.pdf- Attachment 9 Bay St E Aerial.pdf
Final Approval Date:	Jun 21, 2024

This report and all of its attachments were approved and signed as outlined below:

No Signature found

Pruthvi Desai - Jun 20, 2024 - 2:23 PM

Alan Pacheco - Jun 21, 2024 - 7:17 AM

No Signature found

Shawn Everitt - Jun 21, 2024 - 7:32 AM



Mill St. Sanitary Pumping Station and Bay Street Reconstruction

Public Information Centre No. 1

April 18th, 2024

PRESENTATION OUTLINE

Background

Existing Conditions

Problem Identification

Forcemain Alignment Options

Potential Alternative Reinstatement Configurations

Next Steps

Questions

WHY NOW?



Growth in the collection system – Campus of Care, Thornbury West, Lora Bay and growth within the existing community limits



Existing Infrastructure is reaching end of life (Sanitary sewer is leaky, Nineteen watermain breaks or incidents in recent years. (1 in 2013, 7 in 2015, 1 in 2016, 1 in 2017, 2 in 2019, 2 in 2020, 3 in 2023, 2 in 2024)



Mill St. Sanitary Pumping Station has reached capacity resulting in situations where flooding has been avoided by trucking wastewater away from the pumping station during peak events.

DECEMBER 2ND, 2023 – PUBLIC INFORMATION WALKING TOUR

- **What the Town heard:**
 - **Residents do not endorse road upgrades (i.e. curb, widening, ditches) and would like to retain current character and feel.**
 - **Residents were concerned with loss of trees and tree health.**
 - **Residents do not feel separate active transportation is necessary through “their community” i.e. no sidewalks, trail or bike lanes.**
 - **Residents were concerned with the drinking water quality considering the number of recent breaks.**
 - **Residents wanted to be engaged during design process.**
 - **Residents were surprised/shocked at the actual property line locations along the north side of Bay St. E.**

This Public Information Centre is the next step in the process to address identified concerns and communicate the Town approach going forward to engage the community in the delivery of this project.

RELEVANT STUDIES



Town-wide Wastewater Master Plan (ongoing)

Projected Flows at Mill St. Sanitary Pumping Station exceed available capacity



Town-wide Master Drainage Plan (ongoing)

Proposed Trunk Sewer on Elgin St. N. crossing Bay St. East



Town-wide Water Distribution Master Plan (2019)

Identified Highway 26/Georgian Trail as preferred alignment for water transmission main



Transportation Master Plan

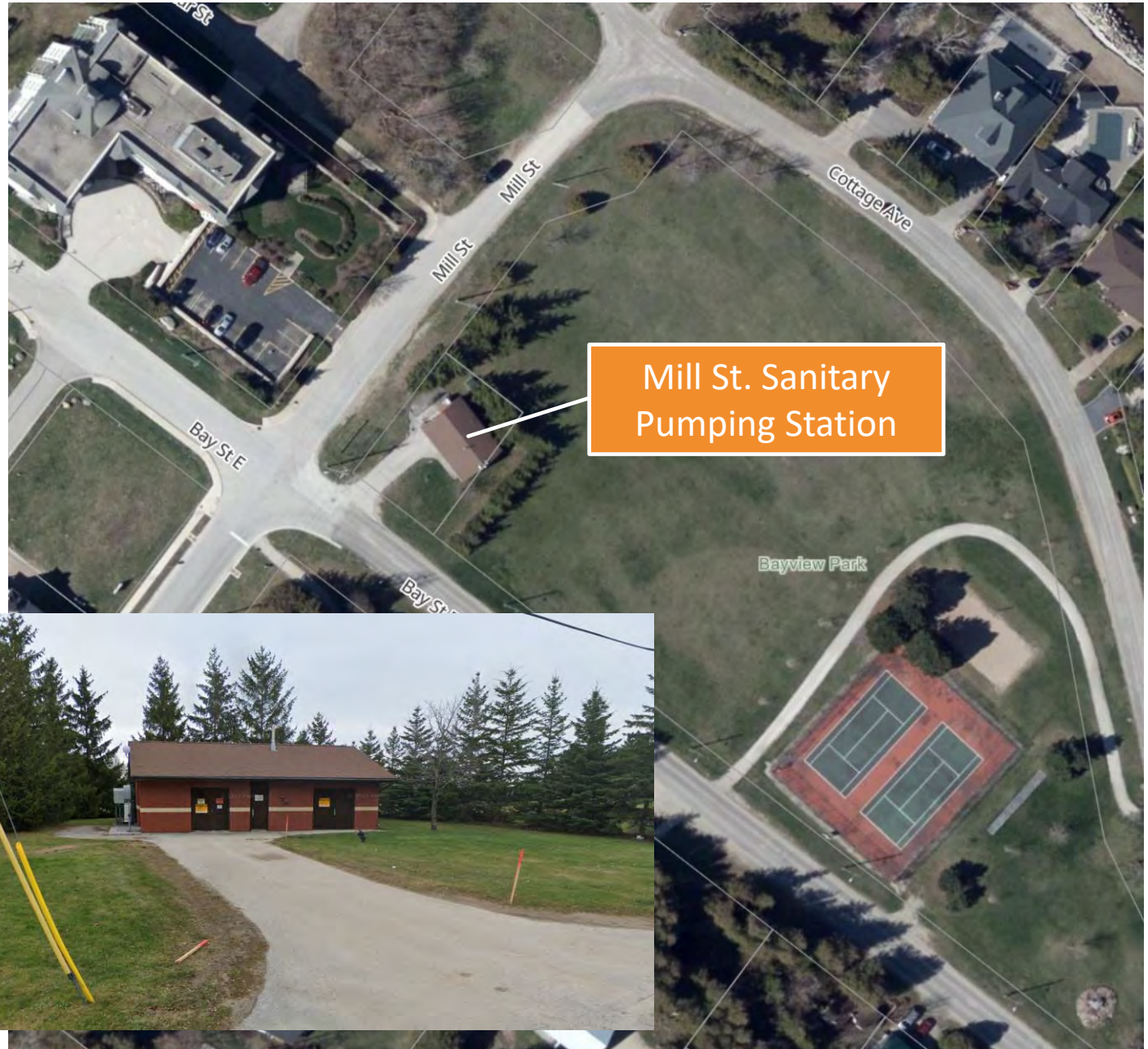
Bay St. is identified as Active Transportation General (facilitate the movement of cyclists and pedestrians) – Basic Infrastructure Standard

ACTIVE TRANSPORTATION GUIDANCE – TOWN OFFICIAL PLAN

- SECT. A1.1 GUIDING PRINCIPLES - “To establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including walking, cycling, automobiles and trucks”.
- SECT. A3.1.2 STRATEGIC OBJECTIVES - “Encourage reductions in the use of private automobiles by promoting active transportation and the use of Transportation Demand Management measures such as public transit, cycling and walking.”
- SECT. D2.5 - “Active Transportation (walking and cycling) is an important component of building active communities and reducing dependence on single occupant vehicles.
 - a) promote a connected safe and well-designed active transportation network which can include exclusive facilities for pedestrians and cyclists (sidewalks, bicycle lanes, trails, etc.) that are connected to origins and destinations within and beyond the Town;
 - e) require the provision of sidewalks in settlement areas and hamlets, where appropriate;
 - g) investigate and provide for bicycle lanes wherever possible in the construction or reconstruction of roads and bridges;
 - h) encourage and support measures which will provide for barrier-free design of pedestrian facilities;
 - i) support an accessible network that allows for use by all members of the community, which includes barrier-free design of pedestrian facilities which considers the location and width of sidewalks, use of curb cuts, pedestrian crosswalks and signals, etc.
 - k) encourage pedestrian and cycling amenities, both on the active transportation network and at key destinations, ... and water fountains and benches along trail network;
 - m) ensure that all pedestrian and cycling routes are designed to be safe.

BACKGROUND: MILL ST. SANITARY PUMPING STATION

- Mill St. Sanitary Pumping Station Services all of Thornbury.
- Designed for Peak Hourly Flow.
- Current Pumping Capacity is 140 L/s ~ 12,100 m³/day
- Originally Constructed in 1976. Last Major Upgrade was 2005.
- Expansion of the system for Campus of Care and development growth to the west requires an expansion of the system to approximately 450 L/s ~ 38,900 m³/day (Peak Instantaneous Flow)



BACKGROUND: MILL ST. FORCEMAIN

- Forcemain was completed in 1976 (48 years old).
- Raw Wastewater (Influent) is pumped from Mill St. Sanitary Pumping Station (SPS) to the Thornbury Wastewater Treatment Plant (WWTP).
- Treated Wastewater (Effluent) returns from the WWTP via the same route and discharges to the Beaver River.
- Existing alignment is congested and must stay operational throughout construction.



Mill Street Sanitary
Pumping Station

Current Sanitary
Forcemain
Alignment

Thornbury WWTP
Headworks



BACKGROUND: PROBLEM IDENTIFICATION

- Mill St. Sanitary Pumping Station Forcemain – Existing Pipe is too small for higher flow. Another or larger pipe is required.
- The existing sanitary sewer and watermain on Bay St. have reached the end of their useful life.
- The existing forcemain alignment is congested with the existing forcemain, outfall and storm sewer. No space available to construct without excessive risk.
- During construction the system must be kept in full operation.
- A New Forcemain Alignment is required.



ALTERNATIVE FORCEMAIN ALIGNMENT CONSIDERATIONS – ALTERNATIVE A

Pros:

- Similar hydraulic characteristics
- Entirely in accessible Town ROW

Cons:

- Congested Alignment – No room
- Does not allow for forcemain redundancy.
- Higher risk of impacting current operations
- Does not address existing infrastructure deficits on Bay St. (water, sanitary, storm, drainage, intersection)
- Grey St. will still need to be reconstructed for new outfall.
- Expensive with minimal additional benefits and high risk.
- Higher energy costs due to increased pressure loss.



ALTERNATIVE FORCEMAIN ALIGNMENT CONSIDERATIONS – ALTERNATIVE B



Pros:

- Least impact on residents of Bay St.
- Minimum residential frontage
- Entirely in accessible ROW

Cons:

- Highest traffic alignment
- Most significant impact on overall population due to traffic impacts.
- Other utility impacts (large gas main on Hwy 26) and congested corridor.
- High cost due to low production rate.
- Mill St. was recently reconstructed.
- Does not address existing infrastructure deficits on Bay St.
- Grey St. will still need to be reconstructed for new outfall.
- Will delay project due to business impacts.



Thornbury WWTP
Headworks

Mill St. SPS

Highway 26 Route – 1.31 km

ALTERNATIVE FORCEMAIN ALIGNMENT CONSIDERATIONS – ALTERNATIVE C



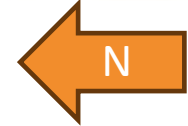
Georgian Trail Route – 1.25 km

Thornbury WWTP Headworks

Mill St. SPS

- Pros:**
- Shortest Length
 - Reduces impacts on Bay St. Residents from Elgin to Grey.
- Cons:**
- Congested corridor with future water transmission main.
 - Access is limited compared to other alternatives.
 - Elgin St. is already congested with utilities.
 - No infrastructure renewal on Bay St. Bay St. would need to be upgraded at some point in near future.
 - Grey St. will still need to be reconstructed for sanitary outfall.
 - Construction impact of rerouting recreational traffic for an entire summer.

ALTERNATIVE FORCEMAIN ALIGNMENT CONSIDERATIONS – ALTERNATIVE D



Pros:

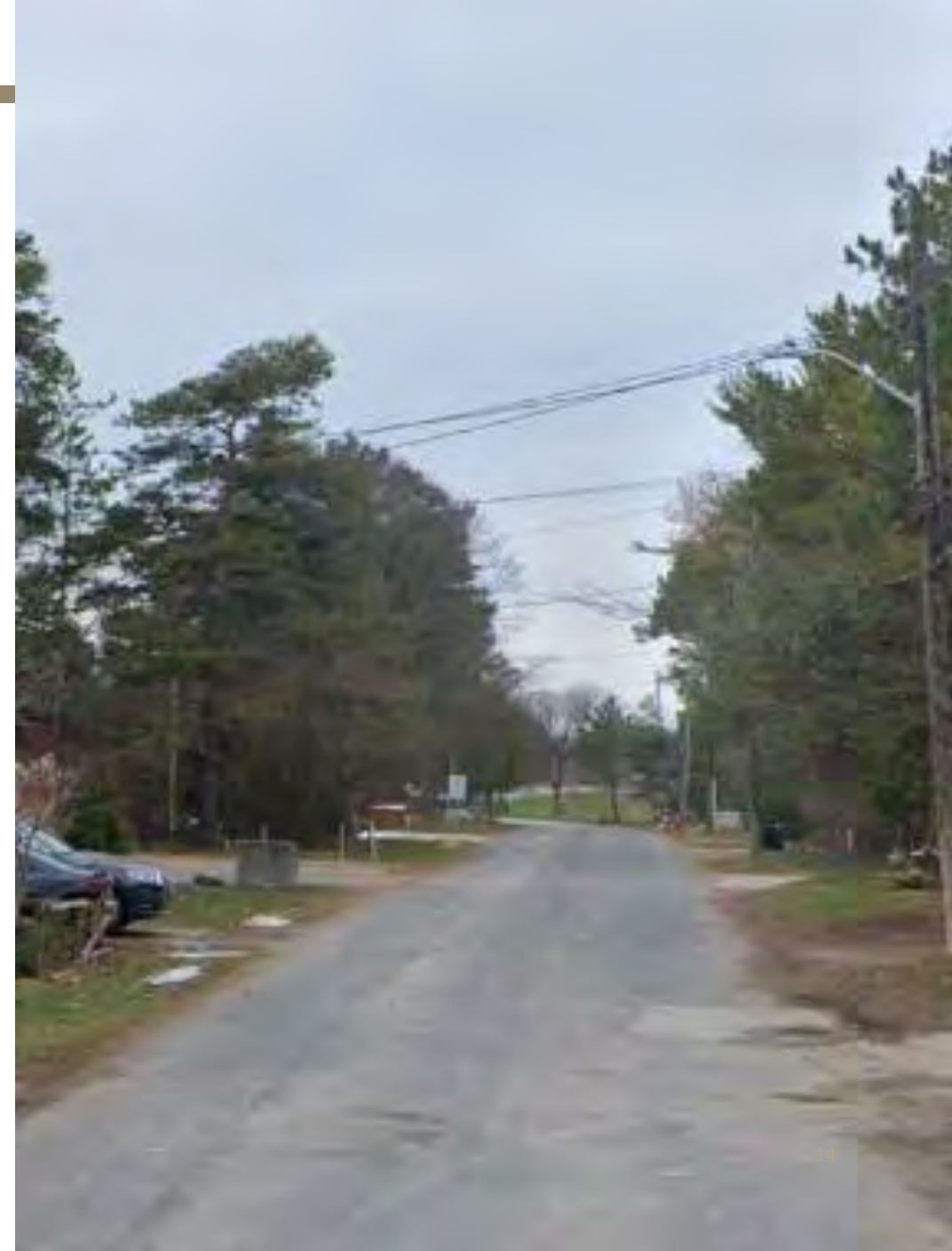
- Addresses water, sanitary, and drainage issues.
- Entirely in accessible Town ROW
- Cost savings due to concurrent outfall project work.
- Provides redundancy
- Potential to eliminate Elgin St. SPS.
- Most cost effective alternative due to savings associated with common reinstatement for utility renewal.

Cons:

- Significant residential frontage and associated impacts compared to current condition.
- Roadway offset in ROW may need to be corrected in order to fit all of the utility components.
- Risk of impacts to trees in right-of-way is high.

PREFERRED ALTERNATIVE – BAY STREET EAST ALIGNMENT

- Watermain and sanitary sewer on Bay St. East are at or past the end of their useful life. Alignment would need to be reconstructed in near future independent of this project.
- Maintain and improve Active Transportation Route as per Master Plan (improve pedestrian safety).
- Drainage improvements to maximize lifespan of new infrastructure (minimize risk of seasonal frost heave improved flood control).
- Eliminate illegal storm connections to the sanitary sewer. Long-term cost savings due to reduced inflow/infiltration.
- Intersection improvements at Bay St. E. and Elgin St.
- Alignment provides long term access to the forcemain in a low traffic environment with no anticipated future need to expand other infrastructure.
- Cost Savings are achieved by coordinating this work with the new treated effluent outfall on Grey St. to avoid having reconstruction on two streets when it can be completed in a single project.
- Opportunity to potentially eliminate Elgin St. Sanitary Pumping Station which is currently undersized to reduce risk of sanitary back-ups.



KEY ROAD REINSTATEMENT CRITERIA

PEDESTRIAN AND DRIVER SAFETY

MINIMIZE ENVIRONMENTAL IMPACTS

DURABILITY

CAPITAL COST

EASE OF MAINTENANCE

TOWN PLANNING AND STANDARDS

AREA OF CONCERN: BAY ST. E. – ELGIN ST. N. TO GREY ST. N.

ROAD OFFSET IN RIGHT OF WAY

- Looking at options to maintain or minimize realignment in corridor. However, Town Standard is primary starting point.

ROAD WIDTH AND LACK OF PEDESTRIAN FACILITIES

- Reconfiguration to maintain safety while acknowledging the community character within boundaries of Town Standards.

ROAD SURFACE CONDITION AND AGE

- Reconstruct after utility installation.

TREE/SHRUB ENCROACHMENT ON ROADWAY

- Tree inventory is complete and protection plan will be developed during design.

UTILITY CONDITION AND SEPARATION

- Replacement and realignment of utilities to minimize cross-section while maintaining access for emergencies.

DRAINAGE

- Controlling street and subsurface drainage to minimize risk and maximize durability of the pavement infrastructure (e.g. minimize frost heave cracking).

■ TOWN STANDARD WITH BIKE LANES

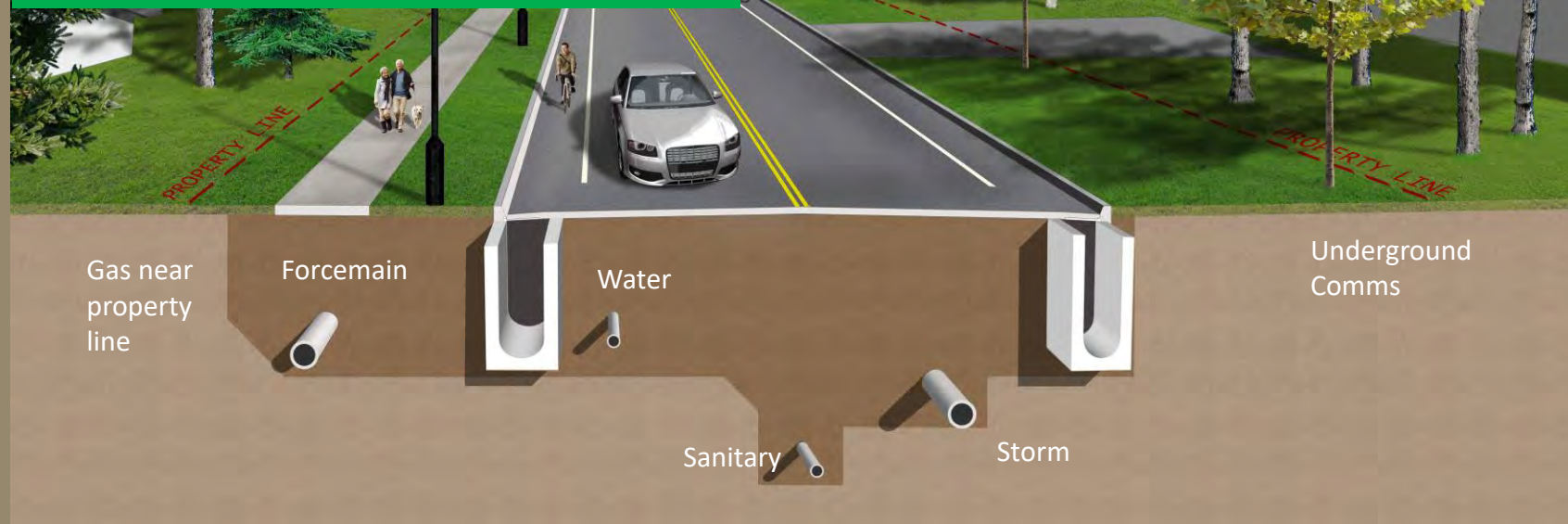
- Road in Centre of ROW
- 1.5 m sidewalk and narrowed lanes with allowance for bike lane.
- Relocated utility poles to south side with cut-off streetlights (dark sky compliant)
- Approximately 5.5 m (18 ft) from property line back of curb.
- Standard Utility Locations with forcemain under sidewalk to minimize tree removals on north side of corridor.
- Opportunities for tree compensation on north side a minimum of 2.25 m back of curb. Trees within ROW is not Town Standard.

Pros:

- Improved Drainage
- Generally, complies with Town Standard
- Removal of ROW off-set will balance frontages on both sides of street.
- Addresses pedestrian and active transportation routing.
- Improves safety.
- Compliant with complete streets approach.
- Provides emergency vehicle access.
- Improves sight lines for driveways.
- Maximizes access for utilities and road maintenance.

Cons:

- Removal of ROW off-set will reduce buffer for north side of street.
- Wider cross-section may increase risk of higher vehicle speeds.
- Removal of mature trees.
- Change to current road character.



■ SOUTH OFFSET – SIDEWALK AND BIKE LANES

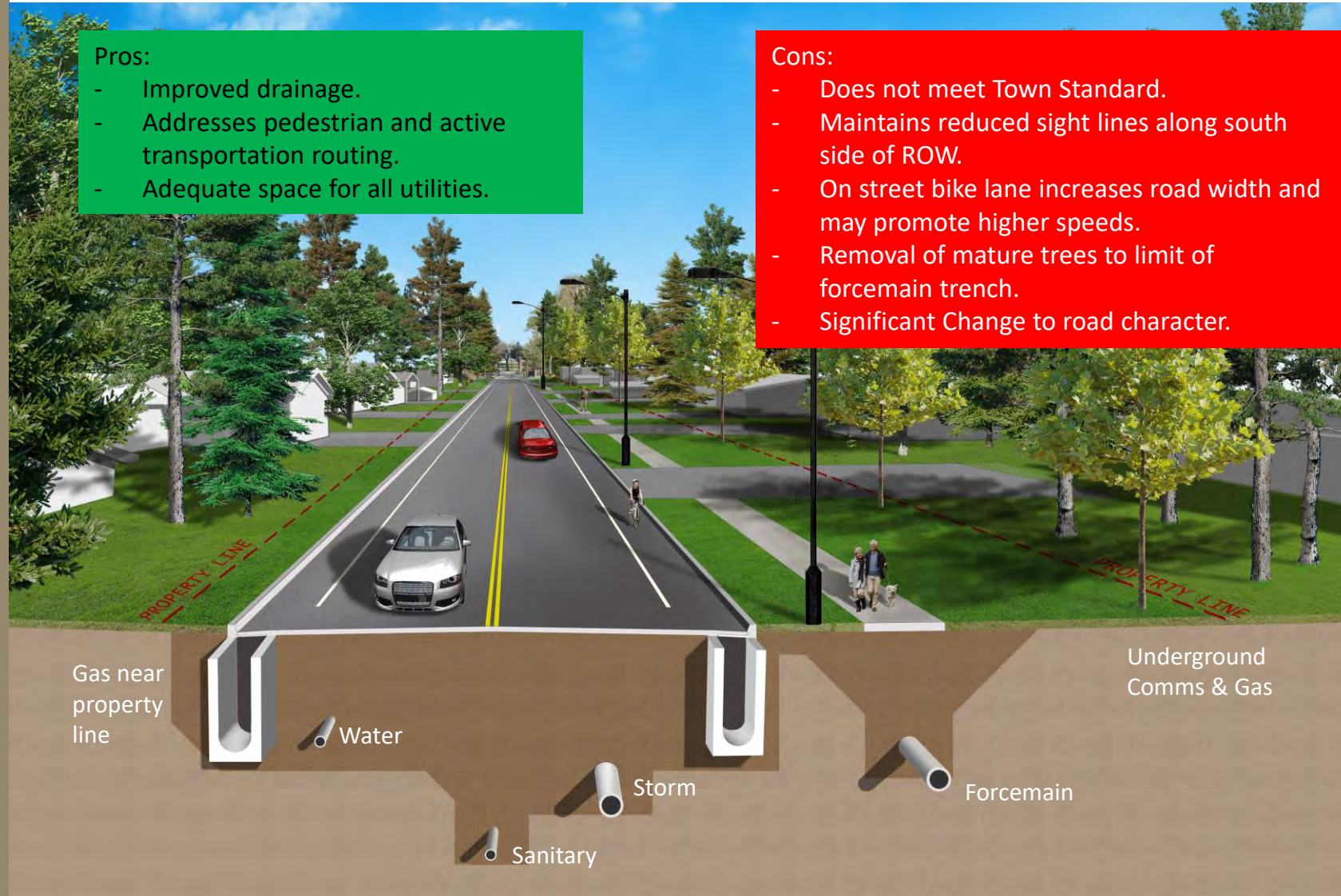
- Road offset south to centreline at approximately 2/3 across right-of-way.
- 1.5 m sidewalk and narrowed lanes with allowance for bike lane.
- Minor relocation of utility poles north of current location with cut-off streetlights (dark sky compliant)
- Approximately 6 m (20 ft) from property line back of sidewalk.
- Standard Utility Locations with forcemain under sidewalk to minimize tree removals on north side of corridor.
- Opportunities for tree compensation on north side a minimum of 2.25 m back of curb. Trees within ROW is not Town Standard.

Pros:

- Improved drainage.
- Addresses pedestrian and active transportation routing.
- Adequate space for all utilities.

Cons:

- Does not meet Town Standard.
- Maintains reduced sight lines along south side of ROW.
- On street bike lane increases road width and may promote higher speeds.
- Removal of mature trees to limit of forcemain trench.
- Significant Change to road character.



■ SOUTH OFFSET – MULTI-USE TRAIL

- Road offset south to centreline at approximately 2/3 across right-of-way.
- 2.7 - 3 m multi-use trail and narrowed lanes.
- Minor relocation of utility poles north of current location with cut-off streetlights (dark sky compliant).
- Approximately 4 m (13 ft) from property line back of multi-use trail.
- Minimum Utility Locations with forcemain under multiuse trail to minimize tree removals on north side of corridor.
- Opportunities for tree compensation on north side behind multi-use trail. Trees within ROW are not Town Standard.

Pros:

- Increased safety for cyclists and pedestrians.
- Reduced road width will promote slower speeds
- Addresses pedestrian and active transportation routing.
- Provides access for utilities and road maintenance.
- Minimizes tree removal on north side of ROW.

Cons:

- Road is not centred in the Right-of-Way.
- Does not comply to Town Standard.
- South driveway sight lines are still impaired.
- Multi-use trail will require removal of some trees.
- Change to road character.



■ SOUTH OFFSET – ONE-WAY

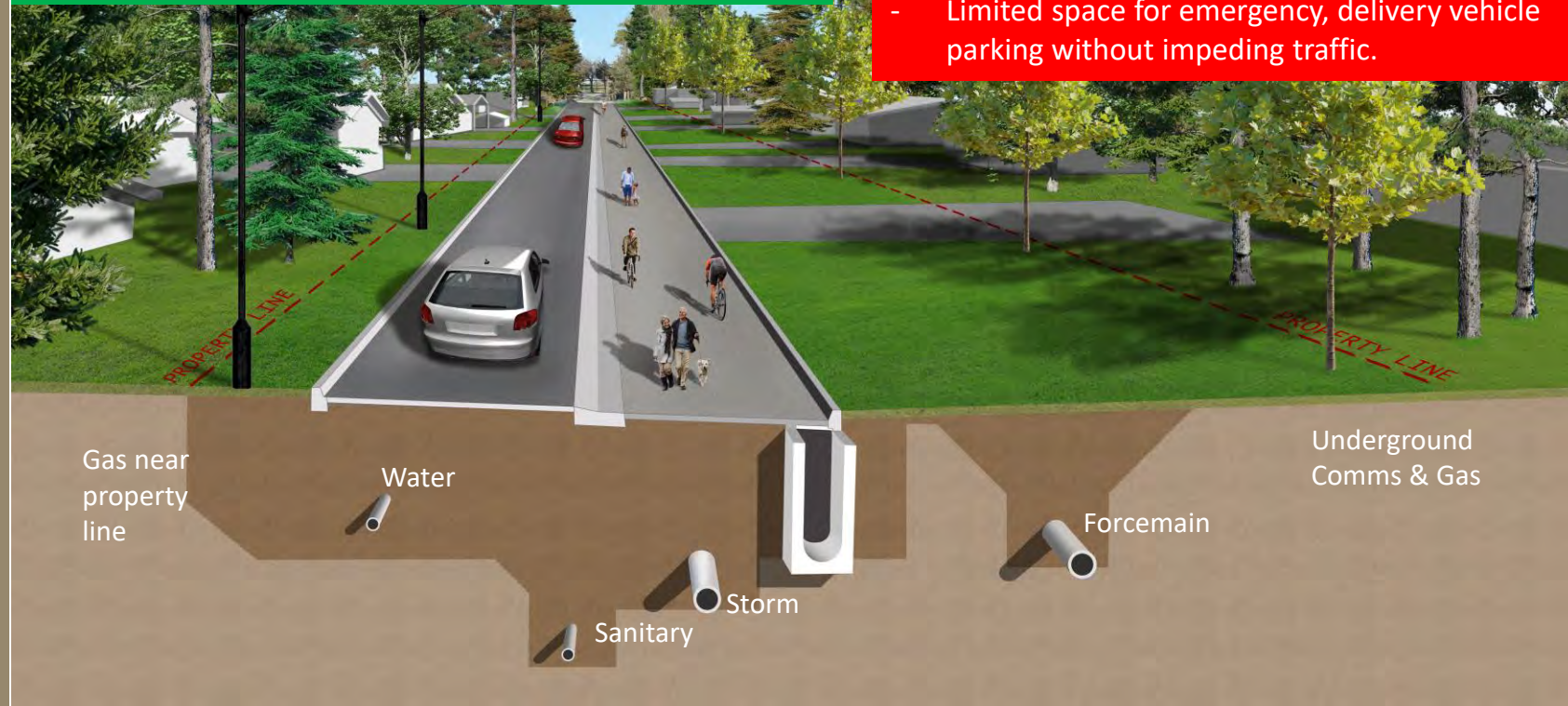
- One-way traffic westbound
- Preference for centre of right-of-way. Road offset south to centreline at approximately 3/4 across right-of-way.
- 3 m multi-use trail and 3.5 m lane with mountable curb in between.
- Relocation of utility poles to south side of corridor with cut-off streetlights (dark sky compliant)
- Approximately 10 m (33 ft) from property line back of curb.
- Minimum Utility Locations with forcemain under boulevard minimize tree removals on north side of corridor.
- Opportunities for tree compensation on north side offset from top of forcemain.

Pros:

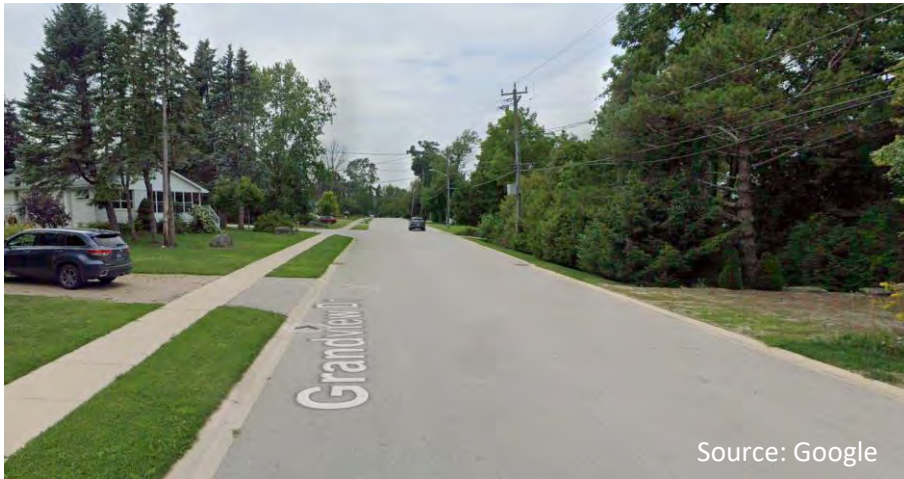
- One-way traffic will reduce number of vehicles.
- Reduced cross-section may promote lower speeds with clear delineation and restriction of lane.
- Multi-use trail will better replicate existing condition.
- Addresses pedestrian and active transportation routing.
- Maximizes access for utilities and road maintenance.

Cons:

- Wider one-way roads promote higher speeds
- Does not comply to Town Standard.
- Poor traffic circulation.
- Limited access for EMS.
- Maintains reduction in sight lines if offset.
- Tree removal will be required to limit of forcemain trench.
- Limited space for emergency, delivery vehicle parking without impeding traffic.



OTHER COMPARATIVES



Source: Google

Meaford – Grandview Dr.

- Limited trees in ROW
- Urbanized Cross-Section
- Street parking permitted
- More consistent with Bay St.

Saugeen Shores – Cottage Streets

- 6 or 10 m right-of-way
- Includes sidewalks in two options.
- No discussion of underground utilities.
- Not same issue as Bay St.



Source: Natures Path

Woonerf

- European concept
- Integrates cars, pedestrians and cyclists
- Closest comparative would be Blue Mountain Village.
- Intended for higher density areas.

Proposed Cross-Sections

Design Concept 1
10 m Right-of-Way
with 6.0 m Roadway
and Sidewalk



Design Concept 2
10 m Right-of-Way
with 6.0 m Roadway
and No Sidewalk



Source: Saugeen Shores – PTSL
Consultants



Design Concept 3
10 m Right-of-Way
with 4.5 m Roadway
and Sidewalk



Design Concept 4
10 m Right-of-Way
with 4.5 m Roadway
and No Sidewalk



Design Concept 5
6 m Right-of-Way
with 3.0 m Roadway
and No Sidewalk

TREE INVENTORY VS. TREE PROTECTION PLAN

- Tree Inventory and Assessment has been completed. Inventory was completed without leaves on trees which is typical to assess the viability of the tree through clear exposure of trunk and branch condition.
- Tree Inventory is a list of the trees within the right-of-way and private trees that may be impacted by construction due to their proximity to the right-of-way. The assessment component of the inventory is a Certified Arborist's assessment of the health of the trees that were inventoried.
- Impact to trees is currently not determined and to be reviewed in the next stage of design with the goal to minimize all impacts. Opportunity of planting new trees will be considered in future stage of design in town's right of way wherever there is sufficient space.
- Tree Protection Plan is part of the construction documents is prepared through the design process based on:
 - Health and viability of existing trees – Dead, very poor and poor condition assessments within the right-of-way are typically recommended for removal.
 - Construction Conflicts – Trees in fair condition are typically recommended for removal if they are in direct or root zone conflict with proposed works.
 - Construction Conflicts/Design Revisions – Trees in good to excellent that are in direct conflict (e.g. trunk is within excavation zone) with proposed works will be recommended for removal. Design effort is made to avoid trees where possible including deviations from Town standards when approved.
 - Tree Protection – Trees in good to excellent condition within the right-of-way and those close to right-of-way limits on private property are then identified for protection with specific methods (fencing, crown pruning, root pruning) for protection of the trees. This may include watering of the trees in advance of construction and fertilizing to promote improved health for recovery after construction.
 - New trees can be planted as compensation for lost trees either along the alignment (if space permits) or at other sites within the Town. This will be finalized once design has reached 90% complete.



TREE INVENTORY MAPPING: MILL ST. TO MCAULEY ST. N.



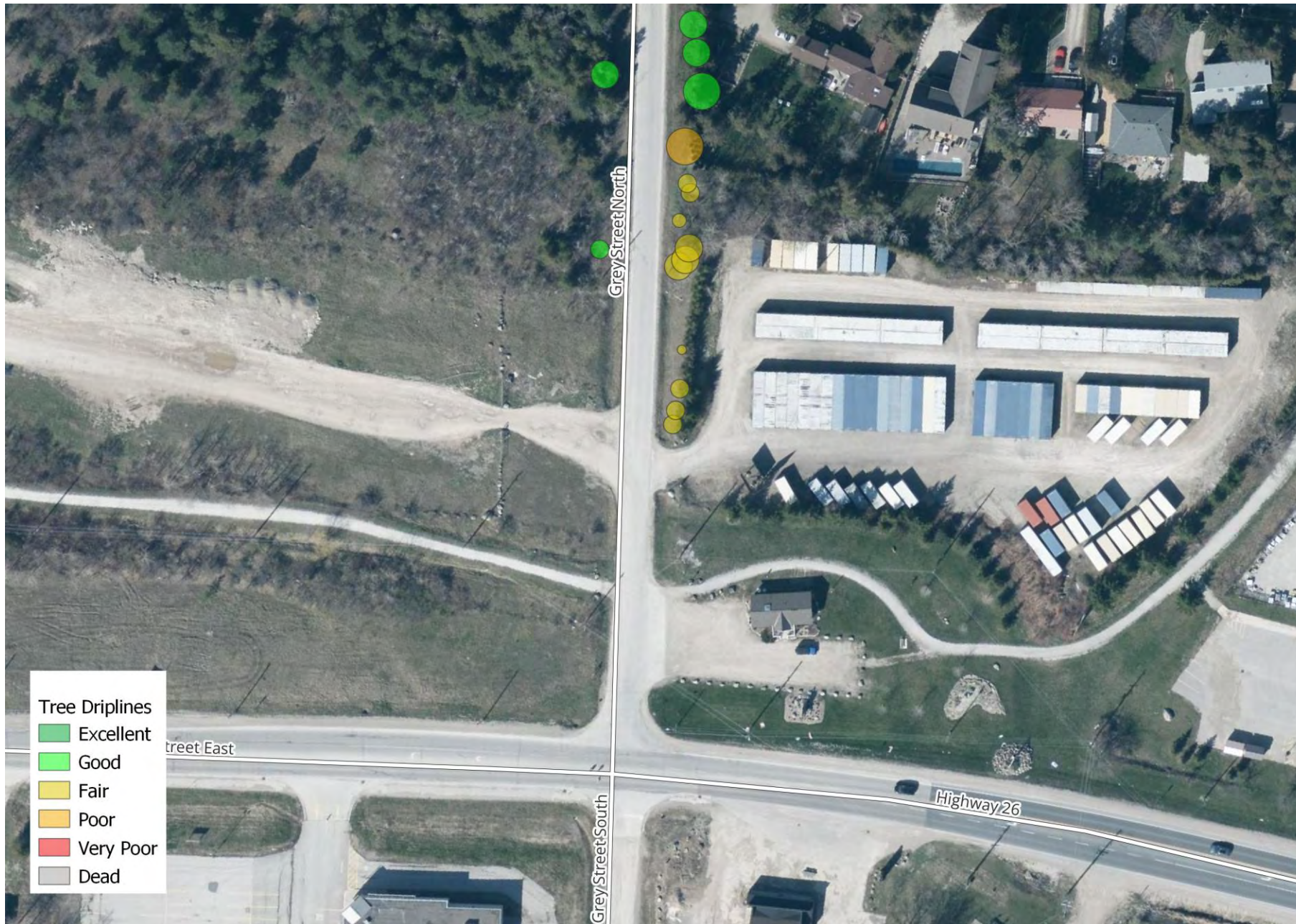
TREE INVENTORY MAPPING: MCAULEY ST. N. TO ELGIN ST. S.



TREE INVENTORY MAPPING: ELGIN ST. S. TO 172 BAY ST. E.



**TREE INVENTORY MAPPING:
172 BAY ST. E. TO GREY ST. N.**



TREE INVENTORY MAPPING: GREY ST. N. TO HIGHWAY 26

PROPOSED DESIGN APPROACH – BAY ST. EAST – MILL ST. TO ELGIN ST. N.



- FLEXIBLE ALIGNMENT SECTIONS
 - Bay St. E. - Mill St. to Elgin St. N. – Town Standard Cross-section with multiuse trail on Park Side adjusted for tree protection as necessary.
 - Addition of pedestrian scale lighting through park area.
- CORRECTION OF BAY ST. AND ELGIN ST. INTERSECTION
 - Remove triangle and place stop sign at a single intersection.



PROPOSED DESIGN APPROACH – BAY ST. EAST – ELGIN ST. N. TO GREY ST. N.



- FLEXIBLE ALIGNMENT SECTIONS
 - Bay St. E. – Elgin St. N. to Grey St. N. – Town Standard is the starting point; however, alternative alignment integrating off-set condition and traffic management approach for shared use may be considered by Council. Final solution to be determined considering resident feedback.
- MINIMIZING ROAD CROSS SECTION FOR SPEED CONTROL
 - Consideration of width and limiting traffic flow
- MAINTAINING CHARACTER OF ROAD BY DESIGN
 - Deviation from the Town Standard would need to be approved by Council to consider maintaining an off-set road alignment.
 - Maintaining Town Standard with road in centre of right of way is the preferred technical approach.
 - Minimizing tree removal within ROW where possible for utility installation.
 - Adding visual barriers (i.e. road narrowing with landscaping) to limit traffic and promote alternative traffic routing through area may be considered.

PROPOSED DESIGN APPROACH – GREY ST. N.

- FLEXIBLE ALIGNMENT SECTIONS
 - Grey St. N. – Bay St. E. to WWTP – Urbanized cross-section with 2.7-3 m multi-use trail connecting to Georgian Trail.



IMPACTS DURING CONSTRUCTION

ACCESS TO PROPERTY

- Road will be closed to through traffic.
- Residents will have full access with short term limitations with appropriate notification (48 hours followed by 24-hour confirmation).

WATER SERVICE

- Temporary Watermain will be provided.
- Minor Water Outages may be required for connections with appropriate notification.

SANITARY SERVICE

- Short term (hours) outages may occur when your sanitary service is being connected. Appropriate notification will be provided.

PUBLIC CONSULTATION APPROACH GOING FORWARD

- This afternoon's presentation are alternatives and the advantages and disadvantages for each cross-section.
- The Town Standard (2023) was developed and approved by Council to ensure consistency through the Town. Deviations from the Town Standard are intended be the exception rather than the rule. **Council must approve any deviation from the Town Standard.**
- A liaison committee was discussed at the December site meeting, but after careful consideration, establishing this committee may not be necessary due to the scale of the project. Town staff can effectively communicate with all impacted residents including on a one-on-one basis if the need arises.
- Liaison committees are best suited for larger projects where a variety of opinions and perspectives.



PUBLIC INFORMATION
CENTRE NO. 1 - TONIGHT



OPPORTUNITY TO SUBMIT
COMMENTS REGARDING
OPTIONS PRESENTED AT PIC
NO. 1 – TWO WEEKS
FOLLOWING PIC



PIC NO. 1 FOLLOW-UP
STAFF REPORT TO
COMMITTEE OF THE
WHOLE – MAY 2024 (EST.)



DESIGN PROGRESSES BASED
ON COUNCIL DIRECTION
FROM STAFF REPORT –
JUNE TO AUGUST 2024
(EST.)



PUBLIC INFORMATION
CENTRE NO. 2 –
AUGUST/SEPTEMBER 2024
(EST.)



OPPORTUNITY TO SUBMIT
COMMENTS REGARDING
OPTIONS PRESENTED AT PIC
NO. 2 – TWO WEEKS
FOLLOWING PIC



PIC NO. 2 FOLLOW-UP
STAFF REPORT TO THE
COMMITTEE OF THE
WHOLE –
OCTOBER/NOVEMBER 2024
(EST.)



ADVANCE DESIGN TO
TENDER STAGE



CONSTRUCTION NOTICE
PRIOR TO MOBILIZATION



ONGOING EMAIL/WEBSITE
UPDATES THROUGHOUT
CONSTRUCTION.

PUBLIC CONSULTATION PLAN



ADVANCE DESIGN TO
TENDER STAGE – EARLY
2025



CONTRACTOR
PROCUREMENT



CONSTRUCTION START
SPRING 2025



COMPLETION – FALL 2026

CONSTRUCTION SCHEDULE

Thank you for your time

Questions?

For additional project information and updates go to:
<https://www.thebluemountains.ca/planning-building-construction/current-projects/municipal-infrastructure-projects/bay-street-east>

Jamie Witherspoon, P.Eng. – President
WT Infrastructure Solutions Inc.

jamie.witherspoon@wtinfrastructure.ca





Town of The Blue Mountains

32 Mill Street, Box 310

Thornbury, ON N0H 2P0

Phone: 519-599-3131 Fax: 519-599-7723

www.thebluemountains.ca

Date: June 6, 2024

Re: Bay Street East Reconstruction Project - Public Information Centre #1

This memo is intended to provide a summary of the questions, comments and answers that were received prior to, or asked during, the Public Information Centre (PIC) held on April 18, 2024. The PIC was held virtually on Microsoft Teams from 5:00 p.m. to 7:00 p.m. A total of 55 individuals attended the meeting including Town staff and the project team.

Included below is a summary of the primary themes heard throughout the PIC, as well as a table with the verbatim written questions and comments that were submitted before and after the meeting. To see all of the questions and comments that were brought forward during the PIC, please [view the full recording of the meeting](#).

1. Streetscape and cross-section alternatives

Many comments were received regarding the existing streetscape and proposed cross-sections for Bay Street East. The primary points of concern included the placement of the road within the road allowance, the recommended vehicle lane widths, the inclusion of sidewalks/bike lanes/multi-use trail, and reducing construction impacts on mature trees. Commenters generally support leaving the road in its south offset location and keeping the travelled portion of the road as narrow as possible with no defined paved shoulders, and no sidewalks or multi-use trail. Soft or mountable curbs were also suggested, along with the inclusion of speed controls such as speed bumps or a lowered speed limit. Some commenters also inquired about the possibility of burying overhead utility cables through the reconstruction process.

Staff/Consultant Response: During any reconstruction project, the Town has a responsibility to bring the road in line with current standards and regulatory requirements. This must consider the Town's Engineering Standards, third-party utility requirements, industry best practices, safety requirements and guiding documents including the Official Plan, Transportation Master Plan, Drainage Master Plan, etc. A 7.5 metre road is considered the minimum width for a local urban road based on the Town's Engineering Standards. However, this would not allow for on-street parking or cycling. The minimum width that would allow on-street parking and cycling is 8.5 metres. Barrier curb and gutter has been recommended by staff as it creates a better channel for stormwater flow, increases safety by preventing vehicles from leaving the roadway at slower speeds, reduces the required setback distances to other infrastructure such as fire hydrants and hydro poles, promotes traffic calming and makes maintenance easier. Regardless of the cross-section width or makeup, many trees along Bay Street East will need to be removed for the installation of new sanitary sewer, storm sewer and water service laterals to the property line of each home. Excavation is required for these services due to depths they must be installed at.

2. Selection of forcemain route and evaluation of alternatives

Many comments were received regarding the selection process for the sanitary forcemain route. Commenters suggested that routing the forcemain south into Cedar Grove Park and then east along the Georgian Trail to Grey Street would be more suitable with fewer impacts to residential properties.

Staff/Consultant Response: Alternatives for the forcemain alignment were considered by staff and the very beginning of the project, and the preferred route along Bay Street East was confirmed by WT Infrastructure when they were contracted as the project engineering consultant. As this project is exempt from the Class Environmental Assessment process, there was no requirement for public consultation regarding the forcemain route. The route was approved by Council in August 2023. Some of the key factors

included in the evaluation were the length and estimated hydraulic characteristics, avoidance of the existing forcemain route for redundancy, potential conflicts with other underground infrastructure, impacts to the public, impacts to trees, and cost savings associated with the ability to complete other required infrastructure renewal concurrently. A route through Cedar Grove Park to the Georgian Trail was not considered as it overlaps with the existing forcemain route, would have a significant impact on trees in Cedar Grove Park and along the Georgian Trail, and eliminates the opportunity for costs savings that would be realized by doing the infrastructure replacement on Bay Street East concurrently.

Written Comments Received

<p>Ted Squires & Katy Leighton</p> <p>Received 4/9/2024</p>	<p>We are local residents living fulltime on Bay Street East where the proposed Bay Street East Reconstruction Project is currently being discussed.</p> <p>We understand the requirement to replace some of the existing infrastructure including sewers and watermain, which will require some disruption of the street while the performing the work. Based on the documentation provided by the town during the December 2, 2023, Neighbourhood meeting, we are also aware that there are a few options being proposed that could have significant long term negative impact on Bay Street beyond what is required to replace the sewers and watermain.</p> <p>The current use and charm of the street is as a “Cottage Lane” to get to residents homes, but more so a place to walk (many families with dogs and baby strollers), ride bikes and enjoy as a charming lane with a significant amount of mature trees that adds to the ambience of the lane and neighbourhood. At this point, the use of the lane by vehicles is very limited.</p> <p>The documentation provided on December 2nd outlines four alternatives. Two of the alternatives are based on using the existing road location and two are based on using a standard road location. Moving the road to the standard location would have a huge impact on the residents on the Georgian Bay side of the road and would require most of the mature trees to be removed. We think we all agree on the importance preserving as many mature trees in today’s environment.</p> <p>Both alternatives address adding, sidewalks, bike lanes, curbs, and storm sewers. Based on neighbourhood discussions including at the December 2nd meeting, the overwhelming sentiment to adding these amenities was very negative. Not adding them would save the town significant dollars and significantly reduce the impact to the residences, and would reduce the requirement to remove mature trees. We have lived on Bay St. E. for the past 8 years and have not seem any drainage issues that would necessitate curbs, gutters and storm sewers. Sidewalks and bike lanes and widening the Cottage Lane would totally change the feel of what has been the culture of the neighbourhood and area for many decades and are not required. Furthermore, turning Bay St. E. into an urban streetscape as opposed to a cottage lane could create the opportunity for it to become a by-pass for Hwy 26 which on many occasions is backed up from the bridge to Grey Rd.#2.</p> <p>All four alternatives require the utility poles to be relocated. If this is the case, then the utility cables should be buried when the street is torn up.</p> <p>The need for a new Forcemain, which is proposed to be added to the Bay St. E. project, further complicates matters. There are many concerns that Bay St. E. will become the new underground highway for infrastructure for the Town of Blue Mountains. There are many other alternatives for this infrastructure that would be less costly and have less impact on the residence of the Town of Blue Mountains and it’s charming heritage.</p> <p>Suggestions/Requests</p> <ul style="list-style-type: none"> • We form a Working group of Bay Street residences and appropriate town staff to help find the best solution for the town with updates on a regular basis, especially when changes have been discussed at the planning level • We would love to see a streetscape visualization of the completed project and the impact it will have on the residents • A definition of how many trees will be lost and what will be planted to compensate for the loss with type, maturity and locations of replacement trees • It’s crucial that all potential solutions to alternatives to disrupting/changing Bay St E are reviewed in detail and discussed transparently <p>We appreciate your consideration of our submittal and look forward to further discussions.</p>
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<p>Sandra Banks</p> <p>Received 4/16/2024</p>	<p>Hello. I have another question regarding the TBM’s work on reconstruction options.</p> <p>How have town officials considered the process, research and recommendations from the town of Saugeen Shores Study on Cottage Roads? Will these perspectives be adopted in the TBM process to develop design standards for Bay Street East?</p> <p>I would also like to formally request that I be placed on the list of those who would like to raise points and questions during the meeting. I understand this process will likely be initiated as part of the agenda for the meeting.</p>
<p>Wendy Boyd</p> <p>Received 4/18/2024</p>	<p>Needless to say, we are very concerned after the last meeting. Bay street is a cottage street that is a unique feature of the Thornbury area.</p> <p>The city plan that was presented will destroy this street through the massive removal of trees, the widened streets which will increase road traffic and the creation of sidewalks which are completely unnecessary.</p> <p>Our main question is has the city explored all options for the force main location? Has the city explored the walk way as a potential route?</p>
<p>Jane Knight</p> <p>Received 4/22/2024</p>	<p>Thank you for an excellent presentation on Thursday April by Jamie Witherspoon on the Bay Street East Construction project. The slide deck was very informative and his ability to convey a lot of information in an easy digestible format was much appreciated. He also listened very closely to the questions and tried to answer to the best of his ability.</p> <p>It was very helpful to have the analysis presented on the pros and cons for 1) the different locations of the force main and 2) the options for the redesign of Bay Street. It is clear that Bay Street East is the best option and so that is taken as a given.</p> <p>My comments and questions therefore relate to the different issues related to the Bay Street redesign. It was very helpful to have a clear understanding of the Design Standards approved by TBM and know that deviations are possible with Council approval.</p> <p>The given six different elements - safety, low environmental impact, durability, cost, maintenance and town planning and standards- which must be taken into consideration are clear. However, the key question relates to the different interpretations/design options of how to best meet these elements.</p> <p><i>Safety of pedestrian and driver safety:</i> Keeping traffic volume low and traffic speed low remains a top priority. Narrower street width (but still wide enough to accommodate all the utilities) is key to low speed and low volume. As the road is widened and improved there is a significant risk that more drivers will use it as an alternative to highway 26 or to access the park and that speed may increase when it becomes a more ‘engineered’ road.</p> <p>While it is important to have town standards ‘one size does not fit’ all the streetscapes in Thornbury. Secondly, respecting the ‘lived experiences’ of the residents can bring important insights to the design. A sense of community care and attention regarding the mixed use of the Bay street (walking, biking, driving) has resulted in few to no accidents. The inclusion of bike lanes and sidewalks is no guarantee that they will be used as this has not been the practice for decades. Residents respect for the mixed use of the road has successfully kept traffic speed low, traffic volume low and prevented accidents.</p> <p>Furthermore, one can question whether bike lanes are necessary given the very close proximity to the bike trail and secondly the current mixed use of the road. Access to the Georgian Bay trail for bike use needs to be improved so that more bikers will use the trail Removing the bike lanes (and if possible, sidewalks) would allow for a narrower street and may mean less trees have to be removed, less maintenance (of sidewalks), and a slower traffic speed and volume.</p>

	<p><i>Minimizing Environmental Impact:</i> The tree inventory is very informative and helpful. It is greatly appreciated that the report will eventually be available to the public. It is clear from reviewing the pros and cons of each of the four current options for Bay Street design that preserving the healthy trees- especially the white pines is important - but will this priority be translated into action? It is questionable whether tree preservation is a priority when one examines the current 4 design options. While the promise of planting new trees is appreciated one can ask whether the Georgian Bay character of massive white pines and cedars can be replicated. It will take years for the trees to grow, and they are a very special characteristic of the street. It is understood that including trees within the ROW does not meet Town standard but perhaps some compromise can be made.</p> <p>Durability- yes this is an important consideration. No comment.</p> <p>Capital cost – it is understood that this is a major consideration, but no costs were provided for the different options.</p> <p>Ease of maintenance: yes, this is an important consideration. It would be helpful for residents to know whether the resident or the town is responsible for the maintenance of the sidewalk and the green space between the proposed sidewalk and the curb/road.</p> <p>Town Planning and Standards- the design standards are important for the town to have. However, they need to be flexible enough to fit the needs and characteristics of the road/community under question.</p> <p>Some further questions.</p> <p>Keeping the traffic speed low is a top priority for safety. If the full ROW is used for the road, is it possible to include some kind of speed bumps on the road?</p> <p>Given that the street will be torn up is it possible to consider burying the hydro cables?</p> <p>The implications of the drip lines of trees is an important consideration. Can this be addressed more fully in the next meeting as it has implications for further tree removal.</p> <p>At which end of the street will the construction start – at Mill street and then move east or will it start at Grey Street and then move west.</p> <p>Will residents, who have a number of their mature white pines removed, have any choice in what will be used to replace them if indeed they are removed and replaced.</p> <p>What precedents are there in other projects for proposed deviations from the Design Standards eventually being approved by the Council? Precedents can help. Is acceptance of deviations a real possibility or is it a way to placate residents at this point in the design process.</p> <p>The public consultation efforts of the town to canvas and listen to the residents views and questions is acknowledged and greatly appreciated. The information that was presented and the logic behind the different options was very helpful and also appreciated. However, it is a bit difficult to ‘gauge the odds’ at this time as to whether there is any flexibility in Design Standards and whether deviations are a real possibility. Or will a ‘one size fits all’ approach i.e. meeting all the design standards be used.</p> <p>Thank you kindly for the opportunity to submit our concerns and questions. I look forward to the next public consultation meeting with eager anticipation and optimism that residents’ views are taken into consideration.</p> <p>With thanks and all good wishes</p>
Brian Nelson	Thank you for a very informative PIC, and for the opportunity to comment.

<p>Received 4/22/2024</p>	<p>Just two quick comments...</p> <ul style="list-style-type: none"> - We have to find ways to adjust our design standards to better adapt to the needs and conditions of various neighbourhoods and communities. This is a Town-wide need that isn't going to go away. - I hope someone in the Town has a handle on the long-term costs of all this public infrastructure development. We are a small, largely rural municipality with very limited and often sub-standard infrastructure now being asked to accept a phenomenal amount of urban growth. I've been watching this growth for a long time and, somehow, the developers never cover the full costs and the Town gets left with the big bill at the end of the day.
<p>Jeff Norman Received 4/25/2024</p>	<p>I see that the road must be reconstructed, respect the choice to fix existing problems as well meet future needs, and understand that the design is guided by the standards the town has chosen. The community that is impacted by this work needs to live with the changes. The design should respect our use and history and not change Bay street into an urban thruway.</p> <p>The challenge is the design standard.</p> <p>Bay street and the park in the current form, create a spectacular environment that townspeople enjoy and visitors envy.</p> <p>Tree lined streets, people walking, kids playing, biking, concerts and vehicles going slowly.</p> <p>This mixed use has created a slow, and quiet feel to the road where all users coexist, and contributes to the livability of our community. It is something that many communities only dream of, and we have now.</p> <p>Creating wide roads with wide clear site lines is very car centric and has the opposite effect. The argument that safety will increase is valid only if car speeds do not increase. In actual fact, the wide road allows the driver to see further, and increases the speed that the driver can go and still feel comfortable. This means that the driver will naturally go faster. In all cases, increased speed decreases safety.</p> <p>I am familiar with the Beaches area of Toronto where traffic calming is used to slow traffic: speed bumps, road narrowing, stop signs...</p> <p>Also, in the beaches area there are many streets with no sidewalks. Kids are playing, cars are driving, bicycles are riding. The cars slow down and users coexist.</p> <p>During the meeting, I heard the comment from one of the ToBM persons, that he felt it was very difficult for him to recommend to the town to do a design without sidewalks.</p> <p>I agree, safety is not optional. There are various ways to achieve a safe environment, and history is an important indicator of actual risk.</p> <p>Have there been any accidents? I am not aware of any.</p> <p>I believe that building a road without sidewalks does not cause an unsafe condition, and strikes a good balance between the needs of the town and desires of the tax payers that live on Bay Street. It also reduces the impact to the residents to whom this project is being imposed on.</p> <p>My hope is that the ToBM staff and Council can be persuaded that a low speed, multi-use road with mixing of walkers, bikes and cars should be part of the standard.</p> <p>I believe its form should be as narrow as possible for 2 direction, slow traffic, with no sidewalks.</p>

	<p>Optionally, a slightly wider road with painted lines to show narrow walking / cycling areas at the edges of the road.</p> <p>What is necessary to be done to get support from Town staff and get a recommendation to the council to redefine the categorization of Bay street, or failing that to allow a variance from the standard?</p>
<p>Bruce Taylor</p> <p>Received 4/25/2024</p>	<p>My question regarding project is to understand what happens with overhead utilities.</p> <p>The deck slides indicate "underground comms & gas" which I assume is Bell Tel and local gas provider. Do overhead utilities need to be moved along Bay St East (adjacent to the park) which are located on south side of the road?</p>
<p>Robert Condie</p> <p>Received 4/29/2024</p>	<p>My brother and his family have enjoyed a cottage on Bay Street East for the past 50 years or more. The current configuration has served the community well - for the most part it only serves the local residents. I understand the Town is now considering the inclusion of sidewalks, bicycle lanes and curbs stating the need for safety. Please show me the facts - how many accidents have occurred - where is the traffic study documenting the volume of cars - what is the added cost both for construction as well as for maintenance and snow removal? We are tax payers in the Town and really resent money being spent on things that are not necessary - I cannot imagine how much has already been spent on consultant reports just to find a route for the sanitary forcemain. If this goes ahead you will have a street that looks like one in Bramalea which is totally out of character with the existing community - people of the town love to walk along here and enjoy its unique surroundings.</p> <p>Now let me tell you about our own personal experience. We have had a cottage property on Sunset Blvd. since 1970. A number of years ago water and sewer mains were installed and our gravel road was replaced with asphalt with deep ditches either side. The traffic on this road has increased dramatically as residents west of the 39th prefer to use this well maintained road rather than the poorly maintained 39th Side Road. The added volume is one thing but the major problem is speed. The current limit is 50 kilometers per hour which seems to give many the feeling they can do 60 or more - there is no enforcement. It is no longer safe to back out of our driveway. I now have to turn my vehicle around each time - even with that I have to be very careful entering the street due to limited sightlines and the high speed of approaching vehicles. Given this I am now requesting that speed limits on Sunset Blvd. be REDUCED TO 30 km/h and be enforced. Similarly, reconstructing Bay Street East as proposed will result in it too becoming a speedway making it unsafe for walkers or cyclists.</p>
<p>Stella Zahradnik</p> <p>Received 4/29/2024</p>	<p>I have some concerns about the work that is being proposed on Bay St from the pumping station to Grey Street. I understand the necessity of replacing sewers, water main, combining utility services etc. However, I am against the idea of putting bike lanes, sidewalks, on the road. If a bike lane is provided they will speed on it as well as the cars. There is a trail here already that bikers could use. This is going to add a lot of added traffic to this area – during the summer when Highway 26 is very busy and I have seen traffic back up to Grey Street, cars will use Bay Street as a by-pass and I might add they will not adhere to the speed limit which is posted on the road. Many cars already do not obey the speed limit. This area is close to the water, by doing what you are proposing you are encouraging more traffic and changing the whole concept of nature. Hope to hear from you soon with regard to this matter</p>
<p>Bruce Taylor</p> <p>Received 4/29/2024</p>	<p>It is my belief the most critical considerations regarding the reconstruction of Bay Street East for residents along <u>Bay Street East from Mill Street to Elgin Street are:</u></p> <ul style="list-style-type: none"> • Council to grant/issue an exception to the town standard urban road cross section in order to maintain significant parts of the heritage scape of this original cottage roadway. • Maintain a narrower road to inhibit the speeds of cars/drivers, with no bike lanes. Residents know from decades of experience that cyclists will not use these bike lanes on <i>a low volume vehicle cottage road</i>; bike lanes would widen the road needlessly. Widening the roadway would change forever the calming presence of Bay Street for residents and visitors and would absolutely increase traffic speeds.

	<ul style="list-style-type: none"> • Provide a multi-use trail (MUT) on park side of road which eliminates the need for bike lanes. This MUT may need to meander and vary in width to protect viable trees and to take into account other park considerations (e.g. tennis courts / pavilion). • Maintain the 25 km speed along Bay Street from Mill Street to Elgin. • Support the proposal to eliminate the triangle and continue Bay Street directly to Elgin Street with a stop sign. • Add a four-way stop at the intersection of Bay Street, McCauley and Cottage Road. • Support the addition of soft curbs for drainage • Soft curbs would allow pedestrians and cyclists to exit the road area safely. • Maintain the existing town bylaw provision of “No Parking” from McCauley to Elgin. • Protect and maintain as much greenery as possible – especially the old growth cedar trees along the park. • Ensure there is an acceptable buffer/boulevard on the south side of street for adjacent residential properties.
<p>Karen Serles</p> <p>Received 4/30/2024</p>	<p>I would like to register my disagreement with the urban road reinstatement being advocated.</p> <p>I have been a cottager in Thornbury since 1968 and the owner of [REDACTED] (waterfront, just east of Grey St N) since 2018. While our property is not directly impacted by the current reconstruction project, this is our neighbourhood and I am concerned that a precedent will be set for future road work in the area.</p> <p>I understand and support the need for updated water treatment and drainage infrastructure and the synergies that will be achieved by choosing Bay St E for the implementation.</p> <p>I do not support any of the proposed configurations for the reinstated road. I support a <u>2-way, reduced speed road without sidewalks, bike lanes or extra street lights</u>. Bay St E is not an urban neighbourhood. Either a variance to the urban road standard, or better still, the creation of a “cottage road” standard, is needed.</p> <p>Bay St E is a small cottage road where a few cars and plenty of bikes and pedestrians coexist safely and amiably. Cars drive slowly and there are unpaved shoulders for pedestrians and parked cars. In the 2016 Town Official Plan, Bay St E is classified as a “local road” with low volume of traffic, a 20 metre right of way, and on-street parking. The TBM Transportation Master Plan dated December 1, 2022 includes collision information for cars, cyclists and pedestrians in the TBM. There are no (zero!) accidents recorded for this neighbourhood</p> <p>Considering the low volume of traffic and the complete absence of collisions, all 4 proposed road reconfigurations are more than is required. The “Pro” of increased driver and pedestrian safety will be negligible, while the “Cons” of increased traffic speed, tree loss, and significant change to the road character are being too lightly dismissed in favour of the “town standard” and cost savings. In fact, greater cost savings will be achieved when the existing cottage road is rebuilt with a simpler profile, and the increased traffic speed associated with a wider, straighter road will likely lead to more accidents.</p> <p>I am dismayed by the number of healthy trees that will be destroyed, and do not accept “New trees can be planted as compensation for lost trees either along the alignment (if space permits) or at other sites within the Town. This will be finalized once design has reached 90% complete.” (April 18th presentation pg. 22) as insufficient reparation. This project provides an opportunity to clear out scrub and deadwood, but healthy mature trees are a vital environmental and esthetic part of the neighbourhood that must not be destroyed for convenience. The Town requires homeowners to protect trees during construction and no less should be expected of infrastructure projects.</p> <p>During the presentation, a town employee noted that TBM is the second fastest growing municipality in Canada. Town Council might think about why this is true. People are not rushing here for an urban life. Many new full-time residents are long-time weekenders who have loved the cottage and rural charm for</p>

	<p>years and are now retiring here. As well, many young people, eager to live away from the city, are choosing to relocate themselves and their families to this quieter location.</p> <p>I support the many important infrastructure projects that the Town has undertaken to improve health and livability, but over-urbanization is already threatening Thornbury's small town appeal. Town Council, please seriously and respectfully consider the views of your taxpayers and, when you have a viable choice between urban and simple, choose simple. Please don't turn a quiet, safe cottage road into an urban thruway.</p>
<p>Peggy Nunn and Brian Scott</p> <p>Received 5/2/2024</p>	<p>We live at [REDACTED], Thornbury. The proposed widening of the street will have a far greater impact on us than on many other residents of Bay St E. due to the comparatively shallow depth of our property. The new ROW would be approximately three feet in front of our garage and our driveway would be completely eliminated. Five beautiful very mature trees - 2 white pine and 3 scotch pine – as well as 4 cedar trees and a mature white cedar hedge would be cut down to align the roadway to a concept that has never actually existed. These trees, and most of the other conifers along Bay St, have not just been allowed to grow up in the ROW, but are part of a planting that the town would certainly have been aware of and in agreement with and may have participated in. We have been on Bay St E since the 1960's, currently nearly four decades at [REDACTED] and prior to that at [REDACTED], our family cottage. The trees were already mature specimens at that time. We have looked after them to ensure their continued success. At no point did the town say stop or suggest taking over stewardship of the trees. The recent tree inventory has identified these trees as being in excellent condition. The condition of most trees along Bay St is in the good - excellent category. In addition to being beautiful, trees in the urban forest make vital contributions to our environment - capturing carbon, improving air quality, preventing storm water runoff as well as providing food, shelter and nesting sites for songbirds and small mammals. Planting saplings feels good and is a step in the right direction but it has no where near the effectiveness of mature trees. It would be shame to cut down these trees, as well as all the other mature healthy trees along Bay St, to move the roadway to a location where it has never been. If the rationale for moving the road is to gain more room to relocate the force main along Bay St, other options for the force main placement should be rigorously considered. Much of the tree canopy would be saved. The possibility that tree compensation might be available doesn't begin to address the impact the project could have on Bay St. The loss of so many mature trees will be felt for many future decades. White pines routinely live to be 250 years old and can reach 450. The white pine on Bay St E have a good start in that direction.</p> <p>In the 1960's the location of the road was as it is now. A quick perusal of old maps suggests the current roadway existed in 1920, and probably back to 1890 (Meaford Museum). The road along Bay St E. has always been where it is now. Until the force main became an issue there was no talk of realignment. The position of the road has always been accepted as it exists. The entire Bay St E infrastructure replacement project, with the force main being added on while the street is open, seems actually to be being driven now by the option of putting the force main down Bay St and then replacing the infrastructure. It is mentioned in the presentation from April that there have been 19 watermain breaks or "incidents" between 2013 and 2024; where have those watermain breaks occurred? Will that information be made available prior to the next community meeting? Preference for the Bay St route has mentioned cost savings but no pricing for any of the possible routes has been provided. It would be helpful if the Town made the cost comparisons available prior to the next community meeting. Any of the other possible routes to install the force main would have far fewer consequences for the not only the character of Bay St but the neighbourhood continuity of the entire town. There is the opportunity for the force main to be routed through the Cedar Grove, already town property and accessible, and along the Georgian trail, also accessible with no existing competing services. It would also fulfil the desire to position the force main in a low traffic environment. Ease of installation should not be the only consideration when change of such magnitude is being contemplated.</p> <p>Adding a dedicated bike lane or a multi use trail is redundant and an unnecessary expenditure. The Georgian Trail parallels Bay St East and Bayview Avenue - it already exists and is well used. It is unlikely there is the demand for increased bike lanes that exists in larger urban centres. That being said, priority should not be given to potential recreational users over community residents.</p> <p>Sidewalks are also unnecessary. Any current or prospective resident of Bay St E would be well aware there are no sidewalks and most likely view this as a major plus. There are many other existing</p>

	<p>neighbourhoods where a more urban street profile is available if that is your preference. Would sidewalks be the towns responsibility? Would the town be able to meet this responsibility? Bay St is generally safe for pedestrians, bikes and cars to co-exist. Again, the Georgian Trail is in very close proximity to Bay St and exists specifically to provide pedestrians and bicyclists a safe, groomed path free from motorized vehicles. Emergency vehicles are easily able to access the road. Extending the existing 25 KM/hr from Bayview Park down Bay Street would be more useful for traffic calming than narrowing the road with unnecessary lanes. This could help make it a less desirable shortcut option from Hwy 26.</p> <p>The Tree Protection By-law Amendment to be considered by Council states among its Strategic Priorities "We will protect and enhance the community feel and character of the Town, while ensuring the responsible use of resources and the restoration of nature". Ideally, Council will be able to recognize that the distinct character of the Bay Street East community should be preserved and also be flexible enough to appreciate that the Town Standard is not uniformly applicable to all situations.</p> <p>Thank you for the opportunity to express our opinions.</p>
<p>Wendy Boyd Received 5/2/2024 (Also submitted by Keith and Janette McQueen, John and Cora Van Laar, Anne Marie Blazina, Harry Frymer, Ed Beattie, and David Ogden and Christianne Laframboise)</p>	<p>This letter has been prepared with the goal of identifying and highlighting to TBM Staff and Town Council the concerns regarding the proposed Forcemain and BSE Reconstruction plan.</p> <p>The letter will outline grave concerns over the proposed forcemain construction on BSE and will provide perspectives on important cost and streetscape issues. I also believe that this letter highlights material impacts that have not been adequately assessed.</p> <p>The letter also argues for consideration of alternative forcemain alignment and BSE streetscape options that address the BSE community members concerns. I ask that this letter be presented for Council consideration.</p> <p>Shared Goals</p> <p>The Town of the Blue Mountains (TBM) has outlined two important infrastructure projects that could potentially affect Bay Street East.</p> <ol style="list-style-type: none"> 1. The installation of a secondary sanitary forcemain from the Mill Street Pumping Station to the Thornbury Wastewater Treatment Plant (WWTP) necessary to support growth in the west portion of the municipality; 2. Replacement, of Bay Street East (BSE) sanitary sewer and watermain, situated between the Mill Street Pumping Station and Grey St. N. based on guidance provided by Town's Asset Management Plan that recognizes these assets are approaching the end of useful life. <p>It is important to note that these decisions are mutually exclusive and that completion of these projects are not required to be performed at the same time, although it may make economic sense to do so. Both projects are supported by a number of relevant studies and TBM Master Plan evaluations, and BSE community members are supportive of the Town's efforts to proactively manage these critical assets in a reasonable, environmentally responsible and cost-effective manner.</p> <p>What We Have Been Told</p> <p>The forcemain construction alternatives presented at the virtual Public Information Centre (PIC) Bay Street East Reconstruction meeting (April 18, 2023) by Town staff and WT Infrastructure (WTI - 3rd party engineers) were evaluated primarily on estimated cost of construction and projected operating costs (total cost).</p> <p>The cost analysis, by WTI admission, was cursory and was based on the distance the forcemain would need to travel from the Mill Street Pumping Station to the Thornbury WWTP. There was no formal cost analysis presented to support the WTI assertion, nor any mention of an attempt by the Town or WTI to quantify the combined costs of construction and operation and the real costs to BSE and Thornbury residents from the possible destruction of the BSE streetscape and cottage road character. Although the</p>

presentation identified the following design and cost considerations it is not evident how they impacted overall cost estimates for each alignment alternative:

- Assured delivery of essential shared services (water, sanitary) based on the lowest cost model;
- Minimize environmental impacts;
- Pedestrian, cyclist and driver safety;
- Ease of maintenance and durability;
- Design that aligns with Town planning standards, although it was noted that there is no standard for 'cottage road' in TBM.

Gaps in Design and Cost Considerations

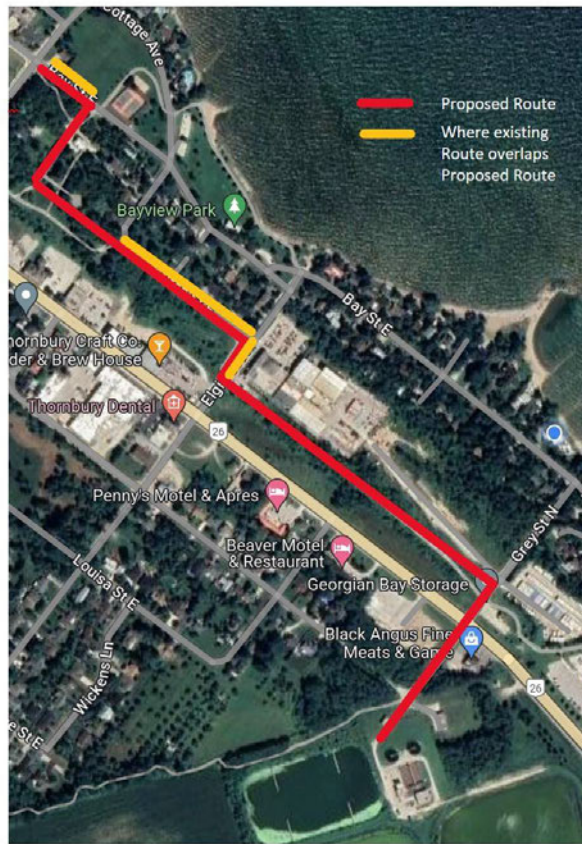
It was evident based on the opinions voiced by the BSE community members attending the PIC, that the presentation failed to adequately consider and value of the following design and cost considerations that the BSE community members consider essential, including the costs tied to:

- **Significant impact/destruction of mature pine and cedar trees** that line the street and would be impacted specifically from the construction of the forcemain (min 3m trench), recognizing that these trees would take multiple generations to replace;
- **Significant increase in thoroughfare traffic on Bay Street** due to wider road on Bay Street and proposed new traffic lights on Highway 26. It won't take long for motorists to start using Bay Street as a Thornbury bypass to avoid a congested and slow Highway 26. This will have a significant negative affect against your stated objectives of establishing a safe and efficient transportation system and will **put the residents of Bay Street at greater risk for pedestrian, cyclists and vehicle accidents.**
- **Significant impact to BSE streetscape character**, including the potential material widening of the roadway and introduction of sidewalks and/or bike paths and destruction of mature trees/shrubbery;
- **Significant prolonged disruption to BSE residents** associated the combined construction of forcemain and water/sanitary line remediation;

From the BSE community members perspective, the costs tied to these three issues would have a material outcome on the overall cost analysis had they been adequately considered. The community members are firmly of the belief that had the Town Staff and WTI been directed to consider the overall cost to the community, including the cost of the issues of most concern to the BSE residents the combined cost of construction of Alternative D (BSE forcemain alignment) would be prohibitive and another alternative should be considered.

Forcemain Alignment Alternative Consideration

Based on the expanded list of design considerations the BSE community members are proposing an alternative forcemain alignment that is closer to Alternative C, as presented at the PIC. Specifically, the BSE community members feel that a path through the Cedar Grove area could make this route even more appealing (see below). This proposed alignment would have minimal impact to residents (3 homes on Huron St. East), traffic and mature tree canopy. Bike and pedestrian traffic from the Georgian Trail would be re-directed to Bay Street East while the forcemain is constructed. Following construction of the forcemain the Town would commence construction of the BSE water and sanitary remediation project. This smaller scope project could be completed faster with minimal disruption to residents and traffic, and the absence of the forcemain in the project scope means considerably less impact to BSE streetscape and tree inventory. The BSE residents believe that this new alignment approach is the best option to preserve the 'cottage road' character of the street while minimizing the overall 'real' total cost of construction. The BSE community members request that Council consider this valid forcemain alignment alternative.



Proposed Alternative for Bay St E. Forcemain

Streetscape Considerations

When reconsidering the alternative forcemain alignment the Town has considerably more opportunity to limit impact to the BSE streetscape, as the elimination of the forcemain would reduce overall street width requirements. Again, BSE community members are focused on achieving the expanded design elements outlined above, while recognizing the Town is constrained by design elements that would satisfy storm drainage, utility separation and pedestrian safety. In addition to the considerations outlined by WTI and Town Staff, the BSE community members would like Council to consider the following design elements:

- Reduced speed limits, consistent with park area roads;
- Minimal widening of the current road to safely accommodate two-way car traffic and allow for safe passage of cyclist and pedestrians, but discourage increased traffic volumes and speed;
- Minimal impact to mature tree inventory;
- Minimal shifting of road to the north, to minimize impact on properties having limited setback from ROW;
- If curbs are required, they are soft curbs that would allow pedestrians and cyclists to exit the road area safely, and motorists to pull off the roadway to park for short term duration.

When considering these additional material concerns/design elements and those outlined by WTI and Town Staff, the BSE community members are confident that a reasonable streetscape design can be achieved that aligns with the BSE cottage road character. As was presented by WTI, any streetscape design would be an exception to the current street standard, given there is no accommodation under

	<p>current street design standards that contemplates a low volume, local, cottage road scenario. As such, the proposed streetscape design is likely to be an exception to the current Town standard.</p> <p>BSE community members Streetscape Proposal</p> <p>BSE community members are focused on design elements that would minimize impact to the BSE streetscape, with possible consideration of the following:</p> <ul style="list-style-type: none"> • Road offset south to be dictated by placement of utility poles; • Minor relocation of utility poles north of current location with cut-off street lights; • If required, soft (rollover) curbs to accommodate street parking on boulevard (boulevard can be maintained as grass or gravel); <p>BSE community members do not consider the addition of multi-purpose trail, sidewalk or cyclist lanes necessary given the close vicinity to the Georgian Trail. Eliminating these design elements would dramatically reduce construction costs and timelines to complete, while again minimizing impact to the residents and reducing impact to mature trees lining the current road. We are confident that this design is consistent with the overall design elements outlined by WTI and the Town Staff, while addressing the material concerns of the BSE residents.</p> <p>Conclusion</p> <p>We ask that the concerns and design elements outlined by the BSE community members be considered by Council in their deliberation of the forcemain alignment decision and the BSE water and sanitary remediation construction. It is clear to the BSE community members that any Council decision based on the inadequate and incomplete cost analysis presented to date would be irresponsible given the potential for substantial negative, irreparable impact to the BSE streetscape. There is reasonable and appropriate alternative forcemain alignment and BSE street construction options proposed by BSE community members that are least impactful and least costly to the Town when considering total real cost of delivery.</p> <p>Addendum</p> <p>It has come to my attention, since viewing the PIC recording, that the Town council had already approved the BSE forcemain alignment option prior to the PIC date. If this information is indeed true, this decision process was not made clear to the BSE community members during the PIC presentation. The lack of disclosure appears very deceitful, and BSE community members are now very concerned that their public comments will be ignored. Frankly, the decision process and objectives should have been clearly explained at the beginning of the PIC so expectations were crystal clear for the residents.</p> <p>BSE community members are also very concerned with the Town decision to deny the creation of a liaison group which the Town Staff had originally proposed during the December walkabout. This leads to the perception that the Council is trying to diminish BSE community member efforts to present common concerns. It is likely that this approach will only galvanize community efforts.</p>
<p>Mark & Laurie Condie</p> <p>Received 5/2/2024</p>	<p>We are writing you today about the reconstruction of Bay Street East and trust you will, as you have done in the past, exercise good judgement and common sense.</p> <p>As second-generation owners of [REDACTED], our most critical considerations regarding the reconstruction of Bay St. East are as follows:</p> <p>In order to maintain significant parts of the heritage scape of this original cottage roadway, we request the town to grant/issue an exception to the town Design Standard and declare Bay St. East to be a Local Heritage Road as per Section D 2.2 of the Town of The Blue Mountains Official Plan – June 2016.</p>

	<p>A very important goal should be to protect and maintain as much greenery as possible, as well as maintaining the current boulevard spacing in front of the residential properties.</p> <p>Safety:</p> <p>During the Public Information Centre Virtual meeting (April 18, 2024) it was mentioned by one of the Town of The Blue Mountains speakers, that it would be difficult to recommend a design without sidewalks. Why? Have there been any accidents? We would like to see the statistics on accidents in our area. We feel safety is important and feel there is no need for Sidewalks, Bike Lanes, or a Multi-Use Trail beside/on the road. There are various ways to achieve the same safety goals.</p> <p>Maintain a narrower road to inhibit the speeds of cars/drivers, with no bike lanes. Residents know from decades of experience that cyclists will not use these bike lanes on a low volume vehicle cottage road; bike lanes would widen the road needlessly. Widening the roadway, would change forever the calming presence of Bay St. East for residents and visitors and therefor would absolutely increase traffic speeds.</p> <p>In an effort to slow traffic for continued safety:</p> <ul style="list-style-type: none"> • Maintain the 25 km/h speed along Bay St. East (from Elgin St. N to Mill St.). • Grey St., Elgin St. N, & Mill St., should also have lower speed limits which would help as a deterrent for Bay St. E becoming a through-way from Hwy 26. • Cottage Avenue, McAuley St. N & Huron St. E should also have reduced speeds. • The addition of four-way stop-signs at the intersection of Bay St. East, McCauley St. N and Cottage Avenue, as well as, the intersection of Mill St. and Bay St. East. <p>While we support the addition of soft curbs for drainage, we would like the town to encourage parking on the park side for safety for local residences when entering and leaving their driveways.</p> <p>Our preference would be NOT to have sidewalks/bike lanes or a Multi-Use Trail. We do not feel they are required nor that they maintain the cottage road character. A better solution, would be to make use of the preexisting multi use path which currently exists, running from Mill St to Eglin St. N (portions through the park). This is already in place, safe and can be paved as needed to provide accessibility, without impacting the mature trees lining the road. This would aid in reducing constructions costs overall, timelines for completion, duplication in snow removal costs and the need to widen the road. The taxpayers of The Town of The Blue Mountains would not be impressed with increased taxes for something that isn't necessary.</p>
<p>Cim Nunn and Lynn Keays</p> <p>Received 5/2/2024</p>	<p>We reside at [REDACTED] and this letter is to convey our views regarding the proposed Bay Street East Reconstruction Project. As you have no doubt heard from many Bay Street East residents already, this project raises a number of important concerns for residents. We share many of the concerns that have already been submitted to you and below we outline our specific concerns.</p> <ol style="list-style-type: none"> 1. This work appears to be two projects combined, rather than one. The first, which is driving the timing, is the Town's decision to construct a second force main to carry waste water under pressure, and to locate the force main under Bay Street East. The second is the decision to replace the water and sewer lines on Bay Street East, which were both installed about 70 years ago. 2. It was reported the water main has had 19 leaks over the past 10 years, it's worth noting seven of those leaks occurred nine years ago. There were three leaks last year, and two year before. This is not ideal, but these numbers do not support an argument that the line is close to end of life and must be replaced urgently. While there were some specific numbers about the water line, the sewer line on Bay Street East was merely described as "leaky", with no further information. Again, without quantifying or providing some explanation, this does not sound like infrastructure in urgent need of replacement. What these number do suggest is the town could afford to delay the infrastructure replacement project a while. This could be accommodated by moving the forcemain.

3. Unfortunately, all the relevant decisions – the route of the force main, linking that work with the other infrastructure replacement work, the addition of storm sewers, the requirement to widen the road and create a “full urban profile” – were all made by staff before any residents were made aware of it. In a review of documents available on the Town’s website, the first mention of Bay Street East reconstruction is found in Staff Report CSOPS.23.044 which was reviewed at Committee of the Whole on August 15, 2023. In that staff report it appears that the decision had already been taken that Bay Street East would be the route for the force main and there is no mention of other options considered.
4. At the December 2, 2023 information meeting Town representatives faced significant opposition from residents to the proposed reconstruction.
5. The presentation at the PIC on April 18, 2024 was essentially identical to the December 2nd presentation, supported by a slide presentation. Rather than giving residents opportunities to provide meaningful contributions that could inform a final staff report to Committee of the Whole and Council, these meetings have been more an opportunity for Town representatives to reiterate key decisions that seem to have already been taken, such as the placement of the force main in Bay Street East.
6. With regard to the force main, it is not clear what if any process was used to evaluate options. It does not appear there was a formal evaluation identifying and giving weight to various criteria, then scoring the options. At the April 18th PIC, there was reference made to various considerations, but it appears that resident opposition and the ruining of the character of Bay Street East were given the least amount of importance.
7. We don’t know the costs involved, and how important differences in costs have been weighed. It does not appear the impact on Bay Street East character was given much importance. In particular, we don’t know why municipally-owned property through the cedar grove directly opposite the Mill Street pumping station was not considered as a possible route, as it would provide the most direct and least disruptive route for the force main, or using the existing route to expand or double to current force main. Even if the campus of care comes to fruition, and the town continues to approve more development in Thornbury West and the Lora Bay area, it is not clear why the town needs to triple its current capacity.
8. The April 18 presentation showed the planned additional force main would triple the current capacity to move waste under pressure to the water treatment plant. But the presentation also showed that, with the exception of a deluge which could occur every two years, the current system capacity is sufficient to handle current demand.
9. Moving the force main off Bay Street East would allow the town to de-couple these two projects, with several benefits: it would allow the town to move the cost of the infrastructure replacement to a different fiscal year; it would reduce the required width of the street, and the determination to impose a “full urban profile” on Bay Street East, which would have such a terrible impact on the character and streetscape of Bay Street East
10. With regard to the re-design of Bay Street East, we are opposed to elements such as sidewalks, bike paths and multi-use trails. None of those are needed as there is a popular, safe and convenient nearby multi-use trail running parallel to Bay Street East and connecting to all north-south streets throughout Thornbury. A network already exists and implementing bike lanes or multi-use trails on Bay Street East is unnecessary, disruptive and costly. And we oppose any design option that results in street widening and potentially increasing traffic speed.
11. Preservation of trees on Bay Street East must be a priority and Council must proceed with extreme care in approving any plan that results in excessive and unnecessary tree removal. As Council experienced with the Louisa Street tree removal plan, it is folly to underestimate how important trees are to residents of Thornbury specifically, and the Town more broadly.
12. If Grandview Avenue in Meaford is what is envisioned by any of the proposed designs, we encourage all members of Council to visit that street. With minimal mature tree cover close to the street, it reminds one of a newly built suburban neighbourhood. We can assure you that none of the residents of Bay Street East moved here, whether decades ago, or months ago, because they were seeking the look and feel of a barren suburban street.
13. Further, the Town currently struggles with snow removal in parts on Thornbury – for example the Elgin Street sidewalk between Bay Street East and Hwy 26 was not plowed following any major snowfall this past winter and piles of snow remained on the sidewalk until they melted in February and March. If the Town is facing challenges now in managing snow

	<p>removal, we are very wary of any plan that introduces elements to Bay Street East that will also not be plowed. Has the Town factored in the maintenance costs of those design elements? Currently the Town does not provide any maintenance of ROW land or trees. All of the proposed designs will result in ongoing maintenance costs throughout all seasons.</p> <p>We recommend the following:</p> <ul style="list-style-type: none"> • Re-consider the force main’s location. • Provide more information on the process used to determine the route. • Bay Street East is a low volume, active transportation street today. There are no safety issues, no reason to anticipate any future increase in traffic volume, as there is no opportunity for further development on the street. Between Mill Street and Grey Street, there is just one property without a building. Therefore, any re-design that provides for elements such as sidewalks, bike lines and/or multi-use trails is unnecessary. • With respect to street safety, the town could lower the speed limit between Elgin and Grey Streets from 40 km/h to 25 km/h, aligning it with the speed limit between Mill and Elgin Streets. <p>Residents of Bay Street are not requesting any of the proposed these changes and while there is an appreciation for responsible infrastructure maintenance and upgrading that must occur, you are seeing from our concerns and the concerns of residents who have already made submissions, there is an overriding desire to preserve the character of Bay Street East. We request that Council take any and all measures to approve a variance from “town standard”, which in reality is a city standard, in order to maintain unique character of Bay Street East and to maintain the maximum amount of tree inventory.</p>
<p>Sandra Banks and Jim Matthews</p> <p>Received 5/3/2024</p>	<p>Please accept these comments for consideration when drafting the staff report to Council for the Town of Blue Mountains.</p> <p>As residents along Bay Street East, together with other neighbours, we have tremendous experience and familiarity with how the roadway is used by drivers, pedestrians and cyclists.</p> <p>Paramount for us when considering the design of a reconstructed Bay Street East, especially adjacent to the parks, is to maintain the heritage, ambiance and abundant vegetation of this original cottage roadway.</p> <p>We therefore request that Town Council issues an exception to the town standard in order to maintain these heritage aspects of Bay Street East, and to avoid the imposition of a widened, suburban design in one of the original neighbourhoods of Thornbury.</p> <p>Widening the roadway would change forever the calming effect of Bay Street East for residents and visitors and would absolutely increase traffic speeds.</p> <p>In order to maintain the original aspects of a safe and beautiful Bay Street East, we support the following:</p> <ul style="list-style-type: none"> • Maintain a narrower road to inhibit the speeds of cars/drivers, with no bike lanes. Residents know from decades of experience that cyclists will not use these bike lanes on a low-volume vehicle cottage road; bike lanes would widen the road needlessly. • A good example is Bay Street West, which is approximately 23 feet wide (7 meters). • Maintain the 25 km speed along Bay Street from Mill Street to Elgin. • Support the proposal to eliminate the triangle and continue Bay Street directly to Elgin Street with a stop sign. • Add a four-way stop at the intersection of Bay Street, McCauley and Cottage Road. • Support the addition of soft curbs for drainage • Maintain the existing town bylaw provision of “No Parking” from McCauley to Elgin streets. • Protect and maintain as much greenery as possible – especially the old growth cedar trees along the park.

	<ul style="list-style-type: none"> • Ensure there is an acceptable buffer/boulevard on the south side of street for adjacent residential properties. <p>Pedestrians, cyclists and vehicles have co-existed on Bay Street East for decades.</p> <p>We see that one design option from April 18th included a multi-use trail (MUT) on the park side. If constructed, an MUT would need to meander and narrow in width to protect viable trees and other fixed features in the parks. A rendering of this would show how closely this new trail would be to existing trails throughout the parks.</p> <p>While we understand an MUT may be an option being considered, it is not our preferred outcome, as our experience on the street suggests cyclists, pedestrians will continue to use the roadway, even if there is a path.</p>
<p>Lynne Richardson</p> <p>Received 5/3/2024</p>	<p>The Town has presented preliminary designs for the reconstruction of Bay Street East, a project which is currently proposed to contain three elements:</p> <ol style="list-style-type: none"> 1. Sewer, Water and Stormwater Facilities – proposed upgrades to the existing, ageing-out infrastructure 2. Forcemain – a proposed Bay Street East route alignment for a new forcemain 3. Active Transportation Infrastructure – proposed addition of active transportation facilities which include bike lanes and sidewalks <p>I respectfully submit the following comments and concerns on these three elements:</p> <p>Note: These comments pertain only to the section of Bay Street East between <u>Elgin Street & Grey Street (E to G)</u>.</p> <ol style="list-style-type: none"> 1. Bay Street East (BSE) Sanitary Sewer, Watermain and Stormwater Management Infrastructure <ul style="list-style-type: none"> • We recognize that the sanitary sewer, watermain and stormwater systems on BSE are in need of replacement and support its necessary renewal. • We would support the renewal of these services independent of the inclusion of a forcemain along BSE. • It has been presented that the travelled road needs to be centered over the 66 ft allowance width, but there has been no clear rationale provided for that (in the absence of a forcemain on BSE), or why a minor widening of the existing travelled location is not a viable option. • BSE along Elgin St to Grey St (E to G) is currently ±19 ft of paved surface which is aligned close to the southerly edge of the 66 ft BSE road allowance. • The reuse of this 19 ft width and location, plus the bare minimum required to accommodate required current pipe separation distance standards, is the preferred option in this infrastructure renewal proposal. • This option would be the least disruptive to the existing BSE neighbourhood’s cottage-type character. • This option would have the least impact on the BSE aesthetic and natural features – particularly the established mature trees many of which are adjacent to the northerly paved edge. • This option would have the least impact on the current use of the road which easily accommodates the low volume of traffic E to G experiences, vehicular, pedestrian and cycling. The majority of the residences from E to G are part-time (±24 part-time/12 permanent). • Low traffic and relatively few full-time residences have contributed to use of the road by pedestrians and vehicles in a safe and mutually respectful manner over many years. Narrow roads are the best traffic calming roads as vehicles simply must slow down for pedestrians & peddlers, who in turn must go to the road edges. • The narrow width is similar to many cottage and rural roads in the municipality. Retaining these varied road-types helps maintain some of the charming small-town lakeside heritage of this municipality, balancing out the increasingly urbanized starkness of other parts of town.

- It is also proposed to provide “improved stormwater management facilities” to BSE.
- There are no documented drainage problems on Bay St E from Elgin to Grey. The underlying gravel substrate provides nature's perfect drainage.
- Increased hard road surfaces & width, hard-surfaced sidewalks, curbs, gutters, etc, would increase stormwater runoff volume & velocity, thereby creating a stormwater problem that doesn't currently exist.
- **Lastly, the aging town sewer & water infrastructure extends east past Grey St to Bayview Ave. However, this section is not included in the proposed upgrades despite that infrastructure replacement being needed there as much as it is west of Grey St. Cost effectiveness and operational effectiveness would suggest that renewal of the aging facilities in their entirety from Mill St to Bayview Ave, should logically be undertaken at the same time. The proposed sidewalk budget for Elgin to Grey could be put to including Grey to Bayview in the infrastructure upgrade. Elgin to Grey road-width expansion would be minimized; Grey to Bayview would get much needed improvements. Win-win.**

2. The Forcemain

- The decision to locate a forcemain along BSE was not subject to notice to BSE residents independently of the matter of the renewal of the aging s & w infrastructure.
- It was presented that the Bay Street East (BSE) Alternative D route for the forcemain was identified as the most cost-effective route based on a preliminary cost analysis, and because it further addresses the aging-out sewer and water (S & W) lines on BSE in one project.
- However, the 4 alternatives have not been subject to a detailed cost analysis, or public comment, nor have other factors been given due consideration, from BSE residents perspective.
- Alternative D is not the shortest route.
- Alternative C has potential to provide an overall enhancement of the Georgian Trail through the wider Cedar Grove Town property where it would ultimately better serve heavier recreational traffic.
- That area would appear to be a more desirable location for active transportation enhancements, as opposed to what any on the one very short stretch of BSE from E to G could provide the general public.

3. Active Transportation Infrastructure

- The consultants presented that: “*Bay Street East was identified through the Town's recently completed **Transportation Master Plan (TMP)** as an area with an opportunity for active transportation infrastructure to be added*”.
- The Town's ±200-page, town-wide TMP was not a document that the average citizen could easily review, or easily find which aspects of the plan would apply to their streetscape.
- As such, the potential to having active transportation infrastructure added to Bay Street was not something virtually every resident of Bay Street was aware of, or could reasonably comment on, at the time.
- Full urban design road cross section is not defined in the TMP. Cottage road is not defined in the TMP. This adds to the difficulty of understanding why a full urban design is proposed for BSE.
- Pedestrian traffic levels from G to E are relatively low given its' predominately part-time/cottage tenancy and the very nearby availability of the Georgian Trail.
- Traffic volume is also very low between E to G. Residents from Grey St to the terminus of BSE/Bayview Ave use Grey St to access their properties. There is very little through traffic from E to G.
- According to the TMP ‘**active transportation facilities**’ are meant to have an origin and a destination. The bulk of pedestrian traffic originates from the more populated parts of town and ends at the Park. The Park is the destination. Sidewalks, as proposed, to accommodate pedestrian traffic from the Park/Elgin St to Grey St would serve little purpose now, and realistically even into the future.
- The sidewalks and bike lanes would end abruptly at Grey St, providing no destination or connectivity, and returning users to the remaining very long stretch of the road, with the perceived same safety improvements that this proposal is stated to improve on the short E to G stretch.

- This illustrates that this proposal is not really about providing active transportation infrastructure, but is mainly about obtaining a route for the forcemain.
 - Sidewalks around the Park from Elgin to Mill St may be of far more usage and a reasonable safety measure.
- 4. Urban design road vs Cottage road**
- A “full urban design” roadway complete with sidewalks, verges, bike lanes, double road lanes and gutters is just that – an **urban** design.
 - Such an urban streetscape is suited to built-up downtown streets and their associated steady vehicle & pedestrian traffic, but is not in the least suited, or necessary, for, by comparison, a lightly-travelled cottage lane-road.
 - A full urban design unnecessarily imposed on a perfectly functional cottage road is unfathomable. It would destroy the cottage character of this lakeside neighbourhood and reduce the charm and attractiveness of this element of the Town.
 - The resultant annihilation of virtually the majority of decades-old trees along BSE, E to G, is also unfathomable. Mature trees add so much natural, aesthetic and ecological value to the streetscape and to individual properties and therefore to the overall Town character as well.
 - The wider the road the faster cars will go. It’s simply an unfortunate fact. Reduced speed limits are rarely observed. Enforcement is minimal, if at all. Narrow roads are self-calming simply by virtue of being narrow.
 - **To provide sidewalks and bike lanes that don’t lead to a destination and in fact end abruptly a mere one block down BSE from E to G, for a very small full-time population and/or for some occasional higher weekend-type and seasonal traffic does not seem justified, when balanced against the substantial removal of trees, the expense, the lack of apparent current or future need, and the stark urbanization of a now-appealing tree-lined lakeshore cottage roadway, and the destruction of a currently charming traditional cottage neighbourhood.**

Conclusion

The Town of The Blue Mountains has a variety of residential areas. The unique and traditional lakeside cottage areas are one of the various elements of our town that contribute so greatly to its character and charm. We feel this lakeside character should be preserved just as much as the downtown core’s cultural and architectural heritage, or other areas unique to the Town’s character. Doing so will maintain the current well-known charm and appeal of the various parts that make up the whole of the Town of Thornbury. **Lets show that Thornbury’s tagline of “Four Seasons of Charming” is not just hype.**

The Consultants’ report is based on documents the Town has adopted to guide infrastructure renewal across the municipality. These documents are focused on providing highly urbanized facilities in intensively used areas, rather than preserving traditional cottage or rural character elements. However, there should be room in any policy for considering unique circumstances as expressed through residents’ positions, and adapting accordingly. Otherwise, why consult with the public at all.

Council has seen repeatedly, and most recently, in the short Elma-to-Bruce stretch of Louisa St that is lined with beautiful mature trees, the importance of trees and traditional character to a community. Council has agreed to respond to Louisa St residents’ concerns as much as possible. We ask the same here.

We respectfully request that Council:

- **review its consideration of the route of the forcemain,**
- **proceed with the renewal of the aging infrastructure services independent of the inclusion of a forcemain, and to include the renewals to the terminus of these facilities along BSE to Bayview Avenue**
- **and additionally grant relief from the imposition of the highly urban-oriented active transportation guidelines on this small but precious part of Thornbury, to preserve the treed streetscape and the lakeside character of BSE, Elgin to Grey Streets.**

<p>Anne Snider</p> <p>Received 5/3/2024</p>	<p>Thank you for the PIC on April 18th and for providing access to the information deck.</p> <p>I own [REDACTED] (north side of the street). I would like to mention that, during the neighbourhood meeting/walk on Dec. 2, 2023, I was not shocked or surprised about the property lines on the north side of the street; I was well aware of the property line when I made my purchase several years ago. Rather, I was surprised that the Town was invoking their right to claim the area up to the property line on the north side, after so many years of allowing local residents to treat the area between the edge of the road and the property line as their own, including planting trees and maintaining lawns and gardens.</p> <p>I have spoken with some neighbours in the area and I agree with the principles in the attached letter that was written on behalf of the the Bay Street East ("BSE") Community, and which many residents might be submitting in this process. As the letter states, I am registering my preference that the forcemain not be located on Bay St. East at all and that the existing character of the road be changed as little as possible.</p> <p>That being said, if the location of the forcemain on Bay St. East is a done deal and we are at the point where we have to choose a (re)design option for the street, I have the following comments:</p> <p>As a resident, the most important criterion for me is that the character of the street be preserved as much as possible, especially the section between Elgin and Grey Streets. I like the "cottage road" charm of this section of Bay St. East, with its lack of formal road structure and abundant mature trees.</p> <p>I think the introduction of bike lanes and sidewalks would have the biggest (negative) impact on the street character, so I am not in favour of these options.</p> <p>I like Option #4 (One-way street with multi-use trail) because it is most like the existing road condition but I recognize its impracticality from the perspective of leaving little room for parking of emergency, delivery, utility and construction vehicles without impeding traffic.</p> <p>That leaves Option #3 - the South Offset road with the Multi-use Trail. I don't like that this option results in the greatest use of the ROW (edge of the Trail would be 4 metres from the property line vs., for example, 10 metres in Option #4), and if there were some way to modify Option #3 so that the use of the ROW would be diminished, that would be my preference. But overall, of the four (re)design options presented for Bay St. East, I prefer Option #3 for the section from Elgin St. to Grey St.</p> <p>Thank you for the opportunity to provide feedback.</p>
<p>Peter Zahradnik</p> <p>Received 5/5/2024</p>	<p>I am a fulltime resident on Bay Street and live a few houses east of Grey Street. I attended the first onsite meeting Dec. 2nd, 2023, and have reviewed the afore-mentioned Public Information Centre #1 Summery Bay Street East Reconstruction.</p> <p>The presentation although well conceived, it unfortunately just brought forward various alternatives of standardised road configurations with no attempt to address the issue that the residence all voiced at the December 2nd meeting that we did not want side walks or bike lanes on this new proposal.</p> <p>We have the Georgian Trail just south of Bay Street that a lot of bikers and walkers use, with multiple access point to the trail so why the redundancy of having bike lanes on Bay Street.</p> <p>Invoking your standard road configurations will only increase traffic and speed by motorists. Back on August 18 2014 we brought forward a deputation to The Committee Of the Whole to have the speed reduced from 50 to 35 KPH, the Town agreed to 40KPH giving the reason that 35 is not clearly identified on present speedometers, neither is 25KPH which is set at the Bayview Park.</p> <p>Presently the traffic on Hwy 26 going west, very often backs up to Grey Street and motorist try to avoid the back up by going north on Grey Street and west on Bay Street. Having your standard road configuration will only encourage more traffic through a pristine residential area.</p>

	<p>Visually the new proposal will take away the natural beauty of the street and make it look like one of many subdivisions that spring up all over.</p> <p>Respectfully submitted for yours and Councils consideration</p>
<p>Mark Carlin and Gail Kaufman Carlin</p> <p>Received 5/6/2024</p>	<p>We are writing as Bay St residents to express our concerns about the Bay St. East Reconstruction project. We currently reside at [REDACTED] in Thornbury and our family of six has owned property on the street since 1989. Our family is continuing to grow and we are anxious to ensure that the quiet enjoyment of our property and the ambiance of Bay St. are maintained.</p> <p>We love our quiet tree-lined street and wish to maintain the low vehicular volume to allow for safe walking and biking along this peaceful lakefront road. In addition, there are a number of properties, including ours, that will lose both privacy and beautiful trees along the front of our property. Tree removal will also impact shading and potentially groundwater activity – and any replacement trees will take generations to reach the maturity of the pine and other trees currently along the road front.</p> <p>In addition, if the project proceeds as suggested, we, along with a number of other properties on the north side will lose a number of our current off-road parking spaces, which we have used for decades. Reduced off-road parking will add to the congestion on the road and reduce safety, due to additional on-street parking by our guests and the need to frequently back cars out onto the road, in order to shuffle cars in the laneway. Alternatively, or in addition, landscaping will be paved over to create more parking, significantly impacting the ambiance of the streetscape.</p> <p>We attended the public information session on April 18, 2024 and have reviewed the various proposals for infrastructure upgrading. We appreciated the detailed explanation of the proposed plans for the upgrading of the town water and sewer lines. We have had many discussions with our neighbours and other town residents and everyone feels that Bay St. has a unique cottage/country feel that must be maintained. The street is a gem in our community!</p> <p>Based on our conversations and the sharing at the public meeting, it is evident that residents fully acknowledge the need to upgrade the infrastructure under the road, but unanimously wish to maintain the nature of the road and streetscape as much as possible. In order to achieve these goals, any road widening must be minimized. As such, we are requesting that the decision to route the force main down Bay St. be revisited. The idea of routing the force main through the cycle path right of way was shared at the meeting, but “maintenance” issues were cited as being of concern. We trust that staff can develop a viable maintenance plan. We would also be open to a one-way street if it minimizes the road width.</p> <p>The rerouting of the force sewer main which currently runs down Highway 26 to the treatment plant is the main driver that will negatively impact the ambiance of Bay St. According to the engineers, the force main requires a much wider path, to distance it from other pipes. As noted, this wide path would essentially obliterate the trees and character of our charming streetscape. In addition, a wider road will invite traffic onto the street, as they seek to bypass the increasingly heavy traffic on Hwy 26 to get into town. This is already happening to some extent. No one on our street wants a suburban look (like Lora Bay) for the road. Sidewalks and bike paths are not necessary if we maintain the quiet nature of the road. As discussed at the public meeting, pedestrians and bikers use the road all the time (often in preference to the bike path as it’s a lovely stretch) and there have been no known accidents or issues.</p> <p>In light of all the above considerations and in support of public opinion, we strongly urge the town to revisit the decision to route the force main down Bay St. The Georgian trail cycle route will alleviate many resident concerns, while allowing for the upgrading of existing infrastructure on Bay St. East. The force main could also be routed directly through Cedar Grove Park. This decision would also reduce the proposed 2-year construction period on Bay St., which will be a major disruption to residents. In addition, it could allow the total project to be completed in two phases and spread over a longer period, potentially mitigating budget concerns relating to other options.</p>

	<p>Thank you for reviewing our concerns. We appreciate your consideration of alternative options for this infrastructure project.</p>
<p>Jane, Miranda and Tamara Lahtinen</p> <p>Received 5/9/2024</p>	<p>My name is Jane and my daughters, Tamara and Miranda, both reside with me at [REDACTED] (south side of the street). Our family has owned this property since the 1950's and it has been a cottage and a permanent home for my parents, myself and now my family.</p> <p>We understand that TBM has decided on the construction of a new force main sewer line along Bay Street East and plans to replace the existing infrastructure with this project. What is unclear to us is whether a traffic assessment regarding current uses of Bay Street East by cars, cyclists, walkers, etc., has been done, and if not, then an assessment should be conducted then shared with the residents of Bay Street East.</p> <p>We feel that the proposed changes will significantly impact the character of Bay Street East which is one of the nicest streets in Thornbury. Although the proposed changes do not directly impact the current look of the front of our property, we feel that the proposed changes exceed what is required for the following reasons:</p> <ol style="list-style-type: none"> 1. Currently the road has no sidewalks, bike lanes, or curbs allowing cars to make space for walkers and cyclists. This allows for cars to park along the roadway during summer months when events in the park are going on without stopping or blocking traffic. Cyclists and walkers already frequently use Bay Street East as the views are spectacular and the traffic is low. 2. Most of the street has grass, gardens, or trees/shrubbery along the street that allows for drainage of water during rainstorms or melting snow. Updating the existing infrastructure would help to improve any drainage issues without impacting existing grass, gardens, or trees/shrubbery. 3. Widening the road will impact the driveways on the north side of the street and in some cases will eliminate driveways altogether. This will increase the number of cars parking on the road and could impact traffic and cause accidents due to blocked sightlines. 4. There is already a multi-use trail that runs the length of Thornbury so there is no need to add a second trail along Bay Street East. If a sidewalk is required, then it should only be on one side of the street, but this will require ongoing maintenance by TBM and who will be responsible for snow removal in the winter as there are many sidewalks in TBM that currently do not get plowed on a regular basis. 5. It is unclear why Council did not decide on Option #3 for the proposed new force main as it would be the least impact to the residents of all streets being impacted by the option selected, not just Bay Street East. Running the force main under the Georgian Trail and through the Cedar Grove Park limits the impact to all residents. Sure, the people that use the Georgian Trail will need to use alternative routes during construction, but that is less impact than traffic flow along Bay Street East, impact to residential properties, and the current aesthetic of this cottage road. 6. I understand that TBM is trying to save on costs by doing the new force main and updating the infrastructure on Bay Street East at the same time but there isn't a pressing need to update the existing infrastructure at this time as the current system can manage existing loads. TBM could install the new force main now along the Georgian Trail and update the existing infrastructure on Bay Street East in a later fiscal year while maintaining the existing aesthetic of the cottage road when the infrastructure is updated, possibly at a lower cost as no sidewalk, bike lanes, multi-use path, or curbs will be required. <p>Based on our residing on Bay Street East for many decades, we feel that there is character and charm that is not found in other parts of Thornbury and know that many residents of Thornbury wander down our way to enjoy the views. With the Bay Street East option taken, and if any of the first 3 options are chosen as the new road (option #4 seems most unlikely), then the character and charm of our street will be lost. Our road will just look like any other suburban street of Thornbury with limited mature trees, limited parking options, and increased winter maintenance for mostly senior residents.</p> <p>Thank-you for considering our opinion.</p>

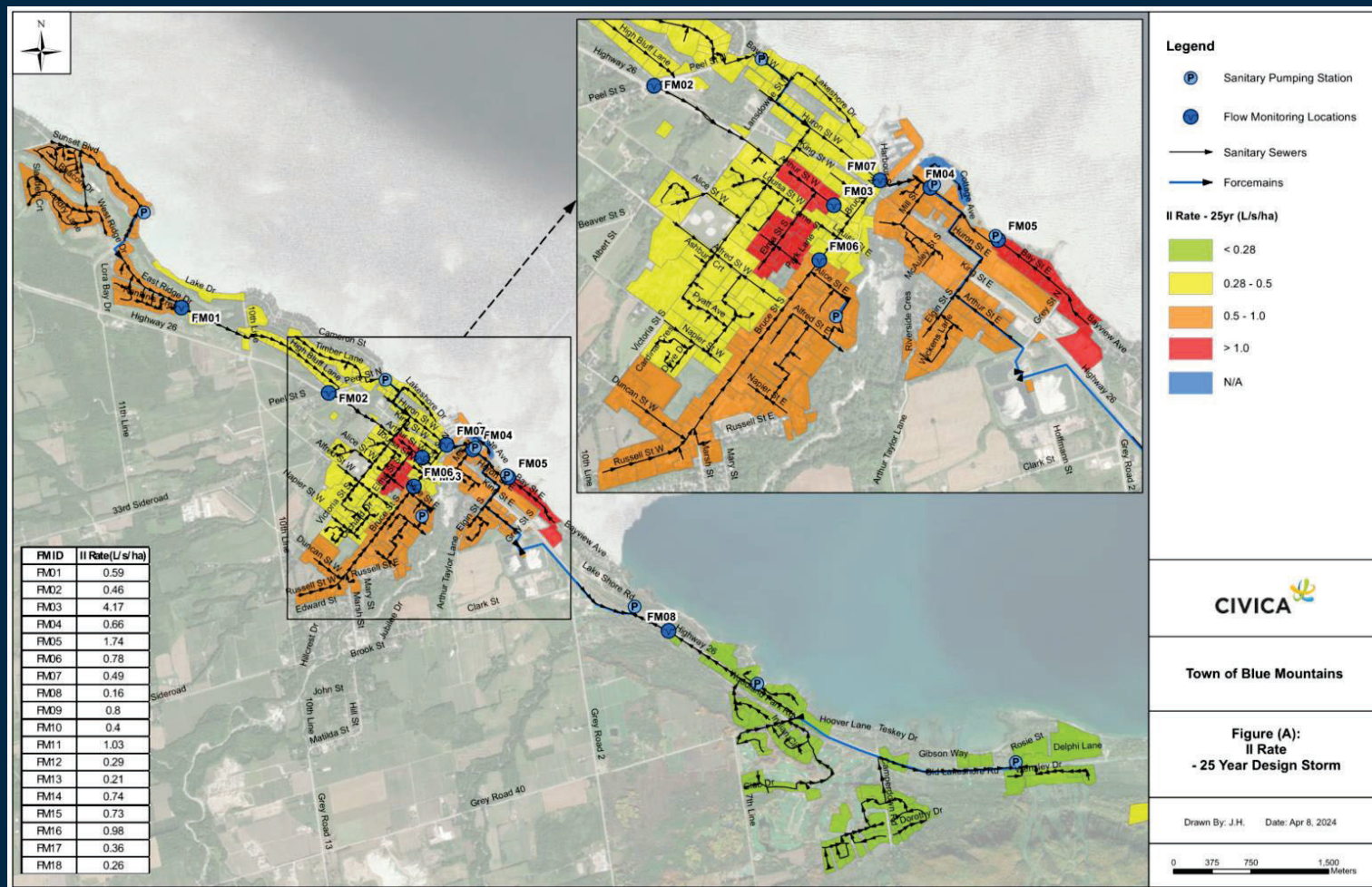
Public Information Centre Meeting Chat

<p>Julie Tipping</p>	<p>Why are there bike lanes when the Georgian Trail is right there? Why is this road not treated as a cottage road, as this is what it is. The lack of traffic and the cost of this project is greatly overkill. Why are condo roads not the same? Would it not be prudent to protect the cottage feel of this road as while the previous meeting there was ONE vehicle that went down this road and it was a Saturday.</p> <p>Saugeen Shores is actually keeping their character and it is lovely. Why would a tax payer agree or think that this is value for money? Mr. Witherspoon also did a presentation for infrastructure to the Campus of Care while using out dated maps and once again one way streets. We have closed Beaver St. and making getting around for seniors impossible more difficult. Tree inventory needs to be documented and professional documents made available to all town tax payers.</p> <p>Cutting trees down to this extent will not help drainage , what about the people who have installed new septic? The TBM can't mandate that they switch over to their sewer. Has there been a traffic count on this road, perhaps Mr. Witherspoon needs to become aware of this section of road! We are a Municipality of under 10,000 people and that isn't Thornbury!</p> <p>Mr. Witherspoon, with all due respect, you need to get out and LOOK at the properties and the feel of this part of the town. Interesting that not all streets have bike laned, sidewalks etc. and this is being "standardized" to what?</p> <p>The majority of towns, cities have several road X-section. rural, low volume residential, collectors, arterials etc. One X-section does not fit all and staff must be more sensitive to the impacts on neighbourhoods. Bike lanes enhance the drivers perception of safety and generally result in increased traffic speeds. Bike lanes should apply only to high volume collectors or arterials. The additional cost of bike lanes is not justifiable.</p> <p>If you are planning to realign, will it result in property acquisitions.</p> <p>We are asking why the Georgian Trail can't be used for these utilities?</p> <p>I think that the TBM is misunderstanding the community . This is a huge waste of tax dollars!</p> <p>What type of planning has been done considering you just stated that you DID NOT KNOW that there were septics!!!</p> <p>Then I guess you don't need bike lanes! Low volume road.</p> <p>When did you get the contract for this project and how many others bid on it.</p> <p>To my knowledge the Town owns the old block garage opposite Mill St. Can the forcemain be aligned up Mill through this property and connect to Arthur St directly to the treatment plants</p>
<p>Alex</p>	<p>The town should be sharing the complete tree inventory report with everyone. Not just the protection plan.</p>
<p>Paul Reale</p>	<p>I requested the tree inventory report for Peel Street South because we're slated to lose 204 trees and was informed the arborist's report will be posted with the tree protection plan sometime after the 60% design stage.</p>

Ted	Traffic safety keeps coming up. Has the town done a traffic study on Bay St E? TBM vehicles seem to be the majority of vehicles on the street so we want to understand how many vehicles are using the road outside of them?
Craig Fields	<p>What weightings were applied to the various factors when selecting the Bay Street option? It appears that the primary factor was cost, followed by minimizing community disruption and impact on the neighborhood was very low on the list. Can we get a full assessment of each option you presented and the logic behind the decision that landed with the Bay Street option?</p> <p>This project will be conducted at the cost of changing the character of the cottage street with Georgian Pines and replace it with a new growth landscape that looks like a suburb. There may not be a financial cost associated with the lost character but the leadership is destroying one of the primary factors that has drawn people to this community.</p> <p>The community north of Highway 26 is relatively small in size. Bicyclists in the area are mostly traveling along the bike path. What is the justification for adding bike lanes to an area where it is duplicative.</p> <p>What are the costs associated with each of the routing options, not just the Bay Street routing?</p> <p>What has the history of accidents been on Bay Street over the past 10 years? Jeff referenced future growth, what are the projections for future growth in the community between Highway 26 and the lake to which his conclusion regarding the design was premised on?</p> <p>How does the town make a decision on the various options without understanding the costs of those options?</p>
Karen Serles	I agree with the comments regarding deviation from Town Standards. This section of the road should be treated as its own case.
Jim Matthews	Everyone understands that the infrastructure needs to be updated under the road. What we do not understand is why we should be following the Town Standard on a unique community road way, that has the Beaver River Trail by the Bay, and the Georgian Trail on the other side. Plus a 25km speed limit is a critical factor(that has not even been mentioned) in avoiding incidents on Bay Street opposite Bayview Park. And that does not even begin to address the impact on trees and other greenery.
Jayne Sutherland	<p>Re: Bike Lanes</p> <p>While the Georgian Trail is popular with bicyclists, bikes on the waterfront trail in Bayview Park can be a bit disconcerting, if not dangerous, for pedestrians which are the primary users of this trail. However, most bicyclists use Bay Street East in front of the Park without incident, so the argument for bike lanes in front of the park is unfounded.</p>
Peggy Nunn	<p>the recreational users should not be prioritized over the residents of Bay St</p> <p>Adding a 'multi-use / bike " trail along Bay St does seem redundant as the Georgian Trail parallels Bay St</p>

Lynne	What is the absolute minimum width required to accommodate the installation of the forcemain, sewer, water etc lines with the updated separation distances?
Christianne	I would agree, I see 4-6 TBM trucks daily in the short amount of time I am out front and few other drivers aside from neighbours.
Jeff Norman	Will this presentation be sent to the attendees? would it be better to build a new water treatment facility nearer to Lora Bay to accomodate the expansion on the west side of town?
Lynn Keays	If you don't want people parking on the street, what will the options be for visitors to the park, including the weekly concerts during the summer months?
Cim	The town owns the cedar grove, which would provide a route to the Georgian Trail. Why not use that route with much less disruption. 2. Moving the force main off Bay St would address the single most important consideration - the need to widen Bay St and dramatically change the character of the street. 3. This presentation reflects a rigid commitment to a town standard, where a more flexible approach would be valuable. 4. The age and condition of the water and waste infrastructure are being lumped together, but my recollection is they are 20-30 years apart in age. The town's asset management plan does not show any waste water lines in very poor condition. Replacing water is one thing, which would require reapie along the side of the existing roadway, which would further reduce, in the short to medium term, the need for more than a year of disruption to residents' lives, with a resulting change in street character.
Randy McLeod	"Not entirely costs".....sure sounds like it to me So if there is "no Plans" to build another waste water facility, why am I hearing there is talk of servicing growth over the border with Medford?
jedwards	I live on the water side of Bay St. with a driveway that slopes away from the current roadway. if the road is expanded as described in the presentation, adjustments will be required on my property. will the town be absorbing these costs?

I&I Rate - Thornbury





Date

APRIL 2023

Scale

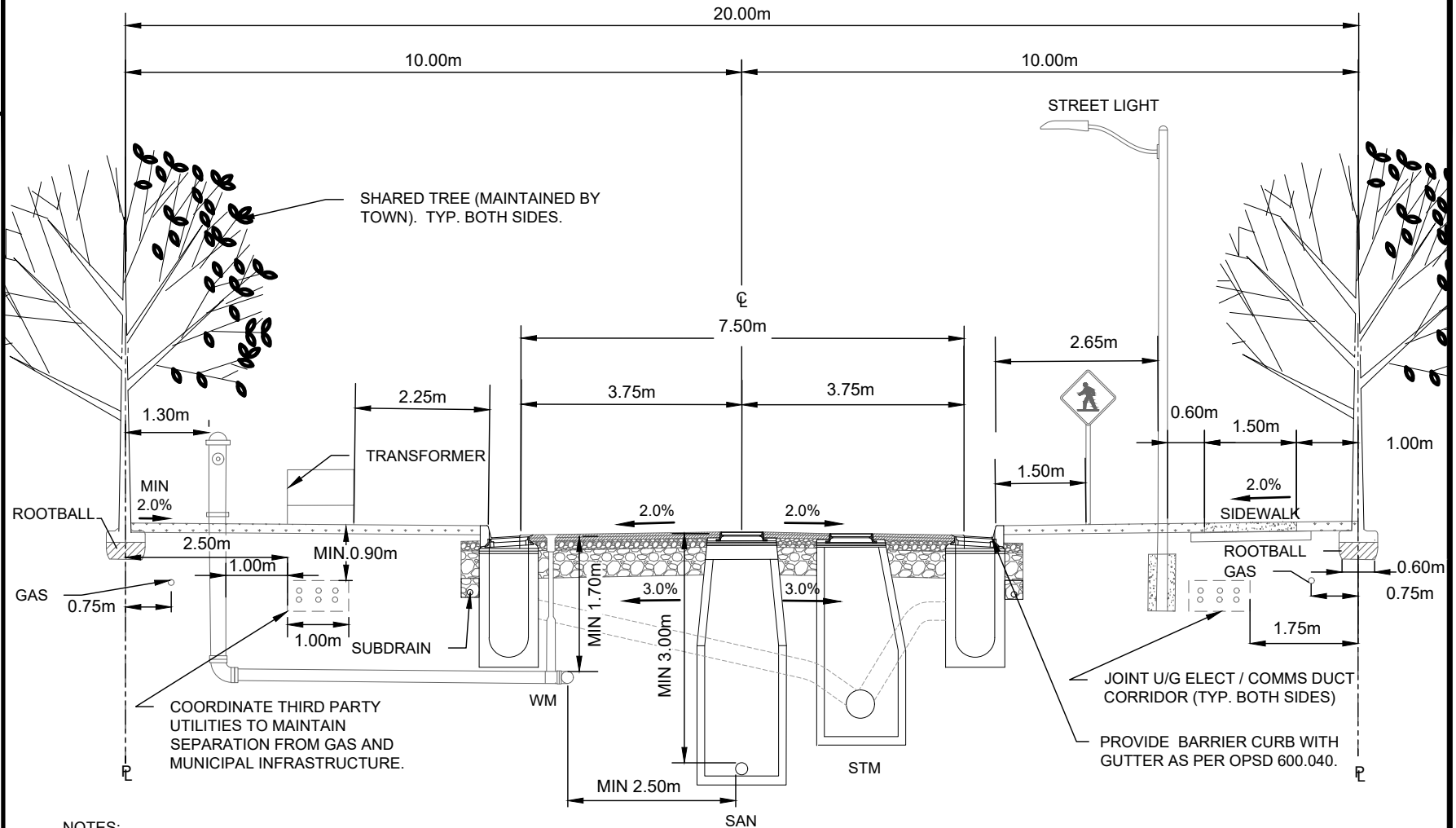
N.T.S.

TOTBM STD.

4.8.3.B

LOCAL URBAN 20m R.O.W WITH NO PARKING - CROSS-SECTION

Town of the Blue Mountains Standard Drawings



NOTES:

1. MINIMUM PAVEMENT STRUCTURE TO BE:

CLASSIFICATION	ASPHALT		GRANULAR	
	SURFACE	BASE	GRANULAR A	GRANULAR B
LOCAL RESIDENTIAL	50mm HL3	50mm HL4 OR HL8	150mm	450mm

2. TO BE READ IN CONJUNCTION WITH TOTBM STD DWG 4.8.2.A.
3. THIRD PARTY UTILITY ALIGNMENTS TO BE ADJUSTED OVER SHORT DISTANCES AS NECESSARY AROUND TREES AND OTHER SURFACE AND UNDERGROUND STRUCTURES TO MAINTAIN REQUIRED SEPARATION DISTANCES.
4. WHERE TREES ARE BEING PLANTED AFTER GAS IS IN PLACE, TREE LOCATION SHALL BE ADJUSTED AND USE A ROOT DEFLECTOR AS NOT TO CONFLICT WITH REQUIRED SEPARATION DISTANCES. PROVIDE ROOT DEFLECTOR IN AREAS WHERE GAS IS LESS THAN 1000mm FROM ROOTBALL.



Date

APRIL 2023

Scale

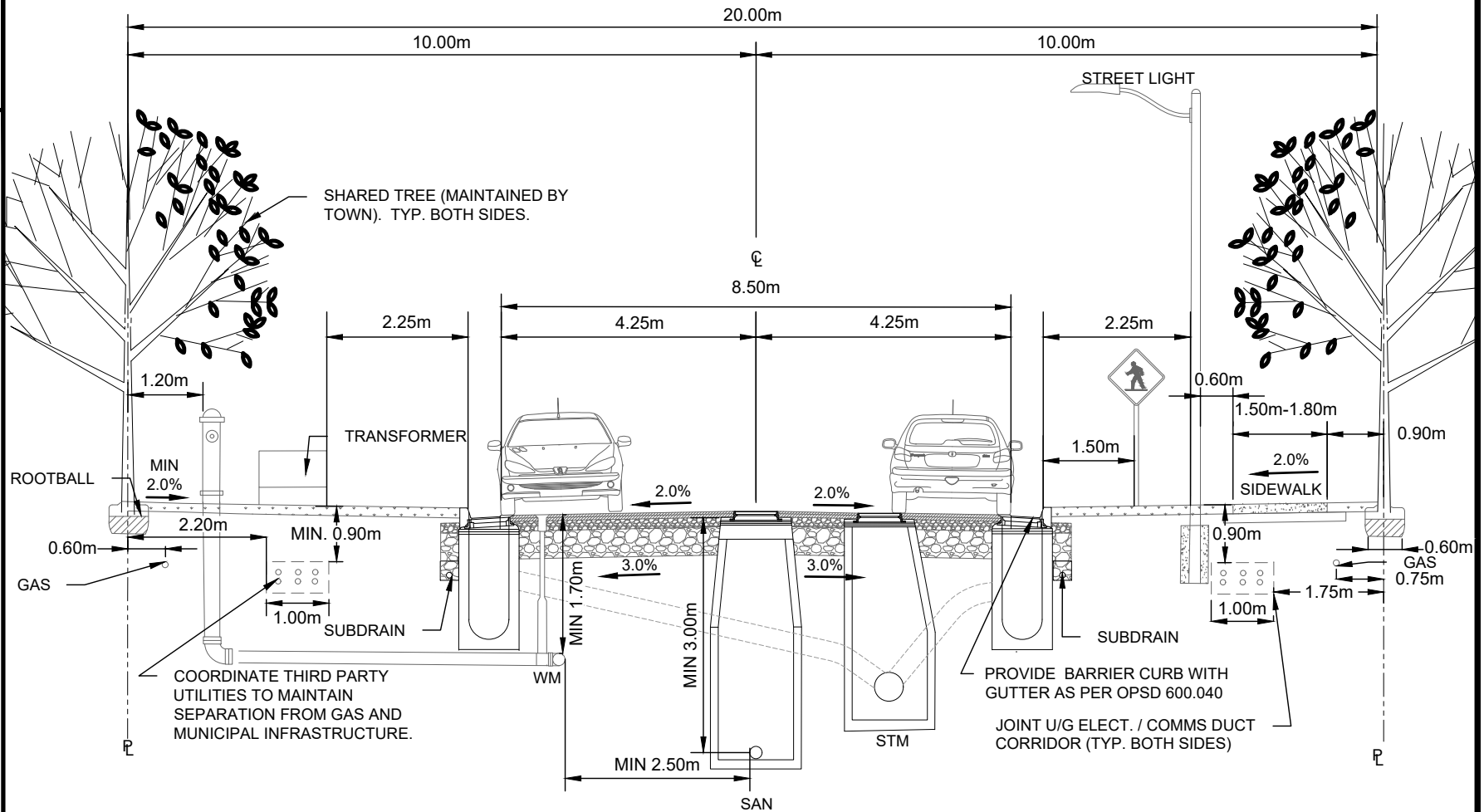
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TOTBM STD.

4.8.2.B

LOCAL URBAN ROAD 20m R.O.W - WITH PARKING CROSS-SECTION

Town of the Blue Mountains Standard Drawings



NOTES:

1. MINIMUM PAVEMENT STRUCTURE TO BE:

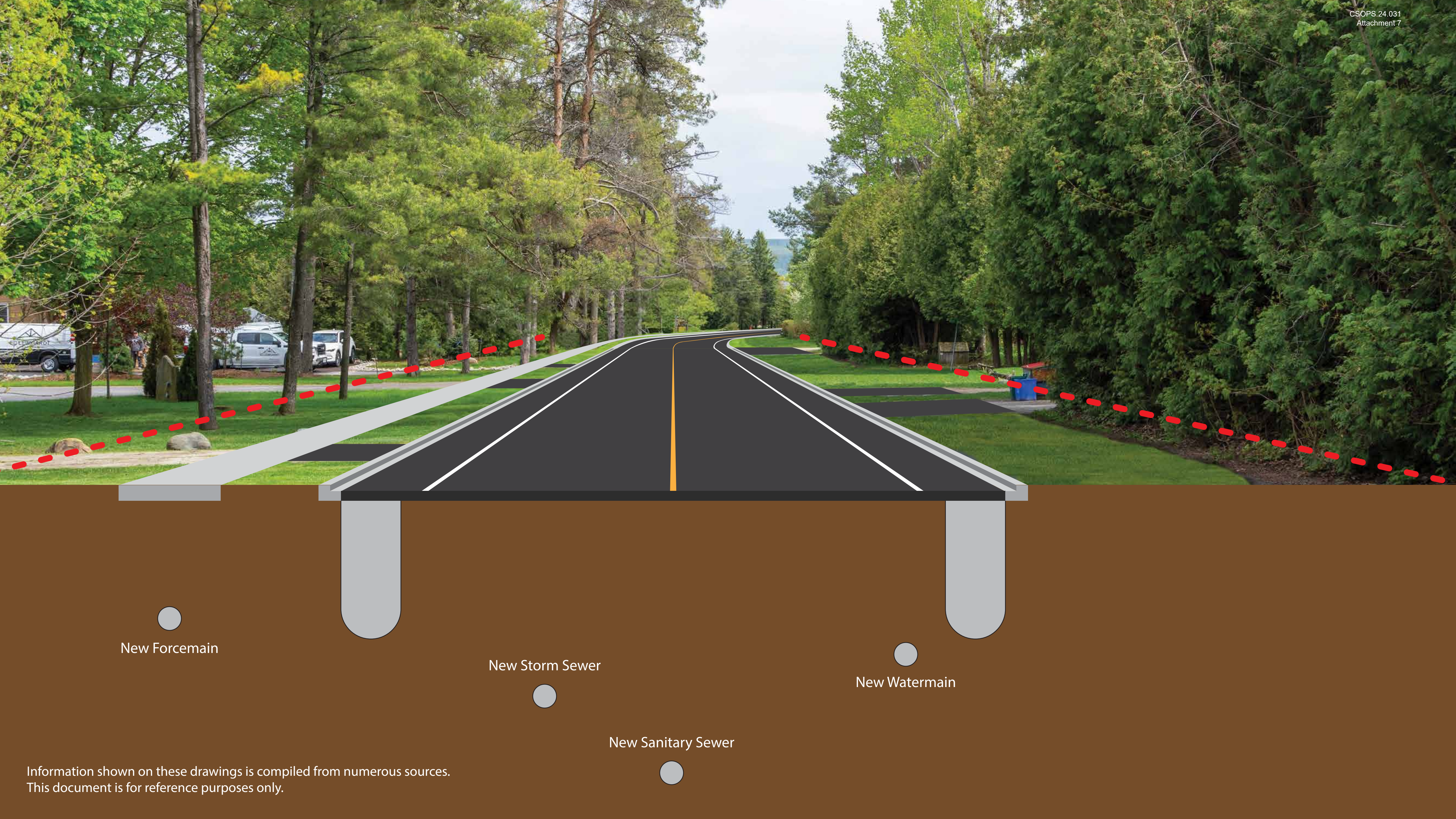
CLASSIFICATION	ASPHALT		GRANULAR	
	SURFACE	BASE	GRANULAR A	GRANULAR B
LOCAL RESIDENTIAL AND MINOR COLLECTOR	50mm HL3	50mm HL4 OR HL8	150mm	450mm
MAJOR COLLECTOR RESIDENTIAL	50mm HL3	70mm HL4 OR HL8	150mm	450mm

2. TO BE READ IN CONJUNCTION WITH TOTBM STD DWG 4.8.2.A.
3. THIRD PARTY UTILITY ALIGNMENTS TO BE ADJUSTED OVER SHORT DISTANCES AS NECESSARY AROUND TREES AND OTHER SURFACE AND UNDERGROUND STRUCTURES TO MAINTAIN REQUIRED SEPARATION DISTANCES.
4. WHERE TREES ARE BEING PLANTED AFTER GAS IS IN PLACE, TREE LOCATION SHALL BE ADJUSTED AND USE A ROOT DEFLECTOR AS NOT TO CONFLICT WITH REQUIRED SEPARATION DISTANCES. PROVIDE ROOT DEFLECTOR IN AREAS WHERE GAS IS LESS THAN 1000mm FROM ROOTBALL.



	Proposed Multi-Use Trail
	Georgian Trail
	Trail
	Connecting Link
	Sidewalk
	Public Parking Lot
	Point of Interest
	Town Park
Town Facilities	
	Town Hall, 32 Mill St
	Thornbury Harbour, 41 Bruce St N
	Water Operation Centre, 81 Victoria St S
	Beaver Valley Community Centre, 58 Alfred St W
	Thornbury Wastewater Treatment Plant, 1 Grey St S
	Wastewater Lift Station
	Water Pump Station





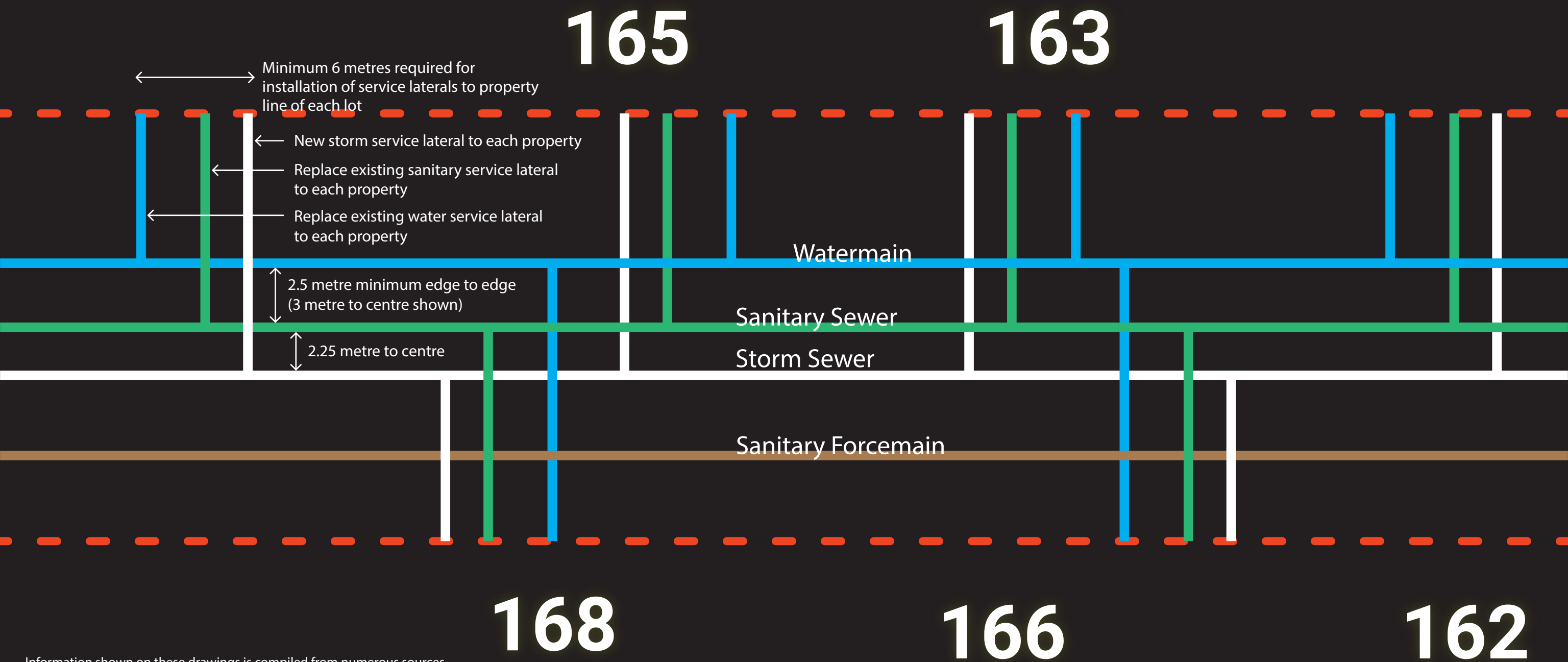
New Forcemain

New Storm Sewer

New Watermain

New Sanitary Sewer

Information shown on these drawings is compiled from numerous sources.
This document is for reference purposes only.

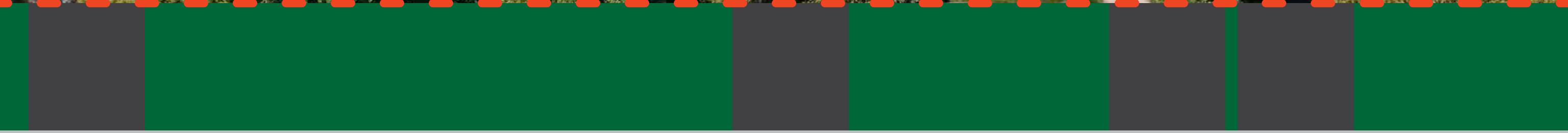


7.5 metre road with 2.7 metre trail



165

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8.5 metre road with 1.8 metre sidewalk



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Information shown on these drawings is compiled from numerous sources. This document is for reference purposes only.



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