



Staff Report

Operations – Capital Projects Division

Report To: COW - Operations, Planning and Building Services
Meeting Date: February 4, 2025
Report Number: OPS.25.004
Title: Bay Street East Reconstruction PIC 2 Follow-up
Prepared by: Mike Humphries, Senior Infrastructure Capital Project Coordinator

A. Recommendations

THAT Council receive Staff Report OPS.25.004, entitled “Bay Street Reconstruction PIC 2 Follow-up”;

AND THAT Council receive the “Bay Street East Reconstruction” Public Information Centre 2 presentation included as Attachment 1 and Follow-up Summary included as Attachment 2;

AND That Council direct Staff to proceed to final design, tender and construction of Bay St East in accordance to Council’s previous direction in response to staff report [CSOPS.24.031](#). The Council resolution states that the reconstruction of Bay Street East is to include “sanitary forcemain, sanitary sewer and watermain by undertaking a preliminary design of a one-way street cross section with an alignment that minimizes the impact to the existing streetscape while not compromising safety or needed infrastructure” The design to include “1. Stormwater bike safe grates/basins within the asphalt and or semi mountable curb” and “2. No sidewalks, multi-use trail or drainage ditches”;

AND That Council direct Staff to proceed to final design, tender and construction of Grey St in accordance to Councils previous direction “ beginning south from Bay Street East to Highway 26 in a complimentary manner to Bay Street East cross-section from Highway 26 to the Wastewater Treatment Plant with restoration to the Town standard local urban 20m ROW with no parking cross-section with 7.5 metre asphalt width and 2.7 metre multi-use trail including the installation of the outfall, sanitary forcemain, storm sewer and watermain”;

And that Council approve an increase in the engineering contingency by \$150,000 to allow for additional communications requested by residents related to tree removal and replanting of trees adjacent parklands and on private property. This includes services of an arborist, landscape architect and designer.

B. Overview

The purpose of this report is to present the Bay St E reconstruction 60% design and the Public Information Centre 2 including the comments received from residents.

C. Background

The project was created with Staff Report [CSOPS.22.041](#) Growth Related Budget Transfer- Wastewater Collection system on May 3, 2022. The original project included upgrades to the Craighleith Lift station, the Mill St Pump Station and the provision of a second forcemain from the Mill St Pump Station to the Thornbury Wastewater Treatment Plant.

The project budget was expanded with staff report [CSOPS.23.019](#) Engineering Services for Craighleith SLS, Mill St SPS and Mill St Forcemain on April 14, 2023. The Town awarded the Engineering for the rebuild of the Craighleith SLS, Mill Street SPS and an additional sanitary forcemain from Mill Street SPS to the TWWTP to WT Infrastructure in May 2023.

The full reconstruction of Bay St East and Grey St to the Town Standard Urban Cross section including the secondary forcemain was approved through staff report [CSOPS.23.044](#) on August 15, 2023.

Extensive consultation with residents was undertaken. This included an additional layer of consultation in the form of an informal Neighbourhood Meeting held onsite on December 2, 2023. This meeting was the first of its kind for the Town and was specific to this project. A more formal Public Information Centre was held virtually on April 18, 2024, to gather input from stakeholders and residents and a second formal Public Information Centre was held virtually on December 17, 2024, to review the 60% design and answer any questions.

After the first Public Information Centre, Staff provided a report [CSOPS.23.031](#) Bay Street East Reconstruction PIC 1 Follow up to COW on July 2, 2024. This report included the Public Information Centre materials, feedback summary from the stakeholders and Staff's recommendations. Staff recommended the Town Standard Cross-section 7.5m road with barrier curb and 2.7m Multi-use trail for both Bay St E and Grey St.

Council discussed the report on July 15, 2024 and provided direction to proceed with an alternative design.

The outcome of the report was that Council directed staff to "proceed with the design of Bay Street East including sanitary forcemain, sanitary sewer, storm sewer and watermain by undertaking a preliminary design of a one-way street cross section with an alignment which minimizes the impact to the existing streetscape while not compromising safety or the needed infrastructure. The preliminary design is to include:

1. Stormwater bike safe grates/basins within the asphalt and/or semi-mountable curb
2. No sidewalks, multi-use trail, or drainage ditches".

Council also directed staff “to proceed with the design of Grey Street beginning south from Bay Street East to Highway 26 in a complimentary manner to Bay Street East cross-section from Highway 26 to the Wastewater Treatment Plant with restoration to the Town standard local urban 20m ROW with no parking cross-section with 7.5 metre asphalt width and 2.7 metre multi-use trail including the installation of the outfall sanitary forcemain, storm sewer and watermain”.

Based on this Council direction Staff proceeded to 60% design and presented the design to the stakeholders/residents on December 17, 2024, through a virtual Public Information Center (PIC 2).

Town Staff applied and were successful in obtaining \$25,397,523.99 from the Ontario Ministry of Infrastructure through the Housing-Enabling Water Systems Funding (HEWS) grant for the Craighleith Main Sewage Lift Station, Mill Street Pumping Station and Bay Street Forcemain. Staff report [CSOPS.24.078](#) was presented to COW on October 29, 2024, and Council approval to execute the agreement followed on November 24, 2024.

D. Analysis

Staff have proceeded with the design of a one-way street with semi-mountable curb, no sidewalk/multi-use trail/bicycle facilities on Bay Street East as directed by Council. The 60% design with the one-way street cross-section was presented to the residents at Public Information Centre 2 on December 17, 2024.

There were approximately 60 attendees at the second Public Information Centre. All comments received up to January 10th, 2025, have been included in Attachment 2 - Comment Summary.

The main comments from the public on the 60% design were as follows:

1) Tree loss and replanting plan

Questions and comments were received asking about the extent of tree removals, when trees would be marked for removal, how tree removals would be phased, tree protection plans and the Town’s replanting plan.

Staff/Consultant Response: 355 trees were identified within the project area through the Tree Inventory. 208-220 of these trees are expected to be preserved and protected during construction. 135-147 trees are expected to be removed. Trees will be marked in advance of removal, and the tree removals are expected to be phased along with construction. This would see trees on Bay Street between Mill and Elgin, and on Grey Street between Bay Street and the Thornbury Wastewater Treatment Plant removed in spring of 2025. Trees on Bay Street between Elgin and Grey would be removed prior to construction in 2026. The Town’s contractor will be installing tree protection measures at the onset of construction under the direction of a certified Arborist. The Town’s Project Manager and Consulting Engineer will be in touch with property owners to discuss replanting options later on in the project.

2) One-way versus two-way vehicle traffic for Bay Street East

Questions and comments were received asking what the impacts would be of going back to a two-way road cross section. Other commenters made statements in support of continuing with the one-way cross section.

Staff/Consultant Response: Transitioning back to a two-way road design at this point in the project would have a number of impacts. Additional trees may need to be removed within the right-of-way and additional time and funding would be required to complete the additional design work. A 6.2m or 6.5m wide, shared-use, two-way road without a safe space for pedestrians is not recommended. If Council chooses to proceed with a two-way road at this width, it's recommended that a dedicated pedestrian facility – such as a sidewalk or multi-use trail - be included to maintain pedestrian safety. Based on the Council direction to minimize road width, on-street parking will not be possible on Bay Street. This is to ensure there is a minimum of 6m available for fire and emergency response. There may be an opportunity for a future parking lot in this area but it is not currently part of this project.

3) Requirement for complete Environmental Assessment

Questions and comments were received inquiring why a full environmental assessment was not completed for selection of the forcemain route. Concerns were also shared about the proximity of the forcemain to Georgian Bay.

Staff/Consultant Response: The reconstruction of Bay Street East and installation of the forcemain is exempt from the Municipal Class Environmental Assessment process. Reconstruction work and extensions or enlargements of municipal utilities located within a municipal right-of-way or utility corridor is pre-approved within the Class EA system and does not require additional consultation with the public or review agencies. Due to the scale of this project, the Town has opted to proceed with the Neighbourhood Meeting and two Public Information Centre's, despite the fact that they are not required. Current conditions within the Town's right of way on Bay Street East have led to multiple watermain breaks, and flow monitoring has shown evidence of significant leakage in the sanitary sewer system. Reconstruction of these systems will improve environmental conditions within the project area as it will correct many of the leaks in the current wastewater system, and greatly reduce the chances of contamination of the Town's drinking water system by replacing the old, failing pipes. The road will be reconstructed using current construction standards which will further safeguard these systems. The proximity of the forcemain to Georgian Bay is not considered a significant factor or risk to the environment.

Project Challenges and Risks

Staff continue to have concerns related to safety and accessibility for all road users given the Council directed design approach i.e. absence of pedestrian/cycle facilities combined with a narrow road next to the Town's most prominent waterfront park. This design approach creates a pedestrian/cycle/vehicle conflict and there is safety risks associated with it. The design will attempt to address these concerns as much as possible with signage, paint marking etc, nonetheless the conflict and risk remains.

The over \$25 million dollars in HEWS Funding is contingent on completing the project by March 2027. As road construction is typically not carried out in the winter, the project would have to be completed by November 2026. If Council were to endorse the 60% design now and proceed to Tender and Construction immediately, it would be challenging to complete the project in time to meet the HEWS funding requirements. Any delay at this point would mean the start of construction could be forced out to fall 2025 or spring 2026, resulting in potential higher costs and delaying project completion to late 2027 and jeopardizing the funding.

Staff are also concerned that any delay in the Bay St Reconstruction would negatively affect several other projects:

- 1) If the outfall on Grey St from Bay St to the Thornbury Wastewater Treatment Plant (TWWTP) is not installed by early summer 2025 the additional capacity gained by the plant expansion might not be realized because the effluent will not be able to be discharged, therefore there is a risk that the plant's capacity may be derated. The outfall must be completed in early 2025.
- 2) Without the upgrades to the Mill St SPS and the secondary forcemain all development would come to a halt in Thornbury and west to Lora Bay. Without the installation of the second forcemain, the capacity of the Mill Street SPS cannot be increased. As this SPS is already over allocated, no additional users can be added to the system in Thornbury and Lora Bay. Additionally, during heavy rain events, the Town is also at risk of surcharges in the sanitary collection system in the area of the Mill Street SPS. This may result in sewage backing up in basements and being discharged to the natural environment.

Next Steps

Staff are requesting that the engineering contingency be increased by \$150,000. Over \$130,000 of contingency has been used to date for Bay St Reconstruction for engineering services related to additional communication effort including additional neighbourhood meeting, renderings, consultation and design changes (one way street) including Traffic Impact study.

Staff are seeking guidance from Council on how they would like to proceed. Staff have proceeded with Current Council direction and are seeking direction to proceed to final design, tender and construction of Bay St East.

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.

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 (health) and environmental impacts.

The SPS has been over allocated and not able to keep up with the flow into the station during heavy rain events. If not upgraded and secondary forcemain installed this may result in surcharging of the sanitary system in the vicinity of the station.

The watermain is at the end of life and needs to be replaced. Failure to replace this main may result in the more watermain breaks, putting the drinking water system at risk. This works provides the Town an opportunity to twin the trunk main servicing the eastern end of the Town.

Currently, both Bay Street and Grey Street lack storm sewer infrastructure. The addition of a new storm sewer will enhance water quality by reducing pollutants in runoff and provide effective stormwater management to mitigate flooding. Over the long term, this improvement will help prevent erosion and sedimentation, improving water run-off quality to Georgian Bay.

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 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. Any further delay would also put the HEWS funding at risk.

The second draft of the Proposed 2025 Capital Budget includes the engineering contingency of \$150,000. This amount will be financed through HEWS funding, Development Charges, and Reserve Funds, as outlined in Draft 2 of the 2025 Proposed Capital Budget.

H. In Consultation With

Allison Kershaw, Manager of Water and Wastewater Services

Jason Petznick, Communications Coordinator

Michael Switzer, Manager of Budgets and Accounting

I. Public Engagement

The topic of this Staff Report has been the subject of a virtual Public Information Centre (PIC 2) which took place on December 17, 2024. Those who provided comments at the 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 PIC 2 an informal “Neighbourhood Meeting” was held on December 2, 2023, and a virtual Public Information Centre (PIC 1) was held on March 27, 2024.

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

J. Attached

1. Attachment 1 - PIC 2 Presentation
2. Attachment 2 – Comment Summary from PIC 2

Respectfully submitted,

Mike Humphries, C.E.T.
Senior Infrastructure Capital Project Coordinator

Pruthvi Desai
Manager of Capital Projects

Alan Pacheco
Director of Operations

For more information, please contact:
Mike Humphries, Senior Infrastructure Capital Project Coordinator
sricpc@thebluemountains.ca
519-599-3131 extension 277

Report Approval Details

Document Title:	OPS.25.004 Bay Street East Reconstruction PIC 2 Follow-up.docx
Attachments:	- Attachment 1 PIC 2 Presentation.pdf - Attachment 2 Comment Summary from PIC 2.pdf
Final Approval Date:	Jan 22, 2025

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

Pruthvi Desai - Jan 22, 2025 - 2:31 PM

Alan Pacheco - Jan 22, 2025 - 3:21 PM



Mill St. Sanitary Pumping Station and Bay Street Reconstruction

Public Information Centre No. 2
December 17th, 2024

PRESENTATION OUTLINE

Council Direction

Project Update

Points of Clarification

Sections and Renderings

Project Impacts

Schedule and Next Steps

Questions

COUNCIL DIRECTION

- Council pulled the report and Committee motion for further discussion at their meeting on Monday, July 15. Following a thorough discussion, Council voted against the motion directing staff to provide an additional staff report with a complete review, including costs, of the forcemain alignment options. In a separate decision, Council voted to direct staff to proceed with:
 - The design of Bay Street East including sanitary forcemain, sanitary sewer, storm sewer and watermain by undertaking a preliminary design of a one-way street cross section with an alignment which minimizes the impact to the existing streetscape while not compromising safety or the needed infrastructure. The preliminary design is to include:
 - Stormwater bike safe grates/basins within the asphalt and/or semi-mountable curb
 - No sidewalks, multi-use trail, or drainage ditches
 - The design of Grey Street beginning south from Bay Street East to Highway 26 in a complimentary manner to Bay Street East cross-section from Highway 26 to the Wastewater Treatment Plant with restoration to the Town standard local urban 20m ROW with no parking cross-section with 7.5 metre asphalt width and 2.7 metre multi-use trail including the installation of the outfall sanitary forcemain, storm sewer and watermain

PROJECT UPDATE – WHAT HAS AND HASN'T CHANGED



Growth in the collection system – Campus of Care, Thornbury West, Lora Bay and growth within the existing community limits. **The cancellation of the Campus of Care Project does not eliminate the need or urgency for the Mill St. SPS upgrades and new forcemain.**



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.

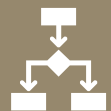
WHAT WE'VE HEARD



Local Residents feedback regarding forcemain alignment, removal of trees, impact on neighbourhood character, impact of development on community



July 15, 2024 – Council Direction to develop design based on one-way street with forcemain, sanitary, storm and water excluding multi-use trail or sidewalk.



Concerns related to transparency and process regarding route selection and consultation process.

WHAT HAS BEEN DONE



One-way St.

One way from Mill St. to Grey St.
6 m wide roadway (similar to current)



Alignment within Corridor

Road is on south side of corridor.
Similar to current alignment.



Project Staging

We've evaluated ways to keep the project schedule and minimize the impacts on residents.



Tree Removal and Protection

We've evaluated the trees and root zones with the objective of minimizing tree removal requirements.



Additional Studies

A traffic study was completed on the Bay St. E. project.



Utility Coordination

Hydro and overhead utilities to be moved to south side of ROW.

POINTS OF CLARIFICATION

■ Impacts on Tennis Court

- The Tennis Court is outside of the Town Right-of-way. No work is proposed outside of the right-of-way throughout the project. Some drainage improvements will be made around Tennis Court.

■ Full Tree Removal

- Trees are proposed to be removed where the tree or root zone is significantly impacted by construction.
- Trees are defined as single stemmed perennial woody plant that has reached or can reach a height of at least 4 m at physiological maturity.

■ Necessity of Stormwater Management

- When a road is improved, it is the responsibility of the Town to address their stormwater on their property. Leaving road drainage to adjacent properties would be a liability to the Town.

■ Infrastructure Depth

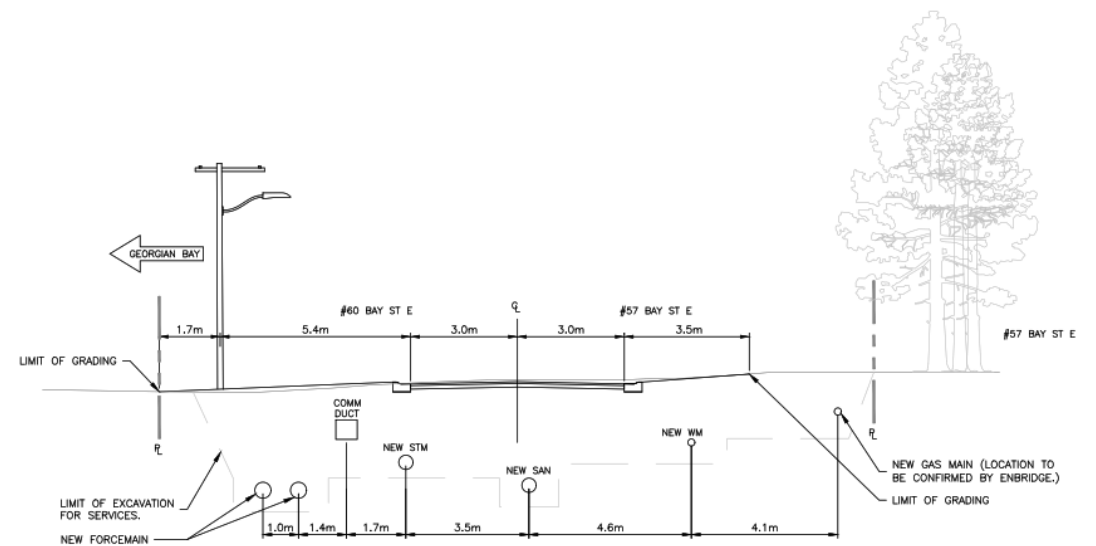
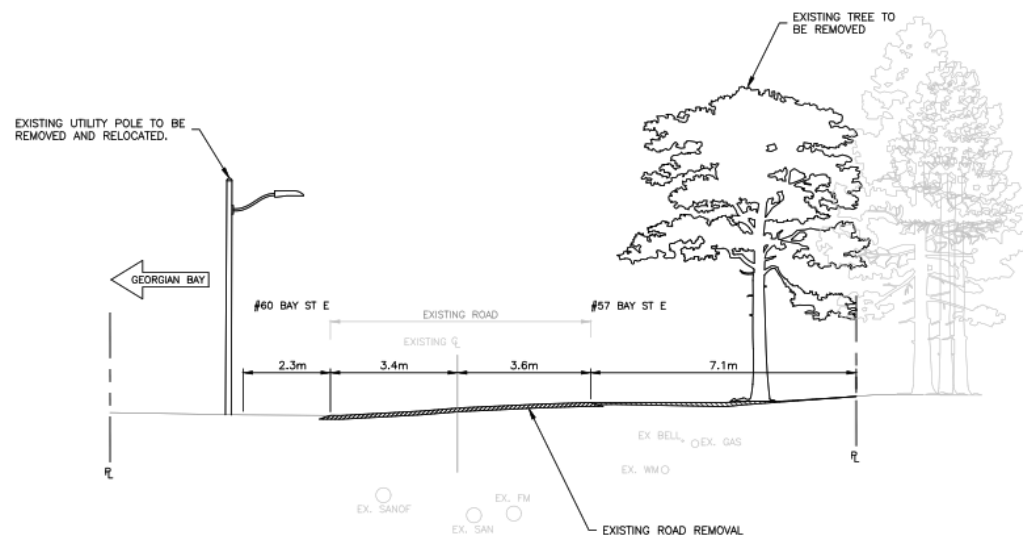
- Some comments have indicated sewer/forcemain depths of 10 m (30 ft).
- The deepest infrastructure will be at Mill St. end for pumping station. Most utilities will be less than 4 m (12 ft) deep.

■ Parking

- Many concerns were raised related to loss of parking.
- Parking is not permitted on the road or right-of-way boulevard as per By-law 2022-49.
- With 6 m roadway, no parking will be permitted to allow for emergency service vehicle progression.

■ Design and Document Accuracy

- Many comments regarding unknowns and lack of details.
- Previous meetings were at project initiation and conceptual design.
- Current documents are 60% design.

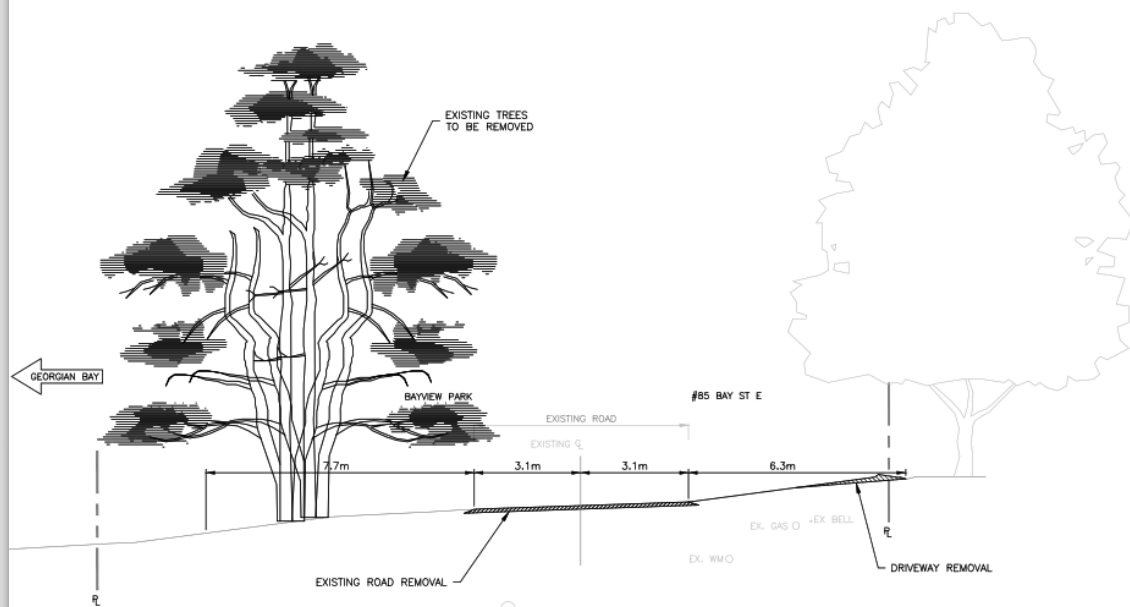




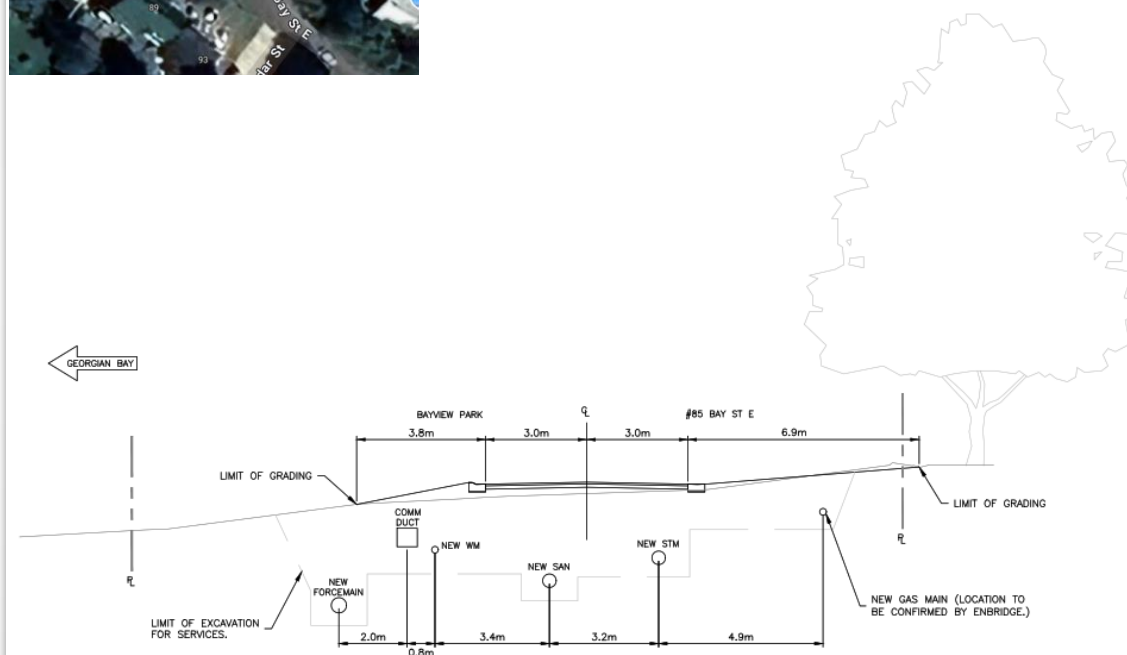
EXISTING CONDITION – 57 BAY ST. E.



PROPOSED CONDITION – 57 BAY ST. E.



EXISTING CROSS-SECTION – 85 BAY ST. E.



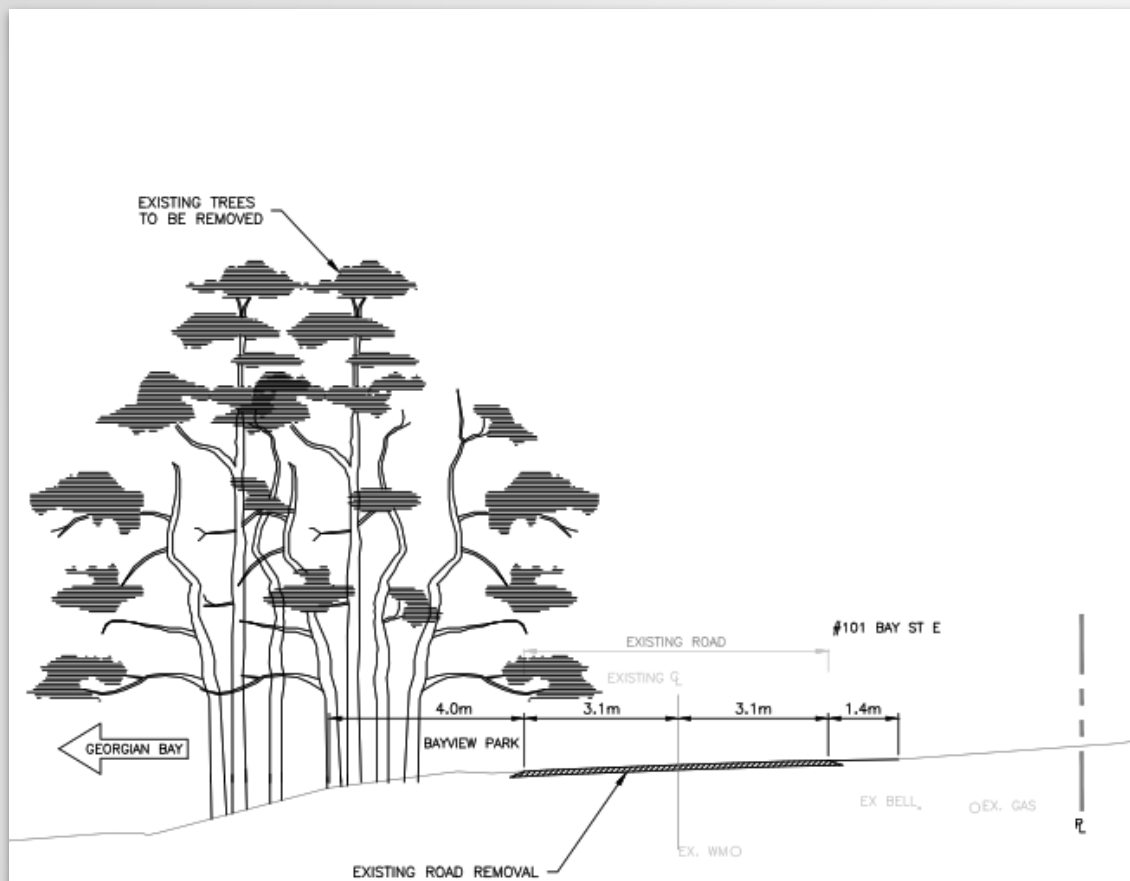
PROPOSED CROSS-SECTION – 85 BAY ST. E.



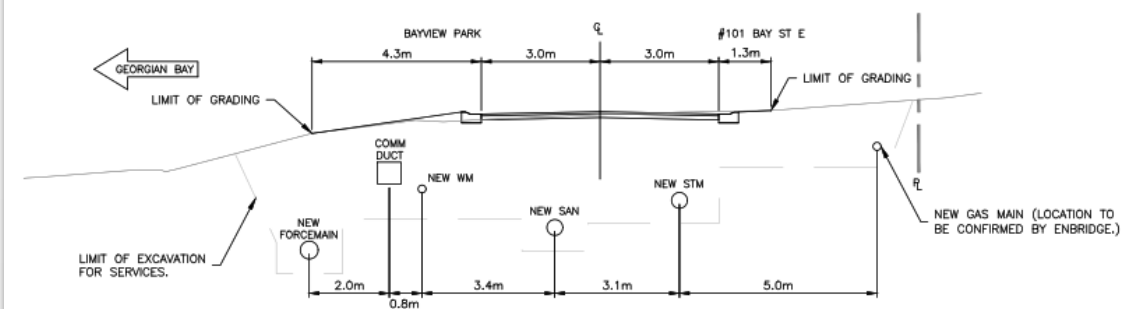
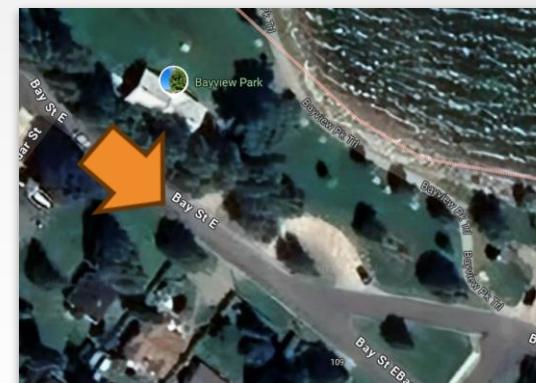
EXISTING CONDITION – 85 BAY ST. E.



PROPOSED CONDITION – 85 BAY ST. E.



EXISTING CROSS-SECTION – 101 BAY ST. E.



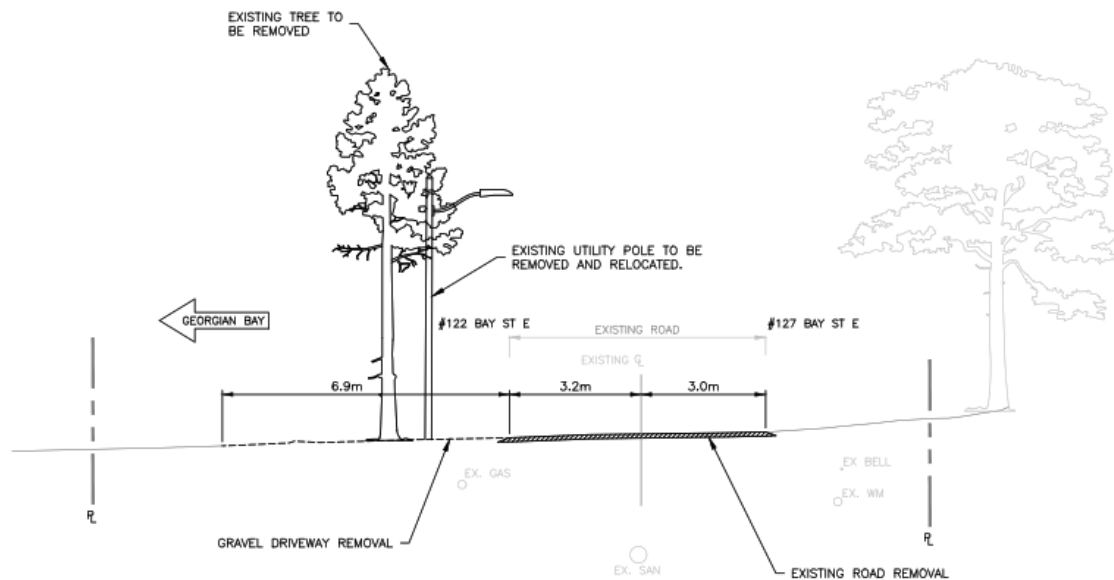
PROPOSED CROSS-SECTION – 101 BAY ST. E.



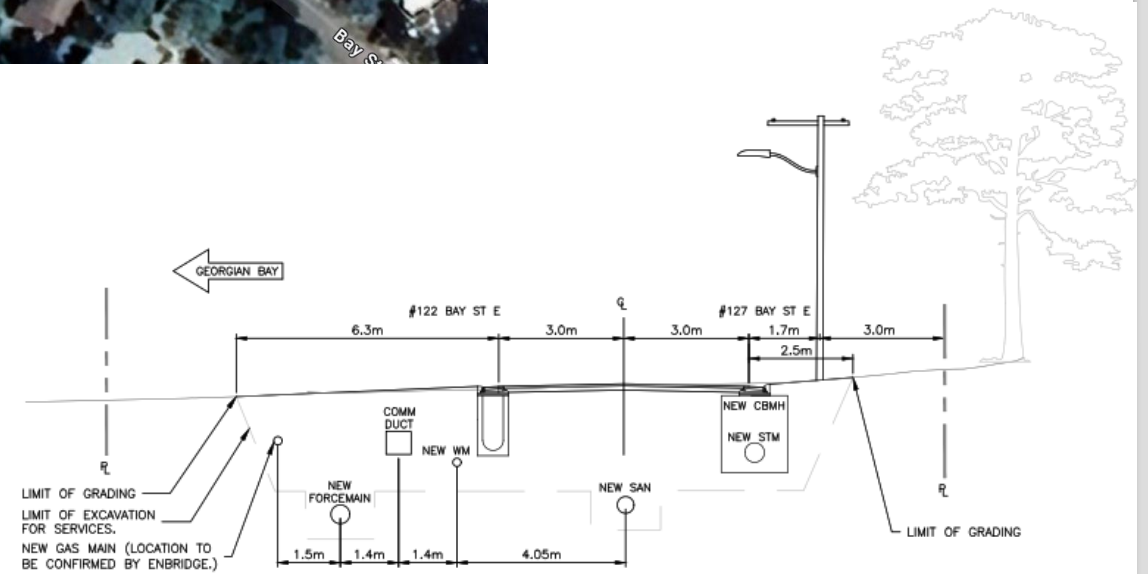
EXISTING CONDITION – 101 BAY ST. E.



PROPOSED CONDITION – 101 BAY ST. E.



EXISTING CROSS-SECTION – 127 BAY ST. E.



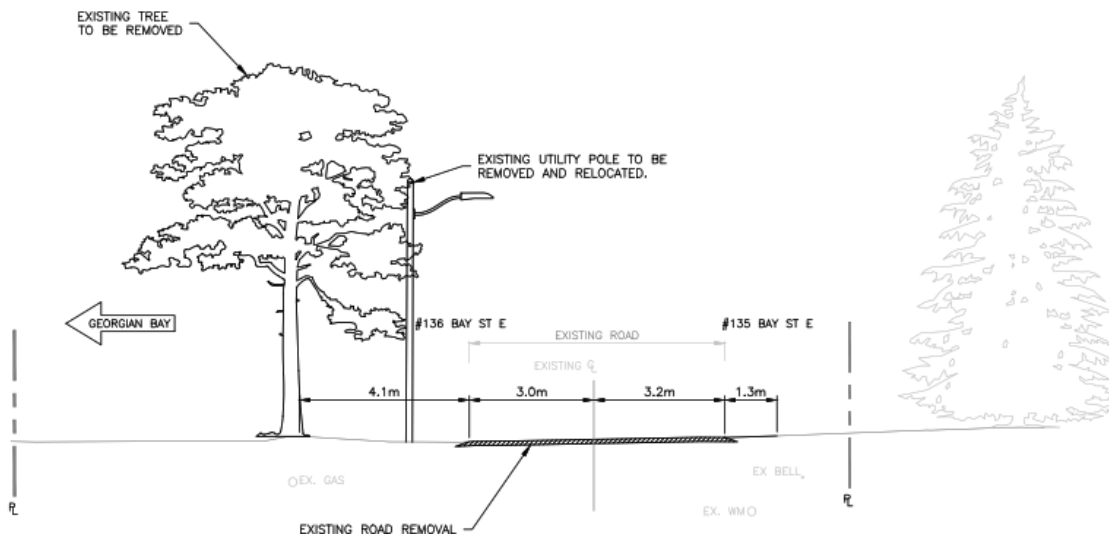
PROPOSED CROSS-SECTION – 127 BAY ST. E.



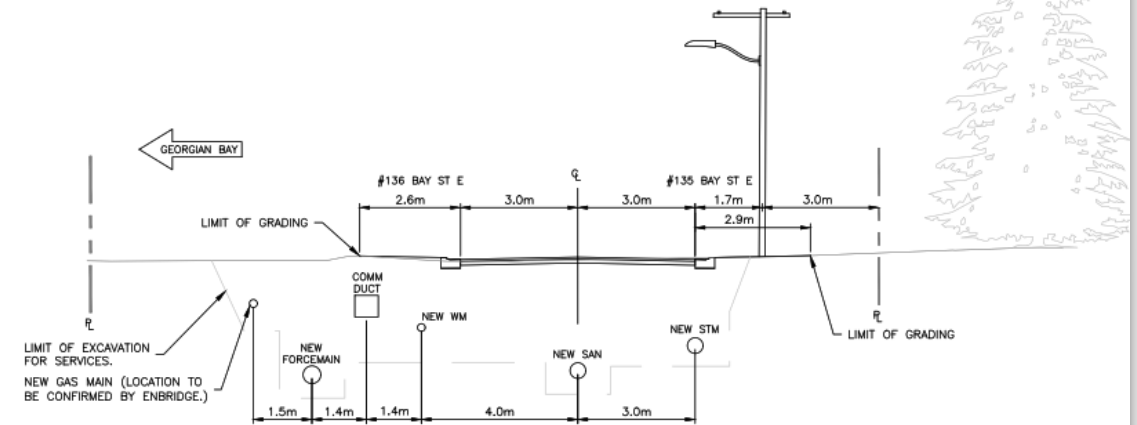
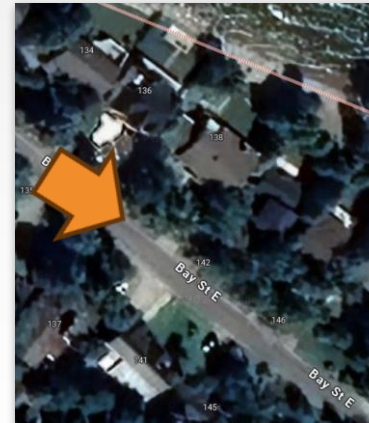
EXISTING CONDITION – 122/127 BAY ST. E.



PROPOSED CONDITION – 122/127 BAY ST. E.



EXISTING CROSS-SECTION – 135/136 BAY ST. E.



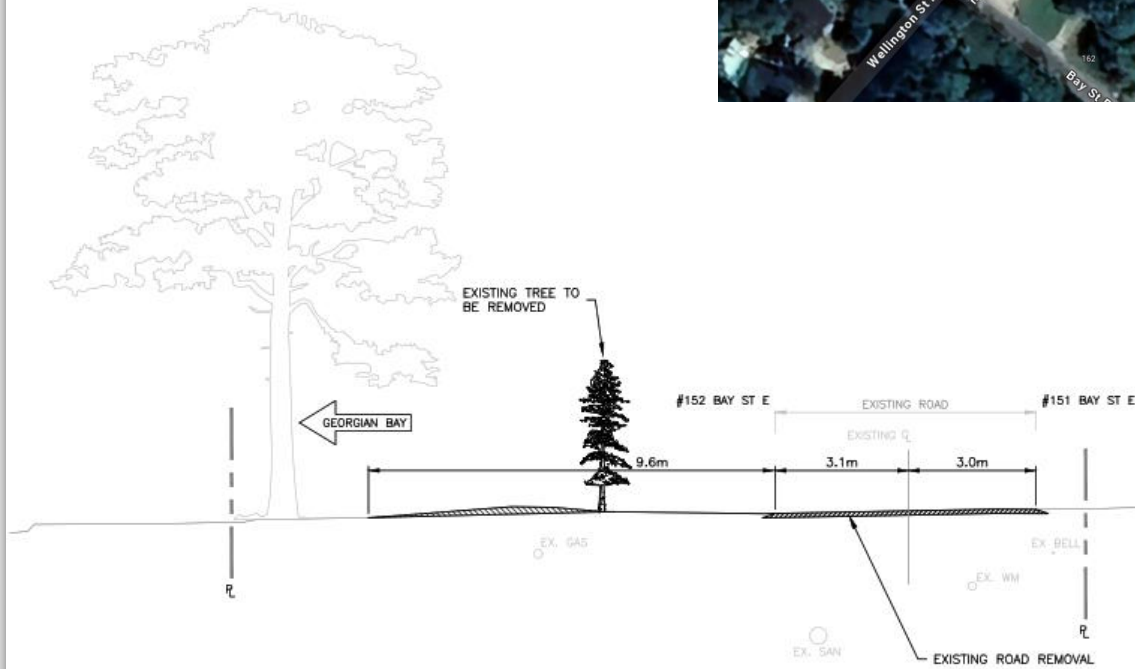
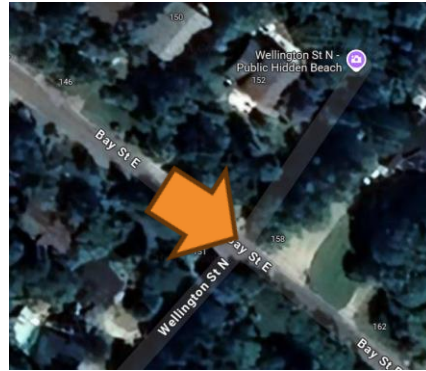
PROPOSED CROSS-SECTION – 135/136 BAY ST. E.



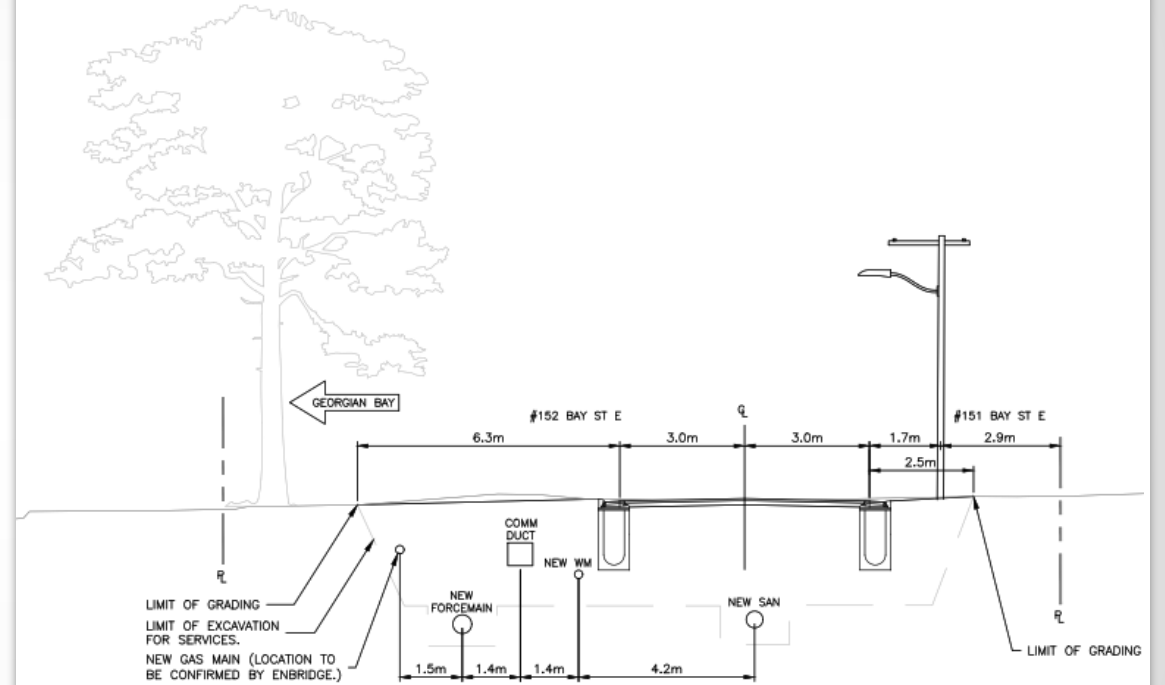
EXISTING CONDITION – 135/136 BAY ST. E.



PROPOSED CONDITION – 135/136 BAY ST E.



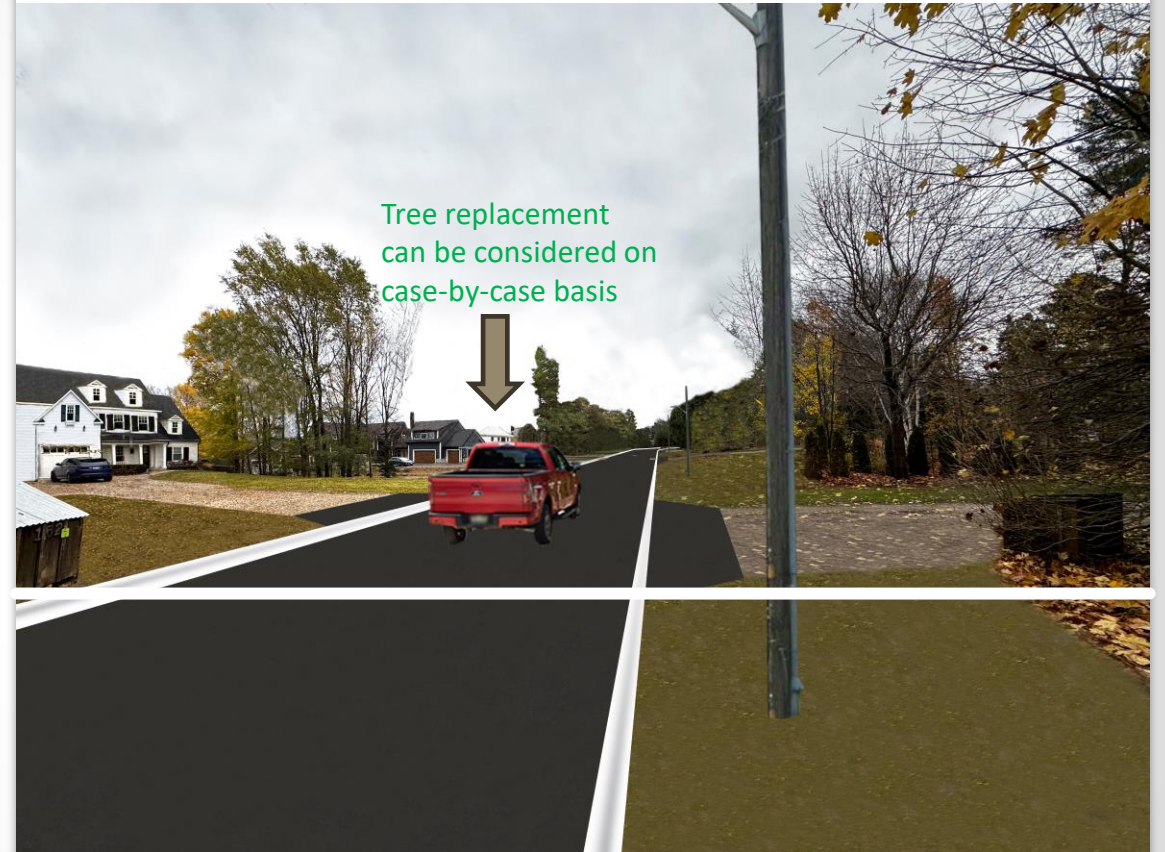
EXISTING CROSS-SECTION – 151/152 BAY ST. E.



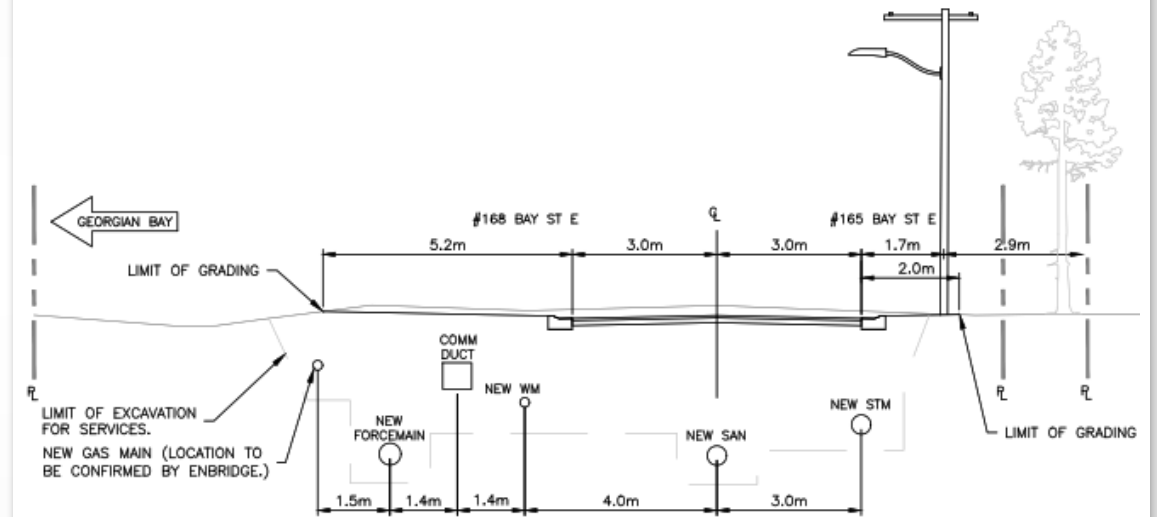
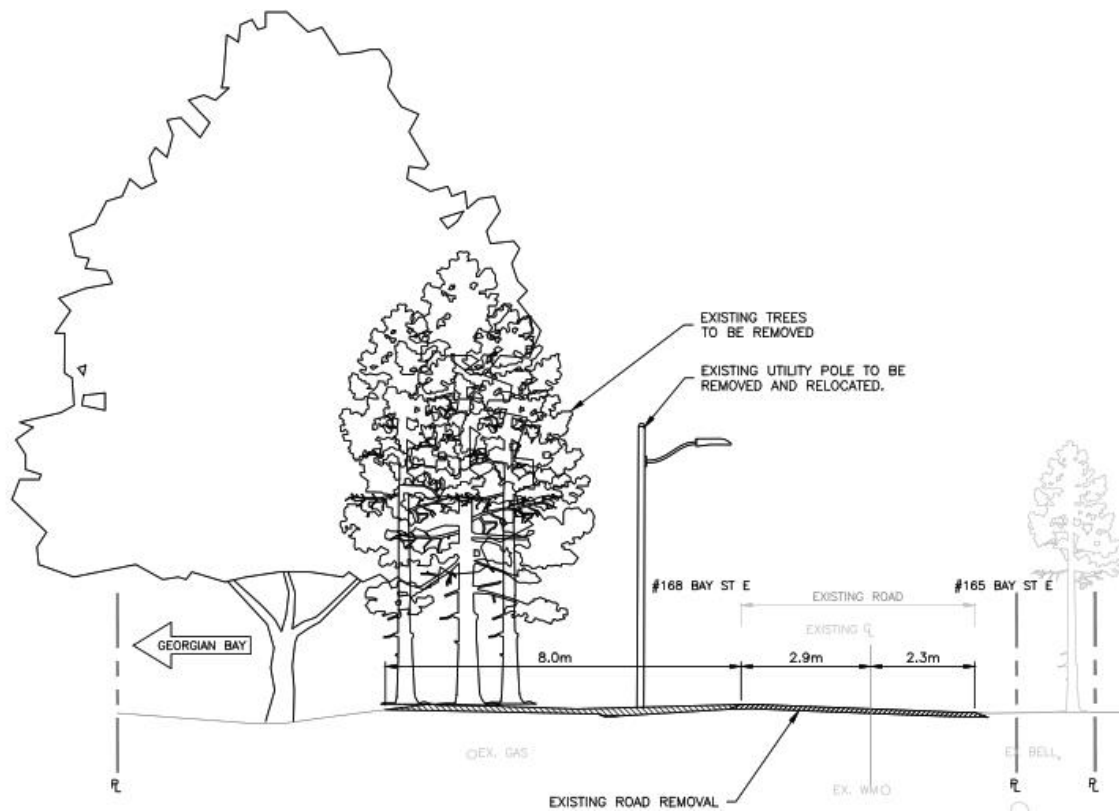
PROPOSED CROSS-SECTION – 151/152 BAY ST. E.



EXISTING CONDITION – 151/152 BAY ST. E.



PROPOSED CONDITION – 151/152 BAY ST. E.

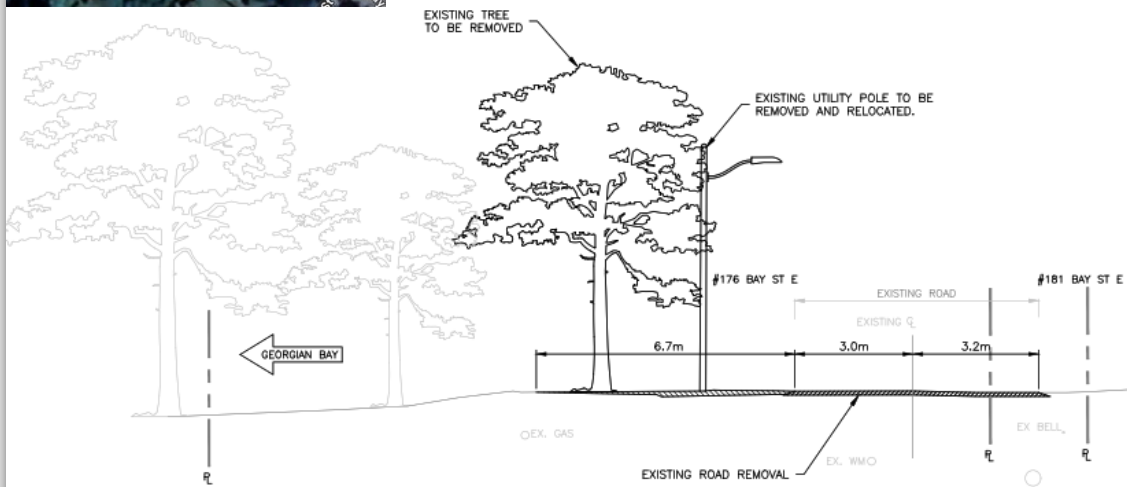




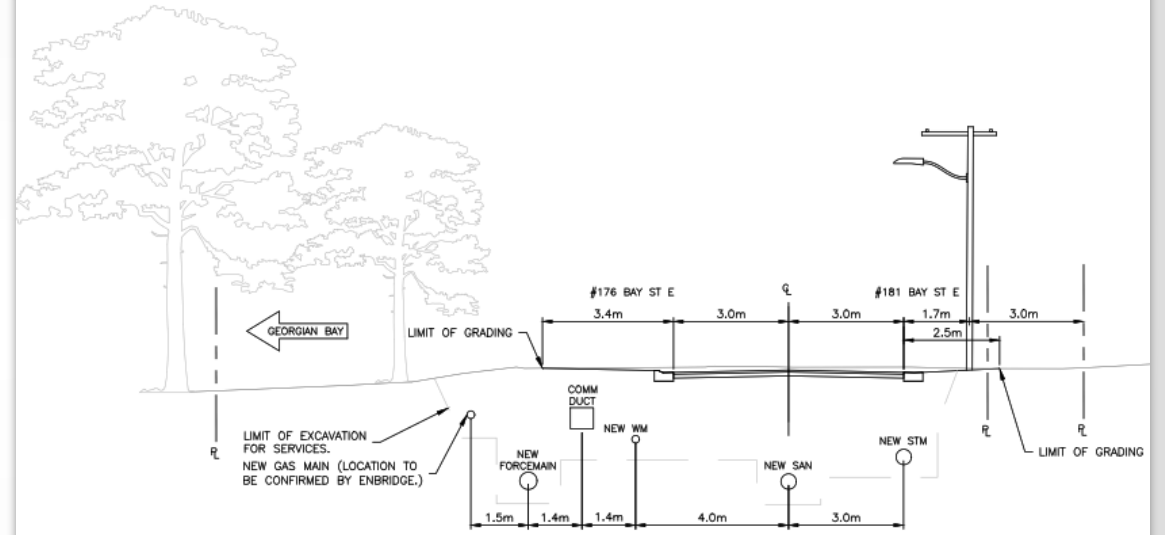
EXISTING CONDITION – 165/168 BAY ST. E.



PROPOSED CONDITION – 165/168 BAY ST. E.



EXISTING CROSS-SECTION – 176/181 BAY ST. E.



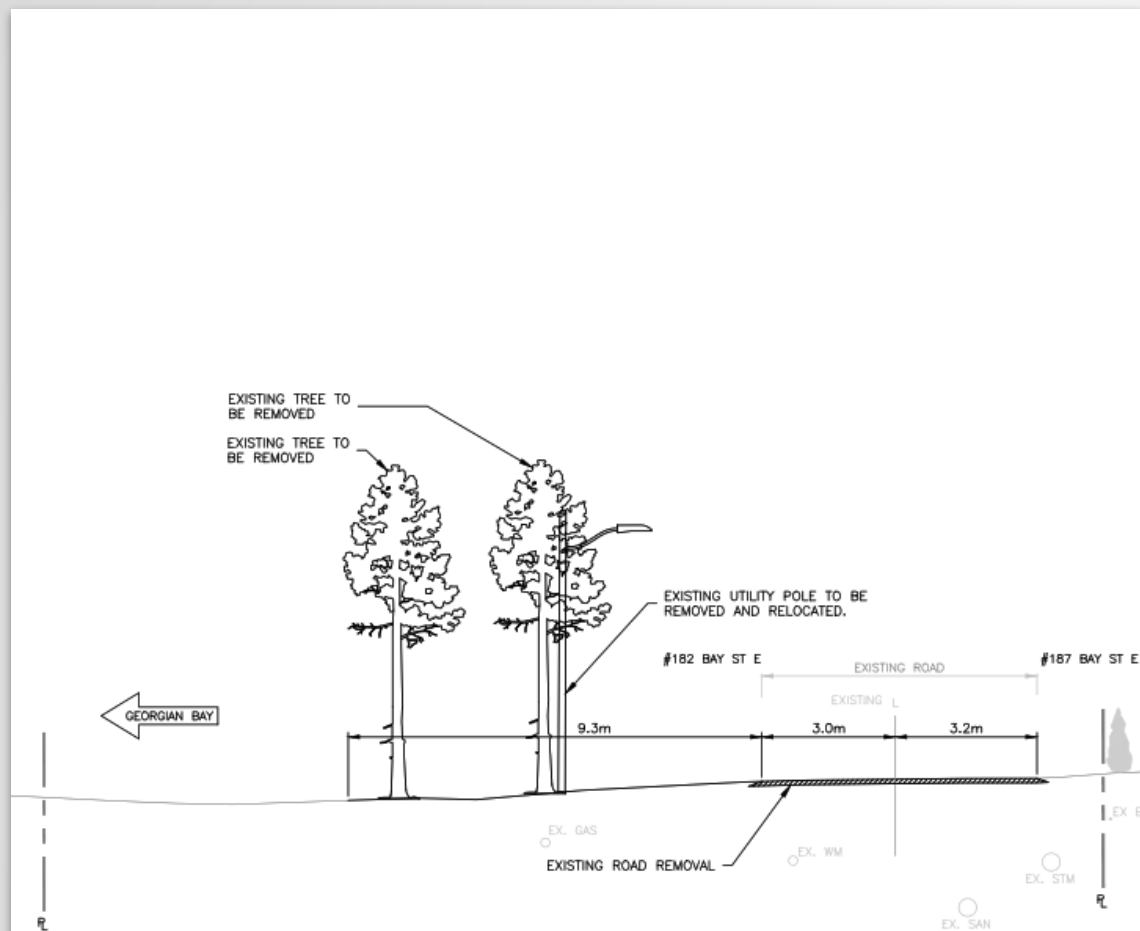
PROPOSED CROSS-SECTION – 176/181 BAY ST. E.



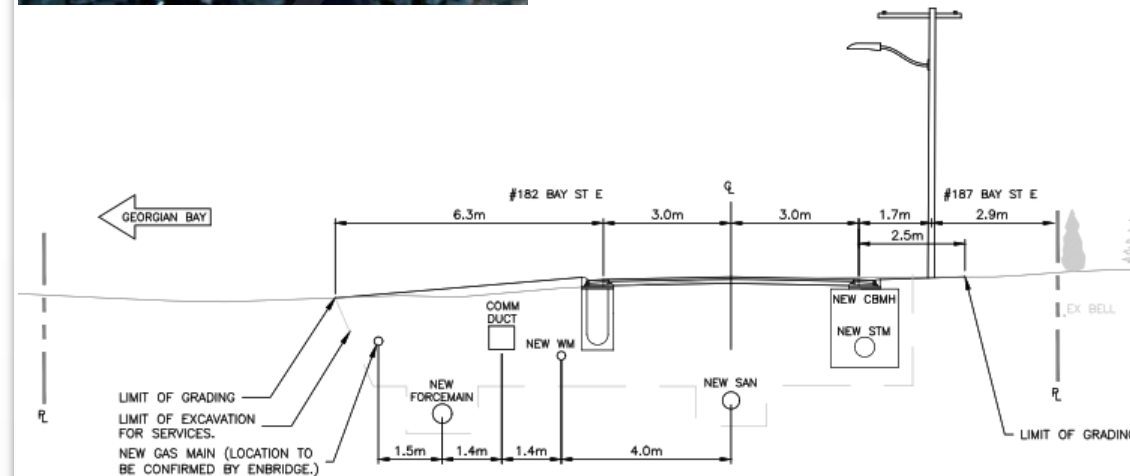
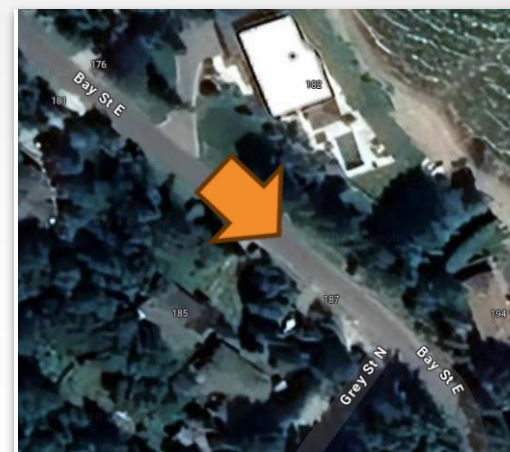
EXISTING CONDITION – 176/181 BAY ST. E.



PROPOSED CONDITION – 176/181 BAY ST. E.



EXISTING CROSS-SECTION – 182/187 BAY ST. E.



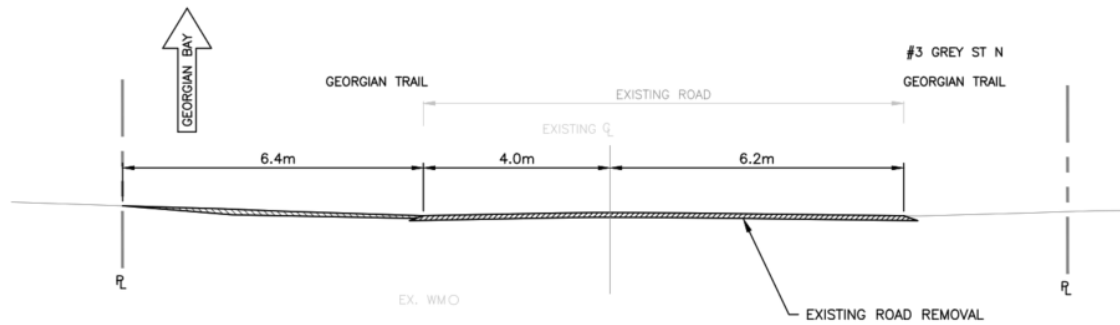
PROPOSED CROSS-SECTION – 182/187 BAY ST. E.



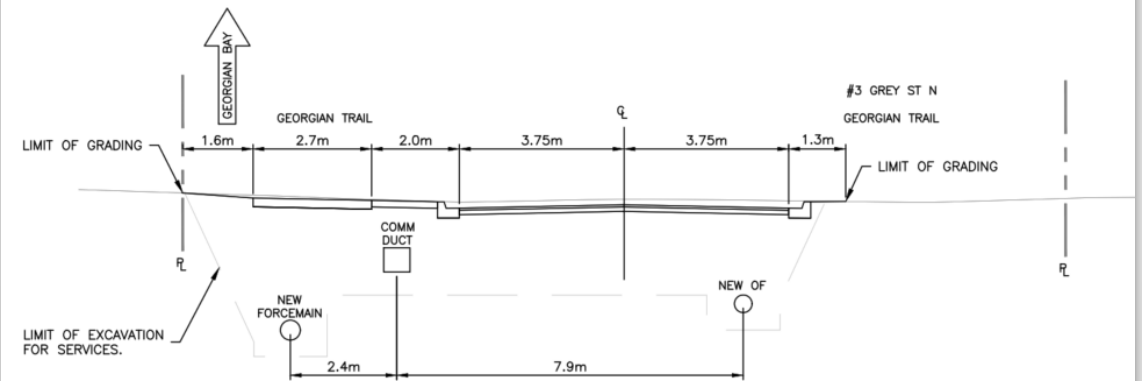
EXISTING CONDITION – 182/187 BAY ST. E.



PROPOSED CONDITION – 182/187 BAY ST. E.



EXISTING CROSS-SECTION – GREY ST.



PROPOSED CROSS-SECTION – GREY ST.



EXISTING CONDITION – GREY ST.



PROPOSED CONDITION – GREY ST.

QUANTIFIED IMPACTS



Trees identified 355, Trees scheduled for removal 135-147, Trees to be protected during construction 208-220.



Replacement of Watermain – Elimination of problem area for water leaks. Installation of fire hydrants to provide full coverage to the Bay St. E. area.



Sanitary Sewer Replacement – Elimination of Elgin St. Sanitary Pumping Station and correction of area of high inflow/infiltration



Forcemain Installation – Improved hydraulics to service community more efficiently and reduce pumping costs and risk.

WHAT'S NEXT?



Town Staff will prepare a staff report to Council recommending advancing the project for tendering.



The design will be finalized to 90% for Town review and to 100% for tendering.



Tender will be issued in the Spring for 2025/2026 Construction.

CONSTRUCTION PHASING

■ SUMMER/FALL 2025

- STAGE 1 – BAY ST. E. – MILL ST. TO ELGIN ST.
- STAGE 2 – GREY ST. – BAY ST. EAST TO THORNBURY WWTP
- STAGE 3 – THORNBURY WWTP OUTFALL – IN-WATER WORK

■ WINTER/SPRING/SUMMER/FALL 2025/2026

- STAGE 4 – MILL ST. SANITARY PUMPING STATION

■ SPRING/SUMMER 2026

- STAGE 5 – BAY ST. E. – ELGIN TO GREY ST. AND FINAL CONNECTIONS.

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.



TREE REMOVAL

Identified trees for removal will be removed in the winter before construction starts.

Tree protection will be completed by Contractor under the direction of the Arborist.

Opportunities for replanting will be coordinated with residents

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: January 17, 2025

Re: Bay Street East Reconstruction Project - Public Information Centre #2

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 December 17, 2024. The PIC was held virtually on Microsoft Teams from 5:00 p.m. to 7:00 p.m. A total of 60 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, comments and answers that were brought forward during the PIC, please view the [full recording of the meeting](#).

1. Tree loss and replanting plan

Questions and comments were received asking about the extent of tree removals, when trees would be marked for removal, how tree removals would be phased, tree protection plans and the Town's replanting plan.

Staff/Consultant Response: 355 trees were identified within the project area through the Tree Inventory. 208-220 of these trees are expected to be preserved and protected during construction. 135-147 trees are expected to be removed. Trees will be marked in advance of removal, and the tree removals are expected to be phased along with construction. This would see trees on Bay Street between Mill and Elgin, and on Grey Street between Bay Street and the Thornbury Wastewater Treatment Plant removed in spring of 2025. Trees on Bay Street between Elgin and Grey would be removed prior to construction in 2026. The Town's contractor will be installing tree protection measures under the direction of a certified Arborist. The Town's Project Manager and Consulting Engineer will be in touch with property owners to discuss replanting options later on in the project.

2. One-way versus two-way vehicle traffic for Bay Street East

Questions and comments were received asking what the impacts would be of going back to a two-way road cross section. Other commenters made statements in support of continuing with the one-way cross section.

Staff/Consultant Response: Transitioning to a two-way road at this point in the project would have a number of impacts. Additional trees would likely need to be removed within the right-of-way, and additional time and funding would be required to complete the additional design work. A 6.2m or 6.5m wide, shared-use, two-way road without a safe space for pedestrians is not recommended. If Council chooses to proceed with a two-way road at this width, it's recommended that a dedicated pedestrian facility - such as a sidewalk or multi-use trail - be included to maintain pedestrian safety.

3. Impacts to Bayview Park and parking on Bay Street East

Questions and comments were received asking how the project would impact Bayview Park. There were also questions about whether parking was going to be addressed at Bayview Park, and how parking was going to be impacted on Bay Street East.

Staff/Consultant Response: This project is being completed as a municipal infrastructure servicing project within the Bay Street East and Grey Street municipal right of way. Work in Bayview Park is not included in

the project scope, with the exception of decommissioning the Elgin Street Sanitary Pumping Station located at the north end of Elgin Street. However, the diagonal section of Bay Street East west of Elgin Street will be removed, and the Town is looking into how to reinstate that space as either grass, gravel to allow for parking or something else to be determined through the remainder of the design. There is an opportunity for a future parking lot in this area, but it is not currently part of the project. Based on the Council direction to minimize road width, on-street parking will not be possible on Bay Street East. This is to ensure there is a minimum of 6m available for fire and emergency response.

4. Requirement for a complete Environmental Assessment

Questions and comments were received inquiring why a full environmental assessment was not completed for selection of the forcemain route. Concerns were also shared about the proximity of the forcemain to Georgian Bay.

Staff/Consultant Response: The reconstruction of Bay Street East and installation of the forcemain is exempt from the Municipal Class Environmental Assessment process. Reconstruction work and extensions or enlargements of municipal utilities located within a municipal right-of-way or utility corridor is pre-approved within the Class EA system, and does not require additional consultation with the public or review agencies. Due to the scale of this project, the Town has opted to proceed with the Neighbourhood Meeting and two Public Information Centres, despite the fact that they are not required. Current conditions within the Town's right of way on Bay Street East have led to multiple watermain breaks, and flow monitoring has shown evidence of significant leakage in the sanitary sewer system. Reconstruction of these systems will improve environmental conditions within the project area as it will correct many of the leaks in the current wastewater system, and greatly reduce the chances of contamination of the Town's drinking water system by replacing the old, failing pipes. The road will be reconstructed using current construction standards which will further safeguard these systems. The proximity of the forcemain to Georgian Bay is not considered a significant factor or risk to the environment.

Written Comments Received

<p>Bruce Taylor</p> <p>Emailed 12/18/2024</p>	<p>Gentlemen,</p> <p>I write to thank you for your insightful presentation PIC #2 using before and after utility cross sections and pictures to visualize the final look of our street.</p> <p>It certainly cleared up any questions I might have had regarding the final above ground landscaping along Bayview Park. I agree with the removal of the cedars and having a one way street along Bayview Park.</p> <p>Looking forward to the completion of construction.</p>
<p>Linda</p> <p>Emailed 12/19/2024</p>	<p>I have seen the proposals for the Bay Street reconstruction</p> <p>Just wondering what is being proposed as far as improvements to the park for accessibility and parking?</p>
<p>Sandra Banks and Jim Mathews</p> <p>Emailed 12/20/2024</p>	<p>Thanks very much for organizing the public information session on December 17th. The presentation was well prepared and presented and generally captured feedback from residents very well. We appreciated hearing the findings from the traffic survey which confirmed this street is a low volume roadway.</p> <p>A few comments and questions relating to the portion of reconstruction from Mill Street to Elgin Street.</p> <p>Comments:</p> <ol style="list-style-type: none"> 1. We support the one-way design as presented travelling from west to east, as it allows the maintenance of a low-speed, low-volume roadway and will help preserve some of the original character of Bay Street East. 2. We support the adherence to current bylaws which maintain the road allowances on either side of Bay Street East as “No Parking” 3. We support the creation of a T-intersection at Bay St East and Elgin Streets, with a stop sign. 4. We also suggest a 3-way stop at the Bay/McAuley/Cottage intersection to further enhance safety on the roads for pedestrians, cyclists and vehicular traffic. 5. We understand that some of the very mature cedars on the north side of Bay Street East along the Park side will not be saved. We would welcome an opportunity to understand further and share our perspectives on any re-planting of trees along Park-side (at an appropriate time in the process). <p>Questions:</p> <ol style="list-style-type: none"> 1. We support the current speed limit of 25 km/hour along Bay Street East from Mill to Elgin Streets. Can you confirm this speed limit will be maintained? <i>Staff/Consultant Response: There are no plans at this time to change the speed limits, however, the designer will be looking at this with the design of the one-way street.</i> 2. We don’t envision any impact to our current driveway, but would appreciate hearing about any potential impacts. <i>Staff/Consultant Response: There will be impacts to your driveway within the Town’s ROW to install underground works.</i> 3. When will more details be shared about potential parking at Elgin and Bay Street East? <i>Staff/Consultant Response: The potential future parking is not part of this project. There is no timeline available currently.</i> 4. If construction from Mill to Elgin Streets begins in the spring of 2025, will trees to be removed be marked in the coming few months? <i>Staff/Consultant Response: Yes, trees being removed will be marked in advance.</i>

	<p>5. When will residents along Mill to Elgin Streets receive the next update? <i>Staff/Consultant Response: Updates will be posted on the project webpage as information becomes available. The next update will likely be for the PIC#2 follow up report going to COW in February.</i></p>
<p>Cim Nunn and Lynn Keays</p> <p>Emailed 1/12/2025</p>	<p>While we remain very concerned about the impact that this project will have on the Bay Street East and Bayview Park neighbourhood, we appreciate the efforts made to preserve some aspects of the “cottage road” environment, such as no sidewalks or MUT.</p> <p>We respectfully submit the questions/comments below:</p> <ol style="list-style-type: none"> 1. We request clarity around how many and which trees will be removed. Before any tree removals take place, residents should be contacted by the town and the specific tree removal and replacement plan should be made public – both for the street in general, and for each individual residence. 2. The town has concluded a one-way street would be the best way of ensuring the paved surface of Bay Street East would remain roughly the same width as at present – 6 metres, or roughly 20 feet wide – and to limit the number of trees to be cut down. However, one-way street results in further disruption and inconvenience to residents. This was not a request made by residents. It is our understanding this proposed change was first discussed at a private meeting that some councillors attended but it was never an approach that was agreed upon by Bay Street East residents. We urge you to reconsider this decision which was not made by residents. 3. As staff have indicated a minimum lane requirement is 3.1 metres, we request that staff prepare a draft plan for review for a two way street, with a width of 6.2 metres, and show whether the additional 0.2 metres would result in additional tree removals, and the location of those trees. 4. Bay Street East residents do not want a one-way street. If it is possible to create a wider, 6.2-metre paved surface to allow Bay Street east to remain a two-way street, there is no good reason to impose this unnecessary inconvenience on top of the damage the road reconstruction is going to cause.
<p>Bill Abbotts</p> <p>Emailed 1/14/2025</p>	<p>I would like to comment on the options of one way vs two way traffic on the Bay St E project.</p> <p>During the PIC Jamie, the engineer stated two way traffic was possible by increasing the pavement width by the small amount of .5 metres to give a 6.5 metre pavement width. Also in answer to my question about contra flow for cyclists Mr. Witherspoon responded that was something that would happen and it would need to be accommodated.</p> <p>Although I don't live on the street I do quite often cycle there, either on my road bike or with a grandchild in a trailer. It is a popular area for cyclists and pedestrians. I believe a two way solution would be far safer for cyclists and pedestrians. Another thing to consider in a one way solution is the amount of vehicles that will be added to the already busy Hwy 26 to travel westerly. One could even guess that residents close to the crossroads would go the wrong way at times rather than go all the way around.</p> <p>Does a 6 metre one way road encourage speeding vs lanes both ways at 3.25 metres each? I believe so, as motorists drive to the perceived safe speed limit and a wider one way road seems more open. Speed limit signs mean nothing. If you need them the street has not been designed properly. I have spoken to a few residents on the street and they are in favour of a two way street if it only requires adding .5 metres to the pavement</p> <p>When the concept of one way first came to light, I assumed it was only for Bay St E from Elgin St to Grey St. I was surprised when Bay St from Mill St to Elgin St in front of Bayview Park was included as one way.</p> <p>This road will be in place for the next 50+ years so lets do it right.</p>

Public Information Centre Meeting Chat

These questions were asked and answered during the PIC. The question and answer period begins at the 46:05 mark of the [meeting recording](#).

Helen Kimble	<p>will the hydro be underground?</p> <p>i am at [REDACTED] and it looks like i will loose all my cedar trees at the front of my home will there be a meeting with me to discuss tree planting in front of my home or shrubs of some kind</p>
Tina Edwards	<p>Will tree replacement be included in this budget?</p> <p>Why is one way necessary if it will work within the new road width.</p> <p>Why not Grey street one way south. Then traffic coming down would not have to do a U-Turn in order to get back to 26. Bay st East of Grey is 1 km to 26!</p> <p>Is the town paying for replacement trees</p> <p>Who will decide if it will be one way or not and at what point? We have concerns about speed limits already.</p>
Lynn Keays	<p>Thank you for your presentation. Two questions:</p> <ol style="list-style-type: none">1. Will each property owner be provided with detail impact of the work in front of their property?2. Work of this scope will likely have an impact on mature trees with large root spread that are on private property. What measures will be taken to protect trees on private property, and how will property owners be made whole for trees that die as a result of the work? <p>While it may be the case that parking is not currently permitted on the ROW, we all know parking frequently occurs on the ROW all along Bay St east of Elgin especially on busy days at the park, including the Sunday evening summer music events. What is the plan for parking along Bay St and around the park?</p>
Keith and Janette McQueen	<p>You noted comments from this PIC will be considered prior to moving to RFP..is this true or a facade like the first PIC</p>
Bill A	<p>Could Jamie please go over the Bay St / Elgin St intersection changes again? Thanks</p> <p>Could Jamie please go over the Grey St configuration please? Is it 2 way from Hwy 26 to Bay St? Thanks</p> <p>Typically on many one way streets bikes are allowed to go both ways with contra signage. Is this the case here?</p>

Christianne	<p>We have a sprinkler system that will need to be modified so hoping that you will give ample notice before work begins so that we can arrange the work to be done.</p> <p>██████████</p>
Kevin Day	<p>Has the one way road been decided?</p> <p>Given the construction will impact roots of trees on residents' properties, will the city be responsible for replacement and management of any damage?</p> <p>Will there be any additional costs to residents for connections to the new services</p> <p>what is the minimum distance a force main should be from the lake?</p> <p>Sorry still struggling with distance of the forcemain to lake. i would think at Bay St E & Grey would be very close to 15 M and I would guess even closer to the 100 yr high water mark?</p>
Randy	<p>At the begging of the presentation it was stated that rainfall events threatened overflow at the Mill Street pumping station. Will this reconstruction occur upstream feeding the mill Street pumping station ?</p> <p>Have sections or patches of permeable pavement been considered to compliment the ash-halt to assist with drainage ?</p>
John Milne	<p>Why isn't town staff delivering this material instead of a third party consultant?</p>
Ted Squires	<p>Why are we wasting taxpayer money on a standard profile for Grey st. going to a non standard profile on Bay St?</p> <p>If we don't have storm sewers can we tighten up the profile and save trees?</p> <p>Can you mark temporarily all the trees that would come down so all residence can see the impact?</p> <p>why are you skipping questions?</p> <p>is there any possibility of saving the cedars in the park? Has anyone looked into this?</p> <p>what about going right through the park?</p> <p>how do get emergency services to Bay St if there is an issue with the Force Main</p>
Drew Brims	<p>Why is there so much space between the utilities in the proposed cross-section? Why can't you bring them closer together to mitigate the number of trees to be removed and reduce the amount of excavation required? Can you show where the utilities are on the existing cross section?</p>

Mark Carlin	<p>Are we abandoning the existing force main?</p> <p>Could the force main and sanitary sewer be placed under the road, there seems to be lots of room and still be separate from the water main.</p> <p>Shouldn't we know the minimum distance before planning this route?</p> <p>Do you believe the one way would promote traffic calming?</p>
sxraceadmin	<p>Stage 1 is scheduled to start in Summer/Fall 2025 - so does that mean that ALL the trees identified for removal in ANY stage will be removed in Winter 2024-25, i.e. by March-April 2025?</p>
Lynne Richardson	<p>Could you clarify the stormwater design. Council directed basins within the asphalt, or semi-mountable curbs. The diagrams seem to show high barrier curbs. ?</p> <p>You just mentioned the current proposed design width is the bare minimum for 2 way traffic. If it is an acceptable minimum why not permit 2 way traffic? (despite Council's direction) The Towns MTP does not support 1-way streets...</p> <p>It would be interesting to see how an additional .5 m road width would impact additional tree removal. If it is minimal it MAY be worth it to support 2-way traffic, and alleviate the issues that come with 1-way.</p> <p>Where can we direct additional comments, and when will your follow-up staff report go to COW & Council?</p> <p>Has there been any further consideration to develop a "cottage road" standard for the km's of shoreline in the TOTBM, in order to protect the social and environmental/ecological integrity and value of these tree covered roads, and their much valued cottage road -community character?</p>
Cim	<ol style="list-style-type: none"> 1. With the design change keeping the paved surface where it is, is it still necessary to move the power poles? 2. If 6 meters is a bare minimum for two-way, and as a change to one way will add a layer of inconvenience on top of all the preceding changes, would it not make sense to keep Bay Street a two way street?
Katy Leighton	<p>Have any alternative routes ever been examined more than verbally?</p> <p>Aren't you within 15 meters on the road</p>
R&J Tipping	<p>Isn't the park location equal to the location of the force main on Bay ?</p> <p>Do you not know what the regs are on the force main? Where do we all find the environmental assessments? They have been done right? One would think that Georgian Bay, where we get our drinking water should be investigated. What would the Municipality need to have as financial backup if there is a breach/break/ or anything.</p> <p>The water on Georgian Bay is very low to what it could be. There is concern about this.</p>

Jane Menard	<p>My concerns have been regarding the environment and the mystery around why this project does not require such an Environmental Assessment. These are precious shorelines with a history</p> <p>I have not seen residents concerns for the environment addressed or explained</p> <p>If we are trying to impliment the most recent Municipal standards, why are we not using the latest EA project standards? Will our comments as residents be included in the Wastewater Master Plan?</p>
Paul Reale	<p>Recently, proposed projects near the shoreline in other Ontario municipalities, including ours, have sparked requests for archaeological assessments. Will one be necessary for Bay St. E.?</p>
Alex Scott	<p>You state that no environmental assessment is required because the new infrastructure would be an improvement over existing condition. Why is that a sufficient benchmark? The new work may be an improvement but who decides if it enough of an improvement? Surely that would require an environmental assessment.</p> <p>So the project has no oversight from an authority other than the town itself?</p> <p>construction AND design</p>