



# Staff Report

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## Operations – Capital Projects Division

**Report To:** COW-Operations\_Planning\_and\_Development\_Services  
**Meeting Date:** April 30, 2024  
**Report Number:** CSOPS.24.018  
**Title:** 125 Peel Street South Servicing Public Information Centre Follow-up  
**Prepared by:** Mike Humphries, Senior Infrastructure Capital Project Coordinator

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### A. Recommendations

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THAT Council receive Staff Report CSOPS.24.018, entitled “125 Peel Street South Servicing Public Information Centre Follow-up”;

AND THAT Council receive the “125 Peel Street South Servicing Public Information Centre #1 Presentation included as Attachment 1 and Follow-up Summary included as Attachment 2;

AND THAT Council direct Staff to proceed with the design and construction of Peel St South with the Level of Service as described in Servicing Alternative A: Fully service Peel St S (water, wastewater, 3<sup>rd</sup> party utilities) with watermain replacement only on Alice St and Baring St;

AND THAT Council direct Staff to proceed with Peel St S Cross-section Alternative 2: Full Urban Cross-section and Multi-use Trail;

AND that Council direct Staff to replace the deficient watermain on Alice St with Cross-section Alternative 2: Existing rural cross-section (restoration of disturbed areas) including drainage improvements and intersection improvements at the Alice St and Lansdowne St intersection;

AND that Council direct Staff to replace the deficient watermain on Baring St with Cross-section Alternative 2: Existing rural cross-section (restoration of disturbed areas) as per Baring St Alternative 1 including drainage improvements and intersection improvements at the Baring St and Peel St S intersection;

And that Council approve increasing the engineering contingency by \$100,000 to allow for Legal surveying and other miscellaneous costs.

### B. Overview

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The purpose of this report is to present the 125 Peel Street South Public Information Centre (PIC) including feedback from residents and receive direction from Council on the level of service to be provided prior to proceeding with the design. The project is called 125 Peel St South Servicing, but it also includes the replacement of substandard watermain on Alice St

West from Peel St South to Lansdowne St and on Baring St from Alfred St to Peels St S. This report and the attached presentation from WT Infrastructure are intended to present all the options being considered and staff's recommendation.

### **C. Background**

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The project area is in the west end of Thornbury and includes Peel St South from Arthur St (Hwy 26) to Alfred St (CR 113), Baring St from Alfred St to Peel St S, and Alice St from Lansdowne St to Peel St South. The Town had already initiated a project on these streets to replace the substandard watermain when the Campus of Care was initiated through the 2022 Budget. At this time the projects were merged into one larger project utilizing the engineering firm (WT Infrastructure) already designing the substandard watermain replacement. In April 2023 the Province approved a Community Infrastructure and Housing Accelerator (CIHA) Order to streamline planning approvals for the Community Campus of Care.

The project area is in the "Future Secondary Plan Area" according to the Town's Official Plan and there are several potential future development properties within the project boundaries. The properties can be developed in the future as contemplated by the Official Plan but only after the area has been studied and land use plans and policies have been developed. This is done to guide how the area should be developed over the long term with extensive consultation with partner agencies, stakeholders and the greater community. It is expected that this will likely occur in 10 to 20 years.

Both Peel St S and Alice St are Development Charges roads. The Development Charges Background Study identifies Peel St S from Alfred St to Arthur St as a Collector Road with an urban cross-section including concrete curb, storm sewer, 8.5m asphalt, streetlights, sidewalk and street trees. It also identifies Alice St from Peel St S to Lansdowne St as a Local Residential Road with proposed improvements to be an urban-cross section with curb, storm sewer, 8.5m asphalt, streetlights, sidewalk and street trees. With the uses established via the CIHA Order it is appropriate to use Development Charges to reconstruct Peel St South at this time. As the Town can only apply Development Charges to a road section once, it is the proper time to reconstruct Peel St South. Given that there are several future developments along Alice St within the project area we must consider Alice St and Baring St as well. As stated above this area is future secondary plan area and not subject to a CIHA order and it may not be the right time to reconstruct Alice St, as development on Alice St could be 10 to 20 years out and there are several unknowns.

With the extension of wastewater servicing down Peel St S to the 125 Peel St property and the replacement of the deficient watermain on Peel St S, Alice St and Baring St, staff also considered the feasibility of extending wastewater servicing to existing residents in the area as well as extending the sewers to the future development area on Alice St.

The recently completed Transportation Master Plan (2022) identified both Peel St S and Alice St as "Core Active Transportation Routes". In the absence of a secondary plan the Town initiated an Active Transportation Study for the area to ensure that the Town was making the best possible decisions for now and the future. It is also evident in the Official Plan that we must

consider all modes of transportation including active transportation (walking and cycling). Based on these studies and the Official Plan it is clear that there is a need for Active Transportation on both Peel St S and Alice St within the project limits. The Active Transportation Study is proposing a Multi-use Trail (MUT) on Peel St S that will direct traffic towards the Georgian Trail requiring the crossing of Hwy 26. The Active Transportation Study identified this as an area for improvement. One of the recommendations was to provide a roundabout to slow traffic and allow safer pedestrian crossings of Hwy 26. This is not part of the project scope but should be monitored.

A Transportation Operations and Impact Study is also being undertaken to consider the effects of the Campus of Care Development. The study is currently underway but not completed. The study includes an analysis of existing traffic conditions, traffic forecasts for a 10-year horizon (2033), and an assessment of traffic impacts for the entire area. The first draft of the study recommends the following:

- 1) The intersection of Beaver St/Lansdowne St and Alice St should be reconstructed to align the west approach of Beaver St with Lansdowne St.
- 2) Traffic signal control should be considered at the intersection of Hwy 26 and 10<sup>th</sup> line/CR 113 (Traffic signals are warranted under 2033 forecast total traffic conditions), this is consistent with the Transportation Master Plan. This intersection is not the Town's jurisdiction and is outside of the project scope.
- 3) The intersection of Peel St S and Arthur St (Hwy 26) should be monitored in the future for changes in traffic control. (i.e. Traffic control signals are not warranted under 2033 conditions)
- 4) Site design should provide for minimum site distances for the access on Grey Road 113.

The Town has also initiated the Drainage Master Plan and it is currently at the 60% complete stage. It has identified areas for culvert improvements on Alice St and Baring St as well as a bridge replacement on Alice St at the Little Beaver River. The culverts are expected to be replaced with this project but the bridge at the Little Beaver River is beyond the scope of this project.

The Town conducted the first Public Information Centre on March 7, 2024 to present Alternatives for Peel St S, Alice St and Baring St. The presentation is included as Attachment #1.

The PIC presented servicing alternatives as follows:

- A) Provide servicing to 125 Peel St (full reconstruction) as required for the "Campus of Care Developments" and complete watermain replacement on Baring St and Alice St with restoration of disturbed areas.
- B) Provide servicing to 125 Peel St and extend wastewater servicing to existing residences on Baring St and on Alice St approximately 80m east of Baring St including watermain replacement (full reconstruction on Peel St, Baring St and approx. 80m of Alice St, remainder of Alice St to be restoration of disturbed area for watermain replacement).

- C) Provide servicing to 125 Peel St and extend wastewater servicing to existing residences and future properties on Baring St and on Alice St including watermain replacement i.e. full reconstruction of all streets.

The PIC also presented road cross-section alternatives for each street. These cross-sections should be considered preliminary at this time. The general intent will be similar, but the street furniture and dimensioning may be adjusted to suit the site-specific conditions as the design progresses.

The Peel St/Alice St intersection is currently at a sharp, unsafe angle and would require property acquisition to correct (not being pursued as part of this project). All alternatives below assume that Alice St will be closed from Peel St S to Baring St.

All servicing options include the replacement of substandard watermain on Peel St S, Alice St, and Baring St as this portion of the project is funded by federal and provincial grants and must be utilized to take advantage of the grants.

#### Peel Street South Alternatives:

- 1) Maintain Rural Cross-section similar to existing (No MUT).
- 2) Full Urbanization complete with curb, storm sewer, streetlights, street trees and Multi-use Trail.

#### Alice Street Alternatives

- 1) Full Urbanization complete with water, sewer, curb, storm sewer, streetlights, and Multi-use Trail.
- 2) Replace deficient Watermain only and restore to existing rural cross-section.
- 3) Restore with One-way St and shared pathway.
- 4) Road Closure at Little Beaver River Bridge and provide 6.0m shared pathway.

#### Baring St Alternatives:

- 1) Replace deficient watermain only and restore to existing rural cross-section.
- 2) Close Baring Street from Alice St to Peel St (requires property acquisition for driveway access to Peel St).
- 3) a) Rural Cross-section  
b) Urban Cross-section  
c) One way road
- 4) Intersection Improvements at Peel St S and Baring.

There were over 30 residents at the virtual PIC, however, the Town did not receive many responses, so it is difficult to determine what the existing residents and greater community would like to see in the project area. All comments received up to March 21 have been provided in Attachment #2 Comment Summary, along with Town responses.

The three main concerns related to the design collected from the comments from the PIC are summarized below:

- 1) Residents were not in favour of the wastewater service extension on Peel St or Alice St and Baring St. Residents voiced concerns regarding the high cost of construction, extremely high cost of Development Charges, unaffordability, and the lack of consultation with residents prior to the project being initiated.
- 2) There was both support and opposition to active transportation on Peel St S and Alice St. The supporters seemed to like the idea of the potential connection to Thornbury via Alice St and those opposed were concerned with a multi-use trail in front of their homes, conflicts with driveways, safety and tree loss.
- 3) Residents were not in favour of the reconstruction of Peel St S and asked why the 10<sup>th</sup> line (Cty Rd 113) was not used as the main access for the Campus of Care.

## D. Analysis

There are many alternatives to take into consideration for this project. Considering the background information, public input and the available guiding documents/studies this section will evaluate all the alternatives.

### **Servicing Alternatives (see pages 15-17 in Attachment 1)**

#### **Alternative A: Service Peel St S Only with Watermain Replacement on Alice St and Baring St**

**Estimated cost \$5.5 Million (includes Urban cross-section & MUT on Peel St S, drainage improvements and intersection improvements)**

<b>Advantages</b>	<b>Disadvantages</b>
<p>Services Campus of Care</p> <p>Provides immediate, more dependable water service and fire protection to all residents on Peel St S, Alice St and Baring St.</p> <p>Serves ex Residents on Peel St S.</p> <p>Least Cost Alternative for the Town.</p> <p>Allows for future expansion to Alice St and Baring St.</p> <p>Uses the least amount of sanitary collection system and treatment capacity.</p>	<p>Would be minor overlap in construction for future expansion.</p>

<p>Allows for the remainder of the “Future Secondary Plan Area” to be opened in the future as intended by the Town’s Official Plan with public consultation.</p>	
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**Alternative B: Service Campus of Care and extend servicing to neighbouring properties on Baring St and 80m +/- of Alice St plus existing watermain replacement on the remainder of Alice St, Peel St S and Baring Streets.**

**Estimated cost \$6.5 million (includes Urban cross-section on Peel St S and Baring St as well as drainage improvements and intersection improvements)**

Advantages	Disadvantages
<p>Provides servicing to the Campus of Care and almost all existing residents in the project area.</p> <p>Services ex Residents on Peel St S, Baring St and Alice St (otherwise would not be available for 10 to 20 yrs) i.e. maximizes local serviceability.</p> <p>Mid Cost Alternative for the Town.</p>	<p>Does not address all properties along project alignment in the future secondary plan area.</p> <p>Additional wastewater servicing would require capacity of the already over capacity wastewater Collection and Treatment facilities.</p>

**Alternative C: Service Campus of Care and extend servicing to all current and future properties along project alignment including wastewater and watermain replacement.**

**Estimated cost \$9.5 million (includes Urban cross-section on Peel St S, Alice St, Baring St as well as drainage improvements and intersection improvements)**

Advantages	Disadvantages
<p>Services Campus of Care, all existing residents and future development sites (secondary plan area).</p>	<p>High operational costs (limited connections on Alice)</p> <p>Highest Cost Alternative</p> <p>Impacts development of future secondary plan area prior to commencement of planning process.</p> <p>Additional wastewater servicing would require capacity of the already over capacity wastewater Collection and Treatment facilities.</p>

There were several residents that were opposed to wastewater servicing extensions citing the high construction and DC costs and unaffordability. There were no comments received in support of wastewater extensions on any of the streets in the project area. There was some support for servicing all the properties including the future secondary plan area from an owner of one of the future development properties along Alice St.

After considering the three servicing options and public input, Staff recommend Servicing Alternative A: Service Peel St S only with watermain replacement on Alice St and Baring St with restoration of disturbed areas. This alternative would meet all project objectives, providing servicing to the Campus of Care property and replacing existing deficient watermain on Alice St, Peel St and Baring St. This alternative has the lowest cost to the Town. It would allow for the remainder of the future secondary plan area to be developed in the future after a plan is in place which allows for consultation with partner agencies, stakeholders and the community.

**Peel Street South Cross-section Alternatives (see Pages 19-21 in Attachment 1)**

**Alternative 1: Maintain Existing Rural Cross-section**

**Estimated Cost \$2.8 Million**

Advantages	Disadvantages
Maintains similar cross-section to existing (slightly wider lanes and shoulders).  Full access is maintained.  Ease of maintenance.	Necessary ditch improvements (deeper ditches) will require removal of ALL trees in the Town’s right-of-way and may impact trees outside the ROW.  No opportunity to replant trees.  Promotes higher speed operation.  No room for active transportation within ROW.

**Alternative 2: Full Urbanization with Multi-use Trail**

**Estimated Costs \$3.5 million**

Advantages	Disadvantages
Consistent with Town Standards.  Aligns with level of service in the Development Charges Background Study and Official Plan (Urban section with storm	Will change look and feel of the street.  Significant impact within the ROW requiring considerable tree removals.

<p>sewer, curb, sidewalk streetlights and street trees).</p> <p>Provides Active Transportation as recommended in the Transportation Master Plan (2022) and Active Transportation Study (2023).</p> <p>Consistent with existing trail network in the area and provides connectivity to the Georgian Trail.</p> <p>Full access maintained.</p> <p>Ease of maintenance.</p> <p>Maximizes area for new street trees to be planted (still somewhat limited).</p> <p>Safe for all users (cars, cyclists, and pedestrians).</p>	<p>Highest cost option.</p> <p>May promote higher speed operation.</p> <p>The bridge at the Little Beaver will limit the cross section and active transportation.</p>
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The feedback received from the Public Information Centre was that the residents did not want the roadway to be upgraded or a multi-use trail installed. They also did not support the removal of any trees and had safety concerns related to the multi-use trail and backing out of their driveways. There are no known safety issues with backing over a MUT. It is very similar to backing over a sidewalk. Care must always be taken when reversing a vehicle. There are similar trails throughout the Province and within the Town, conflicts are minimized with good sightlines and design.

One resident who lived outside the project area requested that 1.25 m bike lanes and a 1.5 m sidewalk be provided instead of a MUT. This would widen the road platform and promote higher speeds and is not consistent with the area. A MUT would separate Active Transportation from traffic on the road for greater safety and better match into the existing trail network, including the proposed MUT on Peel St North and the Georgian Trail.

One of the main concerns was traffic from the Community Campus of Care. Residents did not want the two developments to have entrances off Peel St S and requested that all traffic be directed to CR 113. The development concept has two entrances off Peel St S and one off CR 113. County roads in general are designed for higher speeds and traffic volumes and access off of the County Road would usually be restricted in this situation. There are many other factors to consider like distance from intersection, sight lines etc. and these will be addressed through review of a future site plan application.

Considering the requirement for sewer, water, drainage and 3<sup>rd</sup> party utilities (gas, hydro and communications) that must be provided to the 125 Peel St Campus of Care property, Peel St South must be reconstructed to a new standard. Leaving Peel St S the way it is now (rural with mix of gravel and surface treatment) is not an option. The two standard options are variations of either an urban or rural cross-section. Both alternatives will have an impact on the look and feel of the street. A rural cross section will be similar to what is there now but will have a much wider platform with wider lanes and wider shoulders. The ditches will be deeper with steep side slopes to allow the road granulars to drain. This will require that all the trees in the right-of-way be removed with no replanting opportunities. Both active transportation and tree preservation are priorities, however, these are conflicting priorities as they both are competing for the same space within the ROW. Every effort will be made through design to balance the priorities, but safety must be paramount. With an urban-cross section it may be possible to retain some of the trees on the outside edge of the ROW through design and there may be opportunities to plant new trees.

Staff are recommending that an urban cross-section be implemented with a multi-use trail in accordance with Peel St Alternative 2 above. This option aligns with the Development Charges Background Study, Transportation Master Plan, Traffic Impact Study, Active Transportation Study, Engineering Standards, and the Peel St North project.

**Alice Street Cross-section Alternatives (see pages 22-27 Attachment 1)**

**Alice St Alternative 1: Full Urbanization with Multi-use trail**

**Estimated cost \$3.7million (includes full reconstruction with wastewater servicing)**

Advantages	Disadvantages
<p>Complies with Town Standards.</p> <p>Aligns with level of service in the Development Charges Background Study and Official Plan (Urban section with storm sewer, curb, sidewalk streetlights and street trees).</p> <p>Provides for active transportation as recommended in the Transportation Master Plan (2022) and Active Transportation Study (2023).</p> <p>Full access maintained.</p> <p>Ease of maintenance.</p>	<p>Will change look and feel of the street.</p> <p>Significant tree removals.</p> <p>Bridge improvements may be required (bridge limits active transportation).</p> <p>Impacts development of future secondary plan area prior to commencement of planning process.</p>

<p>Maximizes area for new street trees to be planted (still somewhat limited).</p> <p>Safe for all users (cars, cyclists, and pedestrians).</p>	
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**Alice St Alternative 2: Replace deficient watermain only and restore to existing rural cross-section.**

**Estimated Cost \$1 million (assumes no wastewater servicing)**

<b>Advantages</b>	<b>Disadvantages</b>
<p>Only deficient watermain is replaced.</p> <p>Least cost alternative. Almost entirely paid for by government grants.</p> <p>Limited to no impact on trees.</p> <p>Full access maintained.</p> <p>Ease of maintenance.</p> <p>Maximizes flexibility for future secondary plan area and allows for resident, stakeholder and community input.</p> <p>Will maintain current look and feel of the street.</p> <p>The bridge at the little Beaver River would not need to be upgraded.</p>	<p>Does not address higher speeds.</p> <p>Limited drainage improvements.</p> <p>No active transportation improvements.</p> <p>Road would have to be upgraded in the future.</p>

**Alice St Alternative 3: Restore with one-way street and shared pathway**

**Estimated Cost \$3.5 Million (includes full reconstruction with wastewater servicing)**

<b>Advantages</b>	<b>Disadvantages</b>
<p>Only deficient watermain is replaced.</p> <p>Limited to no impact on trees.</p>	<p>Promotes higher speeds especially mid-block.</p> <p>Limited drainage improvements.</p>

<p>Maximizes active transportation.</p> <p>Will maintain current look and feel of the street.</p> <p>The bridge at the little Beaver River would not need to be upgraded.</p>	<p>Limited access.</p> <p>May not align with future developments in secondary plan area.</p> <p>Non-standard maintenance requirements.</p>
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**Alice St Alternative 4: Road closure at Little Beaver River bridge and provide 6.0m shared pathway.**

**Estimated cost \$3.4 million (includes full reconstruction with wastewater servicing)**

Advantages	Disadvantages
<p>Only deficient watermain is replaced.</p> <p>Limited to no impact on trees.</p> <p>The bridge at the Little Beaver River would not need to be upgraded.</p> <p>Promotes active transportation.</p>	<p>Limited drainage improvements.</p> <p>Restricted access (no longer a through road).</p> <p>May not align with future developments in secondary plan area.</p> <p>Non-standard and expensive maintenance requirements.</p> <p>Safety issues related to limited space for vehicles, fire trucks, garbage/recycling and plows to turn around. Two turnarounds or cul-de-sacs should be provided requiring property acquisition.</p>

From the resident feedback in the PIC there is some support for active transportation on Alice St and the connection to the downtown. Given the recommended servicing alternative is Alternative A: Service Peel St S Only with Watermain Replacement on Alice St and Baring the recommended cross-section would be Alice St Alternative 2: Replace deficient watermain only and restore to the existing rural cross-section (no improvements). This option does not specifically address active transportation, but it will allow for the remainder of the “Future Secondary Plan Area” to be opened in the future as intended by the Town’s Official Plan with public consultation and transparency. Active transportation can be addressed at this time. Alice St is currently a low traffic road that could remain as is until the future secondary plan area is opened and a plan is in place. Alice St could be considered for a lower safer speed such as to 40km/hr or even 30km/hr.

Staff also recommend that the intersection of Beaver St/Lansdowne St and Alice St should be reconstructed to align the west approach of Beaver St with Lansdowne St.

**Baring Street Cross-section Alternatives (see pages 28-30 Attachment 1)**

**Baring St Alternative 1: Do Nothing (replace deficient watermain on Baring and restore to existing rural cross-section)**

**Estimated cost \$500,000 (assumes no wastewater servicing)**

Advantages	Disadvantages
<p>Only deficient watermain is replaced.</p> <p>Least cost alternative.</p> <p>Limited to no impact on trees.</p> <p>Full access maintained.</p> <p>Ease of maintenance.</p> <p>Maximizes flexibility for future secondary plan area and allows for resident, stakeholder and community input.</p> <p>Will maintain current look and feel of the street.</p>	<p>Limited drainage improvements.</p> <p>No active transportation improvements.</p> <p>Road would require upgrading in the future.</p>

**Baring St Alternative 2: Close Baring St from Alice St to Peel St S**

**Estimated Cost \$1.8 million (includes full reconstruction with wastewater servicing)**

Advantages	Disadvantages
<p>Eliminates skewed intersection at Peel St S.</p> <p>Allows for servicing.</p>	<p>Requires acquisition of land to extend driveways to Peel St S and/or provide cul-de-sac.</p> <p>Extending driveways puts additional maintenance requirements on landowners.</p>

**Baring St Alternative 3a: Town Standard Rural Cross-section**

**Estimated cost \$1.7 million (includes full reconstruction with wastewater servicing)**

Advantages	Disadvantages
<p>Maintains similar cross section to existing (slightly wider lanes and shoulders).</p> <p>Full access is maintained.</p> <p>Ease of maintenance.</p>	<p>Necessary ditch improvements (deeper ditches) will require removal of ALL trees in the Town’s right-of-way and may impact trees outside the ROW.</p> <p>No opportunity to replant trees.</p> <p>Promotes higher speed operation.</p> <p>No room for active transportation within ROW.</p> <p>May not align with future developments in secondary plan area.</p>

**Baring St Alternative 3b: Full Urbanization**

**Estimated cost \$2.1 million (includes full reconstruction with wastewater servicing)**

Advantages	Disadvantages
<p>Consistent with Town Standards.</p> <p>Would address active transportation (sidewalk).</p> <p>Is consistent with Peel St S recommendation.</p>	<p>Higher cost.</p> <p>Larger impact to right-of-of-way.</p> <p>Would require tree removal.</p>

**Baring St Alternative 3c: One way operation**

**Estimated cost \$2.1 million (includes full reconstruction with wastewater servicing)**

Advantages	Disadvantages
<p>Allows for servicing.</p>	<p>Limits access for residents.</p> <p>Low traffic volumes do not warrant one way operation.</p>

Staff recommend Baring St Alternative 1: Do Nothing which includes only the replacement of the deficient watermain on Baring and restoration to existing rural cross-section. This is consistent with the Alice St Recommendation. It is the lowest cost alternative, least disruptive in the short term and allows for further study and consultations before developing the secondary plan area.

Regardless of the option selected, Staff are also recommending improving the intersection at Baring St and Peel Street S to improve sight lines and overall safety.

### **Drainage Improvements**

#### **Estimated cost \$500,000**

The Drainage Master Plan recommends culvert improvements on both Baring St and Alice St including replacement of a culvert on private property.

## **E. Strategic Priorities**

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### **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**

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

## **G. Financial Impacts**

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There are two capital budgets funding different parts of this project. The main budget is the servicing of 125 Peel Street which is funded from Roads, Water, and Wastewater Development Charges. The second budget, responsible for the watermain replacement on Alice Street, is the Substandard Watermain replacement which is funded from Federal and Provincial grants.

This request is not increasing either project budgets but rather increasing the contract value within the already approved budgets.

The original engineering scope did not include requirements for an Active Transportation Study or a Traffic Impact Study. Soon after starting the design, it became apparent that these studies must be completed. Approximately \$45,000 of the \$60,000 Engineering contingency was used on these studies prior to starting the design. Staff have identified that a legal survey of the project area was also not included in the original scope. The estimated legal survey cost is almost \$50,000. Staff are asking for an increase in the Engineering Contingency of \$100,000 to cover the cost of the legal survey and any other unforeseen costs that may arise during the design and construction such as additional arborist consultation or geotechnical costs related to Excess Soil.

## **H. In Consultation With**

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Adam Smith, Director of Planning and Development Services

Sam Dinsmore, Acting Director of Finance/Treasurer

Jeff Fletcher, Acting Director of Operations

Allison Kershaw, Manager of Water and Wastewater Services

Pruthvi Desai, Manager of Capital Projects

Jason Petznick, Communications Coordinator

## **I. Public Engagement**

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The topic of this Staff Report has been the subject of a Public Meeting and/or Public Information Centre which took place on **March 7, 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. Any comments regarding this report should be submitted to Mike Humphries, Senior Infrastructure Capital Project Coordinator [sricpc@thebluemountains.ca](mailto:sricpc@thebluemountains.ca).

**J. Attached**

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1. Attachment 1 PIC#1 Presentation
2. Attachment 2 PIC#1 Comment Summary

Respectfully submitted,

Mike Humphries  
Senior Infrastructure Capital Project Coordinator

Pruthvi Desai  
Manager of Capital Projects

Jeffery Fletcher  
Acting Director Operations

For more information, please contact:  
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### Report Approval Details

Document Title:	CSOPS.24.018 125 Peel Street PIC Follow-up.docx
Attachments:	- Attachment 1 PIC 1 Presentation.pdf - Attachment 2 PIC 1 Comment Summary.pdf
Final Approval Date:	Apr 12, 2024

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

**No Signature found**

**Pruthvi Desai - Apr 12, 2024 - 12:18 PM**

**Jeff Fletcher - Apr 12, 2024 - 12:26 PM**

**No Signature found**

**Shawn Everitt - Apr 12, 2024 - 4:00 PM**