



# Staff Report

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## 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

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### A. Recommendations

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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**

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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**

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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 Craigleith 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 Craigleith SLS, Mill St SPS and Mill St Forcemain on April 14, 2023. The Town awarded the Engineering for the rebuild of the Craigleith 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 Craigeith 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

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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 10<sup>th</sup>, 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**

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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.

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**

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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**

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Allison Kershaw, Manager of Water and Wastewater Services

Jason Petznick, Communications Coordinator

Michael Switzer, Manager of Budgets and Accounting

## **I. Public Engagement**

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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 [srcpc@thebluemountains.ca](mailto:srcpc@thebluemountains.ca).

## **J. Attached**

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

Respectfully submitted,

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Senior Infrastructure Capital Project Coordinator

Pruthvi Desai  
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Alan Pacheco  
Director of Operations

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

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|----------------------|--|
| Document Title:      | OPS.25.004 Bay Street East Reconstruction PIC 2 Follow-up.docx                         |
| Attachments:         | - Attachment 1 PIC 2 Presentation.pdf<br>- 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**