



## Town of The Blue Mountains

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**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"> <li>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.</li> <li>2. We support the adherence to current bylaws which maintain the road allowances on either side of Bay Street East as “No Parking”</li> <li>3. We support the creation of a T-intersection at Bay St East and Elgin Streets, with a stop sign.</li> <li>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.</li> <li>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).</li> </ol> <p>Questions:</p> <ol style="list-style-type: none"> <li>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></li> <li>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></li> <li>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></li> <li>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></li> </ol>

	<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  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"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>
<p>Bill Abbotts  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"> <li>1. Will each property owner be provided with detail impact of the work in front of their property?</li> <li>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?</li> </ol> <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>

<p>Christianne</p>	<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>
<p>Kevin Day</p>	<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 &amp; Grey would be very close to 15 M and I would guess even closer to the 100 yr high water mark?</p>
<p>Randy</p>	<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>
<p>John Milne</p>	<p>Why isn't town staff delivering this material instead of a third party consultant?</p>
<p>Ted Squires</p>	<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>
<p>Drew Brims</p>	<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>

<p>Mark Carlin</p>	<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>
<p>sxraceadmin</p>	<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>
<p>Lynne Richardson</p>	<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 &amp; 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>
<p>Cim</p>	<ol style="list-style-type: none"> <li>1. With the design change keeping the paved surface where it is, is it still necessary to move the power poles?</li> <li>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?</li> </ol>
<p>Katy Leighton</p>	<p>Have any alternative routes ever been examined more than verbally?</p> <p>Arent you within 15 meters on the road</p>
<p>R&amp;J Tipping</p>	<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>