

Hello,

Please note the following response to Speak to City Council has been submitted at Friday November 21st 2025 10:35 AM with reference number 2025-11-21-005.

- **What would you like to speak to Council about:**
Growth Plan Public Consultation and the results of that consultation
- **Is this an item scheduled on a current agenda?:**
Yes
- **If yes, please provide report title or number.**
Smart Growth Action Plan – Engagement Summary 10 - 57 Report 377-2025-Growth
- **Provide as much information as you can about the matter you would like to speak to:**
As it relates to the City's Waterfront Trail plans, our basic issue is how our concerns about Draft 1 of the Smart Growth Action Plan were revised to only include this brief half a sentence....."and a renewed effort to continue the development of a waterfront trail. "

There is a Council approved Plan for the Waterfront Trail. We can provide the minutes from the December 5th 2016 COW meeting.

The plan was updated in 2021. And then there an attempt to get the north section of the Waterfront Trail off the ground in September 2023 that had to be pulled off the Council agenda at the 11th hour.

So, in its simplest form, we would be seeking the following wording to be included in another revision to the Smart Growth Action Plan to state.....

"and a renewed effort to continue the development of Thunder Bay's Waterfront Trail Improvement Plan as presented and approved by Council under Report No. R178/2016 (Engineering & Operations)."

- **Upload any addition images and/or documents about the matter (upload to 5 files):**
 1. [2016-12-05 COW Minutes re waterfront trail - Copy.pdf](#) [62.0 KB]
 2. [021 ctb waterfront trail long term plan admin report to council - Copy.pdf](#) [502.8 KB]

- **Provide specific actions you would like Council to take:**

Our basic issue is how our concerns about Draft 1 as it relates to the City's 2016 approved Waterfront Trail Plan were revised to only include this brief half a sentence....."and a renewed effort to continue the development of a waterfront trail. "

So, in its simplest form, we would be seeking the following wording to be included in a new Draft of the Smart Growth Plan to state.....

"and a renewed effort to continue the development of Thunder Bay's Waterfront Trail Improvement Plan as presented and approved by Council under Report No. R178/2016 (Engineering & Operations)."

- **Have you already been in contact with City staff in regards to the subject matter of your deputation request?**

No

- **Please select the date of the meeting:**

Standing Committee - Tuesday, November 25 2025

- **Please choose**

Mr

- **First name:**

Warren

- **Last name:**

Philp

- **Email:**

wphilp@tbaytel.net

- **Phone:**

(807) 632-3998

- **Organization you represent: (optional)**

Waterfront Trail Rotary Community Action Team

- **Please note the names of the presenters that will be attending with you:**

Warren Philp and Heather Foster and possibly one other.

- **Please indicate how you intend to participate in the meeting.**

In Person



MEETING: Committee of the Whole

DATE: Monday, December 05, 2016 *Reference No.* COW - 1/48

CLOSED SESSION in the McNaughton Room at 6:00 p.m.

Committee of the Whole - Closed Session
Chair: Councillor F. Pullia

PRESENT:

OFFICIALS:

Mayor K. Hobbs
Councillor S. Ch'ng
Councillor A. Foulds
Councillor T. Giertuga
Councillor L. Hebert
Councillor R. Johnson
Councillor B. McKinnon
Councillor P. Pugh
Councillor F. Pullia
Councillor L. Rydholm
Councillor J. Virdiramo

Mr. J. Hannam, City Clerk
Mr. N. Gale, City Manager
Mr. R. Ivanov, Solicitor

DISCLOSURES OF INTEREST

REPORTS OF MUNICIPAL OFFICERS

Labour Relations Update

Ms. T. O'Neill, Manager Labour Relations and Chief J. Hay, Thunder Bay Fire Rescue entered the meeting room.

Confidential memorandum from Ms. T. O'Neill relative to the above noted.

Ms. T. O'Neill and Chief J. Hay responded to questions.

Ms. T. O'Neill, Manager Labour Relations and Chief J. Hay, Thunder Bay Fire Rescue left the meeting room.

NEW BUSINESS

It was the consensus of Committee to receive the following item of New Business and that the New Business Human Resources Matter item be dealt with at this time.

Human Resources Matter

Mr. N. Gale, City Manager, gave a verbal update relative to the above noted.

OPEN SESSION in S.H. Blake Memorial Auditorium at 6:38 p.m.

Committee of the Whole - Operations Session

Chair: Councillor J. Virdiramo

PRESENT:

Mayor K. Hobbs
Councillor S. Ch'ng
Councillor A. Foulds
Councillor T. Giertuga
Councillor L. Hebert
Councillor R. Johnson
Councillor B. McKinnon
Councillor P. Pugh
Councillor F. Pullia
Councillor L. Rydholm
Councillor J. Virdiramo

OFFICIALS:

Mr. J. Hannam, City Clerk
Mr. N. Gale, City Manager
Mr. R. Ivanov, Solicitor
Ms. K. Marshall, General Manager – Infrastructure & Operations
Mr. R. Colquhoun, Acting General Manager – Corporate Services & Long Term Care
Mr. M. Smith, General Manager – Development & Emergency Services
Mr. J. Suffak, Manager Fleet Services
Mr. D. Munshaw, Manager Supply Management
Ms. K. Dixon, Director of Engineering
Mr. M. Vogrig, Project Engineer
Ms. M. Riemer, Field Supervisor – Crossing Guards
Ms. L. Lavoie, Committee Coordinator

DISCLOSURES OF INTEREST

CONFIRMATION OF AGENDA

Confirmation of Agenda

MOVED BY: Councillor Larry Hebert
SECONDED BY: Councillor Frank Pullia

With respect to the December 5, 2016 Committee of the Whole meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

CARRIED

DEPUTATIONS

Thunder Bay and Area Food Strategy

Letter from Councillor R. Johnson and Mr. B. Kamphof, Co-Chairs of Thunder Bay and Area Food Strategy, dated November 10, 2016, requesting a deputation regarding the activities that identify the goals and actions that will, once implemented, provide the future direction for the Food Council.

Additional information from Thunder Bay and Area Food Strategy, dated December 5, 2016, relative to their deputation.

Memorandum from Councillor R. Johnson, dated December 5, 2016, containing a resolution relative to the above noted, was distributed separately on December 5, 2016.

Mr. B. Kamphof, Co-Chair – Food Council Executive Committee, Ms. E. Mortfield, Food Council Executive Committee and Ms. A. Bumbacco, Food Strategy Coordinator, appeared before Committee, provided a PowerPoint presentation and responded to questions.

MOVED BY: Councillor Rebecca Johnson
SECONDED BY: Councillor Andrew Foulds

With respect to the deputation from the Thunder Bay and Area Food Strategy, we recommend that the request for funding of \$35,000.00 received at the December 5, 2016 Committee of the Whole meeting be referred to Administration for inclusion in the 2017 budget for council's consideration;

AND THAT any necessary by-laws be presented to City Council for ratification.

CARRIED

REPORTS OF COMMITTEES

Clean, Green and Beautiful Committee

Minutes of Meeting No. 05-2016 of the Clean, Green and Beautiful Committee held on June 15, 2016 for information.

Earthcare Advisory Committee

Minutes of Meeting No. 06-2016 of the Earthcare Advisory Committee held on October 4, 2016 for information.

Parking Authority Board

Minutes of Meeting No. 9-2016 of the Parking Authority Board held on October 11, 2016 for information.

REPORTS OF MUNICIPAL OFFICERS

Waterfront Trail Improvement Plan - Phase 1

Report No. R 178/2016 (Infrastructure & Operations - Engineering & Operations), recommending that City Council adopts the Waterfront Trail Improvement Plan Phase 1.

Memorandum from Mr. W. Schwar, Supervisor - Parks & Open Space Planning, dated November 16, 2016, requesting a presentation relative to the above noted.

Attachment 'A' – Waterfront Trail Improvement Plan (Phase 1) (Distributed Separately on November 30, 2016)

Mr. W. Schwar, Supervisor – Parks & Open Space Planning and Ms. K. Dixon, Director of Engineering provided a PowerPoint presentation and responded to questions.

MOVED BY: Councillor Shelby Ch'ng
SECONDED BY: Councillor Larry Hebert

With respect to Report No. R 178/2016 (Engineering & Operations), we recommend that City Council adopt the Waterfront Trail Improvement Plan Phase 1 dated March 2014 as a long-term strategic planning document for investment into trail facilities, over a 10+ year horizon;

AND THAT Administration continue to collectively work together to accommodate the financial and technical requirements of this Plan including taking advantage of any grant funding programs;

AND THAT Administration report to the Waterfront Development Committee at their regularly scheduled meetings on the progress of the Plan's implementation;

Committee of the Whole - Meeting Date 12/05/2016

AND THAT the Mayor and City Clerk be authorized to sign all documentation related to this matter;

AND THAT any necessary By-laws be presented to City Council for ratification.

CARRIED

Pavement Asset Management Update

Report No. R 161/2016 (Infrastructure & Operations - Engineering & Operations) providing an update on the overall pavement condition rating for the asphalt surface road network and outlines road maintenance and rehabilitation strategies, for information only.

Memorandum from Mr. M. Vogrig, Project Engineer - Engineering & Operations, dated December 5, 2016, requesting a presentation relative to the above noted.

Mr. M. Vogrig, Project Engineer and Ms. K. Dixon, Director of Engineering provided a PowerPoint presentation and responded to questions.

Building 'The Memorial Link' - Bike Lane (Cycle Track) Along the May - Memorial Corridor

At the September 14, 2015 Committee of the Whole, a deputation regarding 'The Memorial Link' Bike Lane, and its related petition, was presented along with a memorandum from Councillor A. Ruberto containing a motion. At the time, a motion was passed recommending that Administration be directed to prepare a report responding to the deputation's proposal, providing an evaluation of how a segregated cycling lane might be incorporated along Memorial Avenue as key element in the City's Active Transportation Plan.

Memorandum from Mr. M. Vogrig, Project Engineer - Engineering & Operations, dated December 5, 2016.

2017 Local Improvement Projects

Report No. R 179/2016 (Infrastructure and Operations - Engineering and Operations) recommending local improvement work and municipal services on Kelly Street and Frederica Street West as part of the 2017 Capital Budget.

MOVED BY: Councillor Larry Hebert
SECONDED BY: Councillor Frank Pullia

With respect to Report No. 179/2016 [Infrastructure and Operations – Engineering], we recommend that the local improvement project for curb and gutter on Kelly Street between Walsh Street and Empire Avenue be included in the 2017 Capital Budget for consideration for \$156,100 [gross] and \$19,300[net];

AND THAT the local improvement project for curb and gutter on Frederica Street West between Neebing Avenue and West dead-end be included in the 2017 Capital Budget for consideration for \$211,700 [gross] and \$59,300 [net];

AND THAT the local improvement project for sidewalk on the south side of Frederica Street West between Neebing Avenue and Bowman Avenue be included in the 2017 Capital Budget for consideration for \$65,800 [gross] and \$42,800 [net] subject to final confirmation of signatories;

AND THAT details on other local improvement projects discussed in the report be received for information;

AND THAT any necessary By-laws be presented to City Council for ratification.

CARRIED

Construction Contract Summary - 2001 to 2015

Memorandum from Ms. K. Dixon, Director - Engineering & Operations, dated November 14, 2016, including an updated Construction Contract Summary for projects between 2001 and 2015.

Traffic Calming Measures - Arundel Street

At the August 22, 2016 Committee of the Whole meeting, a memo from Councillor A. Foulds was presented, and a resolution was passed requesting that Administration complete a review of the Active Transportation Route on Arundel Street, including traffic calming measures in the area, and that Administration report back by December 2016.

Memorandum from Mr. A. Krupper, Mobility Coordinator - Engineering & Operations, dated November 16, 2016.

School Crossing Closure - Churchill and Sycamore

Report No. R 157/2016 (Infrastructure and Operations - Central Support) recommending that a school crossing guard location be permanently removed at Churchill Drive West and Sycamore Avenue.

MOVED BY: Councillor Paul Pugh
SECONDED BY: Councillor Trevor Giertuga

With respect to Report No. 157/2016 (Infrastructure and Operations - Central Support), we recommend that a school crossing guard location be permanently removed at Churchill Drive West and Sycamore Avenue;

Committee of the Whole - Meeting Date 12/05/2016

AND THAT a reduction in costs be included in the 2017 Budget for this crossing;

AND THAT any necessary by-laws be presented to City Council for ratification.

CARRIED

School Crossing Closure - Brock and Tarbutt

Report No. R 162/2016 (Infrastructure and Operations - Central Support) recommending that a school crossing guard location be permanently removed at Brock Street East and Tarbutt Street South.

MOVED BY: Councillor Trevor Giertuga

SECONDED BY: Councillor Paul Pugh

With respect to Report No. 162/2016 (Infrastructure and Operations - Central Support), we recommend that a school crossing guard location be permanently removed at Brock Street East and Tarbutt Street South.

AND THAT a reduction in costs be included in the 2017 Budget for this crossing;

AND THAT any necessary by-laws be presented to City Council for ratification.

CARRIED

Management Review Report - DWQMS (Drinking Water Quality Management System)

Memorandum from Ms. K. Marshall, General Manager - Infrastructure & Operations, dated November 14, 2016 relative to the Management Review Report DWQMS (Drinking Water Quality Management System) - City of Thunder Bay Bare Point Water Treatment Plant and Distribution Subsystem.

Renaming a Municipal Property

At the October 31, 2016 Committee of the Whole meeting, a resolution was passed with respect to the deputation requesting to rename a park in memory of Lorne Allard, recommending that this request be referred to the Waterfront Development Committee for consideration and for consultation with the Kinsmen K40 Club and the North Shore Steelhead Association.

Memorandum from Councillor I. Angus, Chair - Waterfront Development Committee, dated November 17, 2016, recommending that Fisherman's Park be renamed Lorne Allard Fisherman's Park and that Mr. Allard's contributions be recognized with a commemorative plaque at the park.

Committee of the Whole - Meeting Date 12/05/2016

MOVED BY: Mayor Keith Hobbs
SECONDED BY: Councillor Linda Rydholm

THAT with respect to the memorandum from Councillor I. Angus, Chair of the Waterfront Development Committee, dated November 17, 2016, we recommend that Administration works in partnership with the North Shore Steelhead Association, the Kinsmen (K-40) Club of Thunder Bay, and the Allard family to rename Fisherman's Park to Lorne Allard Fisherman's Park and to recognize Mr. Allard's contributions with a commemorative plaque at the park.

CARRIED

Priorities for Federal and Provincial Infrastructure Funding

Report No. R 175/2016 (City Manager's Office), recommending that Thunder Bay City Council endorse the attached infrastructure priority list and that it be shared with representatives from both the Federal and Provincial Governments.

Councillor S. Ch'ng, Councillor F. Pullia and Councillor L. Rydholm requested to be recorded as opposed to inclusion of the Thunder Bay Event and Convention Centre on the list of priorities. Councillor F. Pullia also requested to be recorded as opposed to inclusion of the Thunder Bay Art Gallery and Waterfront Redevelopment Phase II.

MOVED BY: Mayor Keith Hobbs
SECONDED BY: Councillor Brian McKinnon

With respect to Report No. R 175/2016 (City Manager's Office) we recommend that Thunder Bay Municipal Council endorse Attachment A as the City's infrastructure priority list;

AND THAT the infrastructure priority list be distributed to local provincial and federal representatives and respective Ministers at both levels of government;

AND THAT any necessary by-laws be presented to City Council for ratification.

CARRIED

Changes to the Municipal Elections Act

Report No. R 181/2016 (City Manager's Office - Office of the City Clerk) presents an overview of recent changes to the Municipal Elections Act affecting various aspects of Municipal & School Board elections; for candidates, voters and election administrators, for information only.

Mr. J. Hannam, City Clerk, provided a PowerPoint presentation and responded to questions.

Resolution regarding Report No. R 181/2016

Resolution received from Councillor F. Pullia for consideration.

Committee of the Whole - Meeting Date 12/05/2016

MOVED BY: Councillor Frank Pullia
SECONDED BY: Councillor Shelby Ch'ng

With respect to Report No. R 181/2016 (City Manager's Office – Office of the City Clerk) we recommend that Administration undertake public consultation to determine interest in ranked ballots.

LOST

OPEN SESSION in the S.H. Blake Memorial Auditorium

Committee of the Whole - Community Services Session
Vice Chair: Councillor A. Foulds

REPORTS OF COMMITTEES

Sister Cities Advisory Committee

Minutes of Meeting No. 08-2016 of the Sister Cities Advisory Committee held on September 14, 2016, for information.

The District of Thunder Bay Social Services Administration Board

Minutes of Meeting Nos. 13/2016 and 14/2016 (Closed) held on September 28, 2016 and Meetings Nos. 15/2016 and 16/2016 (Closed) held on October 27, 2016 of The District of Thunder Bay Social Services Administration Board for information.

Thunder Bay District Health Unit - Board of Health

Minutes of Thunder Bay District Health Unit - Board of Health Meeting, held on October 19, 2016, for information.

Waterfront Development Committee

Minutes of Meeting No. 05-2016 of the Waterfront Development Committee held on September 8, 2016, for information.

NEW BUSINESS

Standards for Winter Control

Memorandum from Councillor F. Pullia, dated December 1, 2016, containing a motion relative to Standards for Winter Control, was distributed separately on December 1, 2016.

Committee of the Whole - Meeting Date 12/05/2016

MOVED BY: Councillor Frank Pullia
SECONDED BY: Councillor Brian McKinnon

With respect to Service Level Standards for Winter Control we recommend that an external consultant be engaged to conduct an operational review to examine the Department's ability to respond to winter weather events and identify options to mitigate the impacts of extreme weather including the identification of what resources would be required for the City of Thunder Bay to adopt the Provincial Maintenance Standards for Winter Operations.

AND THAT funding for this review be included in the 2017 Capital Budget.

Deferral Resolution

MOVED BY: Councillor Shelby Ch'ng
SECONDED BY: Councillor Paul Pugh

With respect to Councillor F. Pullia's memorandum, dated December 1, 2016, containing a motion relative to Standards for Winter Control, we recommend that the resolution be deferred until road optimization software is implemented and applied.

CARRIED

Establishment of Closed Session - December 12, 2016

Confidential memorandum from Ms. K. Power, Deputy City Clerk, dated December 5, 2016 relative to establishment a Committee of the Whole - Closed Session meeting on December 12, 2016, was distributed separately on Monday, December 5, 2016 to members of Council and EMT and Acting Deputy City Solicitor only.

MOVED BY: Councillor Shelby Ch'ng
SECONDED BY: Councillor Joe Virdiramo

THAT a Committee of the Whole – Closed Session meeting be scheduled for Monday, December 12, 2016, at 4:30 p.m. in order to receive information relative to a proposed or pending acquisition or disposition of land by the municipality or local board; litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

CARRIED

ADJOURNMENT

The meeting adjourned at 10:36 p.m.

DEPARTMENT/ Infrastructure & Operations- REPORT NO. R 75/2021

DIVISION (Engineering & Operations)

DATE PREPARED 05/17/2021

MEETING DATE 06/14/2021

SUBJECT: Waterfront Trail Long Term Plan

RECOMMENDATION

For information only.

LINK TO STRATEGIC PLAN

This Report directly supports two pillars of the City's Strategic Plan.

Strategic Pillar: Grow – Focus on city building and social infrastructure to strengthen our economy, lifestyle and well-being. Item #3 Develop key City infrastructure that builds capacity such as the first phase of the Waterfront Trail.

Strategic Pillar: Renew - Focus on essential infrastructure, revitalize our cores and enhance our Image Routes. Item #5 Promote, both inside and outside Thunder Bay, our many attractions, parks, facilities, services and innovative product development to encourage use.

The Waterfront Trail gives us more to do, a place for all to enjoy and supports active transportation.

EXECUTIVE SUMMARY

At the October 26, 2020 Committee of the Whole meeting Council requested Administration report back with a cost effective implementation plan inclusive of timelines and estimated costs for the construction of the Waterfront Trail between Mission Island Marsh and Fisherman's Park.

Thunder Bay's Waterfront Trail Improvement Plan was presented and approved by Council under Report No. R178/2016 (Engineering & Operations). The Plan examined route feasibility and provided a recommended route for a combined waterfront multi-use trail and active transportation route.

Administration reviewed the Plan focusing on known changes along the alignment, improvements to the preliminary design that address barriers and promote usability, and revisions that could be established in the short-mid term.

Administration has prioritized construction of each section of the trail based on the ability to create meaningful connections for trail users as the Waterfront Trail is expanded as well as considering any impediments that may delay approvals or construction. Revised cost estimates have been completed. A plan of the sections of the Waterfront Trail indicating the proposed prioritized expansion is included in Attachments A to C.

DISCUSSION

The Waterfront Trail, when complete, has the potential to offer a range of diverse sights and attractions which help to convey the essence of the City of Thunder Bay to trail users along its approximately 3.5km long route connecting Mission Island Marsh to Fisherman's Park at the mouth of the Current River. The alignment includes some areas that are not waterfront-oriented, but these routes provide connections that mitigate property issues and other barriers.

Three sections of trail will be developed in 2021 including: the section on Mission Island from Island Drive to Mission Marsh, the section on Island Drive from the floodway to Main Street, and the section north of Prince Arthur's Landing to Richardson's Terminal.

Administration has prioritized the expansion of the Waterfront Trail by section and summarized the short to long term plans below and provided order of magnitude costing for each with additional details provided in Attachment D.

Property Discussions

Jackknife Bridge

This structure is owned by CP Rail and is currently rail access only. Administration will re-open discussions with CP to determine if they are willing to have the City establish a pedestrian walkway on this structure as this would provide access from the City directly to the newly developed Mission Island section of Waterfront Trail and encourage use of this otherwise orphaned piece of trail. Discussions with CP will also include emergency vehicle access across the bridge.

Administration has had negotiations with CP in the past to use the bridge for pedestrian access and had preliminary design options completed. The preferred option in 2002 cost \$800,000.

Direction from Council in 2004 was to have CP rebuild the Brown Street pedestrian bridge and maintain it instead of constructing a new pedestrian access across the Jackknife Bridge.

Mission Island

Administration is in discussion with third party property owners with properties fronting the McKellar River to see if the trail being constructed in 2021 can have some of its alignment along the water. The city owned property on the island is well away from the water. As possible, the alignment will follow the river which will provide a more enjoyable experience and encourage more use.

South of Pool 6 to Maureen Street

The proposed trail alignment in the Plan follows the future alignment of Sleeping Giant Parkway which property negotiations are still required for. The current owner of the old Northern Wood Preservers site was contacted to determine if they are willing to have the City establish a temporary trail along the future alignment of the Sleeping Giant Parkway which is considerably further away from the water's edge or preferably establish a trail along the waterfront portion of the property. The owner has indicated that the current and future site plans include significant industrial traffic on the site that would not be conducive to establishing a trail along the water's edge. There are also complications with a proposed new spur line construction into the property that may impact the previously proposed road alignment. Further discussion and preliminary design concepts are required.

Between the Pool 6 and the old Northern Wood Preservers site there is the potential to develop a trail spur through the NOW Park site that would access the waterfront along the land that was reclaimed as part of the environmental remediation of contaminants in the harbour. Administration will open discussions with the third party owners of the site.

Old Great West Timber Site North of Prince Arthur's Landing

The new property owner of the previous Great West Timber site has expressed an interest in having the City establish the Waterfront Trail near the shore of this property when it is developed. Administration will continue to pursue this option but it is unknown when development will occur.

Council will be provided with results of all these discussions as appropriate for further direction.

Prioritized Extension

Wayfinding

Wayfinding signage is required throughout and will be installed as the trail sections are developed. Trail signage has been estimated at \$8,000 per km on average but will fluctuate significantly depending on the section of trail and number of decision points. Seating/rest area locations will be established where possible and can range up to \$35,000 each depending on amenities provided.

Short-Term (Years 1-5)

In the short-term, Administration will focus on completing the three sections of trail being constructed in 2021, advance detailed planning and design, acquire access to property where possible, and expanding the trail where possible around Prince Arthur's Landing. The section south to Pool 6 will be an important link for cruise ship visitors. The section north of the marina is included in the Active Transportation Plan as part of the Priority Cycling and Pedestrian networks. The railway tracks at Richardson's Terminal pose a significant barrier and it is expected that the Waterfront Trail will terminate at the lookout created this year in the short term. It is expected that negotiations and development of the trail spur to NOW Park can be completed in the short-term.

Based on the proposed work summarized in Attachment D, with an investment of \$3,300,000 the Waterfront Trail from the NOW Park spur north to the lookout to be created in 2021 can be completed in the short term. Planning and design costs are estimated at \$500,000.

Intermediate-Term (Years 6-10)

The primary objective in the intermediate term will be to create connections of the completed trail sections to the City and fill in uncomplicated sections to create longer continuous sections of trail.

Based on the proposed work summarized in Attachment D, with an investment of \$2,710,000 the Waterfront Trail from Mission Island north to Main Street Bridge could be completed largely as a shoulder facility and connections made at the Jackknife Bridge, Main Street and Grenville Avenue.

Long-Term (Years 10+)

The primary purpose will be complete the trail and address the barriers/restrictions including rail and river crossings and private property. Full scope of the work is unknown at this time. Going forward,

additional enhancements to the route in general including separating the trail from roadways can be made where not completed previously and where possible, but have not been contemplated in this report.

Based on the proposed work summarized in Attachment D an investment of more than \$14,260,000 is required to complete shoulder facilities on Hammond Avenue and Maureen Street and address the noted barriers. A timeline is not possible to forecast as timing is largely based on discussions with property owners. The investment required for the projects that address barriers, suggests external funding will be necessary.

LINK TO EARTHCARE SUSTAINABILITY PLAN

This Report directly supports item 6.0 Community Lifestyle: Mobility's Goal to: Inspire and influence the evolution of integrated urban mobility that is efficient, affordable, and accessible.

FINANCIAL IMPLICATION

The prioritized plan presented in this report proposes short-term, intermediate-term, and longterm projects. The following financial implications address the short- and intermediate-term projects. Considering long-term projects are either low priority, dependent on property negotiations or external funding, it is suggested that these projects be addressed in future reports to Council. Based on the order of magnitude estimates completed the following investments are required:

Short-Term (Years 1-5)

\$3,300,000

Intermediate-Term (Years 6-10)

\$2,710,000

In order to proceed with the short- and intermediate-term projects, the Waterfront Trail will require funding of \$601,000 on average per year. Multi-use recreation trails are included in Parks and Open Spaces capital and are funded at \$300,000 annually. This is to cover trail development as well as trail rehabilitation. There is a significant gap between the annual budget envelope available and the average annual funding required to support development of the Waterfront Trail. Additionally, annual operating costs for multi-use trails are currently in the order of \$1,270 per kilometre and an associated increase in operating should be included in future budgets as the trail is developed.

It is understood that some private funding may be available to support the Waterfront Trail construction, but Administration has not been approached by any benefactors. If Council wishes to have the Waterfront Trail move forward as per the timelines proposed in this report, it is suggested additional funding be identified outside of the capital envelopes currently developed for Infrastructure & operations. Using the existing envelopes will see a further deterioration of existing tax supported infrastructure, including Parks, Roads, Bridges and Stormwater infrastructure.

The City currently has a Recreation Trail Reserve Fund that was established to provide matched funding for external private fundraising from the community or other government trail funding on a 1 to 3 ratio. Annual contributions to this fund are currently \$39,500. This would be an appropriate reserve fund to contribute to annually to fund the Waterfront Trail development.

CONCLUSION

This report is provided for information.

BACKGROUND

Waterfront Trail R 178/2016 presented a summary of the proposed Waterfront Trail scope and alignment for Council's approval and indicated additional funding would be required to implement the plan.

Possible Waterfront Trail Implementation 2021 Memorandum – Dec 7, 2020 COW provided a list of sections of trail that could be completed in 2021.

Investing in Canada Infrastructure Program (ICIP) – COVID-19 Resilience Infrastructure Stream

Memorandum – Dec 7, 2020 COW recommending this funding be applied to Waterfront Trail projects and other needed multi-use trail reconstruction.

PREPARED BY: Kayla Dixon, P.Eng., MBA - Director Engineering & Operations

Kerri Marshall, General Manager – Infrastructure & Operations May 27, 2021

Corporate Report No. R 75/2021

REFERENCE MATERIAL ATTACHED:

Attachment A - Waterfront Trail Plan Update: Island Drive South and Mission Island Segments

Attachment B - Waterfront Trail Plan Update: Sleeping Giant Parkway South and Intercity Segments

Attachment C - Waterfront Trail Plan Update: Marina Park, North Water Street and Mouth of Current River Segments

Attachment D - Waterfront Trail Long Term Plan Scope and Cost Summary

Attachment A - Waterfront Trail Plan Update: Island Drive South and Mission Island Segments



Attachment B - Waterfront Trail Plan Update: Sleeping Giant Parkway South and Intercity Segments



Attachment C - Waterfront Trail Plan Update: Marina Park, North Water Street and Mouth of Current River Segments



Attachment D

Waterfront Trail Long Term Plan Scope and Cost Summary

The following provides proposed scope and cost breakdowns by timeline and section of trail for currently unfunded work on the Waterfront Trail.

Wayfinding signage is required throughout and will be installed as the trail sections are developed. The cost of signage has been estimated at \$8,000 per kilometre of trail.

Seating/rest area locations will be established where possible and can range up to \$35,000 each depending on amenities provided.

Short-Term (1-5 years) [Total estimate: \$3,300,000]

Marina Park Segment

A multi-use trail is planned south of Prince Arthur's Landing to the Pool 6 building and cruise ship dock. The trail will be extended to the habitat pond with the construction of the Art Gallery. South of this the trail follows the shoreline and traverses near some of the historic artifacts on the site and then connects into the Sleeping Giant Parkway alignment near the proposed roundabout. The cost of this trail section around the Pool 6 lands is \$600,000.

Significant site preparation and clearing of concrete rubble will be required as well that was estimated at \$1,550,000 in the Pool 6 Lands Waterfront Master Plan for the entire Pool 6 site.

This is not included in the trail cost, but will be required to be completed before the trail can be constructed.

NOW Park Spur Segment

The 1.2 km multi-use spur trail from Pool 6 to NOW Park will bring trail users along the waterfront and finger piers that were constructed into Lake Superior as environmental mitigation measures to create fish and wildlife habitat in response to historical contaminants in the Thunder Bay Harbour at this site. Perimeter fencing will be required where the trail runs adjacent to industrial lands. This will require negotiations with third party property owners and is estimated at \$2,200,000.

Planning and Design

Environmental assessment and design work can be completed to get the McKellar River Bridge, Richardson Terminal Bridge, and Sleeping Giant Parkway new alignment projects shovel ready. This is estimated at \$500,000. As well discussions can be started with private property owners and property acquisitions completed where owners are willing.

Intermediate Term (6-10 years) [Total estimate: \$2,710,000]

Mission Island Segment

If CP Rail agrees to allow a pedestrian facility on the Jackknife Bridge, this would be prioritized as it would provide a direct connection from the City to the trail section to be developed on Mission Island this year. Costs of the preferred preliminary design option in 2002 was \$800,000 which would be

\$1,200,000 in 2021 dollars. Additional work would be required on the approaches and to tie this into the trail starting at Island Drive, including creation of shoulder facilities and safe rail crossings. The high level cost estimate for this work is \$2,000,000.

Island Drive South Segment

Island Drive from the McKellar River Bridge north to the floodway crossing will have the paved cross section widened to provide either bi-directional or uni-directional shoulder facilities. A new pedestrian crossover would be provided on the south side of the floodway bridge. The cost estimate for this pavement widening is \$250,000.

Intercity Segment

Main Street from Island Drive to the Main Street bridge will be provided with a 3 m wide paved shoulder to allow a bi-directional trail. A pedestrian crossover will be installed at Hammond Street to provide a safe crossing for users. The cost to complete this work is estimated at \$200,000.

Mouth of the Current River Segment

Shipyards Drive north of Richardson's Terminal is a low volume road with a bridge over the Current River. It is proposed to leave this section of road as is and sign the trail. This brings users to Lorne Allard Fisherman's Park. Wayfinding signage is estimated at \$10,000.

A significant connection that would join the Waterfront Trail with the City's Current River Greenway trails including the multi-use trail loop around Boulevard Lake is the widening of the sidewalk on Grenville Avenue under the rail bridge. The cost of this sidewalk, transition, paint marks and related signage is \$250,000.

Long Term (10+ years) [Total estimate: over \$14,300,000]

McKellar River Bridge

This structure is owned by CP Rail and is currently designed as a lift bridge due to the historic designation of the McKellar River as a navigable waterway. The City owns and maintains the road deck. In the short term it is proposed that trail users share this bridge with vehicular traffic, but in the long term it would be beneficial to provide a separate structure for trail users.

The McKellar River Bridge is a single point of failure in the supply chain of fuel to the City and region. To mitigate this, it is proposed that the structure that is constructed for trail users be designed to pass one way tanker traffic if necessary to provide emergency redundancy in the transportation system. The cost of this enhanced multi-use bridge and approaches is estimated at \$6,500,000. This estimate assumes that McKellar River is not determined to be navigational going forward. Property acquisition may be required and would add to this estimate as well.

Hammond/Maureen Segment

The Waterfront Trail alignment along Hammond Avenue and Maureen Street is through the City's industrial operating waterfront. A bi-directional shoulder facility is proposed that will require the widening of a drainage structure and the establishment of numerous safe crossings of railway spur lines.

At this time no adjustment to the rail crossing protection has been contemplated. The cost to complete this work is estimated at \$950,000.

Sleeping Giant Parkway South Segment

South of Pool 6 to Maureen Street, Administration needs to obtain property for a Sleeping Giant Parkway alignment that would include both road and trail facilities. A conceptual alignment has been developed that provides another connection into the marina from the Central Avenue Overpass. A Municipal Class Environmental Assessment with public consultation is required as part of the planning for this project. Planning and design work can be completed in the short term for this project, with property acquisition to follow. Costs of this cannot be estimated until the consultation is completed and the alignment is finalized.

North Water Street Segment

North of Prince Arthur's Landing will be signed to approximately Richardson Terminal in 2021. Minor widening and shifting of the road alignment will be made in the future to allow for a bidirectional trail along the water side of Marina Park Drive to the lookout at MacDougall Street.

This would be considered when redevelopment of the Great West Timber site commences. The cost of the minor widening work is \$350,000. Cost of developing a trail through the Great West Timber site cannot be estimated until the alignment and scope is negotiated with the property owner.

Bridge at Richardson Terminal

A significant barrier to the Waterfront Trail exists at the Richardson Terminal. A bridge is required to have trail users navigate safely over the spur lines into Richardson's that are often occupied by trains. A preliminary concept has been developed that includes significant fill sections and retaining walls for the approaches to meet accessibility requirements for the approach grades and also to maintain the structure on available City land. The cost estimate for this structure is \$6,500,000.