

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. OID-2025-0015

**FOR THE CONSIDERATION OF
COUNCIL**

October 8, 2025

**SUBJECT: STATION ROAD DRAINAGE IMPROVEMENTS & OLD
HOMESTEAD ROAD MULTI-USE PATH**

1. RECOMMENDATION:

1. That Council receive Report No. OID-2025-0015 prepared by the Capital Delivery Division, Operations & Infrastructure Department, providing an update on the Station Road Drainage Improvements project and the Old Homestead Road Multi-Use Path project.

2. PURPOSE:

To provide a progress update on the design phase of the Station Road Drainage Improvements project, which is now combined with the Old Homestead Road Multi-use Path project; and, refer any required budget increases through the respective budget process.

3. BACKGROUND:

Station Road Drainage Improvements

The Station Road Drainage Improvements project was initiated through business case 24-CI-OI-22 to address frequent maintenance callouts and perceived safety concerns to remove accumulated sediment deposits from the sidewalks along Station Road. The project area extends from Pepperlaw Road to Old Homestead Road as shown on Figure 1.

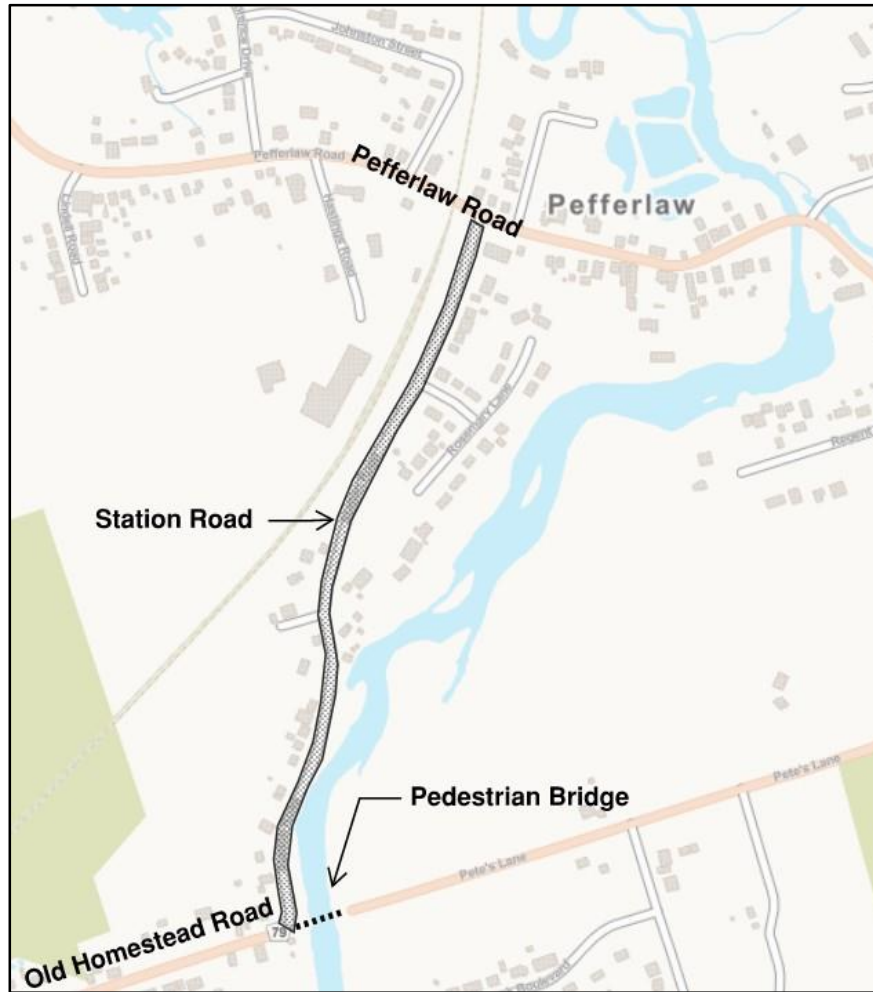


Figure 1 – Station Road Drainage Improvements Project Location

Following completion of preliminary tasks including legal and topographic surveys, staff and consultants carefully inspected the entire length of the project and determined that the areas with the greatest extent of sidewalk drainage problems are focused on the east side and southern portion of Station Road, extending to approximately 400 m north of Old Homestead Road (approximately Hubbard Street). The northern portion of Station Road to Pfefferlaw Road was found to have a number of localized areas of sidewalk drainage problems on the west side of the street. Based on this finding, the design proceeded based on developing specific solutions, targeted to effectively address the different types of problems observed in the different areas of the project. This was deemed to be the most economical method, given that the east sidewalk on the southern portion of Station Road warrants a different design and re-construction, while the problems in the northern portion can be addressed by application of localized repairs.

Old Homestead Road Multi-Use Path

As approved in Council report [OI-2024-0007](#) and proposed by York Region, on October 1, 2025 ownership of the Old Homestead Road from Weir's Sideroad to Station Road will be transferred from York Region to the Town of Georgina. This consolidation of infrastructure facilitated an opportunity for the Town to expand its active transportation network by constructing a multi-use path (MUP) along Old Homestead Road, connecting the Woodlands subdivision at Forestry Drive with the pedestrian bridge at Station Road (see Figure 2). In December 2024, York Region approved a grant through its Pedestrian and Cycling Partnership Program (PCPP) to fund 33% of the Town's cost to implement the MUP. A [briefing note in January of 2024](#) outlined the necessary steps being design and obtaining a class A engineers estimate, to be brought back to Council.

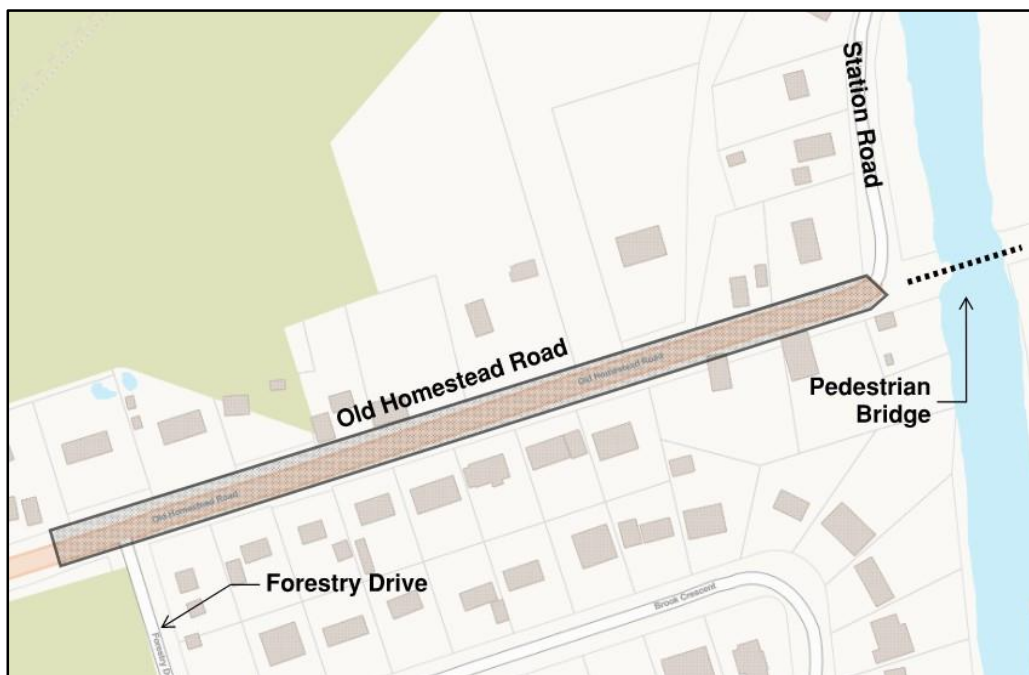


Figure 2 – Old Homestead Road Multi-Use Path Project Location

Creation of this MUP aligns with the objectives of the Town's Active Transportation Master Plan and provides connectivity throughout the Pefferlaw community. This connection will provide a designated path for pedestrians and cyclists who have historically had to share the road with motorists, for safer access to the downtown Pefferlaw area and the recently upgraded sports complex and community centre.

Projects Consolidated for Efficiency and Savings

The timing of the infrastructure transfer and approval of the MUP funding created an opportunity for the Town to combine the Old Homestead Rd MUP project with the Station Road Drainage Improvements Project (see Figure 3). With coincident locations and similar design and construction discipline needs, combining these two projects

allows the Town to realize benefits in terms of: reduced administrative efforts and costs for procurement, project management, engineering design services, construction administration/inspection services, bonding, insurance, temporary construction facilities, construction activities, mobilization and demobilization.

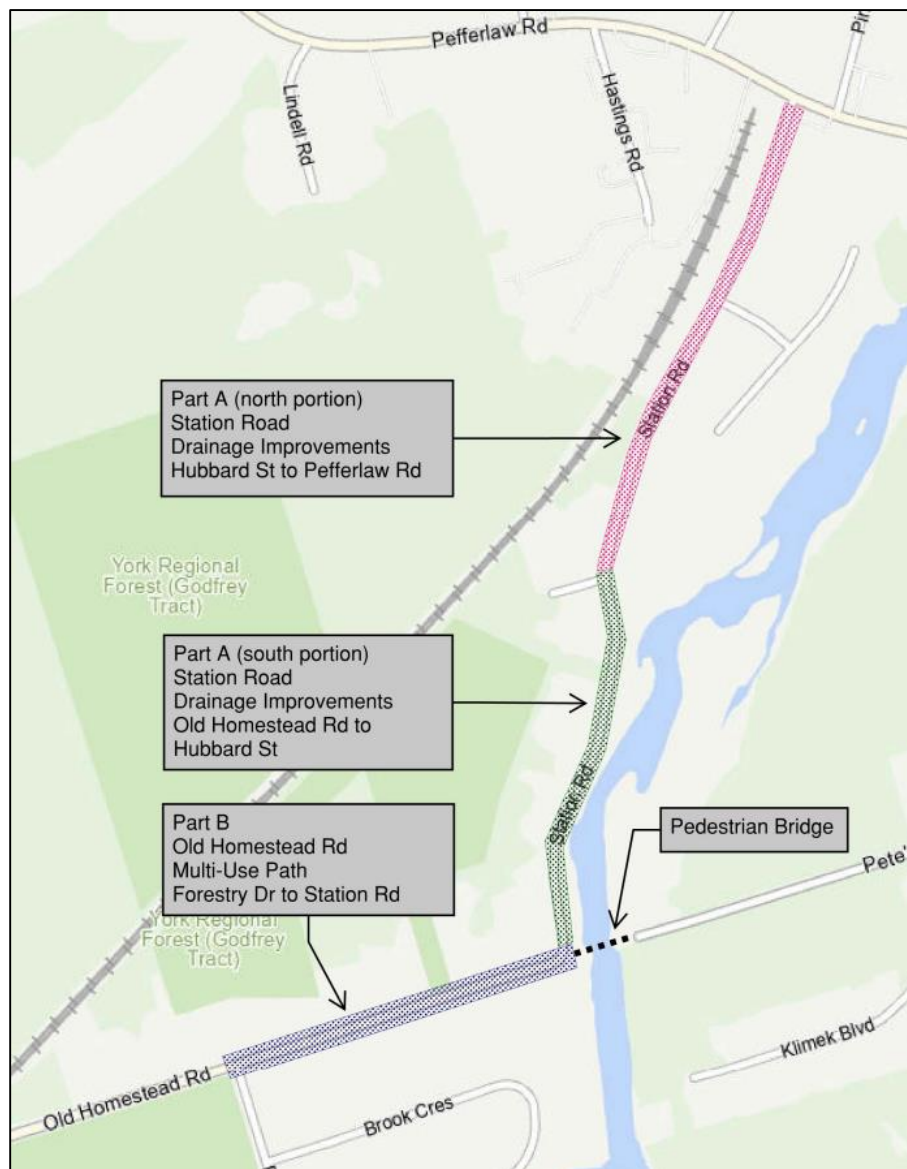


Figure 3 – Consolidated Station Road Drainage Improvements and Old Homestead Road Multi-Use Path Project

4. ANALYSIS:

The overall project design process has involved iterations to evaluate options and solutions that have been needed to address a number of previously unknown issues that have arisen. The following briefly outlines the existing opportunity/problem situations that are being addressed by the project design.

Station Road Drainage Improvements

The existing sidewalk along Station Road is flush to road grade with minimal height difference between the road and sidewalk. Portions of the road rely on an existing subsurface subdrain system and a minimal asphalt gutter design (see Figures 4a & 4b).

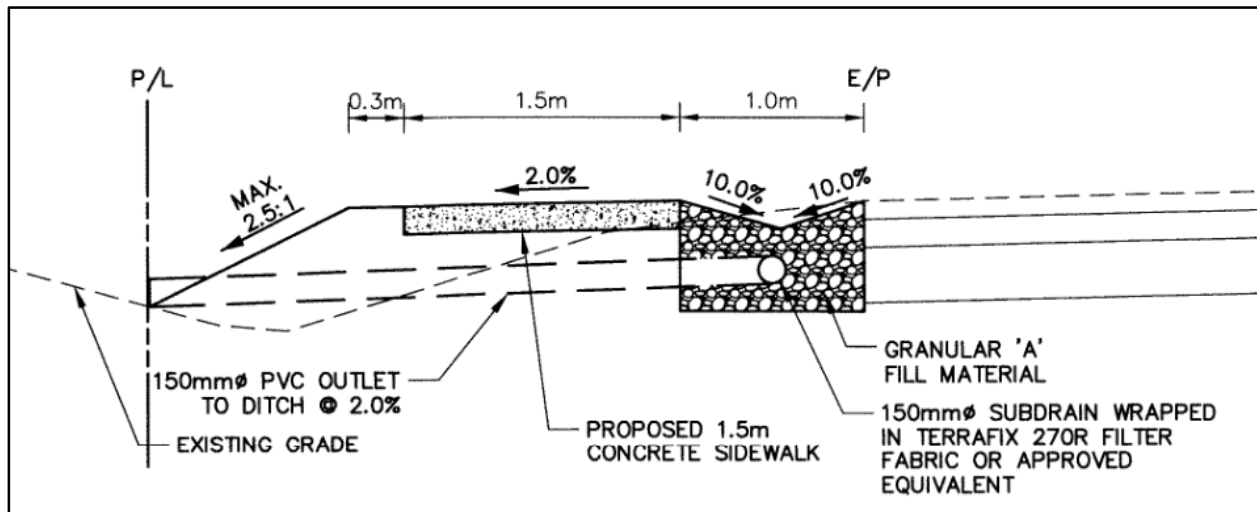


Figure 4a – Typical Existing Sub-drain
(Historical Design Drawings, June 2014)

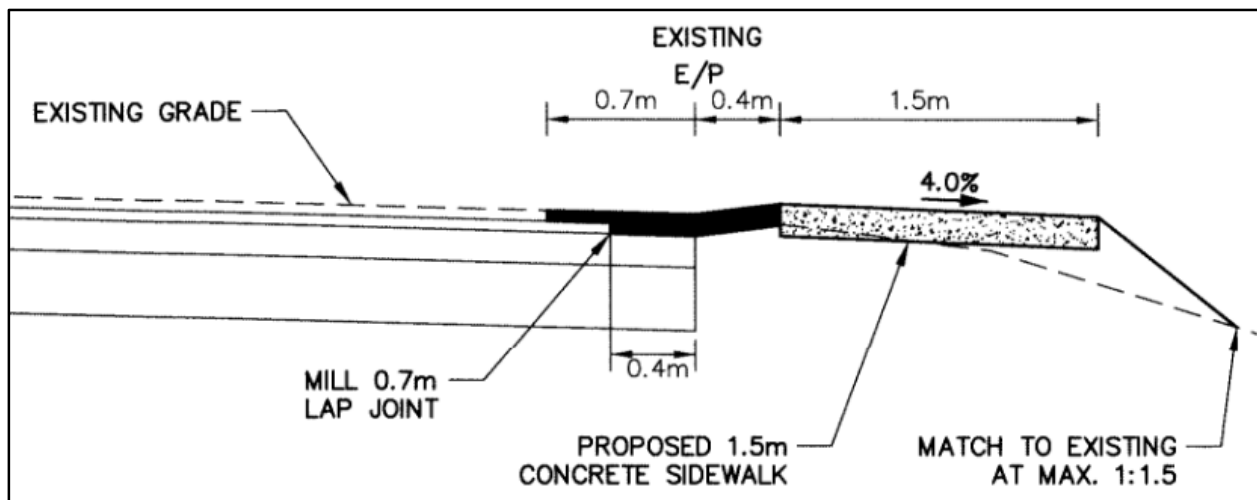


Figure 4b – Typical Existing Asphalt Gutter (east side looking north)
(Historical Design Drawings, June 2014)

On the east side of the southern portion of Station Road, these design elements are not currently performing as needed to adequately drain surface water which has resulted in frequent ponding and accumulation of ice and sediment (see Figure 4c).



Figure 4c - Sediment Deposits on Sidewalk (south portion, east side looking south)

The design solution for the southern portion of Station Road (east side) includes reconstruction to provide a standard barrier-curb and raised sidewalk (see Figure 5). This design will intercept and convey storm water to the appropriate outlet and prevent any ponding on the sidewalk. The existing subdrain will be removed eliminating future maintenance issues.

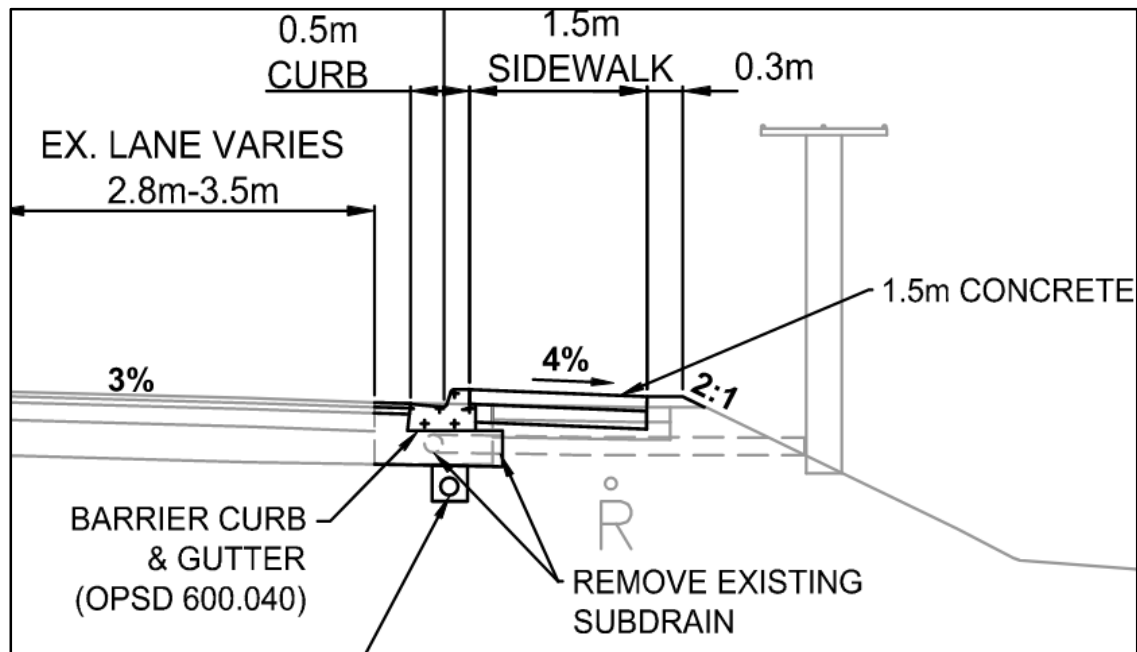


Figure 5 – 2025 Drainage Design Solution, Southern Portion of Station Road (east side looking north)

In the northern portion of Station Road, a number of isolated sidewalk drainage problem areas were observed on the west side of the street. The proposed solutions for this portion of Station Road involve localized improvements including: methods to stabilize the granular surface of the sub-drain structure, enhancement of the existing sub-drain with improved outlets (where grades allow), positive redirection of water flow away from sidewalk overflow locations by installation of deeper, formalized gutters.

Old Homestead Road Multi-use Path

At the time the concept for the MUP was presented to support the application of grant funding, the specific timing of ownership transfer to the Town had not been defined. A concept was developed and subsequently applied to York Region. The concept submitted for the grant application envisioned the MUP being located on the south side of Old Homestead Road.

Detailed engineering design began in early 2025 following award of the grant funding and once the determination of the timing for ownership transfer of Old Homestead Road to the Town. The design criteria adopted for the MUP were based on key principles defined in York Region's Pedestrian and Cycling Planning and Design Guidelines, with modifications as necessary to suit site-specific conditions taking into account the following:

- MUP and road user safety
- Performance effectiveness and regulatory requirements
- Land requirements and encroachments
- Conformance with or deviation from Town standards
- Relative capital costs

- Relative operation and maintenance costs
- Resident / community impacts
- Environmental factors

Upon completion of the initial topographic and legal surveys it was determined that the feasibility of the MUP along the south side would be significantly challenged by the existing drainage flow patterns and land ownership/encroachment issues.

Drainage Issues

The ditch along the south side of Old Homestead Road is lower in elevation compared to the ditch along the north side, limiting the ability to divert storm water to the opposite side of the road should the MUP be constructed on the shoulder and ditch of the south side of Old Homestead Road.

The south ditch on Old Homestead Road, drains east of Forestry Drive toward the Pefferlaw River and receives storm water from ditches along Forestry Drive and further west on Old Homestead Road. Any significant modifications to the storm water system on Old Homestead Road east of Forestry Drive would result in upstream impacts, which would have to be mitigated by additional design and construction measures.

Construction of the MUP on the south side of Old Homestead Road would require replacement of the existing ditch system with an underground storm sewer and large cross culverts would be required for nearly the entire length of the project limits along Old Homestead Road. This would result in a very significant scope and cost increase as construction of a substantial subsurface storm water conveyance system was not included in the project concept nor in the grant funding provided.

Land Ownership and Encroachments

Setbacks from the right-of-way limits along Old Homestead Road are narrower on the south side compared to the north, and surveying revealed that a number of encroachments exist. In one particular location, if the MUP were constructed on the south side of Old Homestead Road without re-aligning the road, the southern edge of the MUP would be only approximately 0.7 m from the exterior wall of an adjacent building. In addition, several features were noted to be encroaching into the road right of way including interlocking pavers, privately owned fences and trees which would interfere with construction of a south side MUP.

As a result of the above previously unknown conditions, it was concluded that construction of the MUP on the south side of Old Homestead Road is, both from a cost and constructability perspective, impractical. Review of the option of locating the MUP on the north side of Old Homestead Road identified some design accommodations that would be needed, however these accommodations are relatively minor in comparison. Based on the above it was concluded that locating the MUP on the north side of Old Homestead Road offers a preferred alternative to proceed forward into detailed design.

Figure 6a and 6b below provides typical views of the design for the north-side MUP near Forestry Drive.

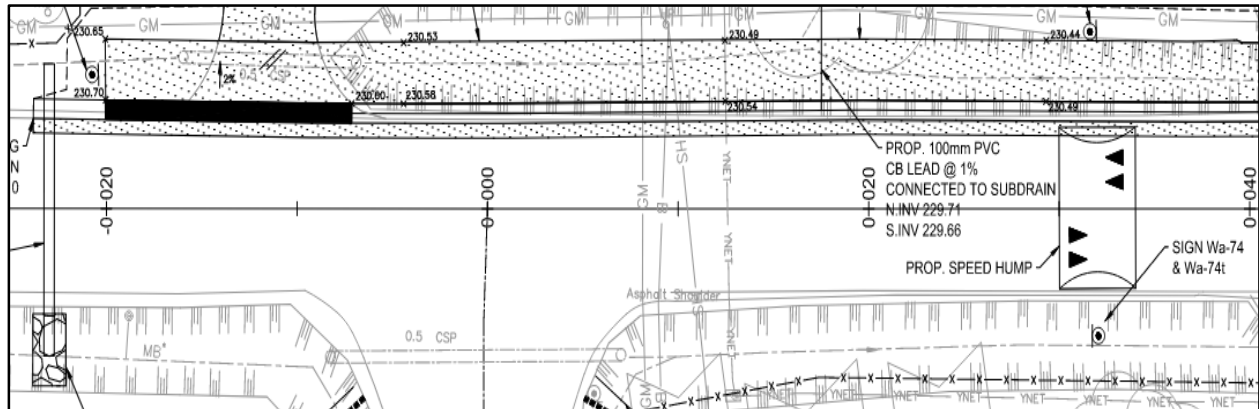


Figure 6a – 2025 MUP Design, Plan View at Forestry Drive

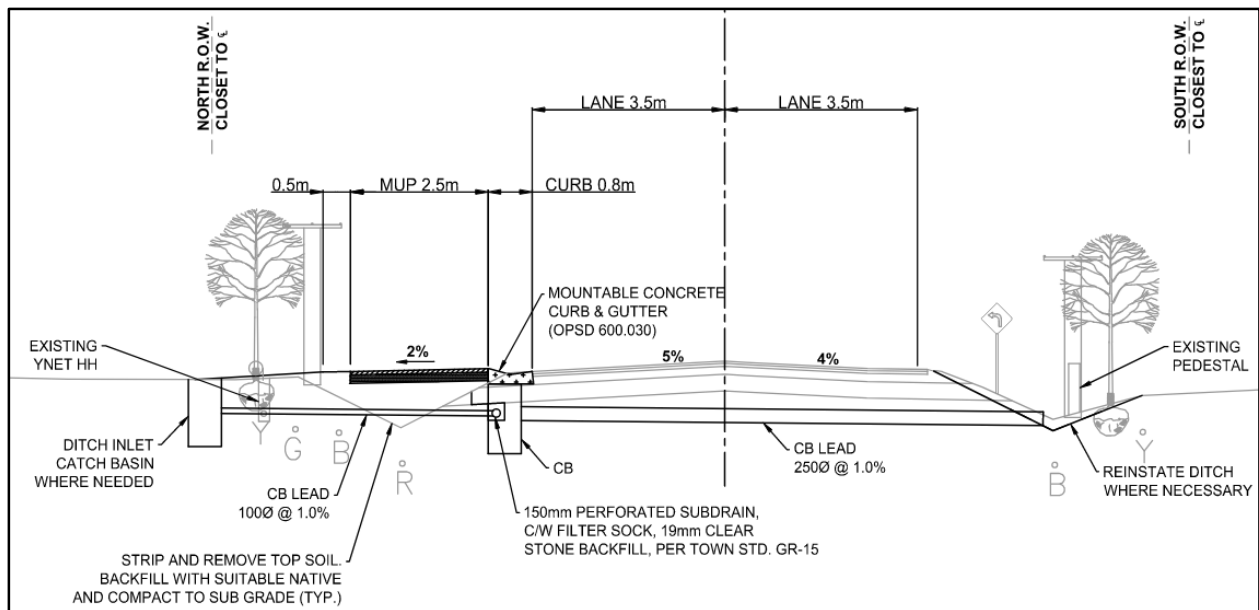


Figure 6b – 2025 MUP Design, Typical Cross-section Near Forestry Drive

The design change shifting the MUP to the north side of Old Homestead Road resulted in the need for a pedestrian crosswalk (PXO) to access the pedestrian bridge over the Pepperlaw River. Due to many of the same design constraints discussed above, the options for location and configuration of the PXO are extremely limited. The only practical location for the PXO is near the curve where Old Homestead Road meets Station Road.

To verify the suitability of this location for the PXO a third-party transportation engineering consultant was retained to review and evaluate the proposed placement and configuration of the PXO. All recommendations were considered, and a series of safety improvement measures were incorporated into the detailed design, including:

- Photometric analysis and design for additional streetlighting
- Speed humps at six (6) strategic locations along Old Homestead Road and Station Road
- Increased advanced warning signage equipped with flashing beacons
- Tree pruning and removal where applicable to improve sight lines
- Durable pavement marking in accordance with OTM Book 15

In September of 2025 staff participated in an extensive site walk with their engineering consultants to re-evaluate the PXO design options and verify the latest configuration was the safest option. Through a final technical memo, the Town's engineering consultant reconfirmed the option presented is the most technically feasible and would provide the safest result for road users, ultimately eliminating alternative options to angle the PXO or shift the PXO east or west.

Figure 7 shows the design of the PXO and the approach to the pedestrian bridge.

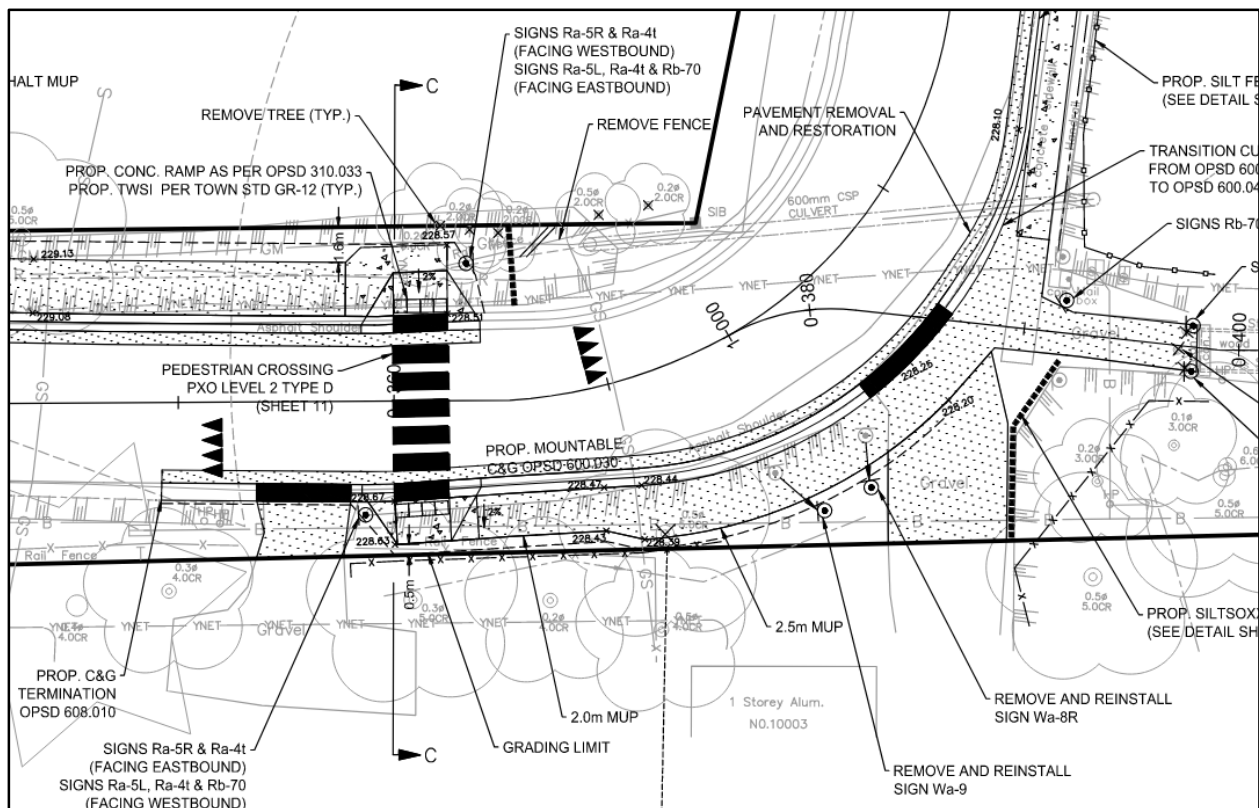


Figure 7 – Pedestrian Crossing east end of Old Homestead Road

During the progressive stages of the design process for the MUP, drawing packages were submitted to York Region's sustainable transportation and corridor management staff for review. Comments were received and addressed either through detailed explanation of the rationale for specific design choices or by revisions to the drawings.

The detailed design for the Station Road Drainage Improvements and Old Homestead Road Multi-use Path is nearing completion. Tendering is planned to occur in Q4 2025 with construction to follow as soon as weather permits, subject to Council approval of the proposed business case presented for consideration in the 2026 Budget deliberations.

5. RELATIONSHIP TO STRATEGIC PLAN:

Delivering service excellence

- Proactively manage infrastructure and assets to ensure service continuity

Creating a vibrant, healthy, and safe community for all

- Support a safe, healthy and inclusive community
- Continue to invest in community amenities and spaces

6. FINANCIAL AND BUDGETARY IMPACT:

The PCPP is a cost-sharing initiative by York Region that helps local municipalities fund pedestrian and cycling infrastructure. It supports projects that align with the Region's pedestrian and cycling network plans and priorities. On December 7, 2023, York Region formally approved the Town's application to expand the active transportation network within the Pefferlaw Community. The PCPP funding is only applicable to the Old Homestead Road MUP, being the expansion of the network in accordance with York Region's PCPP Policy. The Town was approved for a grant of \$323,355 for the MUP.

The table below shows a breakdown of the project costs for both Part A and Part B. The costs shown are class 'A' estimates based on current industry unit rates.

Class 'A' Construction Cost Estimates	2026 Budget
Station Road Improvements (Part A)	\$273,000
Old Homestead Rd MUP (Part B)	\$790,000
York Region Cost Sharing Grant (Part B only)	(\$323,355)
Total 2026 Budget Requested	\$739,645

It is expected that these infrastructure improvements will result in little to no net change in operating expenditures. The drainage improvements along Station Road are expected to provide some nominal savings due to decreasing the need for maintenance callouts. The roads ownership transfer described in Report No. [OI-2024-0007](#) addresses maintenance costs associated with the Old Homestead Road corridor, encompassing the MUP.

The information and updates included in this report outline the necessary information and estimates as requested in the [briefing note from January 2024](#) (the initial PCPP announcement). A business case for the required funding will be included as part of the

2026 proposed budget for Council's consideration alongside other capital projects, as a construction tender is not anticipated to be released until the end of Q4.

7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

In November of 2024 at the onset of project initiation residents fronting the project limits along Old Homestead Road and Station Road were delivered a notice of project commencement. Meetings and discussions were held with a few residents who's properties would be directly affected and concerns were resolved. Staff will continue communicating with local residents at major project milestones and will provide broader community updates through social media and the Town's Building Georgina webpage.

8. CONCLUSION:

The 2026 proposed budget will include a business case, requesting authorization and funding to complete the construction phase of the Station Road Drainage Improvements and Old Homestead Road Multi-use Path project.

If approved, the project will accomplish important improvements to infrastructure and pedestrian safety on Station Road, and will add beneficial active transportation connectivity with enhanced pedestrian and cyclist safety on a portion of Old Homestead Road.

APPROVALS

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Recommended By:	Michael Vos, Director, Operations and Infrastructure
Approved By:	Rob Wheeler, Deputy Chief Administrative Officer/Treasurer
Approved By:	Ryan Cronsberry, Chief Administrative Officer