THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. OID-2025-0019

FOR THE CONSIDERATION OF COUNCIL
November 19, 2025

SUBJECT: HIGH STREET STREETSCAPE & INFRASTRUCTURE REDEVELOPMENT – PROJECT UPDATE

1. RECOMMENDATION:

1. **That Council receive Report No. OID-2025-0019 prepared by the Capital Delivery Division, Operations & Infrastructure Department, providing an update on the High Street Streetscape & Infrastructure Redevelopment project; and,**
2. **That Council direct Staff to provide a project update report in spring 2026.**

2. PURPOSE:

To update Council on the current status of the project and outline the next steps and schedule for completion of design followed by construction.

3. BACKGROUND:

The High Street Streetscape & Infrastructure Redevelopment project was initiated to replace aging infrastructure and improve streetscaping in Sutton's downtown core. As shown on the following figure, the project area includes High Street between Dalton Road and Highway 48.

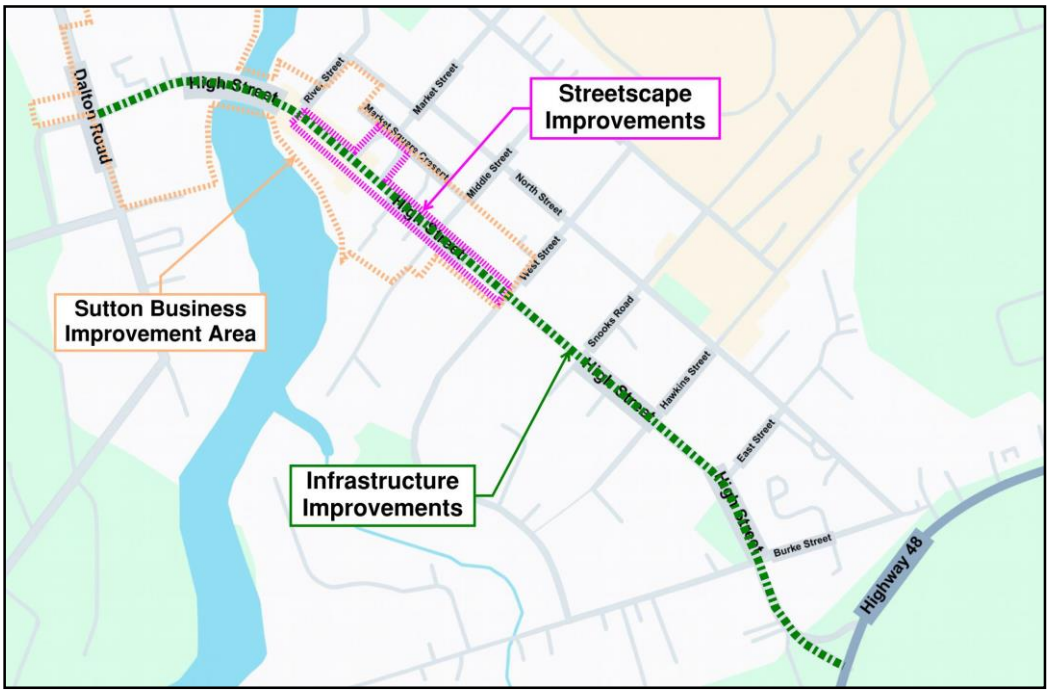


Figure 1 – Project Location

Following extensive public consultations, the Town finalized the Georgina Streetscape Design Manual in 2021, establishing key principles to guide streetscaping improvements in Sutton, Pefferlaw, Jackson's Point, and Keswick. These principles form the foundation for the streetscape design of High Street.

During the 2023 and 2024 budget deliberations, Georgina Council approved business cases 23-CI-OI-08 and 24-CI-WAT-04, authorizing the commencement of design work for streetscaping and the renewal of the High Street water distribution system. The need for watermain renewal was identified as a proactive measure under the Town's asset management strategy. This work is scheduled to precede both the streetscaping improvements and planned upgrades to the underground stormwater system and resurfacing of High Street.

Report No. OID-2024-0007 approved by Council resolution C-2024-0179 outlines changes that have recently been implemented to allow the Town of Georgina to assume ownership and operation of High Street and its associated infrastructure from York Region. Based on York Region's historical ownership and management of these assets, as part of this transfer it was agreed that York Region will fund certain near-term infrastructure improvements needed for High Street. Business case 25-CI-OI-04, included in the approved 2025 budget, summarizes the Town's and York Region's funding contributions to the High Street Streetscape & Infrastructure Redevelopment project.

Report No. OID-2025-0008, dated June 4, 2025, summarized stakeholder feedback on the High Street project, provided information on parking in Sutton's downtown area, and identified key design concepts endorsed by Council for inclusion in the detailed design:

- Overall:
    - Undertake underground infrastructure renewals and road resurfacing as planned.
    - Within the Sutton Downtown BIA:
        - Incorporate mountable curbs with flexible parking spaces and bump-outs.
        - Reconfigure Market Square Crescent.
        - Relocate all hydro infrastructure underground, including provisions for additional funding.
- Outside the BIA:
    - Fully restore sidewalks and boulevards, incorporating green spaces.
    - Install a wayfinding gateway feature at Highway 48.

Council also directed staff to report back on a façade improvement program and explore options to enhance "last-mile" accessibility for businesses along High Street.

4. ANALYSIS:

Project Scope Changes

Subsequent to approval of business case 25-CI-OI-04, the scope of work for the High Street Streetscape & Infrastructure Redevelopment project has evolved further. This evolution includes changes authorized by Report No. OID-2025-0008 along with other project needs and opportunities to realize efficiencies through effective coordination.

The recent project scope changes include the following:

- Relocation of overhead wires to underground;
- Watermain and sanitary sewer upsizing;
- Bridge works;
- Hydrogeologic investigation;
- Archaeological review;
- Decorative lighting; and,
- Transit turn-a-round loop.

Overhead Wires

As directed by Council, the project will now incorporate relocation of overhead wires to underground, within the BIA zone. The necessity of excavation associated with renewal of existing underground services creates a unique opportunity to relocate the overhead wires. In doing so as part of this project, design and construction efficiencies can be achieved that would not otherwise be available.

Relocation of all overhead wires is a very substantial undertaking that has a fundamental impact on all other aspects of the project. Consequently, the High Street Streetscape & Infrastructure Redevelopment project team has been expanded to include project management and design staff from Hydro One Networks Inc. (HONI) and Rogers Communications. The Town has entered into the necessary project agreements with these organizations, the design work is advancing and the team is holding monthly coordination meetings.

A few of the technical issues associated with relocation of overhead wires that are currently being focused on by the design team include:

- Establishing details for an underground joint-use cable duct-bank, in coordination with all other underground services;
- Establishing the local future power load needs;
- Determining the specific needs to switch-over each affected private property to new underground power service connections and meters; and,
- Allocation of space in the boulevards to accommodate an estimated 9 surface mounted transformers (~1m x ~1m) in coordination with parking spaces, sidewalks, greenspaces, bollards, lighting poles and other street furniture (see Figure 2). Decorative covers/art that assist with blending are being considered.



Figure 2 - Example of transformer and streetscape features at Market Square crosswalk

There is a great deal of extremely detailed design work to be completed to allow relocation of the overhead wires. HONI's design work must be closely coordinated with other aspects of the design and will have a significant impact on the overall project schedule. HONI has estimated that it will take approximately one year to complete its design to a "tender-ready" status. In recognition of this, the sequencing of construction for the overall project has been restructured to: a) integrate HONI's on-going work with the overall project; and, b) allow other aspects of the project to continue while HONI advances its design.

In short, in order for the project to continue to move forward, the construction activities outside of the BIA will be undertaken in the first construction season, and work within the BIA – which includes relocation of the overhead wires – will follow. This approach allows the project to continue to proceed as quickly as possible, while still working to contain construction disruptions within two construction seasons. Impacts to the overall project plan and schedule are discussed in more detail later in this report.

Funding for relocation of the overhead wires was approved by Council in report OID-2025-0008.

Upsizing Watermain and Sanitary Sewer

Increases to capacity of portions of the watermain and sanitary sewer on High Street are necessary to accommodate nearby future growth (see Figure 3). The watermain needs to be increased in size between Dalton Road and Snooks Road and the sanitary sewer needs to be increased between Dalton Road and the High Street Sewage Pumping Station. These changes add time and costs to both the design and construction stages of the project. Impacts to the project schedule are presented later in this report. These additions to the project are funded through development charges.

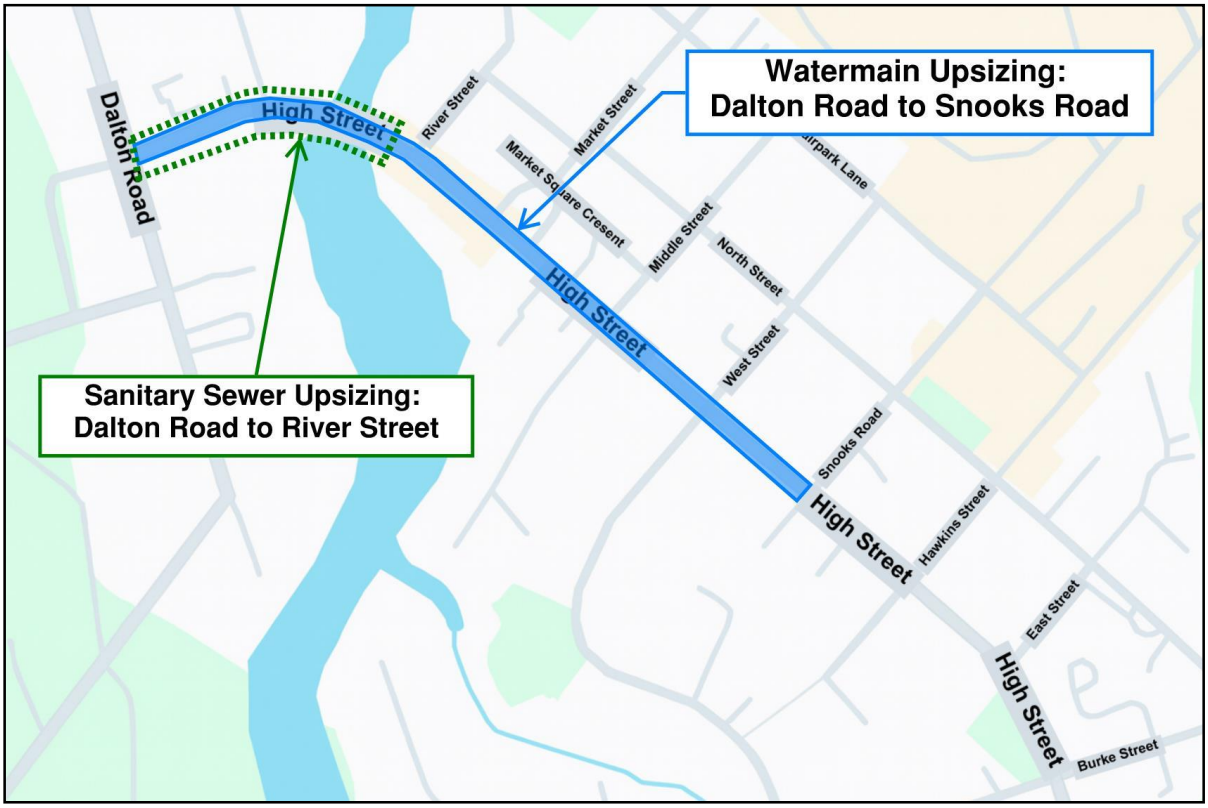


Figure 3 – Locations of watermain and sanitary sewer upsizing

High Street Bridge

As the historic owner of the High Street Bridge, York Region has conducted condition assessments and planned near-term capital works to be completed as part of its asset management strategy (see Figure 4). Several priority repairs have been identified as necessary, including:

- Rehabilitation of concrete abutments and sidewalks;
- Repairs to concrete beams;
- Replacement of existing expansion joints;
- Replacement of tops of existing wingwalls;
- Removal and replacement of approach slabs, existing bearings, end dams and armoring; and,
- Replacement of curbs, gutters, and asphalt on the approaches.

Discussions between York Region and Town of Georgina staff concluded that efficiencies can be achieved by incorporating the bridge repairs into the broader High Street project. As part of the High Street ownership and operations transfer identified previously and detailed in Report No. OID-2024-0007, York Region will provide the funding to complete these bridge repairs.

A key aspect of the design coordination involves upsizing the watermain and sanitary sewer, portions of which are supported by the bridge. As with other scope expansions within the High Street project, consolidating these works will help minimize the overall duration of construction-related disruptions to the community.



Figure 4 – Images from the 2023 bridge inspection

Integrating the bridge repairs will add time and cost to both the design and construction phases. The impact on the project schedule is outlined later in this report. All costs associated with the bridge repairs will be fully funded by York Region.

Hydrogeologic Study

Due to the extent of excavation planned and the site's close proximity to the Black River, the design consultants have requested that a pre-construction hydrogeologic investigation be conducted. This assessment will help determine groundwater conditions, identify construction risks such as water seepage or soil instability, support environmental protection, and guide design decisions related to drainage and foundations. The hydrogeologic investigation will be completed within the planned design schedule and the previously approved budget.

Archaeological Review

Similarly, due to the extent of excavation that will be conducted and the proximity of the Black River, it is advisable to complete a pre-construction archaeological review. An

archaeological review is conducted at a construction site near a river to identify and protect any historical or cultural resources that may be present. Rivers have long been focal points for human activity, making nearby land more likely to contain artifacts or heritage features. The review ensures compliance with regulations, prevents construction delays, and supports responsible development by preserving significant archaeological findings. The archaeological review will be completed within the planned design schedule and the previously approved budget

Decorative Lighting Study

A decorative/aesthetic lighting study has been added to the design phase of the project to evaluate how lighting can enhance the visual appeal, safety, and functionality of public streets and pedestrian areas. The study will inform design decisions and take into consideration fixture styles, placement, brightness, coloured lights, potential use of programmable light systems, and energy efficiency to create a cohesive and attractive streetscape. The study also looks at how lighting can highlight architectural features, improve nighttime visibility, and contribute to a welcoming atmosphere for residents and visitors (see Figure 5). The decorative lighting study will be completed within the planned design schedule and the previously approved budget

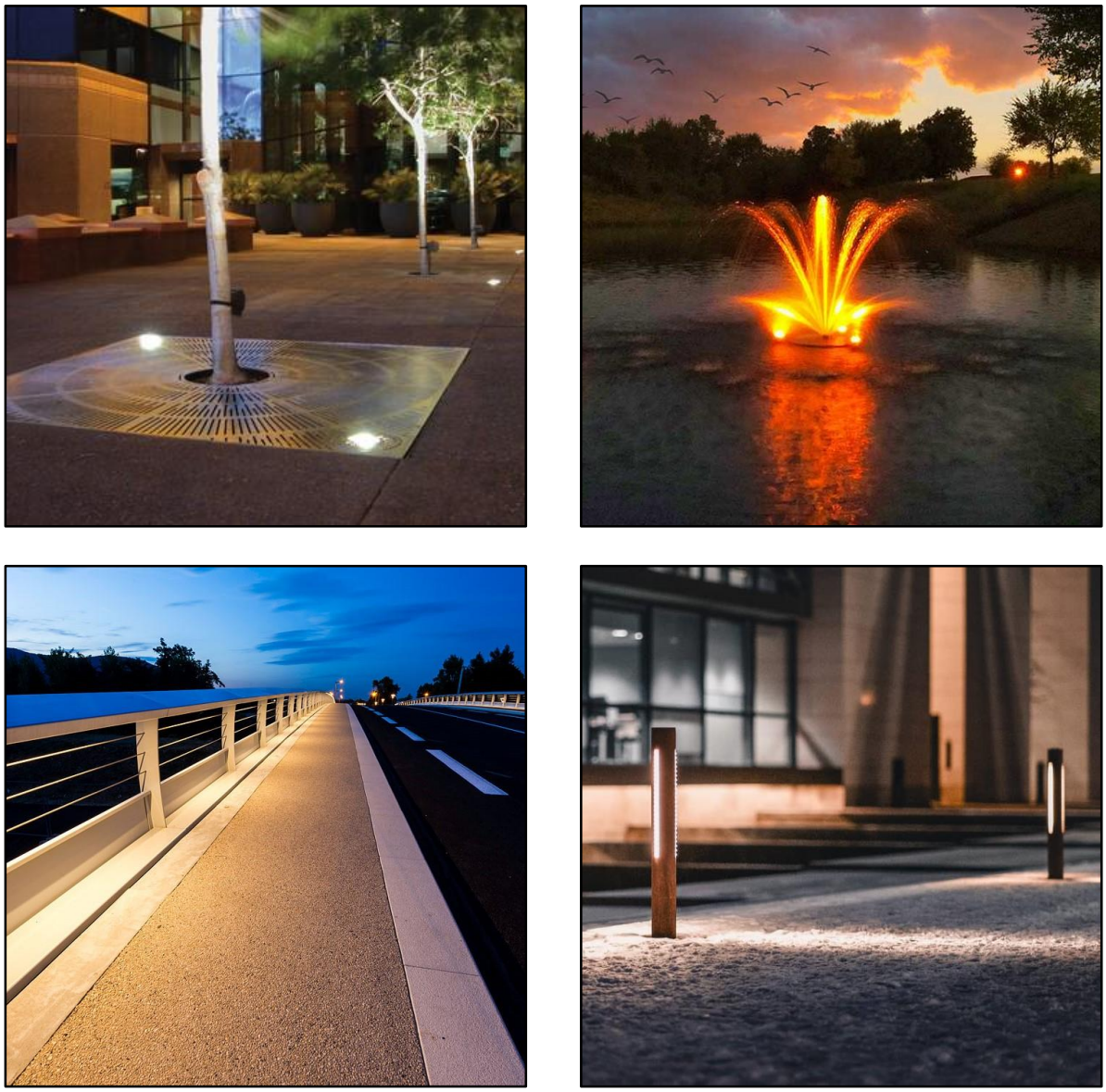


Figure 5 – Examples of decorative lighting

York Region Transit Bus Loop Feasibility Review

It has been identified that a bus turnaround loop on High Street would eliminate the need for on-street idling at the Sutton Cenotaph and enhance the local transit service. York Region Transit has identified that the preferred location for a bus loop would be at the end of High Street, close to Highway 48.

A feasibility review is being conducted on behalf of York Region Transit to examine the potential to incorporate design and construction of a bus turnaround loop in the High Street Streetscape & Infrastructure Redevelopment project. The feasibility review will look at space requirements, site servicing needs, land availability, and impacts of

integration into the High Street project. York Region Transit will fully fund the feasibility review and all other costs associated with a bus turnaround loop, should it proceed.

Parking Utilization Study

During the 2025 public consultations, conflicting viewpoints were expressed regarding availability of parking in the BIA zone. Some participants expressed the view that there is currently insufficient parking available in the area and any parking space reductions accommodate streetscaping design elements would be detrimental. Some participants expressed the opposing view. In response to these conflicting opinions, the Town has conducted a study to objectively assess the utilization and adequacy of the existing parking inventory (see Figure 6).

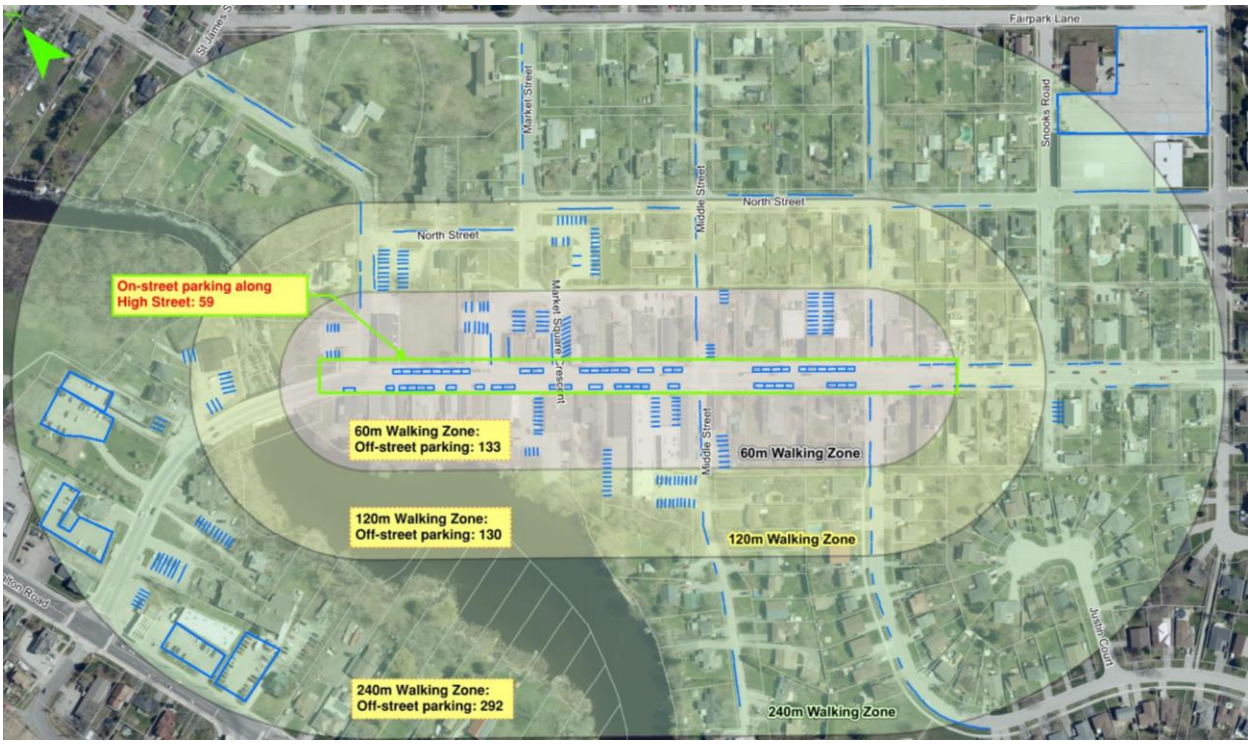


Figure 6 – Existing parking inventory

Between July 9 and September 19, 2025 Town staff assessed vehicle parking activity along High Street and within the BIA area by completing a total of forty-four (44) field visits to monitor and collect data on parking patterns. Field visits were randomized and conducted at various times during business hours and on different days of the week. Analysis of streetlight mounted video sensor data was also utilized in the assessment. The study compared both curbside and off-street parking use to better understand occupancy and turnover rates.

Figure 7 presents a “heat map” showing the average occupancy of parking slots that was recorded during the study.

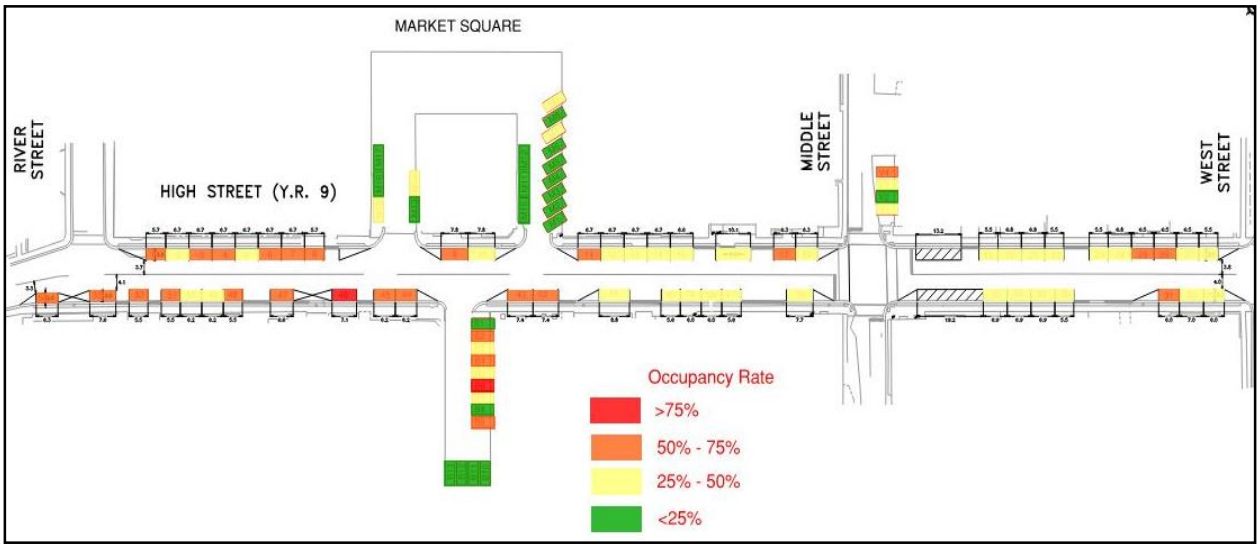


Figure 7 – High Street parking utilization

The heat map shows higher utilized slots as red and orange, while parking spots experiencing moderate and low utilization are indicated in either yellow or green.

The data demonstrates that the greatest parking demand is primarily focused in the area between River Street and Market Square. Overall, many of the existing parking spots are significantly underutilized. Off-street parking lots, particularly at Market Square, were found to be consistently underused.

The data suggests that parking utilization on High Street is driven primarily by preferences of location and convenience, rather than overall availability of parking.

Additional analysis of average weekday and hourly parking patterns has been completed, with results summarized in Figure 8 8 and Figure 999. The data presented on these charts illustrates that weekday occupancy across the study area generally remained below 50 percent for most observation periods, with peak activity occurring around midday on Thursdays and Fridays.

While trends consistent with short duration visits typical of a mixed-use main street environment were observed in many areas, staff also noted that several vehicles repeatedly and frequently occupied curbside spaces for extended periods of time (i.e. 2 to 7 hours). This pattern was most noticeable in the higher-demand curbside spots on High Street, between River Street and Market Square. Long-term occupancy of parking slots limits shorter-term availability and convenience that is more typically preferred by brief-visit customers.

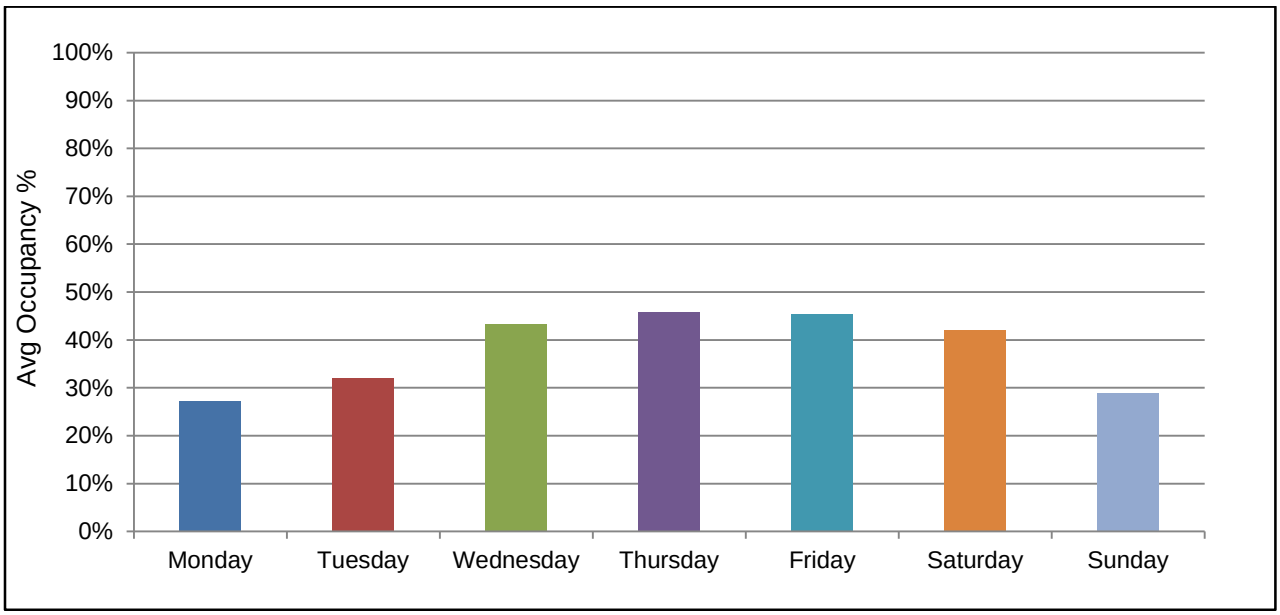


Figure 8 8 - Average parking stall occupancy by days of the week

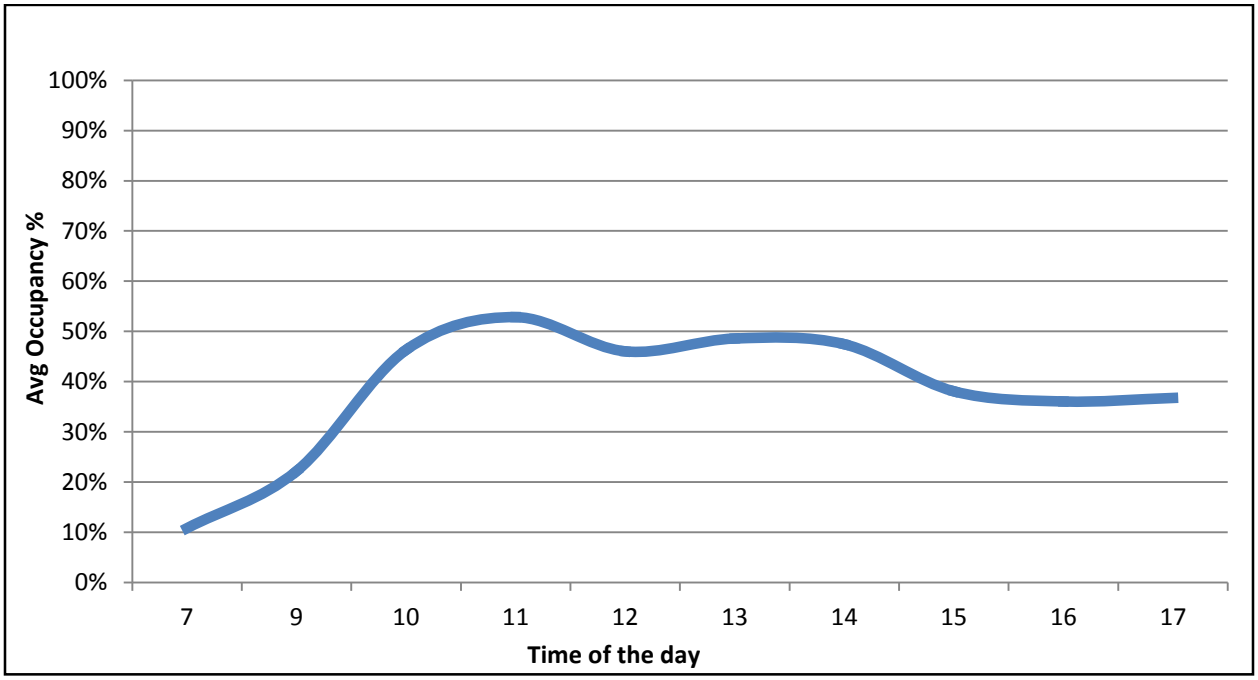


Figure 99 - Average parking stall occupancy by time of day (24 hour clock)

Design recommendations for streetscaping remain focused on maximizing on-street parking, while maintaining flexibility for a public gathering space, wider sidewalks, street furniture, and accessible pedestrian routes. Collectively, this approach balances parking needs with the Town's objectives for improved accessibility and downtown vitality.

The parking patterns and trends observed also support consideration of measures to improve utilization of the overall parking inventory. Such measures should include

potentially formalizing more nearby off-street parking as well as application of time-restricted parking at the curbside along High Street.

Completion of Preliminary Design

The preliminary design phase of the project has now reached completion and detailed design has begun. Investigations including topographic, legal, and subsurface utility surveys and geotechnical testing were finalized in Q3 2025. The preferred design approach that is moving forward aligns with the Town's Streetscape Design Manual (2021) and integrates input from businesses, residents, and agencies.

An internal staff review of the planned design concepts was conducted to provide an opportunity for personnel responsible for Town operations and service delivery to review and provide input on the design concepts. Those in attendance included representatives from Operations and Infrastructure (Roads, Capital Delivery, Water and Wastewater, Asset Management), Development Engineering, Economic Development, and Georgina Fire & Emergency Services.

Detailed Design

The project is now transitioned from preliminary design into detailed design, which focuses on refining technical elements and coordinating multiple components to ensure an efficient construction process. A major priority at this stage is advancing underground infrastructure design for water, sanitary, and storm systems in alignment with the hydro relocation requirements.

Direct engagement with property owners in the Business Improvement Area (BIA) who currently have overhead hydro connections will occur from mid-November through mid-December. These discussions are necessary to confirm service details and meter locations for properties that will be switched to underground hydro service. Properties outside the BIA will not be affected by this change.

As part of the ongoing detailed design process, another critical aspect involves planning for construction staging, temporary parking, and traffic management to minimize disruption and maintain accessibility during the construction period. The design is also continuing to evolve through refinement of key features, including the reconfiguration of Market Square, façade improvement program, and streetscape enhancements at the Sutton Cenotaph.

Advancement of Market Square Reconfiguration Layout

Market Square remains a focal element of the streetscaping concept, envisioned as a flexible public space that supports community events, local business activity, and pedestrian connectivity within the downtown core. The ongoing design process builds on findings from the parking utilization study, which confirmed that off-street parking in this area is generally underused and that the highest demand occurs along High Street between River Street and Market Square.

By adjusting curb layouts and nominally reducing sidewalk space, an enhanced layout for Market Square has been developed which introduces five additional parallel parking stalls along the south-east leg of Market Square. Figure 10 provides a side-by-side image comparison of the current and revised layouts illustrating the design modifications and their effects on parking and pedestrian circulation. The design team continues to refine the layout to ensure the space maintains accessibility and pedestrian comfort while accommodating parking needs consistent with the overall streetscape vision. Both options still provide a sidewalk extension that leads to the existing Y-Space parking area.

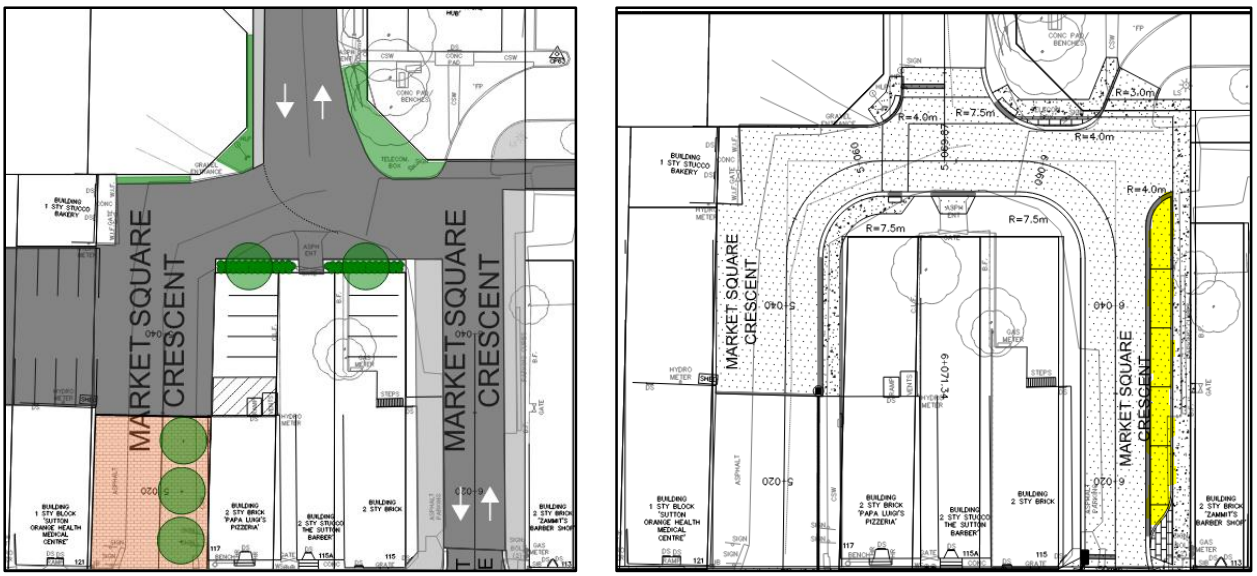


Figure 1010 – Previous (left) and revised (right) layouts of Market Square reconfiguration

Sutton Cenotaph

The work of the High Street Streetscape and Infrastructure Redevelopment project is being coordinated with recent upgrades completed by the Town at the Cenotaph site (see Sutton Cenotaph Upgrades). The streetscape frontage adjacent to the Sutton Cenotaph will complement the broader downtown revitalization effort and strengthen the connection between High Street and this key community gathering space.

A key aspect of this work includes the installation of custom “Lest We Forget” benches along the sidewalk fronting the Cenotaph (See Figure 1111) and the potential for decorative crosswalks or artwork incorporated to connect the spaces.



Figure 1111 - Planned Cenotaph benches

Façade Improvements and Accessibility Enhancement Program

With respect to the action items referred to in Resolution C-2025- 0146, the Town of Georgina currently has four (4) streams of Community Improvement Plan (CIP) programs/grants available to commercial properties within the Sutton Business Improvement Area:

- Heritage Grant
- Façade Grant
- Accessibility Grant
- Landscape Grant

These grants were recently updated to provide business/commercial property owners reimbursement of up to 50 per cent of the eligible project costs to a maximum of $7,500. Depending on the nature of the project, a business/commercial property owner could apply to multiple programs. Over the past three years interest from the 3 BIA’s and uptake of applications (8 in total) has been increasing. However, it is expected that once the High Street construction project is complete there will be an increased uptake of these programs particularly as it relates to improving accessibility to individual storefronts. During construction, the project team and Economic Development and Tourism Staff will be working with the business owners to ensure temporary measures are in place to ensure access to the storefronts.

With the implementation of framework that will allow for Townwide CIP programs, Staff will be evaluating both the existing CIP programs and the Development Application Rebate Program to determine the expansion or modification of these financial programs. The current budget for CIP programs is $40,000 and $100,000 for the Development Application Rebate program.

This review will be undertaken in 2026 with an effort to ensure that the modifications to existing programs and any new programs address not only investment attraction but also support for the growth of the exiting business community and revitalization of the historic downtowns with a focus on the needs of the High Street business community. During this review, staff will take into consideration the environmental scan undertaken by the Consultants in the preparation of the Townwide Community Improvement Plan, the appropriateness of expanding programs on a Townwide basis and the budget required to implement additional incentive programs not only for the High Street Area but also for the balance of the business community.

Staff note that with respect to leveraging the investment being made to upgrade the infrastructure within the municipal road allowance, there are a number of other factors that must be considered in the creation of a vibrant business community that attracts both residents and visitors. These factors not only include incentive programs to encourage private sector investment but also, the ability to provide and program outdoor gathering spaces, the identification and enhancement of public parking areas, the creation of vistas to highlight natural heritage features, public artwork and potential amendments to the Town's Zoning Bylaw and Cash in Lieu of Parking requirements that take into consideration the existing site conditions for a specific area.

The 2026 review will focus on incentive programs designed to encourage private investment. Staff are prepared to implement marketing campaigns to support the businesses during the construction period.

Project Schedule

The project plan and schedule has been significantly impacted by the decision to relocate overhead wires to underground. Originally, construction throughout the BIA zone was intended to commence in the first construction season, to be followed by work in the remaining corridor the subsequent year.

However, following detailed utility coordination, it was determined that extensive design effort for the overhead wires relocation must be completed and coordinated with the infrastructure improvements before construction in the BIA zone can begin. To accommodate the long design lead time required, the overall project schedule has been re-sequenced with construction in the areas outside of the BIA to be completed in the first construction season (2026), with construction activity within the BIA taking place in the second construction season (2027).

This adjustment allows sufficient time to relocate underground hydro infrastructure and complete the associated storm sewer realignment, ensuring that final streetscape construction proceeds efficiently and without conflict.

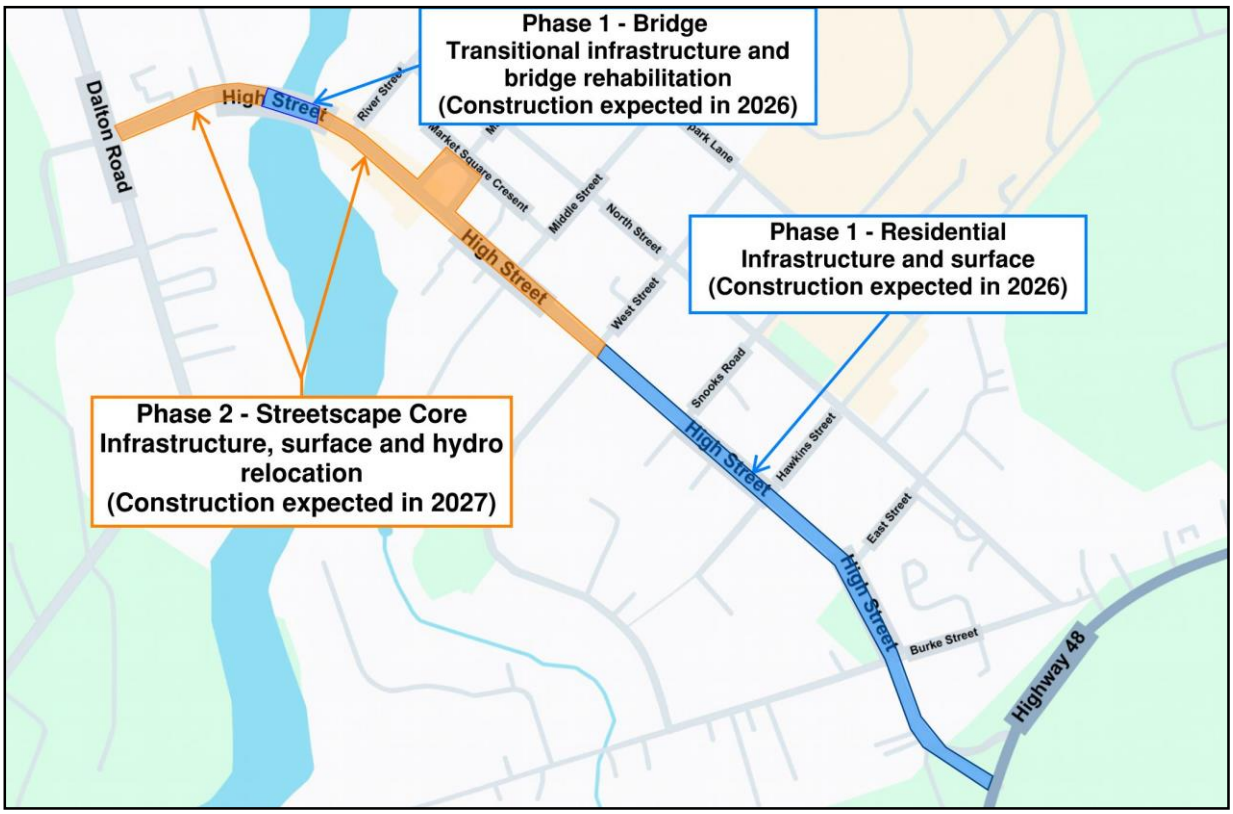


Figure 1212 – Construction phasing

Figure 121212 provides a map-view representation of the revised two-year phasing approach. The areas highlighted in blue are targeted for construction in 2026 and the areas highlighted in orange will follow in 2027.

Phase 1 – West Street to Highway 48 (2026):

- Design completion: Spring 2026
- Tender Award: Spring 2026
- Construction: Into freeze-up Winter 2026

Phase 2 – Dalton Road to West Street (BIA Area, 2027):

- Desing completion: Fall 2026
- Tender Award: Winter 2027
- Construction: Spring to end of Fall 2027

Figure 13 provides a breakdown of the updated project schedule.

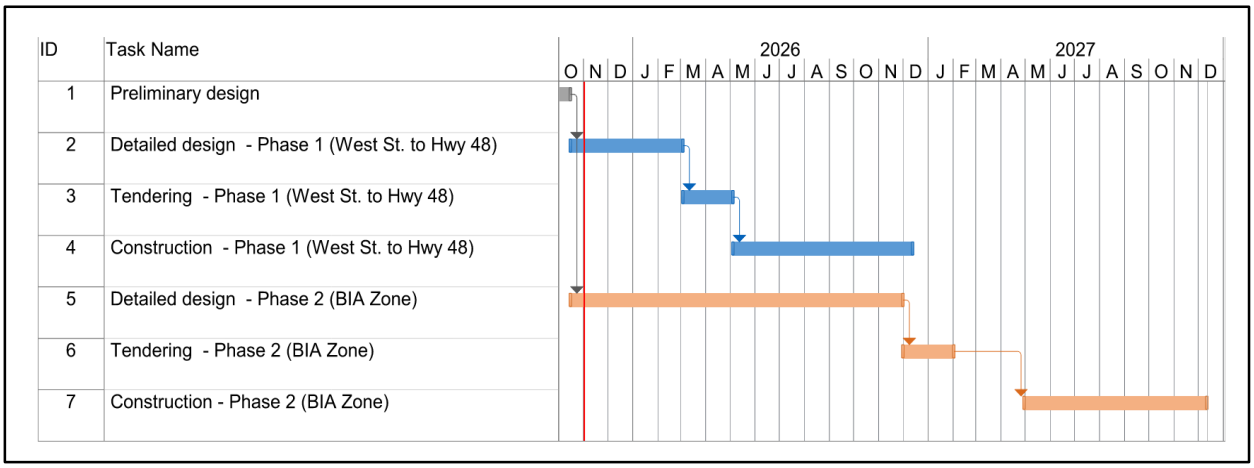


Figure 13 – Updated project schedule

During the public consultation events held in the first half of 2025, stakeholders expressed the following two themes regarding the project schedule:

- Construction disruption should be confined to as short a timeframe as possible; and,
- Seasonal (summer) activity is already very high and should be considered to the extent possible during construction phasing/planning.

These differing perspectives were given careful consideration in development of this updated schedule. As was presented in the earlier consultation events, phasing of the work to include summer construction shut-downs would have the greatest negative impact on local business operations by almost doubling the total duration of the construction portion of the project.

In the context of the current expanded scope of work for the project (as described herein) completion of the work in two full-duration construction seasons is considered ambitious. The project team has been advised that any significant delay or disruption to this updated schedule will very likely result in further extending the duration of construction.

Next Steps

The following major activities will be the focus for advancing the High Street Streetscape & Infrastructure Redevelopment project over the next half year:

- Contact private property owners to collect power service connection information;
- Conduct hydrogeology and archaeologic investigations;
- Complete spot repairs to underground sanitary sewers along High Street (separate Town project);
- Complete evaluation of decorative lighting options;
- 100% design of:

    - Underground infrastructure (watermains, water service connections, sanitary sewers) outside of the BIA;
    - Street configuration and road improvements outside of the BIA;
    - Bridge repairs;
    - Transit turnaround loop (if feasible);
    - Wayfinding sign;
- Tendering of Phase 1 construction works;
- 60% design of:
    - Relocation of overhead wires (BIA zone);
    - Underground infrastructure (watermains, water service connections, sanitary sewers) within the BIA zone;
    - Streetscaping and road improvements within the BIA zone;
    - Decorative lighting; and,
- Update Council in spring 2026.

5. RELATIONSHIP TO STRATEGIC PLAN:

The project supports the Town's strategic objectives by:

Delivering Service Excellence

- Proactively manage infrastructure and assets to ensure service continuity

Ensuring Balanced Growth

- Promote and ensure responsible growth and long-term planning
- Improve physical and communications infrastructure

Diversifying Our Local Economy

- Support investment attraction, job creation, business retention and expansion, including within our agricultural sector
- Continue to support Georgina's tourism sector as an economic driver

Creating a vibrant, healthy, and safe community for all:

- Continue to invest in community amenities and spaces

6. FINANCIAL AND BUDGETARY IMPACT:

Table 1 summarizes the current estimated project costs and funding sources, inclusive of the hydro relocation and bridge rehabilitation components. No additional budget approval is requested at this time. Staff will continue to refine these figures and present updates in future Council reports as the project progresses.

Table 1 - Project Financials

	Item	Amount $ (excl HST)	Funding Source
Approved budget	Streetscape Redevelopment Detailed Design High Street (23-CI-OI-08, Georgina)	$400,000	$200,760 Roads Reserve $199,240 RED Grant
	Stormwater System Improvements (York Region Commitment) see resolution C-2024-0179	$180,000	Cost recovered from Region of York
	Road Reconstruction (York Region Commitment) see resolution C-2024-0179	$160,000	Cost recovered from Region of York
	Watermain Renewal High Street - Design (24-CI-WAT-04, Georgina)	$189,000	Water Infrastructure Reserve
	High Street Streetscape and Infrastructure (25-CI-OI-04, Georgina Streetscape & Watermain)	$2,375,000	$1,685,000 Tax Levy Supported Debenture $690,000 Development Charges
	High Street Streetscape and Infrastructure (25-CI-OI-04, Georgina Streetscape & Watermain)	$1,380,000	Water/Wastewater Rate Supported Debentures
	Road Reconstruction (York Region Commitment)	$1,200,000	Cost recovered from Region of York
	Stormwater System Improvements (York Region Commitment)	$2,200,000	Cost recovered from Region of York
	Growth Related Sanitary Sewer Upsizing (OI-2025-0011, Georgina)	$1,285,000	Development Charges
	Growth Related Watermain Replacement/Upsizing (OI-2025-0011, Georgina)	$300,000	Development Charges
	Additional Funding for Overhead Wires and Gateway Sign - Aesthetic Improvements Hybrid Approach (authorized by Council)	$4,125,000	Tax Levy Supported Debenture
	Bridge repair funding (pending York Region commitment)	$1,500,000	Cost recovered from Region of York
	York Region Transit - Bus Turning Feasibility Study	$5,175	Cost recovered from Region of York
	Sub-total Funding	**$15,299,175**	
Expenditures	Engineering Design and Construction Administration Services (CIMA+ PO 18198)	-$960,513	
	Promotional and Marketing Campaign	-$75,000	
	Estimated Construction Costs	-$13,999,054	
	Non Recoverable Tax (1.76%)	-$264,608	
	Sub-total Expenditures	-$15,299,175	
	Projected Budget Surplus/Deficit	**$0.00**	

7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

While there are no specific regulatory requirements for public consultation associated with this project; recognizing the importance of this project to the community, the Town has incorporated extensive voluntary public consultation and communication efforts throughout the life of the project. To date these efforts have included:

- Georgina Streetscape Design Manual project:
  - Presentation of illustrative design display materials at open houses and pop-up events;
  - Online survey;
- High Street Streetscape and Infrastructure Redevelopment project:
  - Progress updates posted to High Street Improvements in Sutton page on the Town's "Building Georgina" website
  - Three stakeholder workshops (Feb. 27, 2025, March 4, 2025, March 6, 2025) each with formal presentation of design concepts and feedback opportunities including: 'open mic' question and answer sessions, question/comment cards, online questionnaire and project email;
  - YouTube project information video: https://youtu.be/tWaFLRxHPnw
  - Public open house (June 10, 2025) with display boards and feedback opportunities including: one-on-one discussion opportunities, question/comment cards, online questionnaire and dedicated project email.

Future communication efforts associated with this project will include:

- Direct contact with property owners impacted by modification of overhead wires to collect engineering information;
- Continuation of regular updates to the project website;
- Continue to respond to voicemails and emails regarding the project;
- Development and roll-out of a promotional and marketing program to support the business community and residential property owners during construction;
- Distribution of notices at key project milestones, prior to and during the construction work;
- Conduct surveys of businesses affected by construction to assess effectiveness of the business disruption mitigation measures and the potential need for adjustments; and,
- Periodic update reports to Council.

8. CONCLUSION:

The High Street Streetscape & Infrastructure Redevelopment project is very important for both local residents and the overall Georgina community. The project represents a major investment to revitalize downtown Sutton and to complete necessary infrastructure repairs and replacements. In addition to dealing with aging infrastructure, the entire street will be made safer and more welcoming for locals and visitors alike creating an attractive destination in the heart of Georgina.

A subsequent Council report will be brought forward upon further completion of the detailed design to confirm project costs, schedule, and phasing.

APPROVALS

Prepared By:	Patryk Frankiewicz, P. Eng., Senior Project Manager, Operations and Infrastructure
Recommended By:	Michael Vos, Director, Operations & Infrastructure
Approved By:	Rob Wheater, CPA, CA Deputy Chief Administrative Officer / Treasurer
Approved By:	Ryan Cronsberry Chief Administrative Officer