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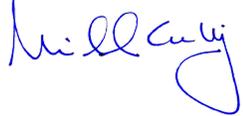
# Main Street and Beach Areas 1 & 2 Improvements

ENVIRONMENTAL STUDY REPORT ADDENDUM

Town of Wasaga Beach

# Document Control

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# 1 Introduction

In 2021, the Town of Wasaga Beach retained Tatham Engineering to complete the *Main Street and Beach Areas 1 & 2 Improvements Class Environmental Assessment* (Class EA) to examine improvements to the following road corridors:

- Main Street from River Road West to Mosley Street;
- Mosley Street from Main Street to 6<sup>th</sup> Street; and
- Beach Drive from Spruce Street to 3<sup>rd</sup> Street.

The corresponding project study area is illustrated in Figure 1.

## 1.1 CLASS EA PROCESS

The Class EA process is defined in the *Municipal Class Environmental Assessment*<sup>1</sup> document. Applying to all municipal road improvement projects, a number of study categories or schedules have been established recognizing the range of potential environmental impacts. The *Main Street and Beach Areas 1 & 2 Improvements Class EA* was identified as a Schedule C project. Schedule C projects generally include the construction of new facilities and major expansions to existing facilities. As they have the potential for environmental impacts, they must proceed under the full planning and documentation procedures specified in the Municipal Class EA document. Schedule C projects require an Environmental Study Report (ESR) to be prepared and appropriately filed for review by the public and review agencies.

## 1.2 CLASS EA ADDENDUM PROCESS

In the event of unforeseen circumstances, it may not be possible to execute the project as described in the Environmental Study Report. Should any substantial modifications to the project or changes in the project's environmental setting occur after the Environmental Study Report has been filed, the proponent shall evaluate them. In such cases, an addendum to the Environmental Study Report shall be produced detailing the reasons for the change, the environmental implications of the change, and any steps that can and will be taken to alleviate any harmful environmental effects.

The Addendum, in conjunction with the original Environmental Study Report, shall be filed, and a Notice of Addendum issued to all potentially affected members of the public, Indigenous Communities, and review agencies, as well as those who were informed during the initial

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<sup>1</sup> *Municipal Class Environmental Assessment*, Municipal Engineers Association, March 2023



Environmental Study Report's preparation. These documents shall be available for public review and comment for a period of 30 days. The review process is limited to only the changes proposed for the project and not the entire project itself.



## 2 Main Street and Beach Areas 1 & 2 Class EA

This section summarizes the key elements of the approved *Main Street and Beach Areas 1 & 2 Improvements Class EA*.

### 2.1 PROBLEM/OPPORTUNITY STATEMENT

The *Main Street and Beach Areas 1 & 2 Improvements Class EA* identified the following problem/opportunity statement to address traffic and infrastructure needs through the study area:

*That existing traffic and infrastructure needs and deficiencies along the subject lengths of Main Street (from River Road West to Mosley Street), Mosley Street (from Main Street to 6<sup>th</sup> Street) and Beach Drive be addressed in an environmentally sound manner, in consideration of future traffic needs, current Town standards, active transportation opportunities and municipal infrastructure requirements, with the objective of facilitating future growth while providing safe and efficient travel for all road users.*

### 2.2 PREFERRED DESIGN CONCEPTS

Through the Class EA process, alternative solutions and, subsequently, design concepts were developed to address the problem/opportunity statement and subsequently evaluated in consideration of potential impacts on the physical, natural, social, cultural/heritage, and economic environments. Through this evaluation process and in consultation with the public, review agencies, and other stakeholders, preferred design concepts were developed, as shown in Figure 2, and described below.

#### **Main Street**

Design Concept 3 was chosen as the preferred design concept for Main Street. Design features for this option were:

- right-of-way widening from Beck Street to the Nottawasaga River (distributed equally on both sides of the road);
- travel lanes 3.25 metres wide;
- centre turn lane 3.5 metres wide;
- standard 2.5 metre on-street parking provided on the north side;



- 2.5 metre flexible zone provided within the south boulevard that can be used for parking, patios, outdoor retail, or additional pedestrian space (via moveable bollards);
- wide 2.75 metre pedestrian walkways and urban street tree plantings on both sides;
- 0.6 metre building-side retail area (that can accommodate sandwich boards, narrow displays, etc.) on both sides;
- 3.0 metre cycle track provided on the north side to facilitate a connection to Beach Drive;
- 1.0 metre buffer along the curb which separates the cycle track from on-street parking; and
- 1.8 metre treed amenity zone which separates the cycle track from the pedestrian walkway.

### **Mosley Street**

Design Concept 2 was chosen as the preferred design concept for Mosley Street. Design components for this option included:

- widen the right-of-way to the required 23 metres and introduce a realignment which respects the existing conditions to the extent possible and both minimizes and balances impacts on both sides of the road;
- travel lanes at 3.25 metres;
- centre turn lane maintained at 3.5 metres;
- pedestrian walkways at 1.8 metres; and
- 2.4 metre wide patio/outdoor retail zone adjacent to the buildings on both sides.

### **Beach Drive**

The alignment and road elevation for Beach Drive were driven by the increased water levels within Georgian Bay and the need for floodproofing and improved access standards to ensure the protection of buildings and the public. Various cross-sections were explored with Design Concept 2 being ultimately selected. Design features of this cross-section included:

- 3.0 metre pedestrian walkway provided along buildings/businesses;
- 0.6 metre wide building-side retail zone (that can accommodate sandwich boards, narrow display, etc.);
- patios provided on private property;
- 6.0 metre events plaza, which expands the pedestrian space during day-to-day use to 9.0 metres, while allowing room for the placement of tents, displays, stages, etc. during events;



- 1.5 metre amenity zone with urban tree planting/public amenity strip that borders the events plaza and the cycle track to create delineation and separation;
- 1.9 metre naturalized landscape buffer that separates the cycle track from the promenade or boardwalk;
- 4.0 metre cycle track to accommodate cyclists along the beach strip; and
- 3.0 metre promenade or boardwalk that runs along the beach.

In conjunction with the above, Beach Drive was to be closed to vehicular traffic.

### **2.3 STUDY COMPLETION**

The Environmental Study Report (ESR) for the *Main Street and Beach Areas 1 & 2 Improvements Class EA* was filed along with the Notice of Completion in February 2021, which concluded the Class EA process. As there were no further requirements following the close of the public consultation period, the Class EA was considered approved.



## 3 Main Street and Beach Areas 1 & 2 Class EA Proposed Changes

Following the completion and approval of the *Main Street and Beach Areas 1 & 2 Improvements Class EA*, Wasaga Beach Council has received feedback from the public to reinstate vehicle access to Beach Drive permanently while keeping the option of closing it during special events. In response to this, Council has identified the opening of Beach Drive as a priority implementation action within their *2023-2026 Term of Council Priorities* document (with a target of 0 to 4 years).

However, as the previously completed Class EA recommended closing Beach Drive to vehicular traffic, an addendum is required to document the change. At the Joint Committee of the Whole and Council (JCAC) meeting on September 28, 2023, Staff Report JCAC-2023-09-17 was presented, and Resolution JCAC-277-2023 was passed, approving the recommendation to re-open the Class EA to allow vehicles back on the road.

The changes to the Beach Drive corridor are listed below. With the proposal to open it to traffic, improvements to adjacent intersections will be required, which are also outlined below. The limits of this Addendum are shown in Figure 3 while an overall functional plan showing the new road network is shown in Figure 4.

### 3.1 BEACH DRIVE

The improvements along Beach Drive are largely required to support the future redevelopment of the study area. The Beach Drive corridor recommended in the Class EA was proposed to be 27.5 metres in width and included a walkway, event space (road), cycle track, boardwalk, amenity spaces, planted buffers, and ramps down to the beach. This cross-section required significant property from the adjacent lands.

#### 3.1.1 Basis for Change

Since filing the ESR, a new development proposal has been introduced, which has new constraints and does not have sufficient excess property to dedicate to the Beach Drive corridor. As a result, a reduced cross-section that fits largely within a 22.1 metre road right-of-way has been developed, essentially following the existing road alignment (right-of-way reduces to 18 metres in certain locations on an interim basis until further widenings can be obtained). The proposed right-of-way is shown in Figure 5.



### 3.1.2 Proposed Cross-Section

The proposed cross-section is premised on the Town's *Downtown Urban Design Guidelines*<sup>2</sup> combined with staff input. The design concept was established through an iterative approach with Town staff to reflect the desired 22.1 metre right-of-way. Two travel lanes have been provided, with enhanced pedestrian facilities on the south side and a boardwalk on the north side. Where feasible, on-street parking has been provided.

There are two constrictions within the road corridor where the full cross-section (i.e. 22.1 metre width) cannot be implemented due to property constraints. These are located at 44 Mosley Street / 63 Beach Drive and 10 Main Street, both of which have frontages onto Beach Drive (as evident in Figure 5). At these locations, the right-of-way narrows to as little as 18 meters, limiting available cross-section options. Until such time as dedications are received, either through redevelopment or otherwise, on-street parking will be removed, and sidewalk widths reduced in these areas. Unfortunately, it is not possible to create a dedicated continuous cycling facility due to the narrow width of these sections (the facility would need to stop and start). Therefore, on-street parking has been chosen as an alternative as it can be discontinued in these narrower areas. Cyclists using Beach Drive will either need to share the road with vehicles or cycle on the boardwalk when it is safe to do so.

The updated cross-section is shown in Figure 6 and is comprised of the following design components (ordered east to west):

- 3.0 metre walkway along the commercial frontage;
- 3.3 metre amenity strip to accommodate street furniture, street lighting, and plantings or parking zone;
- 6.0 metre wide road with 0.45 metre flush gutters on both sides;
- 1.75 metre planted buffer/amenity area;
- 3.0 metre boardwalk promenade; and
- 4.15 metre zone for shore walls and ramps/stairs for beach access or seating lookout area.

It should be noted that final road surface treatments and aesthetics, such as unit pavers, stamped coloured asphalt, patterned concrete, etc., will be subject to detail design.

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<sup>2</sup> *Downtown Wasaga Beach Urban Design Guidelines*, WSP Canada Group Ltd., June 2018



### 3.1.3 Proposed Configuration

The intent is for Beach Drive to include enhanced streetscaping in the form of unit pavers, stamped coloured asphalt and/or patterned concrete, landscaping, street furniture, etc. and to be configured as a “flexible street” that can be easily closed for special events or long weekends. Turnaround areas will be provided at each end to help facilitate traffic circulation during closures, and flush curbs will be constructed to ensure an accessible uniform event space. Landscaping treatments will be finalized during the project’s detailed design phase.

## 3.2 MAIN STREET (SPRUCE STREET TO BEACH DRIVE)

Currently, vehicular traffic is not allowed on the section of Main Street from Spruce Street to Beach Drive. Vehicles can access the lots that front Main Street through easements on neighbouring properties.

### 3.2.1 Proposed Conditions

Due to the redevelopment of the site area, the existing access routes will be interrupted, and new access may need to be granted directly from Main Street. This would require Main Street to be opened to traffic.

The intent is for Main Street to be a pedestrian-first corridor, with vehicles limited to delivery vehicles, property owners, and other critical users required to access the adjacent lots. Through signage, road geometry, and other design features, the general public will be discouraged from entering Main Street, which will be designed to promote low speeds and low volumes.

Like Beach Drive, Main Street will be a “flexible street” that will promote pedestrian needs over vehicles, contain flush curbs, and easily convert to special event space.

## 3.3 ROUNDABOUTS

### 3.3.1 Mosley Street/Main Street/Spruce Street

The Class EA study proposed the construction of a 3-legged roundabout at the intersection of Mosley Street, Main Street, and Spruce Street, as shown in Figure 7.

To allow vehicular access to Main Street as previously justified, a fourth leg must be added on the north side. A revised roundabout concept plan is provided in Figure 8, which also highlights the potential property impacts. Due to the unusual geometry of the intersection and location of the existing bridge, there are limited options with respect to the alignments of the various roundabout legs. Every effort has been made to limit private property requirements. The roundabout geometry will be refined further during detail design.



### 3.3.2 Mosley Street/1<sup>st</sup> Street & Mosley Street/3<sup>rd</sup> Street

The previously completed Class EA did not recommend the construction of roundabouts along Mosley Street at 1<sup>st</sup> and 3<sup>rd</sup> Streets due to the resulting impacts from their increased footprint and the reallocation/reconfiguration of the local road system, given the closure of Beach Drive to vehicular traffic.

However, as Beach Drive is now recommended to remain open to vehicular traffic, improved intersection operations are desired to facilitate movement to/from Mosley Street via 1<sup>st</sup> Street and 3<sup>rd</sup> Street. As such, roundabouts were again considered, similar in size to that proposed at Mosley Street/Main Street/Spruce Street. However, given the associated roundabout footprint, the resulting property impacts were deemed excessive. In response, mini-roundabouts were considered and deemed appropriate for both intersections, as shown in Figure 9 (along with the potential property impacts). Mini-roundabouts are typically used in low-speed urban environments where road right-of-way is limited. They operate similarly to regular roundabouts but have mountable centre and splitter islands. Passenger cars and small trucks can manoeuvre normally through the roundabout, while larger trucks and buses cross the intersection over top of the centre and splitter islands.

Conventional traffic signals were also considered at both intersections; however, roundabouts are preferred as they better integrate with the roundabout proposed at the Mosley Street/Main Street/Spruce Street intersection.

During detail design, appropriate pedestrian crossing treatments will be evaluated at the roundabouts to ensure safe access is provided.



## 4 Environmental Impacts & Evaluation

Detailed environmental studies and inventories were completed as part of the original Class EA and are included in the corresponding Environmental Study Report. They have been referenced as necessary in this Class EA Addendum to identify whether the proposed changes have any further significant impact when considering the existing conditions.

### 4.1 PHYSICAL ENVIRONMENT

As Beach Drive is being reconstructed essentially on the same alignment as the existing road, there are few impacts on the physical environment. Those identified are summarized below.

- A loss of parking spaces resulting from the conversion of the existing angled parking to parallel parking in order to accommodate the desired pedestrian facilities (wider sidewalks and boardwalk) and enhanced amenity/planting areas.
- The existing Beach Drive right-of-way is 15 to 18 metres in width. The proposed cross-section developed through this Class EA Addendum is proposed to be 22.1 metres in width. This increase in width will be developed on the commercial side of the road and is significantly smaller than the 27.5 metres proposed under the existing Class EA to limit property impacts.
- Two vehicle lanes of travel will be maintained along Beach Drive, and thus, traffic operations and service will be comparable to existing conditions (although existing traffic is one-way between Spruce Street and 1st Street, whereas this Addendum recommends traffic in both directions for all of Beach Drive).
- Improved pedestrian facilities will be provided through the provision of a wider sidewalk on the east side of Beach Drive and a boardwalk on the west side. The style and location of pedestrian crossings will be further reviewed during detail design.

### 4.2 NATURAL ENVIRONMENT

Beach Drive and the three roundabouts proposed are largely within the existing right-of-way; however, there are some property requirements outside the right-of-way. These widenings are mostly within previously developed lands with the exception of a small triangle of property on the northwest corner of 3rd Street and Mosley Street (as evident in Figure 9). This area is located within a “Constructed Parkland,” as identified and defined in the natural heritage report prepared as part of the original Class EA. The resulting impacts to this area are expected to be minimal and would likely not require the removal of any trees outside the right-of-way. As such, the



changes identified in this addendum do not present additional concern from the perspective of the natural environment.

### **4.3 SOCIAL ENVIRONMENT**

#### **4.3.1 Property Impacts**

The primary impact on the social environment will be the acquisition of property along the respective road corridors, as may be required to establish the desired right-of-way and to accommodate the roundabouts.

- The widening along Beach Drive is expected to be obtained through the future redevelopment of the area and thus will not likely result in impacts to existing development (i.e. the road improvements are expected to occur in concert with the redevelopment of the beachfront area). Property acquisition may be necessary should the reconstruction of the roads be desired in advance of the development of the abutting areas.
- Property will need to be acquired along the north side of Mosley Street to accommodate the proposed roundabouts at Main Street, 1<sup>st</sup> Street and 3<sup>rd</sup> Street.
- The exact extent of any property acquisition will be further delineated during detail design.

#### **4.3.2 Noise Impacts**

Generally, there is no impact relating to traffic noise within a study area if there is no increase in the number of lanes or the road centreline alignment remains unchanged.

- When considering existing conditions, no adverse noise impacts are anticipated as additional lanes will not be introduced along the subject roads and the centrelines will largely remain as per existing.
- It is noted that with the reintroduction of vehicles to Beach Drive, increased vehicular noise is not considered to be consequential given that vehicles currently travel on Beach Drive.

### **4.4 CULTURAL ENVIRONMENT**

The cultural environment includes archaeological sites and built heritage interests.

- No additional impacts are expected as a result of the changes proposed through this Addendum.
- There will be no impacts on the beach area. Construction will be wholly within the Town owned lands. Any construction access, if necessary, will be secured through appropriate agency approvals (i.e. Ontario Parks Work Permit).



- To provide flood proofing, the Beach Drive corridor is proposed to be raised in elevation. This will help reduce the amount of sand that is continually blown onto the road and reduce the Town's maintenance costs.
- It is acknowledged that the implementation of the revised Beach Drive cross-section represents a significant improvement over the existing conditions and provides the Town with an opportunity to enhance the overall beach area and visitor experience.

#### 4.5 ECONOMIC ENVIRONMENT

The economic environment considers the associated costs that will be incurred in implementing the alternative solution.

- The construction and property acquisition costs associated with Beach Drive will be reduced as compared to the preferred design concept identified in the Class EA, given the reduction in cross-section width of 5.4 metres.
- Additional construction costs will, however, be incurred at the Mosley Street/Main Street/Spruce Street roundabout, given the provision of the 4<sup>th</sup> leg to service Main Street. Additional construction costs will also result from the introduction of mini-roundabouts at 1<sup>st</sup> Street and 3<sup>rd</sup> Street. However, these changes are necessary to maintain the operation of the road system, especially with the opening of Beach Drive and Main Street.
- The provision of a wider sidewalk on the south side of Beach Drive will provide additional opportunities for commercial engagement with the public.

#### 4.6 EVALUATION

##### 4.6.1 Alternative Solutions

To be consistent with the Class EA, the proposed cross-section along Beach Drive has been evaluated with respect to the above noted environmental inventories. In response to Council's directive to reopen Beach Drive, Option 3 from the Class EA (to close Beach Drive) has been removed and replaced with Option 4 (to open Beach Drive).

The new alternative solutions are as follows:

- |          |   |
|----------|---|
| Option 1 | <ul style="list-style-type: none"> <li>▪ 23 m right-of-way</li> <li>▪ 2 lanes of traffic</li> <li>▪ no on-street parking</li> <li>▪ multi-use trail</li> <li>▪ walkway and boardwalk</li> </ul> |
|----------|---|



- Option 2
  - 20 m right-of-way
  - 2 lanes of traffic
  - no on-street parking
  - cycle track
  - walkway and boardwalk
  
- Option 4
  - 22.1 m right-of-way (reduced to 18.0 m in the interim until additional property can be acquired)
  - 2 lanes of traffic
  - on-street parking
  - walkway and boardwalk

The potential impacts associated with the alternative solutions are referenced in Table 1.



Table 1: Evaluation of Alternative Solutions – Beach Drive

ENVIRONMENT & EVALUATION CRITERIA	BASIS FOR ASSESSMENT	OPTION 1 (UDG)		OPTION 2		OPTION 4		
		23m ROW 2 lanes + multi-use trail		20m ROW 2 lanes + cycle track		22.1m ROW (reduced at private property encroachments) 2 lanes + on-street parking		
<b>Physical</b>	ROW Availability	Ability to be accommodated within available lands	* Cannot be accommodated within land available between beach and unowned commercial properties	* Cannot be accommodated within land available between beach and unowned commercial properties	✓ Can be accommodated within available land			
	Vehicles	Ability to accommodate future traffic volumes	✓ Will accommodate future volumes	✓ Will accommodate future volumes	✓ Will accommodate future volumes			
	Parking	Ability to service abutting retail/commercial	* No on-street parallel parking provided	* No on-street parallel parking provided	✓ On-street parallel parking provided			
	Cyclists	Cycling operation and safety	✓ Accommodated on multi-use trail	✓ Accommodated on cycle track	✓ Accommodated on-street or on boardwalk (when safe to do so)			
	Pedestrians	Pedestrian operation and safety along study corridor	▪ Wide sidewalks provide good accommodation for increased pedestrian volumes	▪ Wide sidewalks provide good accommodation for increased pedestrian volumes	▪ Wide sidewalks provide good accommodation for increased pedestrian volumes			
	Active Transportation	Likelihood to promote and foster Active Transportation use	✓ Both alternatives provide separated pedestrian and cycling facilities.		▪ Provides dedicated pedestrian facility and shared cycling facility.			
<b>Natural</b>	Fisheries / Aquatic Impacts	Impact to fish habitat and other aquatic features	▪ Impacts to natural environment to be similar for all alternatives					
	Wildlife / Terrestrial Impacts	Impact to wildlife species	▪ Impacts to natural environment to be similar for all alternatives					
	Vegetation Impacts	Impact to vegetation communities on adjacent properties	▪ Impacts to natural environment to be similar for all alternatives					
<b>Social</b>	Property Impacts	Impacts to property based on widening of road platform and/or ROW	* Greatest impact to store front properties due to 23m ROW	▪ Some impact to store front properties due to 20m ROW	✓ No impact to store front properties due to ability to design around encroachments until such time as these properties are redeveloped and necessary right-of-way width acquired			
	Construction Impacts	Future impacts to adjacent properties	▪ Impacts similar across all options ▪ Minor, short-term, impacts during construction					



ENVIRONMENT & EVALUATION CRITERIA		BASIS FOR ASSESSMENT		OPTION 1 (UDG)	OPTION 2	OPTION 4		
				23m ROW 2 lanes + multi-use trail	20m ROW 2 lanes + cycle track	22.1m ROW (reduced at private property encroachments) 2 lanes + on-street parking		
<b>Cultural Heritage</b>	Archaeological & Heritage Impacts	Impacts to cultural and heritage features	▪	Impacts to cultural heritage to be similar for all alternatives				
<b>Economic</b>	Construction Costs	Costs to construct individual options	×	Greatest cost to construct as compared to other 2-lane options	✓	Lowest cost to construct	▪	Lower cost to construct
	Maintenance Costs	Future maintenance requirements	×	Greatest cost to maintain	✓	Lowest cost to maintain	▪	Lower cost to maintain
	Land Acquisition Impacts	Impact of land requirements on development potential	×	Greatest loss of developable land	✓	Least loss of developable land	▪	Lower loss of developable land
			×	Requires property acquisition for implementation	×	Requires property acquisition for implementation	✓	Can be implemented without acquisition of additional property
	Economic Opportunities	Retail & Commercial Enhancements	✓	Opportunity for commercial engagement with public similar for all alternatives				



Option 4 is the preferred option in context of the Town's requirements to maintain traffic on Beach Drive and the available land within the corridor to service both existing and future residents and visitors. It is the only option that can be implemented now without the acquisition of additional property.

#### **4.6.2 Alternative Design Concepts**

##### **Road Alignment**

The Class EA reviewed varying road alignments along Beach Drive. The revised alignment mainly respects the existing road alignment to maximize developable land and not encroach into the beach area.

##### **Cross-Section**

The recommended cross-section took elements from the previously preferred cross-section from the Class EA. Working with Town staff the cross-section was developed to provide the most balanced option that recognized pedestrian access, landscaping, parking requirements, accessibility, development requirements, etc., as shown in Figure 6.



## 5 Mitigation Measures

The changes proposed under this Class EA Addendum are all located within the existing road allowance or within already developed lands. The mitigation measures recommended under the original Class EA are valid for the changes proposed. No additional mitigation measures are proposed. The mitigation measures from the original Class EA are summarized in Table 2.

**Table 2: Mitigation Measures**

IMPACTS	MITIGATING MEASURES
Traffic Safety	<ul style="list-style-type: none"> <li>follow Ontario Traffic Manual for proper signing and pavement markings</li> </ul>
Impact on Road Capacity During Construction	<ul style="list-style-type: none"> <li>Ontario Traffic Manual shall be followed to ensure safe lane closures/ temporary conditions</li> <li>one lane of traffic per direction to be maintained at all times</li> </ul>
Major Services/ Utility Conflicts	<ul style="list-style-type: none"> <li>coordinate with utility companies in identifying services and possible conflicts and relocation strategies</li> <li>all affected utility companies will be circulated on the design drawings in order to plan any necessary removals or relocations</li> </ul>
Fisheries & Aquatic Habitat	<ul style="list-style-type: none"> <li>stage work to non-critical times</li> <li>stage work to avoid spawning periods</li> <li>delineate no-touch zone using construction fencing (30 metres from the Nottawasaga River and Georgian Bay)</li> <li>implement worker training to ensure no contraventions of the ESA</li> </ul>
Wildlife Habitat	<ul style="list-style-type: none"> <li>maintain vegetated corridors</li> <li>re-vegetate disturbed areas with wildlife beneficial plantings</li> <li>stage work to avoid breeding periods for birds (April 1 to August 31), bats (April 1 to October 31) and turtles (April 1 to October 31)</li> <li>conduct additional field surveys as required</li> <li>install silt fencing along limits of right-of-way/work area</li> <li>ensure construction equipment and personnel remain outside 50 m buffer from Piping Plover (Beach Drive worksite is outside the 50 m buffer, so no impacts anticipated)</li> <li>ensure erosion and sediment control plans are adhered to and monitored</li> </ul>
Vegetation	<ul style="list-style-type: none"> <li>revegetation of disturbed areas with native seed mix immediately following final grading</li> <li>delineate tree/vegetation protection areas using construction fencing</li> <li>minimize site clearing activities</li> <li>minimize road dedication</li> </ul>



IMPACTS	MITIGATING MEASURES
Groundwater Resources	<ul style="list-style-type: none"> <li>▪ delineate and properly prepare refuelling areas to prevent soil contamination due to fuel spills</li> <li>▪ identify and protect groundwater upwelling/source areas from contamination and flow disturbance</li> <li>▪ creek crossings must be designed to minimize disruption of the discharge features of the banks</li> </ul>
Water Quality/ Stormwater Management	<ul style="list-style-type: none"> <li>▪ provision for spill control in construction contract</li> <li>▪ fast, accurate reporting of spills to Ministry of the Environment, Conservation and Parks</li> <li>▪ pollution prevention and source control by best management land use practices and best management stormwater practices</li> <li>▪ equipment maintenance and refuelling away from watercourses</li> <li>▪ temporary stockpiling of materials away from watercourses</li> <li>▪ implementation of erosion and sedimentation controls and regular monitoring and reporting of maintenance after every major rainfall event</li> <li>▪ revegetation of disturbed areas immediately following final grading</li> <li>▪ development of a stormwater quality management plan to minimize entry of contaminants into the watercourse</li> </ul>
Archaeological/ Cultural Heritage Resources	<ul style="list-style-type: none"> <li>▪ conduct Stage 2 archaeological study for noted areas, prior to any disturbance of lands</li> <li>▪ if archaeological or cultural heritage features are encountered during construction, work will cease immediately and the Ministry of Tourism, culture &amp; Sport is to be contacted</li> </ul>
Impact on Existing Residents & Businesses	<ul style="list-style-type: none"> <li>▪ notify public agencies and adjacent owners of construction scheduling</li> <li>▪ ensure access is maintained as well as garbage, recycling and green bin pickup</li> </ul>
Nuisance Concerns	<ul style="list-style-type: none"> <li>▪ dust levels monitored and road watering/sweeping completed as necessary</li> <li>▪ construction limited to typical work hours (ie. 7:00 AM to 7:00 PM)</li> </ul>



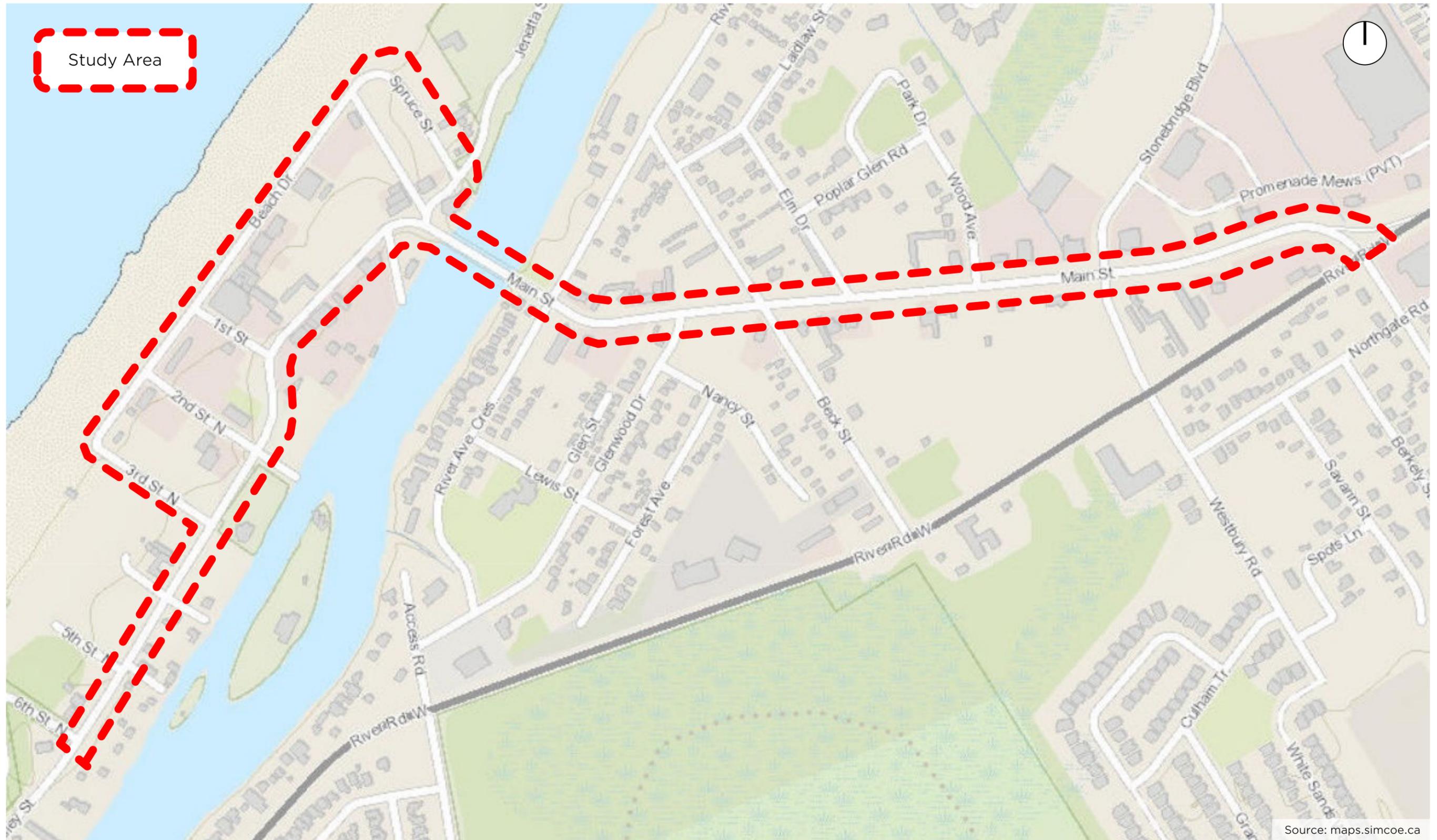
## 6 Consultation

Agency and stakeholder contact information from the original Class EA were updated. Town staff provided updated contact information for abutting property owners, while the agency list was updated to reflect any changes since the previous consultation. The new contact list can be found in Appendix A.

A Notice of Addendum was published on May 15, with follow-up postings to the Town's social media pages and on the Town's website. The Notice was also mailed to area property owners and emailed to the relevant agencies. The Notice can be found in Appendix B.

A Public Information Centre (PIC) is not required when completing a Class EA Addendum; however, a presentation to the public will be made after filing the required Notice of Addendum.



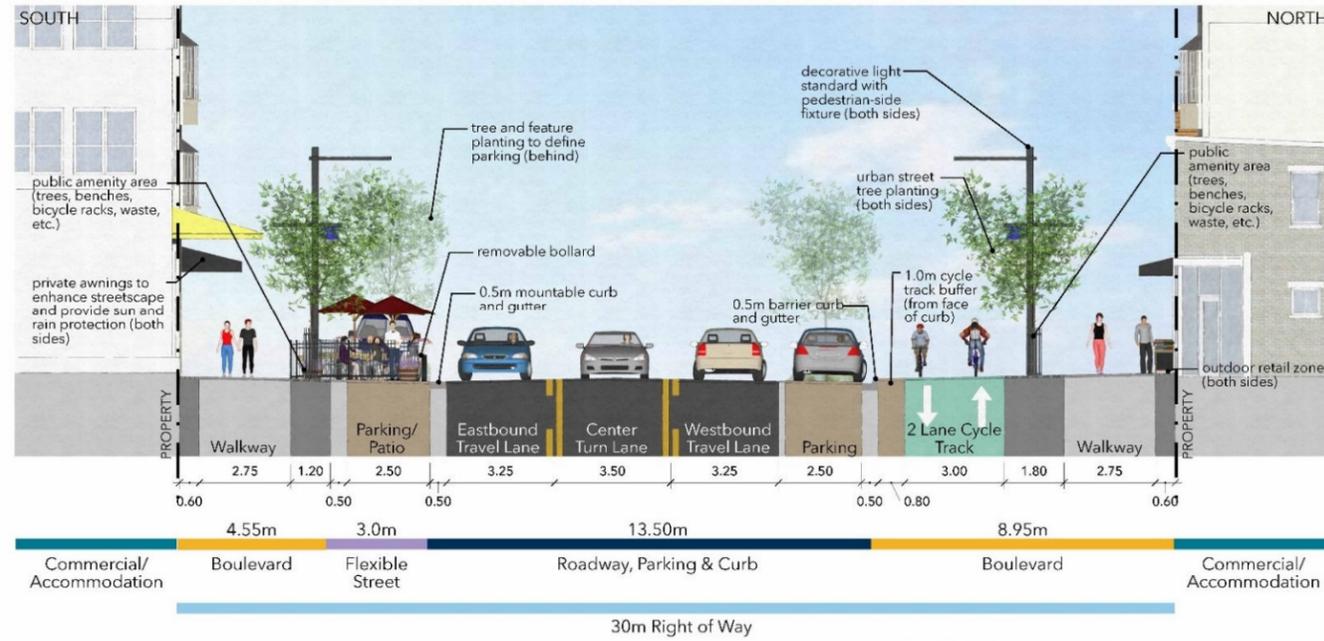


**MAIN STREET AND BEACH AREA 1 & 2 IMPROVEMENTS**

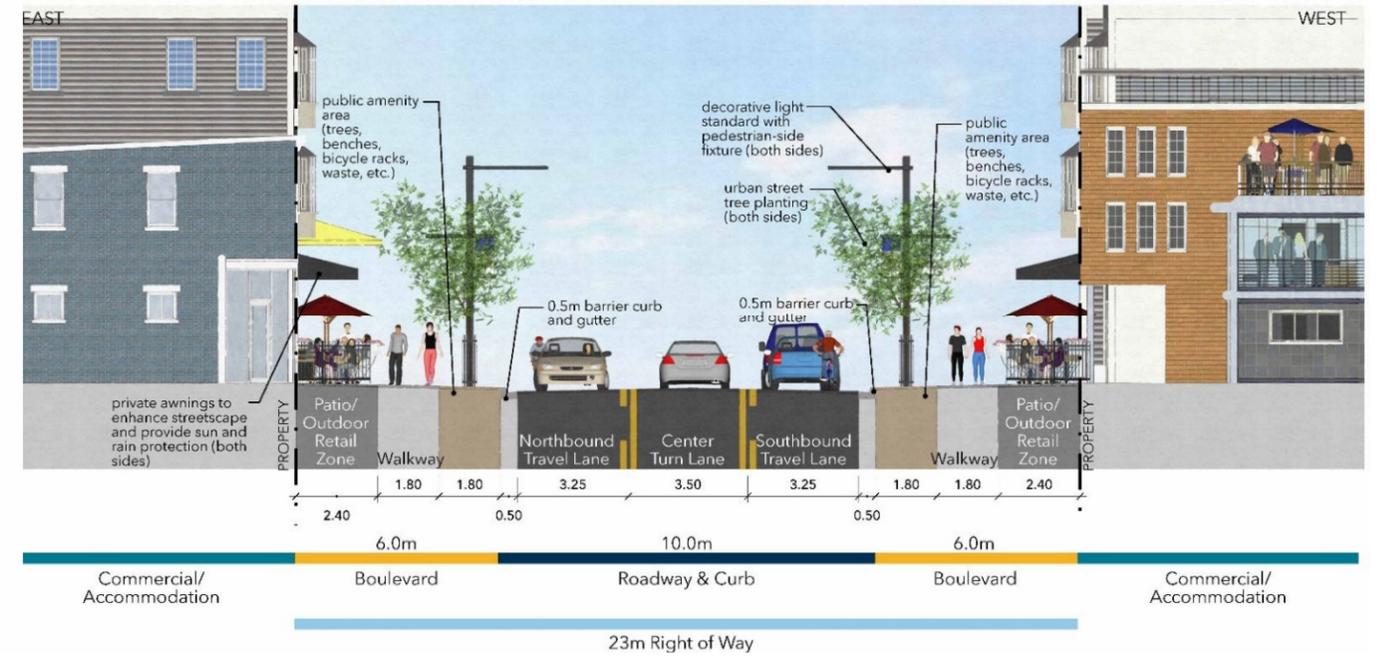
Figure 1: Class EA Study Area



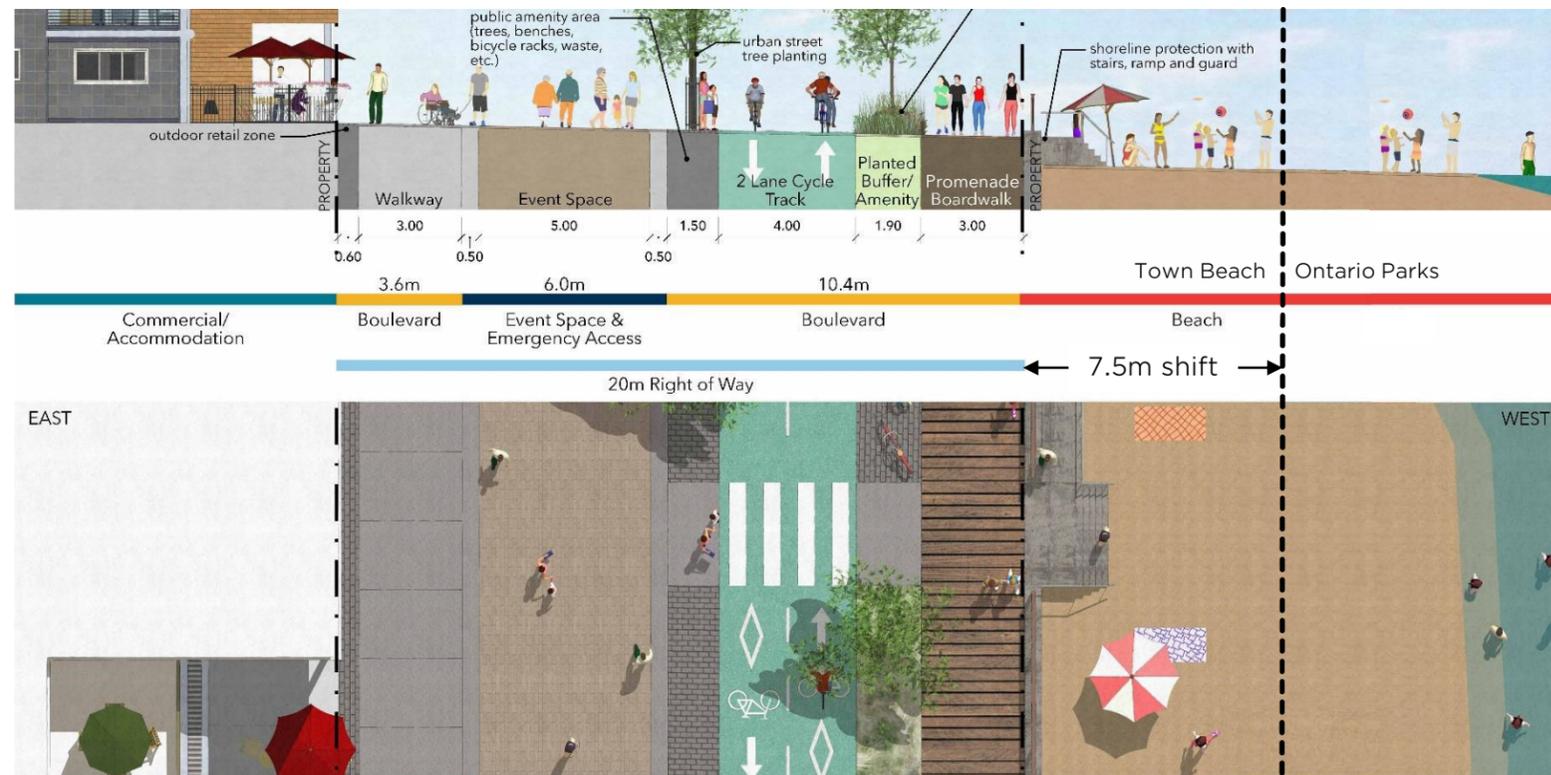
### Main Street - Design Concept 3



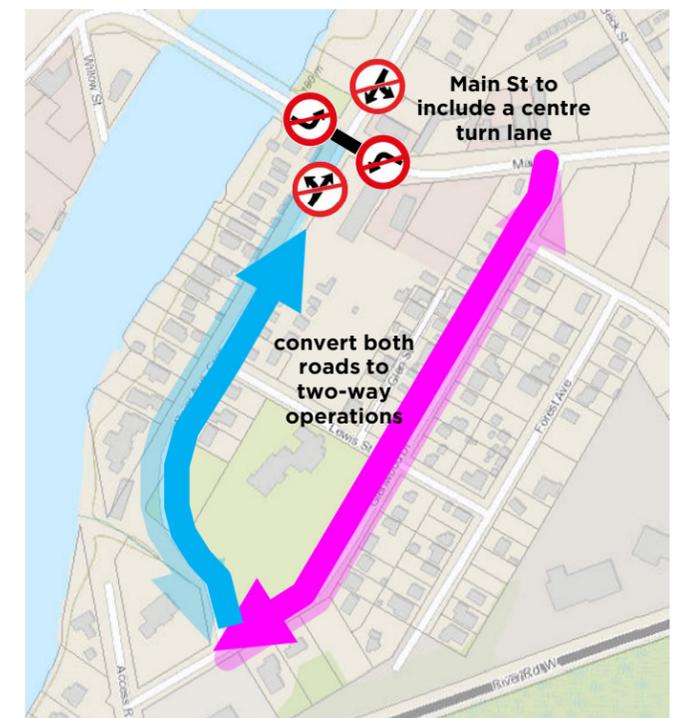
### Mosley Street - Design Concept 2



### Beach Drive - Design Concept 2



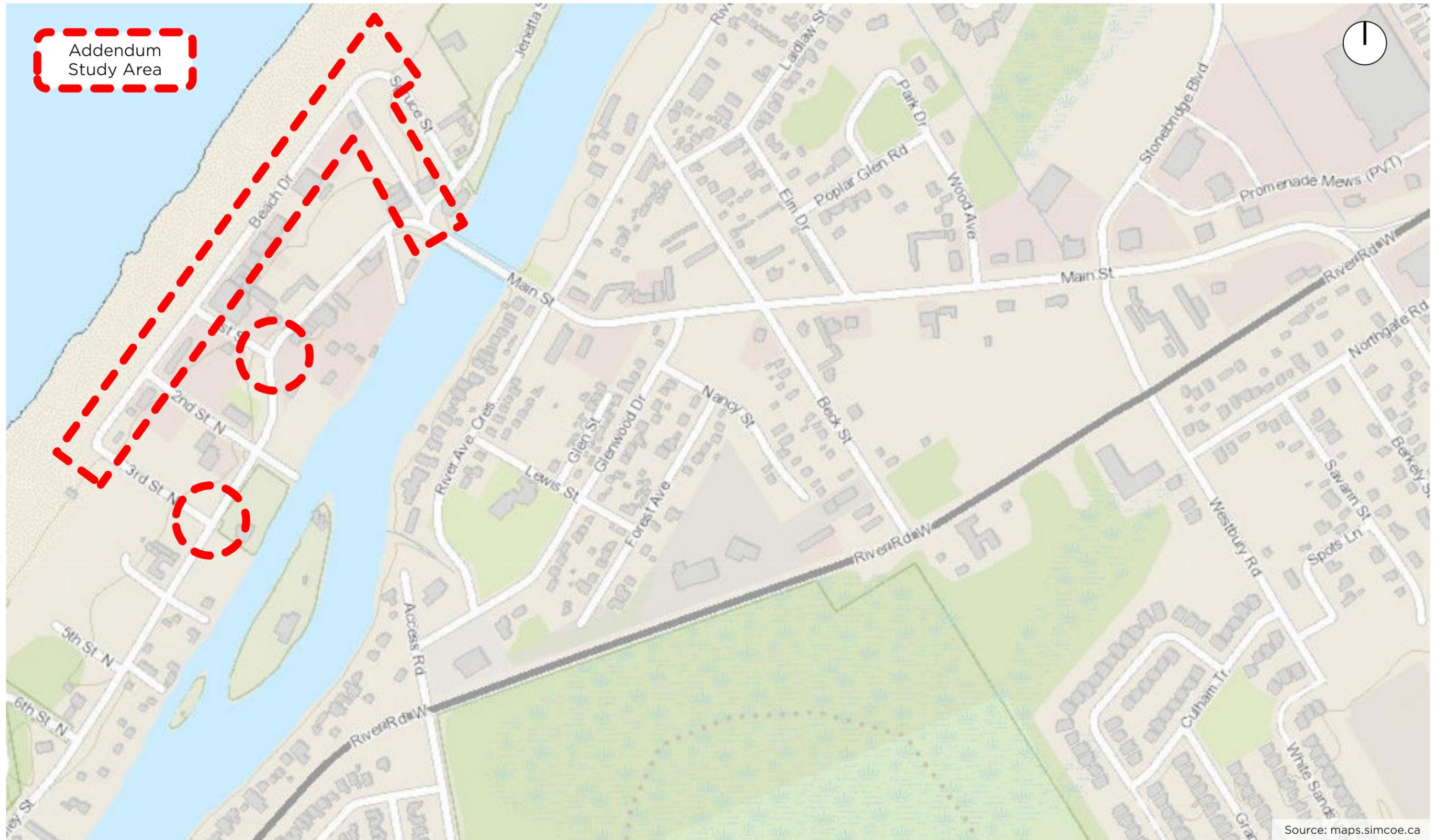
### River Ave Cres & Glenwood Dr - Configuration 5



## MAIN STREET AND BEACH AREA 1 & 2 IMPROVEMENTS

Figure 2: Preferred Design Concepts (Original Class EA)

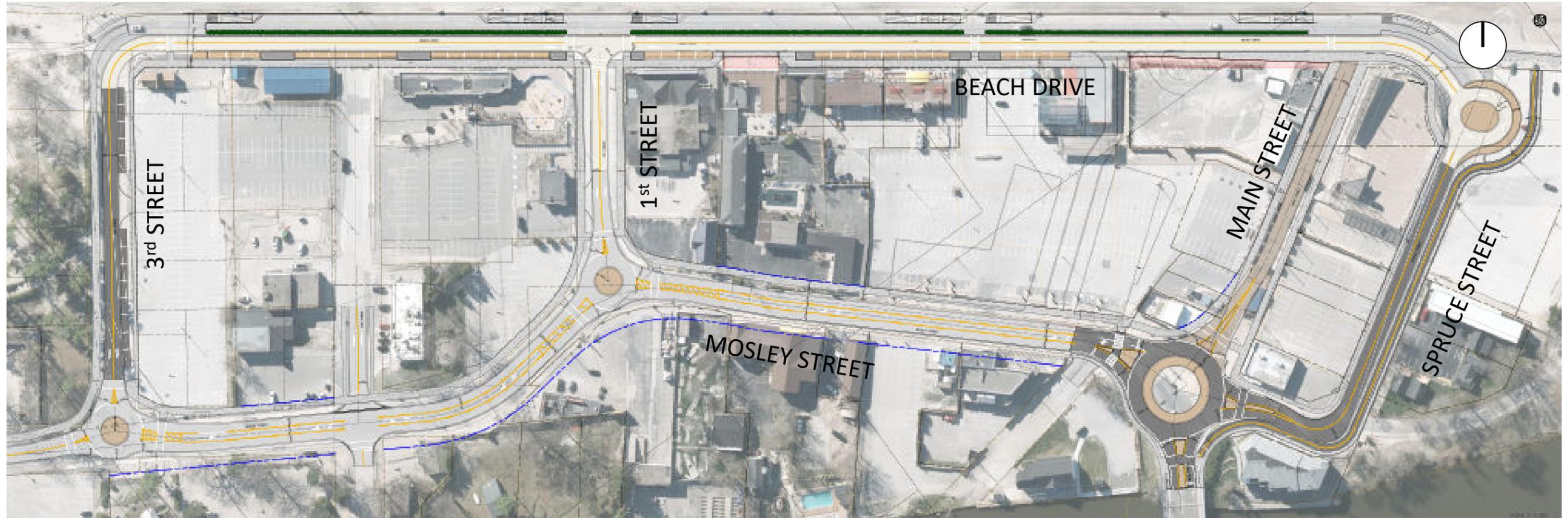




**MAIN STREET AND BEACH AREA 1 & 2 IMPROVEMENTS**

Figure 3: Class EA Addendum Study Area

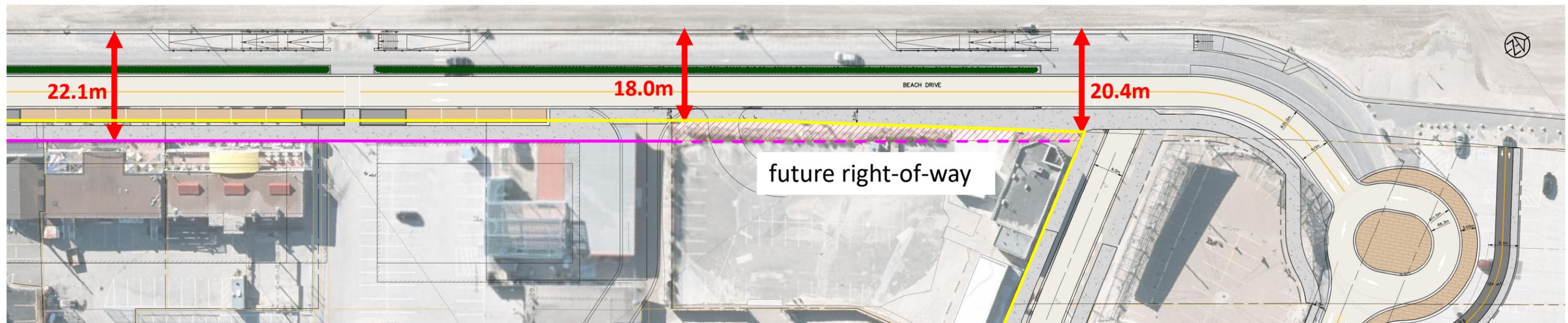
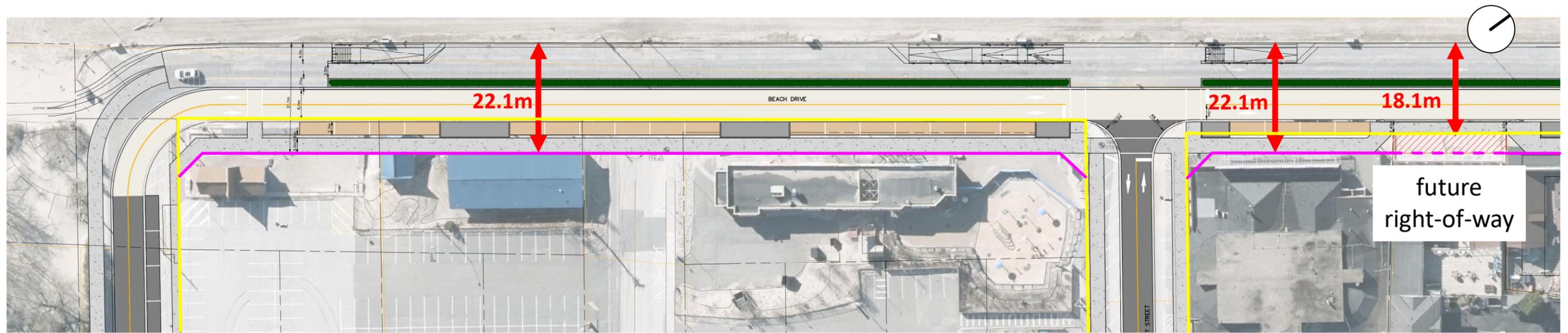




**MAIN STREET AND BEACH AREA 1 & 2 IMPROVEMENTS**

Figure 4: Functional Road Network Plan

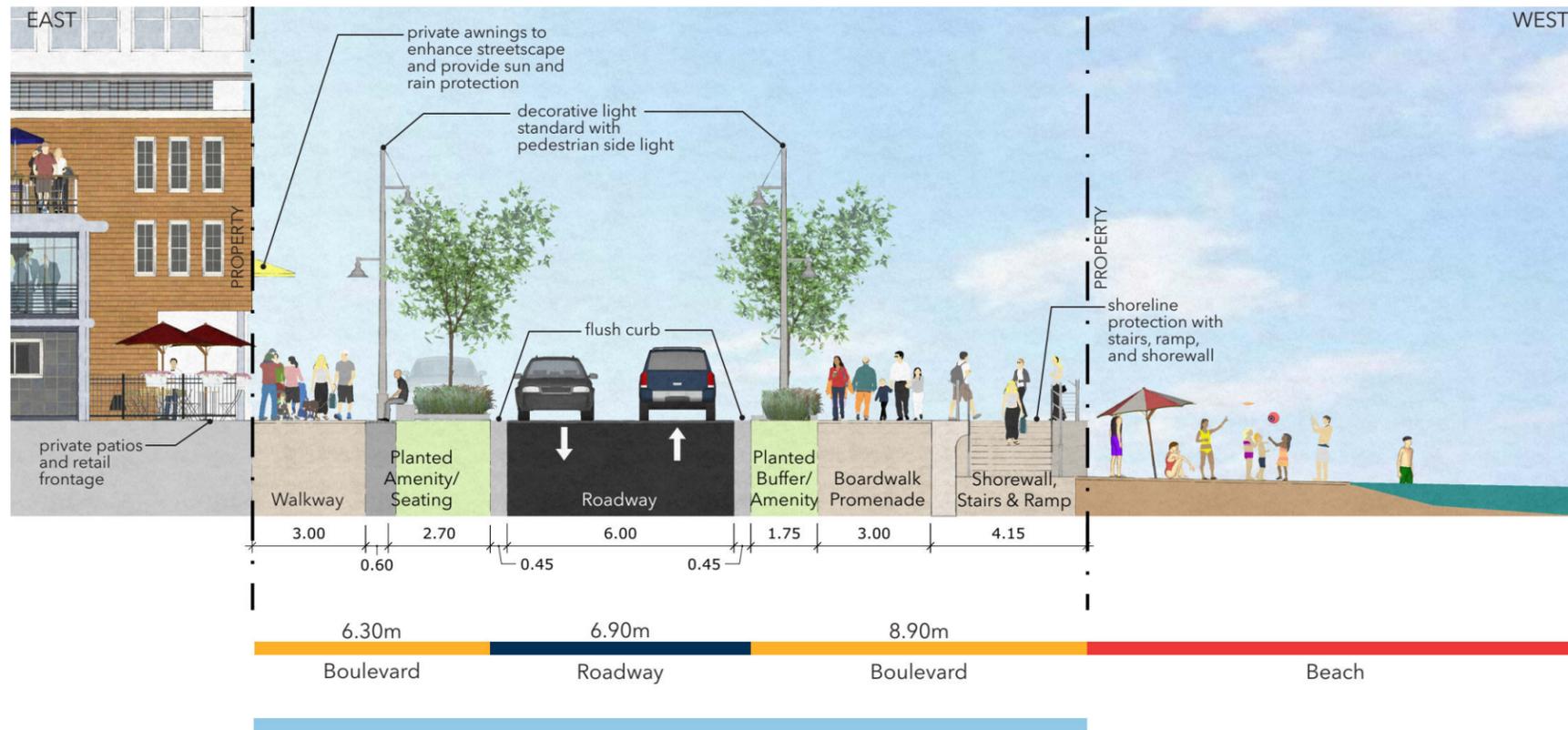




**MAIN STREET AND BEACH AREA 1 & 2 IMPROVEMENTS**

Figure 5: Revised Beach Drive Right-of-Way





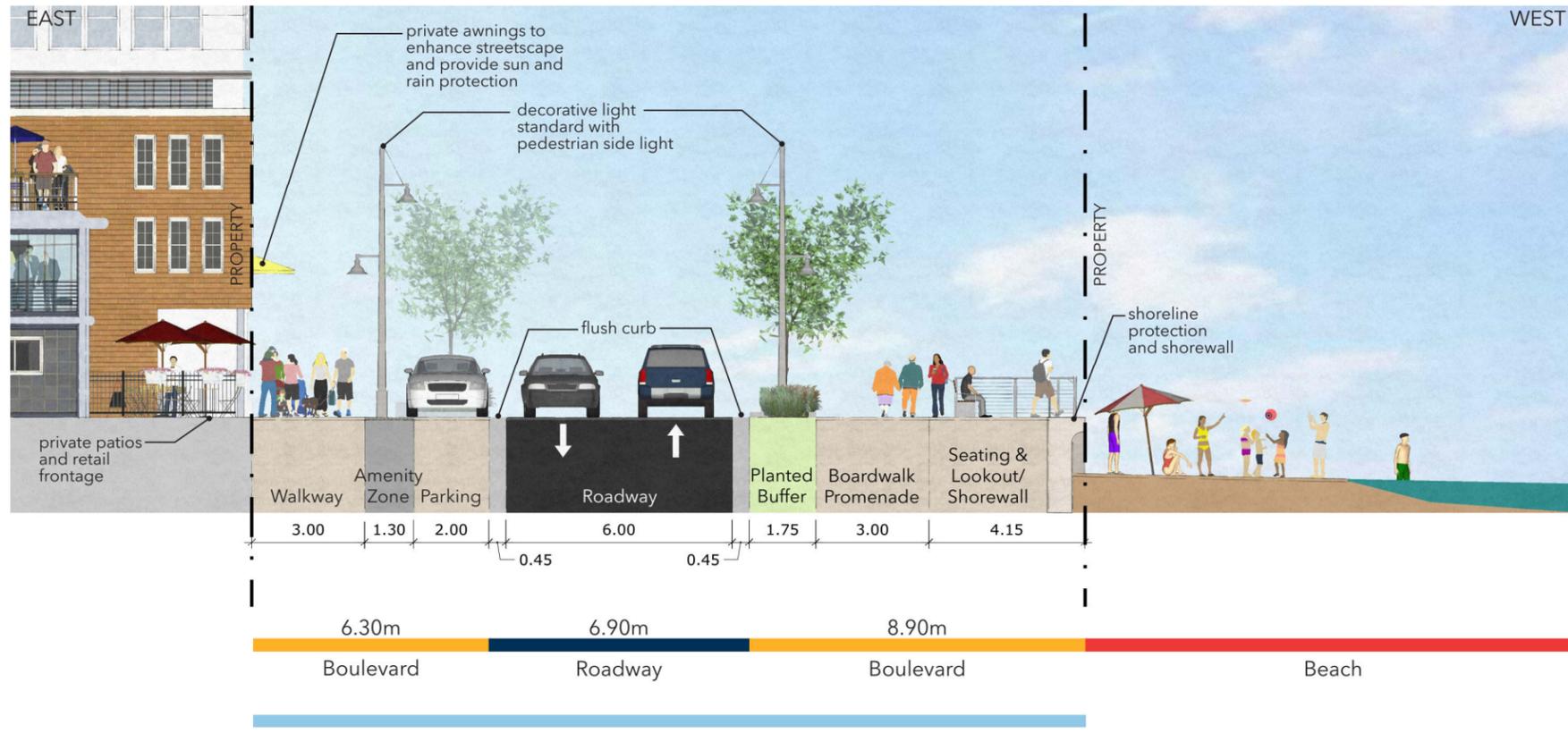
- Notes:
- Right-of-way reduces to 18 metres at certain locations on an interim basis until further widenings can be obtained
  - Pavement treatment subject to detailed landscape design



**MAIN STREET AND BEACH AREA 1 & 2 IMPROVEMENTS**

Figure 6a: Revised Beach Drive Preferred Design Concept - Without Parking





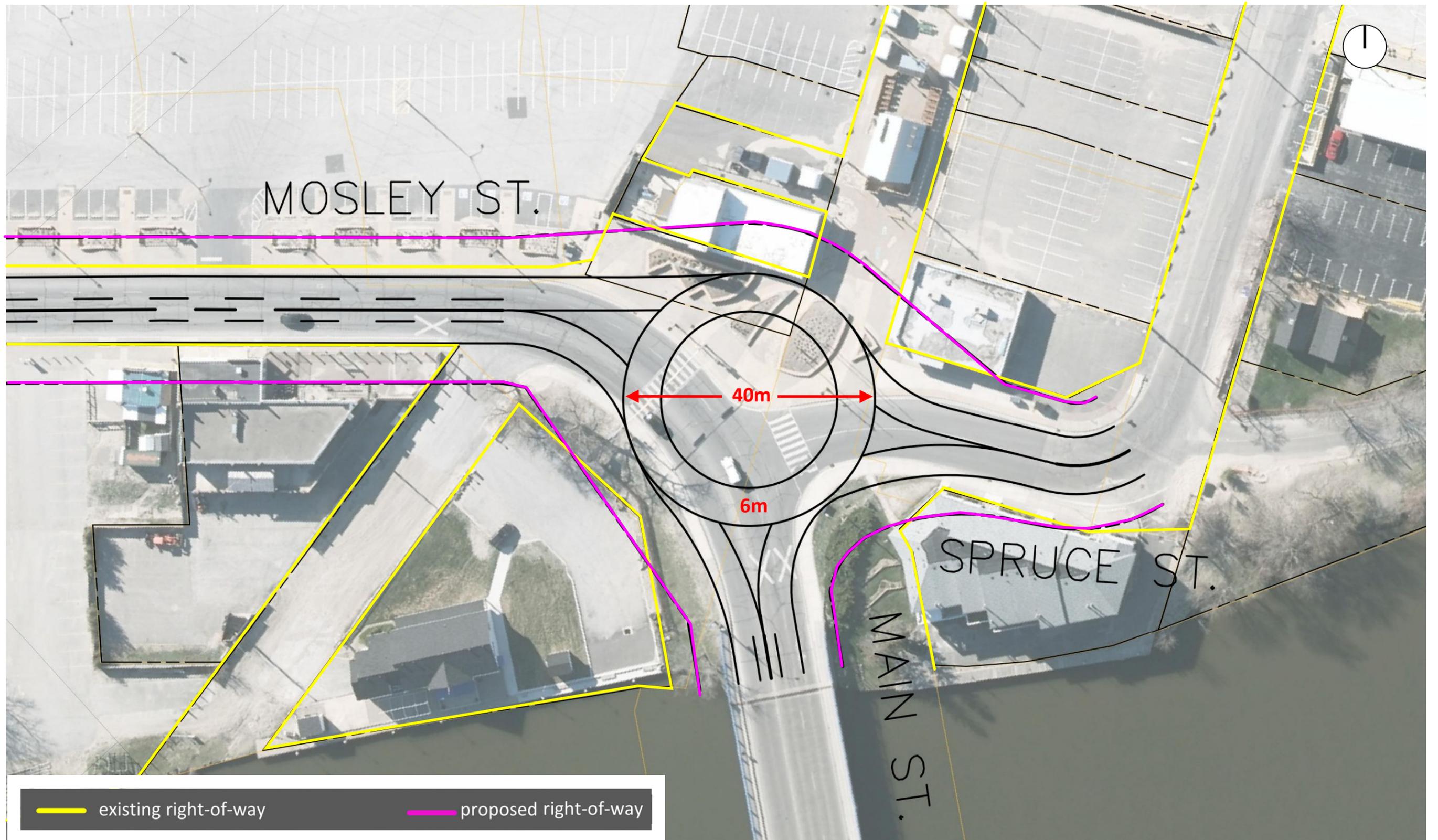
- Notes:
- Right-of-way reduces to 18 metres at certain locations on an interim basis until further widenings can be obtained
  - Pavement treatment subject to detailed landscape design



**MAIN STREET AND BEACH AREA 1 & 2 IMPROVEMENTS**

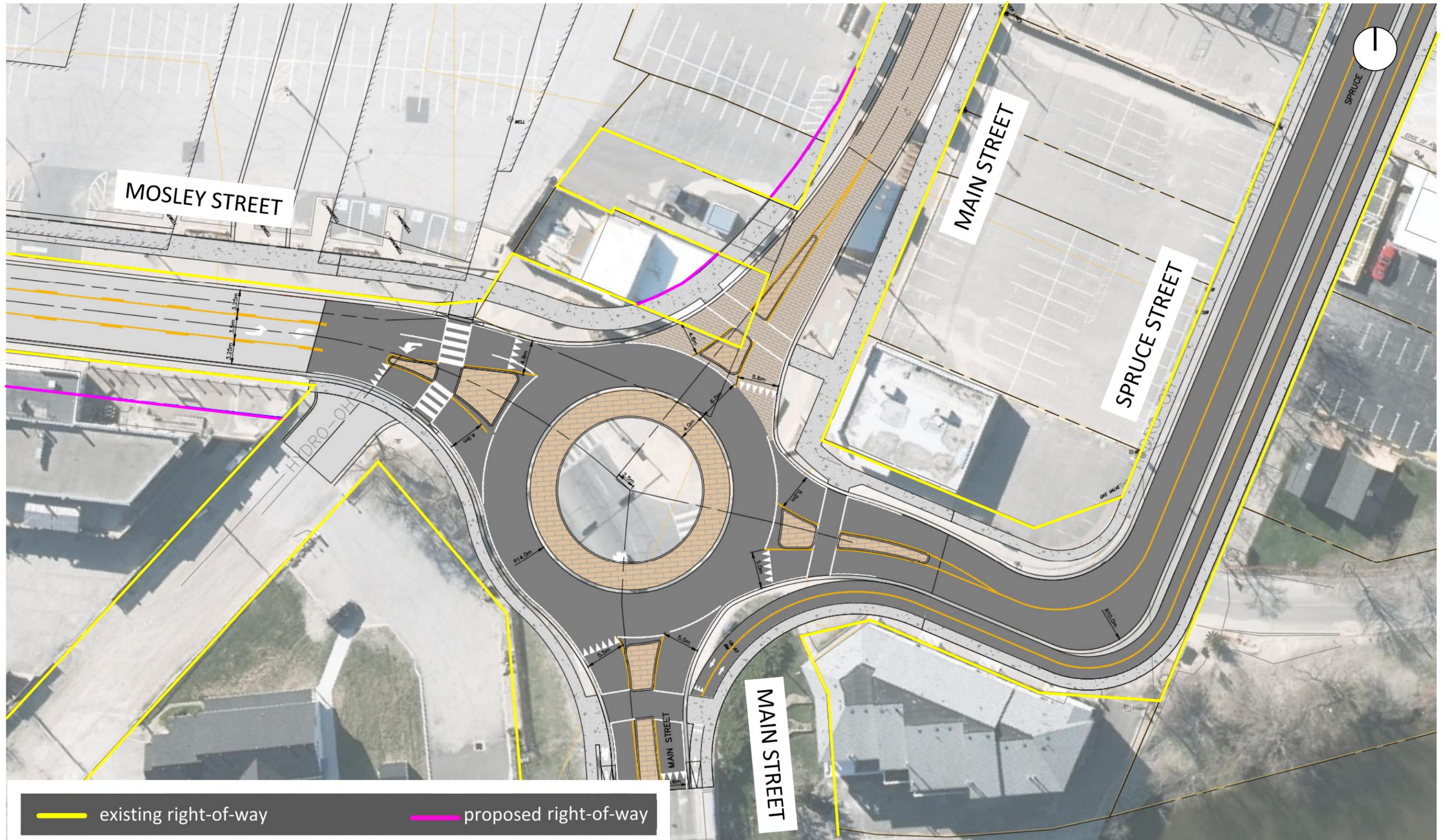
Figure 6b: Revised Beach Drive Preferred Design Concept - With Parking





**MAIN STREET AND BEACH AREA 1 & 2 IMPROVEMENTS**  
Figure 7: Roundabout at Mosley / Main / Spruce (from Original Class EA)

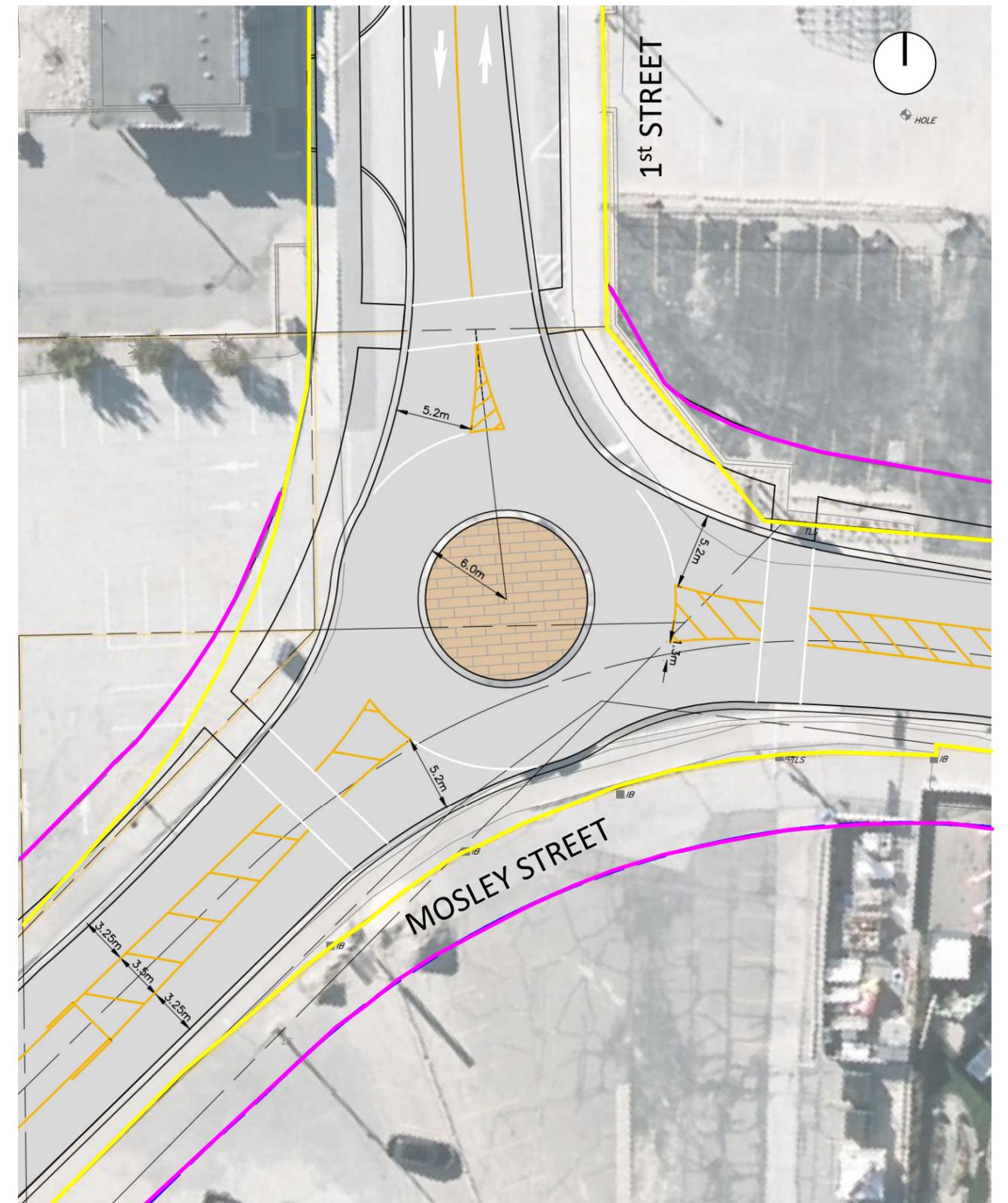
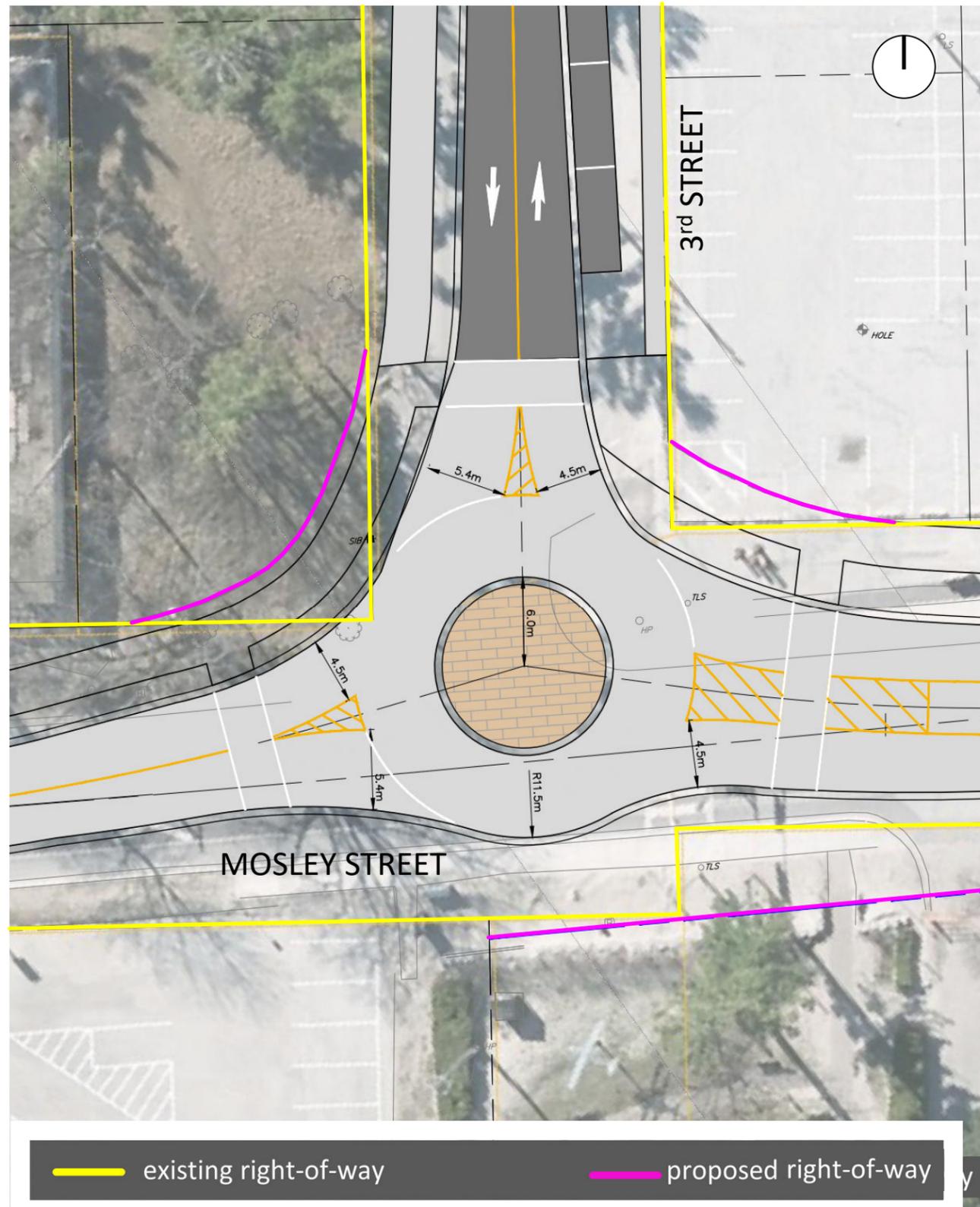




**MAIN STREET AND BEACH AREA 1 & 2 IMPROVEMENTS**

Figure 8: Revised Roundabout at Mosley / Main / Spruce





**MAIN STREET AND BEACH AREA 1 & 2 IMPROVEMENTS**

Figure 9: Proposed Mini-Roundabouts at 1st Street & 3rd Street



**Appendix A:  
Agency & Stakeholder Contact  
List**

Main Street & Beach Area 1&2 Class EA (Addendum): Agency Contacts

Type	Company	Address1	Address2	City	PostalCode	FirstName	LastName	Title	JobTitle	WorkPhone	Email
Agency	Ministry of the Environment, Conservation & Parks	Barrie District Office	54 Cedar Pointe Dr. Unit 1201	Barrie, Ontario	L4N 5R7	Cindy	Hood	Ms.	Manager	705-309-5874	cindy.hood@ontario.ca
Agency	Ministry of the Environment, Conservation & Parks	Central Region Office	Place Nouveau 5775 Yonge Street, 9th Floor	Toronto, Ontario	M2M 4J1	Chunmei	Liu	Ms.	EA Coordinator	416-326-4886	chunmei.lui@ontario.ca
Agency	Ministry of the Environment, Conservation & Parks	Environmental Assessment Services	135 St. Clair Ave. W. 1 <sup>st</sup> Floor	Toronto, Ontario	M4V 1P5	Annamaria	Cross	Ms.	Manager	416-314-7967	Annamaria.cross@ontario.ca
Agency	Ministry of the Environment, Conservation & Parks	Southwest Zone	1350 High Falls Road	Bracebridge	P1L 1W9	Meghan	Pomeroy	Ms.	Park Planner - Southwest Zone	705-646-5520	Meghan.Pomeroy@ontario.ca
Agency	Ministry of Tourism, Culture & Sport	Midhurst District Office	2284 Nursery Road	Midhurst, Ontario	L0L 1X0	Chantale	Gagnon	Ms.	Regional Advisor	705-241-2386	chantale.gagnon@ontario.ca
Agency	Ministry of Tourism, Culture & Sport	Heritage Planning Unit	401 Bay Street Suite 1701	Toronto, Ontario	M7A 0A7	Dan	Minkin	Mr.	Heritage Planner	416-314-7147	dan.minkin@ontario.ca
Agency	Ministry of Tourism, Culture & Sport	Archaeology Program Unit	401 Bay Street Suite 1700	Toronto, Ontario	M7A 0A7	Katherine	Cappella	Ms.	Manager	416-314-7132	katherine.cappella@ontario.ca
Agency	Ministry of Natural Resources & Forestry	Midhurst District	2284 Nursery Road	Midhurst, Ontario	L0L 1X0	Ken	Mott	Mr.	District Planner	705-725-7546	ken.mott@ontario.ca
Agency	Ministry of Natural Resources & Forestry	Wasaga Beach Provincial Park	11 22 <sup>nd</sup> Street	Wasaga Beach, Ontario	L9Z 2V9	John	Fisher	Mr.	Park Superintendent		john.fisher@ontario.ca
Agency	Ontario Parks	Southwest Zone	659 Exeter Road	London, Ontario	N6E 1L3	Greg	Wilson	Mr.	Zone Manager - Southwest Zone	519-873-4616	Greg.Wilson2@ontario.ca
Agency	Ministry of Municipal Affairs and Housing	Central Municipal Services Office	777 Bay Street 13 <sup>th</sup> Floor	Toronto, Ontario	M5G 2E5	Aly	N. Alibhai	Mr.	Regional Director	416-585-7264	<a href="mailto:aly.alibhai@ontario.ca">aly.alibhai@ontario.ca</a> (requested removal from list - May 14, 2024)
Agency	Ministry of Agriculture, Food & Rural Affairs	OMAFRA Land-Use Policy & Stewardship	1 Stone Rd W. 3rd Floor	Guelph, Ontario	N1G 4Y2	John	Turvey	Mr.	Policy Advisor	519-766-8811	john.turvey@ontario.ca
Agency	Ministry of Transportation	Central Region, Planning & Design	159 Sir William Hearst Avenue, Bldg. "D", 7th Floor	Toronto, Ontario	M3M 0B7	John	Mackinnon	Mr.	Area Manager	416-235-5533	john.mackinnon@ontario.ca

Main Street & Beach Area 1&2 Class EA (Addendum): Agency Contacts

Type	Company	Address1	Address2	City	PostalCode	FirstName	LastName	Title	JobTitle	WorkPhone	Email
Agency	Ministry of Indigenous Affairs	Indigenous Relations Branch	160 Bloor Street E. Suite 400	Toronto, Ontario	M7A 2E6	Francois	Lachance	Mr.	Senior Advisor	416-326-4754	francois.lachance@ontario.ca
Agency	Nottawasaga Valley Conservation Authority	John Hix Conservation Administration Centre	8195 8 <sup>th</sup> Line	Utopia, Ontario	L0M 1T0	Doug	Hevenor	Mr.	Chief Administrative Officer	705-424-1479 ext. 225	dhevenor@nvca.on.ca
Agency	Lake Simcoe Region Conservation Authority		120 Bayview Parkway	Newmarket, Ontario	L3Y 3W3	Ben	Longstaff	Mr.	General Manager, Integrated Watershed Management	905-895-1281 ext. 305	b.longstaff@lsrca.on.ca
Agency	Infrastructure Ontario	Realty Operations & Asset Management	1 Dundas Street West Suite 2000	Toronto, Ontario	M5G 1Z3	Sean	Wiley	Mr.	Executive Vice-President, Asset Management	416-327-3937	sean.wiley@infrastructureontario.ca
Agency	Infrastructure Ontario	Environmental Management				Cory	Ostrowka	Mr.			Cory.Ostrowka@infrastructureontario.ca
Agency (Federal)	Crown-Indigenous Relations & Northern Affairs Canada	Lands & Economic Development - Environment	655 Bay Street, Suite 700 8 <sup>th</sup> Floor	Toronto, Ontario	M5G 2K4	Sunil	Bajaj	Mr.	Manager	416-973-4614	sunil.bajaj@canada.ca
Agency (Federal)	Department of Fisheries and Oceans	Fish & Fish Habitat Protection Program	867 Lakeshore Road	Burlington, Ontario	L7S 1A1	Tom	Hoggarth	Mr.	Regional Director, Ecosystems Management	905-336-4764	
Agency	Ontario Provincial Police	Huron West Detachment	P.O. Box 140 1000 River Road West	Wasaga Beach, Ontario	L9Z 1A1						
Municipal	The County of Simcoe	Administration Centre	1110 Highway 26	Midhurst, Ontario	L9X 1N6	Mark	Aitkin	Mr.	Chief Administrative Officer	705-726-9300 ext.1260	cao@simcoe.ca
School Board	Simcoe County District School Board		1170 Highway 26	Midhurst, Ontario	L9X 1N6	Andrew	Keuken	Mr.	Manager of Planning, Enrolment & Community Use	705-734-6363 ext. 11513	akeuken@scdsb.on.ca
School Board	Simcoe Muskoka Catholic District School Board	46 Alliance Blvd.		Barrie, Ontario	L4M 5K3	Christine	Hyde	Ms.	Manager of Planning & Development	705-722-3555 ext. 351 (?)	chyde@smcdsb.on.ca
School Board	Simcoe County Student Transportation Consortium	64 Cedar Pointe Drive Suite 1403		Barrie, Ontario	L4N 5R7	Bonnie	Branch	Ms.	Transportation Coordinator	705-733-8965	bbranch@scstc.ca
Utility	Bell Canada	136 Bayfield Street	Floor 2	Barrie, Ontario	L4M 3B1	Andrew	Fournier	Mr.	Manager, Access Network	705-722-2677	andrew.fournier@bell.ca
Utility	Rogers Cable Systems	1 Sperling Drive	P.O. Box 8500	Barrie, Ontario	L4M 6B8	Tony	Dominguez	Mr.	Systems Planner	705-737-4660	tony.dominguez@rci.rogers.com

Main Street & Beach Area 1&2 Class EA (Addendum): Agency Contacts

Type	Company	Address1	Address2	City	PostalCode	FirstName	LastName	Title	JobTitle	WorkPhone	Email
Utility	Hydro One	Subdivision Group	420 Welham Road	Barrie, Ontario	L4N 8Z2	Heather	McTeer	Ms.			
Utility	Hydro One Network	45 Sarjeant Drive	P.O. Box 6700	Barrie, Ontario	L4M 5N5	Business Customer Centre					
Utility	Ontario Power Generation	700 University Avenue		Toronto, Ontario	M5G 1X6	Christopher F.	Ginther	Ms.	Chief Administrative Officer	416-592-2555	
Utility	Wasaga Distribution Inc.	P.O. Box 20	950 River Road West	Wasaga Beach, Ontario	L9Z 1A1						hydro@wasagadist.ca
Utility	Enbridge Gas Distribution Inc.	10 Churchill Dr.		Barrie, Ontario	L4N 8Z5	David	Smith	Mr.	Sales Development Representative	705-739-5254	
Utility	Union Gas	1590 8 <sup>th</sup> Street East		Owen Sound, Ontario	N4K 0A2	Derrick	Cunningham	Mr.			
First Nations Community	Chippewas of Georgina Island	R. R. #2	P.O. Box N-13	Sutton West, ON	LOE 1R0	Donna	Big Canoe	Ms.	Chief	705 437-1337	<a href="mailto:donna.bigcanoe@georginaisland.com">donna.bigcanoe@georginaisland.com</a> <a href="mailto:natasha.charles@georginaisland.com">natasha.charles@georginaisland.com</a>
First Nations Community	Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama, Ontario	L3V 6H6	Ted	Williams		Chief	705-325-3611	chief@ramafirstnation.ca
First Nations Community	Wahta Mohawk	P.O. Box 260	2664 Muskoka Road 38	Bala, Ontario	P0C 1A0	Philip	Franks		Chief	705-762-2354	philip.franks@wahtamohawksCouncil.ca
First Nations Community	Moose Deer Point	3719 Twelve Mile Bay Road	P.O. Box 119	Mac Tier, Ontario	P0C 1H0	Rhonda	Williams-Lovett		Chief	705-375-5209	Rhonda.Williams-Lovett@mdpfn.com
First Nations Community	Wasauksing First Nation	P.O. Box 250	1508 Geewadin Road	Parry Sound, Ontario	P2A 2X4	Warren	Tabobondung		Chief	705-746-2531	chief@wasauksing.ca
First Nations Community	Coordinator for Williams Treaties First Nation	8 Creswick Court		Barrie, Ontario	L4M 2J7	Karry	Sandy-McKenzie	Ms.	Barrister & Solicitor		inquiries@williamstreatiesfirstnations.ca
First Nations Community	Beausoleil First Nation (Christian Island)	11 O'Gema Miikaan		Christian Island, Ontario	L9M 0A9	Joanne P.	Sandy-McKenzie		Chief	705-247-2051	<a href="mailto:bfncchief@chimnissing.ca">bfncchief@chimnissing.ca</a> <a href="mailto:bfncconsultation@chimnissing.ca">bfncconsultation@chimnissing.ca</a>
First Nations Community	Georgian Bay Métis Council	355 Cranston Crescent	PO Box 4	Midland, Ontario	L4R 4K6	Greg	Garratt	Mr.	President	705-526-6335	greggarratt@gmail.com
First Nations Community	Moon River Métis Council		385a Bethune Drive North	Gravenhurst, Ontario	P1P 1B8	Erin	Hadaway	Mr.	President	705-681-0782	erin.hadaway05@gmail.com
First Nations Community	Métis Nation of Ontario - Head Office	311-75 Sherbourne St.		Toronto, Ontario	M5A 2P9	Linda	Linda	Ms.	Director, Lands, Resources and Consultations	416-977-9881, Ext. 102	consultations@metisnation.org

Main Street & Beach Area 1&2 Class EA (Addendum): Agency Contacts

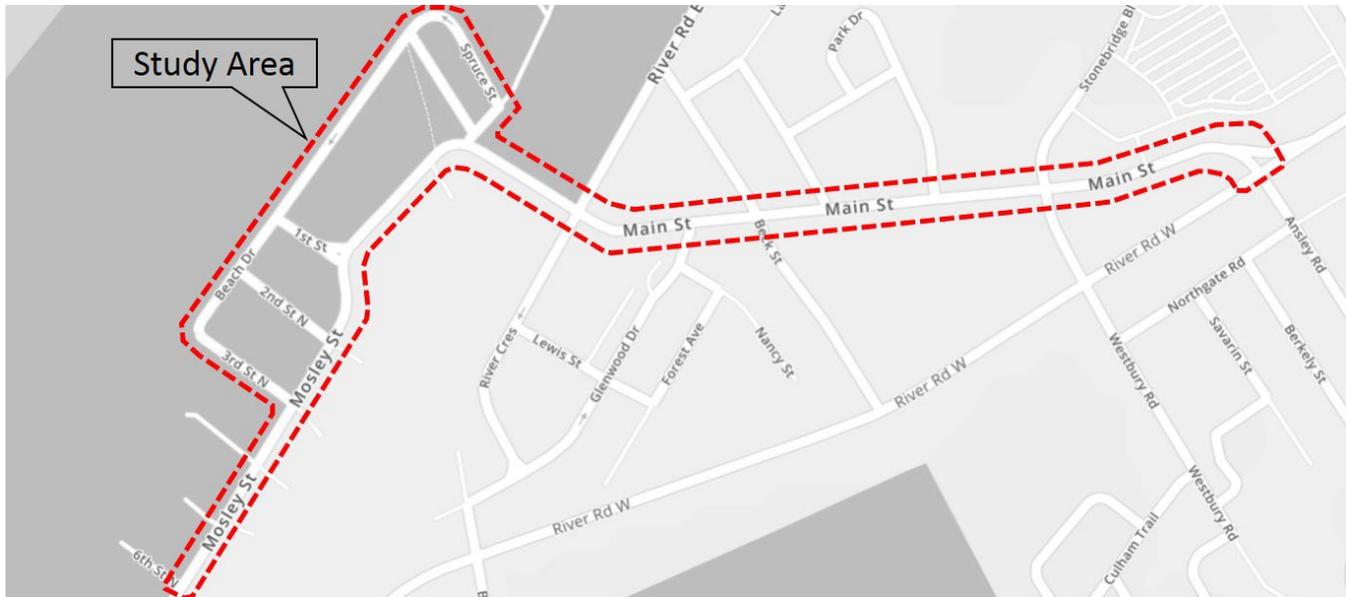
Type	Company	Address1	Address2	City	PostalCode	FirstName	LastName	Title	JobTitle	WorkPhone	Email
First Nations Community	Métis Nation of Ontario - Head Office	66 Slater St.		Ottawa	K1P 5H1					613-798-1006	info@mnoregistry.ca
First Nations Community	La Nation Huronne-Wendat (Huron-Wendat First Nation)	Centre Administratif	255 Place Chef Michel Laveau	Wendake, Quebec	G0A 4V0	Konrad H.	Sioui		Grand Chief	418-843-3767	<a href="mailto:administration@cnhw.qc.ca">administration@cnhw.qc.ca</a> administration@wendake.ca

## **Appendix B: Notice of Addendum**



## Main Street Reconstruction & Beach Area 1&2 Revitalization Municipal Class Environmental Assessment Study Notice of Addendum and Public Open House

The Town of Wasaga Beach completed a Schedule C, Municipal Class Environmental Assessment for improvements to the Main Street (River Road West to Mosley Street), Mosley Street (Main Street to 6<sup>th</sup> Street), Beach Drive and area corridors. The improvements are necessary to facilitate and support future growth within the study area and ensure that future transportation and infrastructure demands can be accommodated. The Class EA concluded with the filing of an Environmental Study Report on January 29, 2021.



The preferred solutions outlined in the Environmental Study Report were as follows:

- Main Street: ensure a 30m right-of-way with 3 lanes (1 per direction with a centre turn lane), sidewalks, on-street parking, flexible street zone (south side) and 2-lane cycle track (north side)
- Mosley Street: ensure a 23m right-of-way with 3 lanes (1 per direction with a centre turn lane), sidewalks and outdoor retail/patio space on both sides of the street
- Beach Drive: shift Beach Drive 7.5m inland, ensure a 20m right-of-way, close it to vehicle traffic and replace with storefront walkway, event space, 2-lane cycle track, promenade/boardwalk and amenity space
- Roundabouts: consider future roundabouts at the Main Street intersections with River Road West, Stonebridge Boulevard and Beck Street, and the Mosley Street intersection with Main Street
- River Avenue Crescent & Glenwood Drive: convert both streets to 2-way operations with turn restrictions at River Avenue Crescent/Main Street and ensure appropriate pedestrian provisions on Glenwood Drive (no property takings along Glenwood Drive)

As a result of changes to the redevelopment plans for the area and direction from Council, there is a need to alter the recommended design concepts outlined in the Environmental Study Report. Specifically, the opening of Beach Drive to vehicular traffic and adjustments to the proposed cross-section, alterations to the proposed roundabout at Main Street and Mosley Street, and the addition of mini-roundabouts at 1<sup>st</sup> Street and Mosley Street and 3<sup>rd</sup> Street and Mosley Street.

An Addendum has now been completed to the Environmental Study Report that contains details of the proposed changes, updated environmental effects, and mitigating measures. By this notice, the Addendum, along with the original Environmental Study Report are being placed on public record for a 30-day review period and comment in adherence to the approved Class EA process for Schedule C projects per the Municipal Class Environmental Assessment (March 2023). The Addendum has been filed and will be available from May 15, 2024, to June 14, 2024.

Interested parties are encouraged to review the ESR Addendum and provide comments by June 14, 2024. Comments should be directed to the Project Team below. Please note that only the changes in the Addendum are open for review. The original ESR and Addendum are available for review on the Town website noted below.

<https://www.wasagabeach.com/en/town-and-government/studies.aspx#Environmental-Assessment-Public-Works>

In addition, a public open house will be held on May 30<sup>th</sup>, 2024 from 6:00 to 8:00 PM, at the Stars Arena (RE/MAX room) at 544 River Road West to present the findings of the Class EA Addendum. A presentation will be held at 6:00 PM followed by an open house with Project Team staff available to answer questions.

**Owner**

Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, ON L9Z 1A1  
Mike Pincivero, P.Eng.  
Project Manager  
pwengineer@wasagabeach.com  
(705) 429-2540 x2342

**Consultant**

Tatham Engineering Limited  
200 Sandford Fleming Drive, #200  
Collingwood, ON L9Y 5A6  
John Velick, P.Eng.  
Project Manager  
jvelick@tathameng.com  
(705) 444-2565 x2110

In addition, a request to the Minister of the Environment, Conservation and Parks for an order imposing additional conditions or requiring an individual environmental assessment may be made only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include your full name and contact information. Requests should specify what kind of order is being requested (additional conditions or an individual environmental assessment), explain how an order may prevent, mitigate or remedy potential adverse impacts, and can include any supporting information. The request should be sent in hardcopy or by email to:

Minister of the Environment,  
Conservation and Parks  
Ministry of Environment, Conservation  
and Parks  
777 Bay Street, 5th Floor  
Toronto ON M7A 2J3  
minister.mecp@ontario.ca

and

Director, Environmental Assessment  
Branch Ministry of Environment,  
Conservation and Parks  
135 St. Clair Ave. W, 1st Floor  
Toronto ON, M4V 1P5  
EABDirector@ontario.ca

*Any input received during this process will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.*