



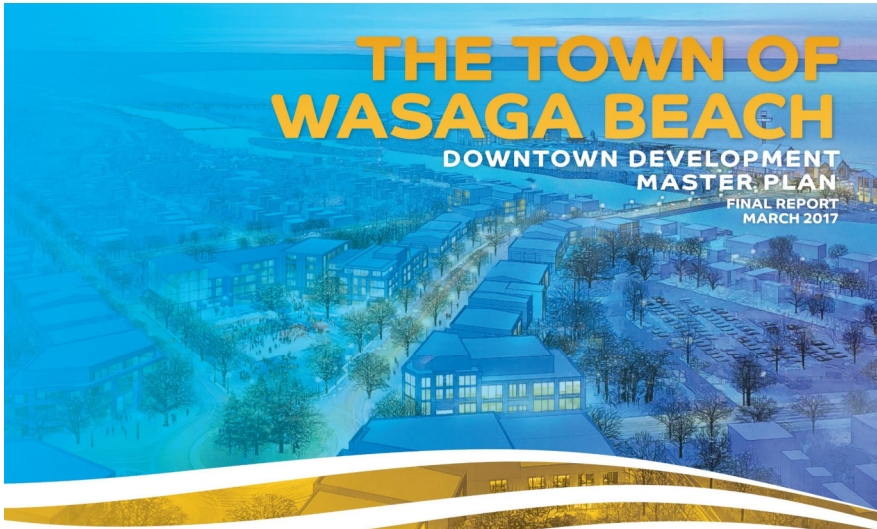
Main Street Reconstruction and Beach Areas 1 & 2 Revitalization Class Environmental Assessment - Addendum

PUBLIC OPEN HOUSE



May 30, 2024

Over the past several years, the Town has undertaken a number of initiatives relating to the redevelopment of Main Street and Beach Areas 1 and 2. The most significant of these initiatives include the Downtown Development Masterplan and the Urban Design Guidelines. These documents are intended to guide the manner in which development occurs both from a land use and planning perspective and from a design perspective, and hence are the basis for future development in the study area.



- The DDMP was “designed to promote the evolution of a livable, compact, accessible, sustainable downtown for the entire community.”
- The UDG is intended to “encourage development that supports and implements the objectives that are outlined in the DDMP.”

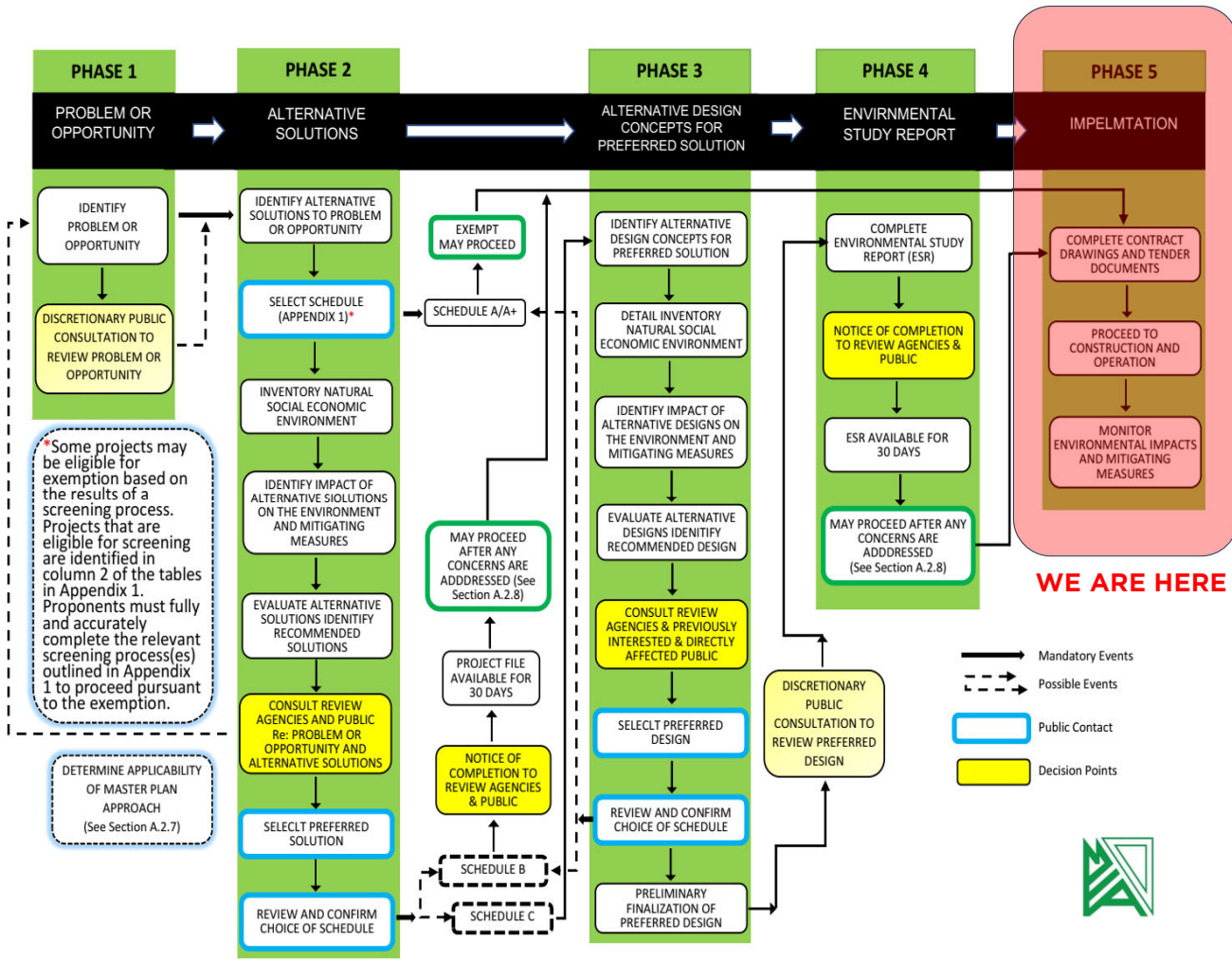
The **OBJECTIVE** of the original Class EA was to identify and facilitate the implementation of improvements to the study area transportation network considering:

- goals and objectives identified in the DDMP, UDG and supporting studies
- the natural, socio-economic & heritage environments
- the needs of pedestrians
- the needs of cyclists
- the needs of motorists



The **PURPOSE** of the original study was:

- develop alternative solutions to improve the local road network and renew infrastructure to facilitate the overall objectives of the DDMP and UDG
- identify the location, extent and sensitivity of affected environments
- assess the alternatives given potential environmental impacts
- identify the preferred solutions
- establish measures to mitigate impacts
- satisfy the Class EA requirements



Class Environmental Assessments

The original Class EA was completed in 2021

The Class EA requirements are dictated by the Class EA process as developed by the Municipal Engineers Association and Ministry of the Environment, Conservation and Parks.

In essence, it is a formalized and standardized process for completing municipal infrastructure projects ensuring that the required steps are followed, which includes a number of opportunities for public consultation and engagement.

The study requirements or choice of schedule are based on the type of project, potential impacts of the project to the noted environments and the overall construction value.

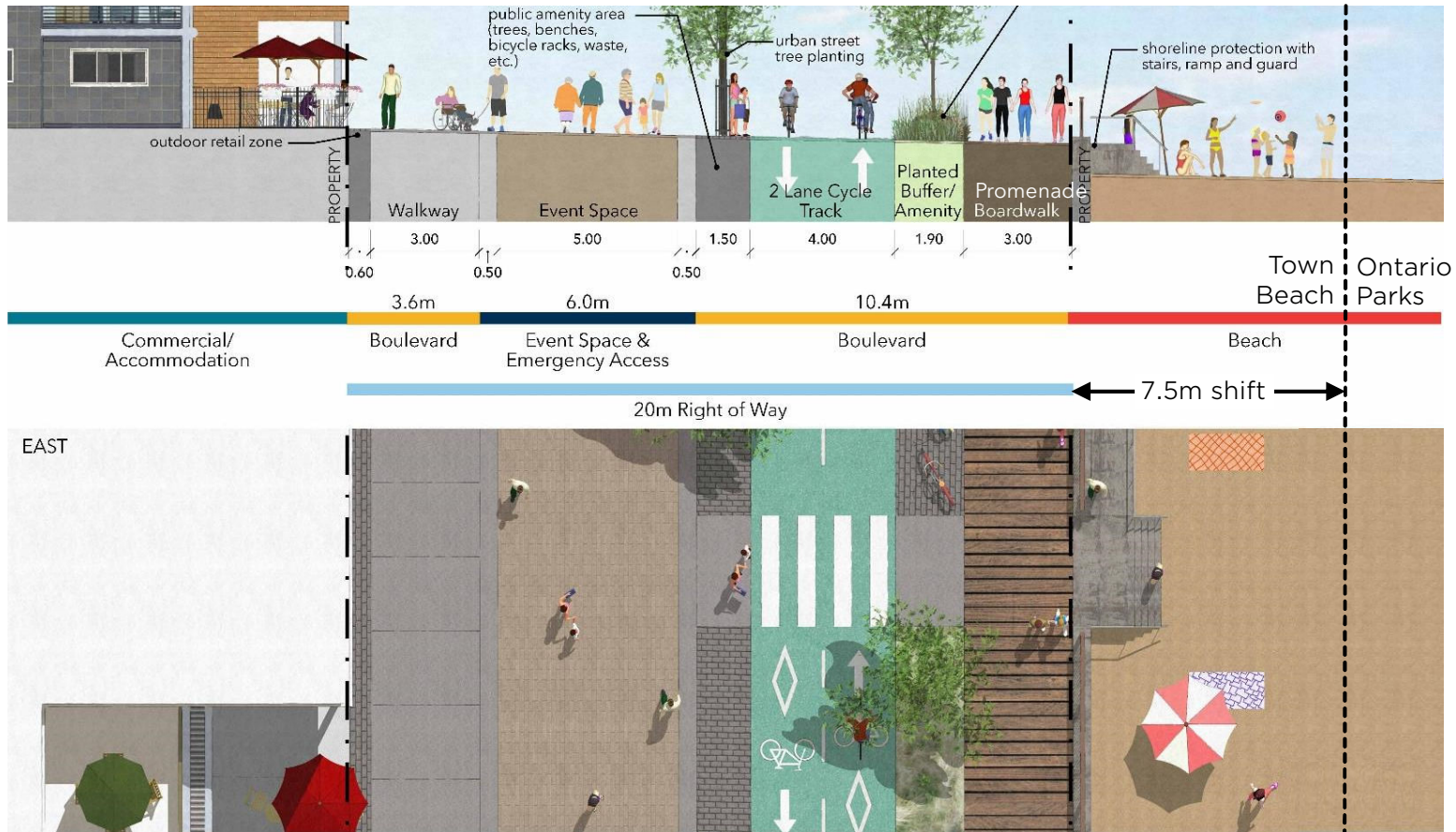
In the case of the *Main Street Reconstruction and Beach Areas 1 and 2 Revitalization*, a Schedule C Class EA was followed which encompassed Phases 1 through 4.



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.

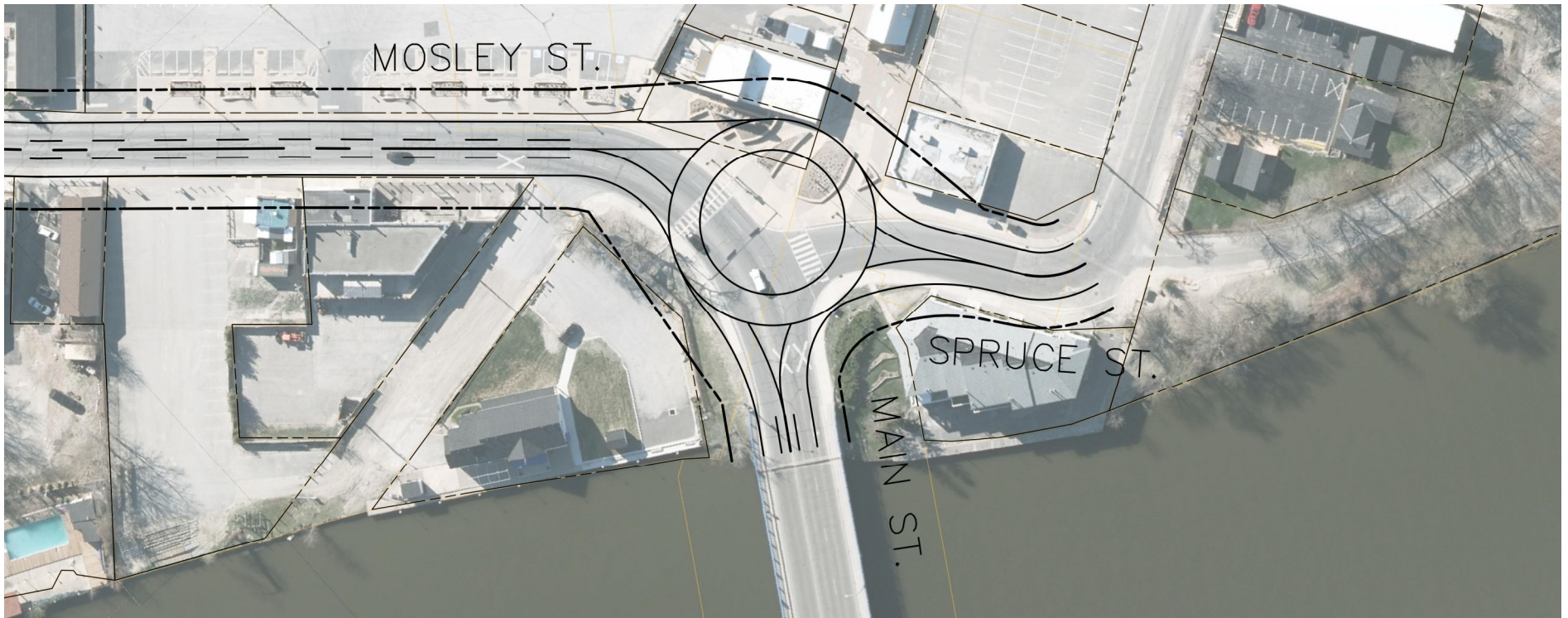
AERIAL VIEW

BEACH DRIVE – ORIGINAL CLASS EA DESIGN



Various cross-sections were explored with Design Concept 2 being ultimately selected. Design features of this cross-section included:

- Full closure of Beach Drive
- 27.5 metre road platform (including shoreline protections and ramps/stairs to beach)
- 3.0 metre pedestrian walkway provided along buildings/businesses
- 6.0 metre events plaza
- 1.5 metre amenity zone with urban tree planting/public amenity strip that borders the events plaza and the cycle track
- 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
- 3.0 metre promenade or boardwalk that runs along the beach



Intersection Control

- A 3-legged roundabout was recommended at the intersection of Mosley Street, Main Street, and Spruce Street.
- The previously completed Class EA did not recommend the construction of roundabouts along Mosley Street at 1st and 3rd 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.

ROUNDABOUT

MAIN / MOSLEY ST – ORIGINAL CLASS EA DESIGN

Changes Since Original Class EA:

- New development partner FRAM Building Group
- Based on public feedback, Council passed Resolution JCAC-277-2023, approving the re-opening of the Class EA to allow vehicles on Beach Drive
- Redevelopment proposal limits the property available for Beach Drive (reduced to 22.1 m from 27.5 m).
- Property restrictions due to the inability to acquire two properties along Beach Drive (right-of-way reduces to 18 metres on an interim basis until further widenings can be obtained)
- Due to the redevelopment proposal, access to Main Street properties may be interrupted. This would require Main Street to be opened to local traffic
- With the opening of Main Street and Beach Drive to vehicular traffic, the intersections along Mosley Street require re-evaluation

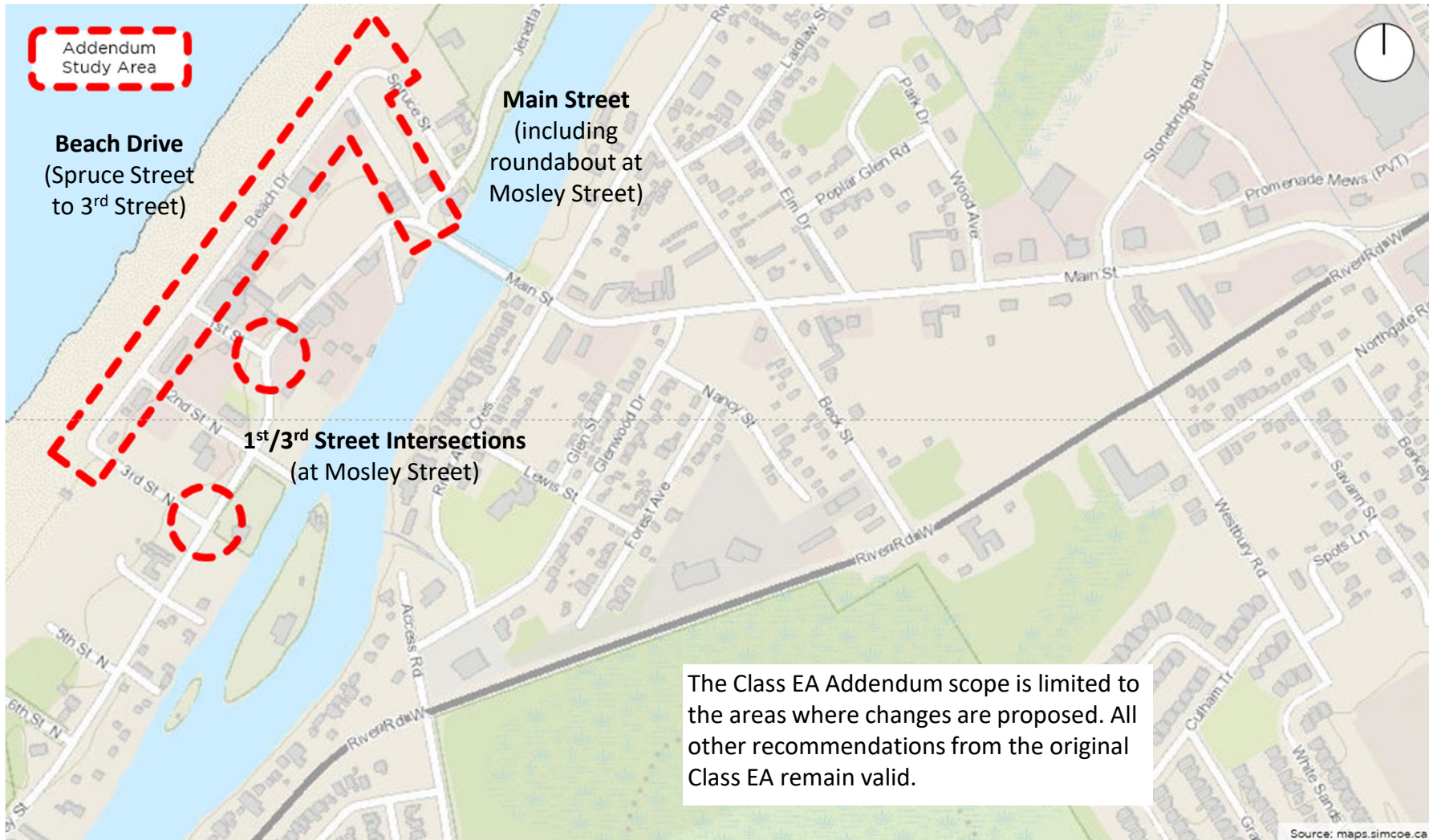


Class EA Addendum:

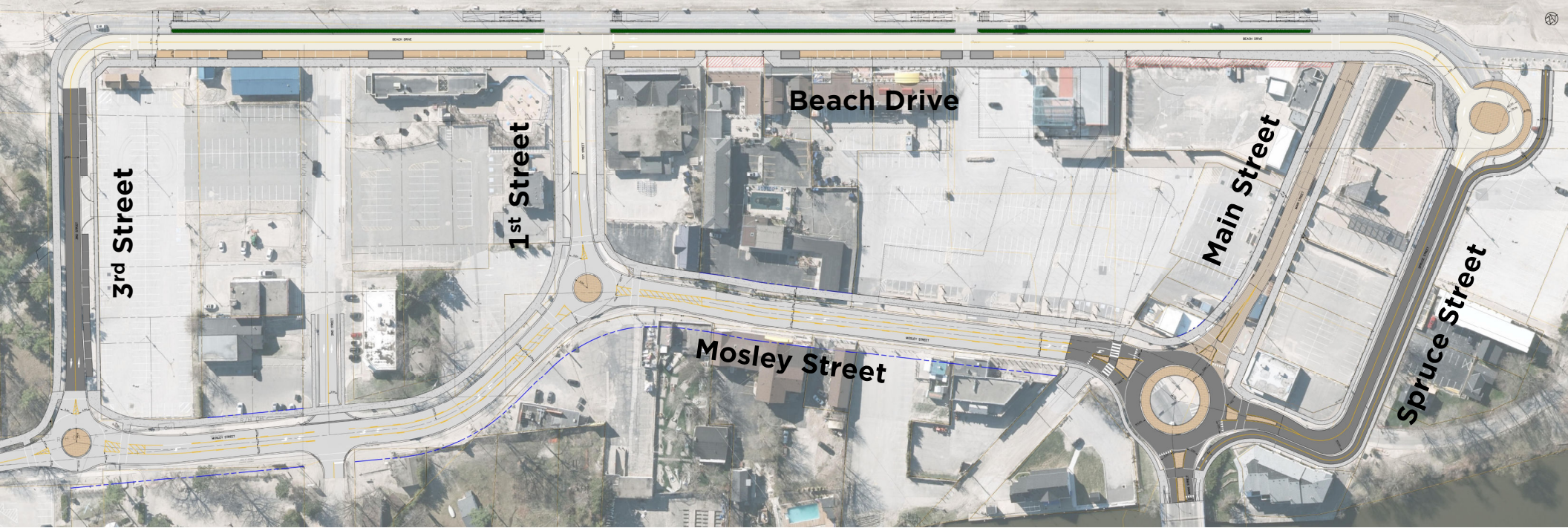
In the event of unforeseen circumstances, it may not be possible to execute a project as described in a Class Environmental Assessment. Should any substantial modifications to the project or changes in the project's environmental setting occur after the Environmental Assessment has been filed, an addendum to the Environmental Assessment 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 Assessment, 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 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.

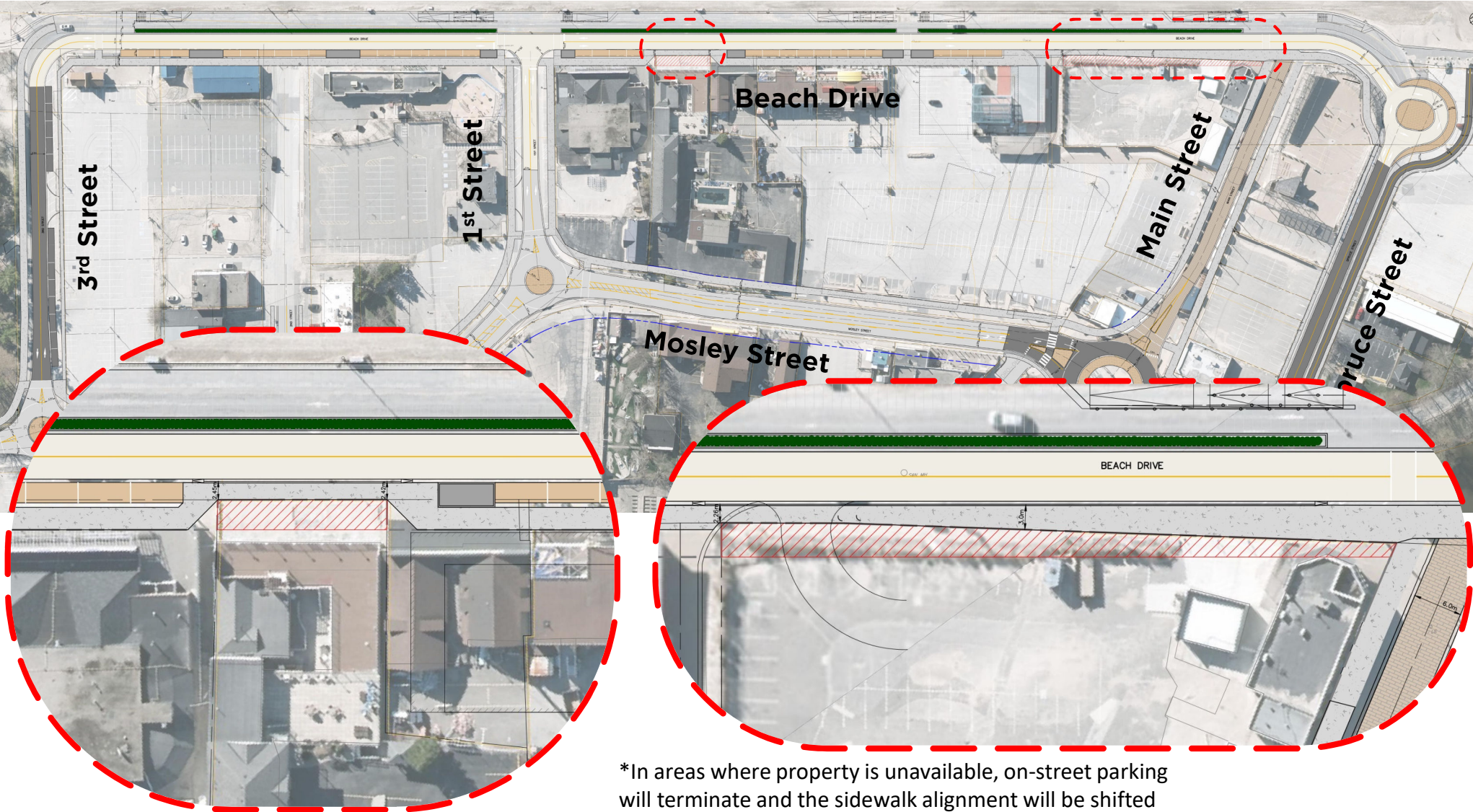




ADDENDUM STUDY AREA

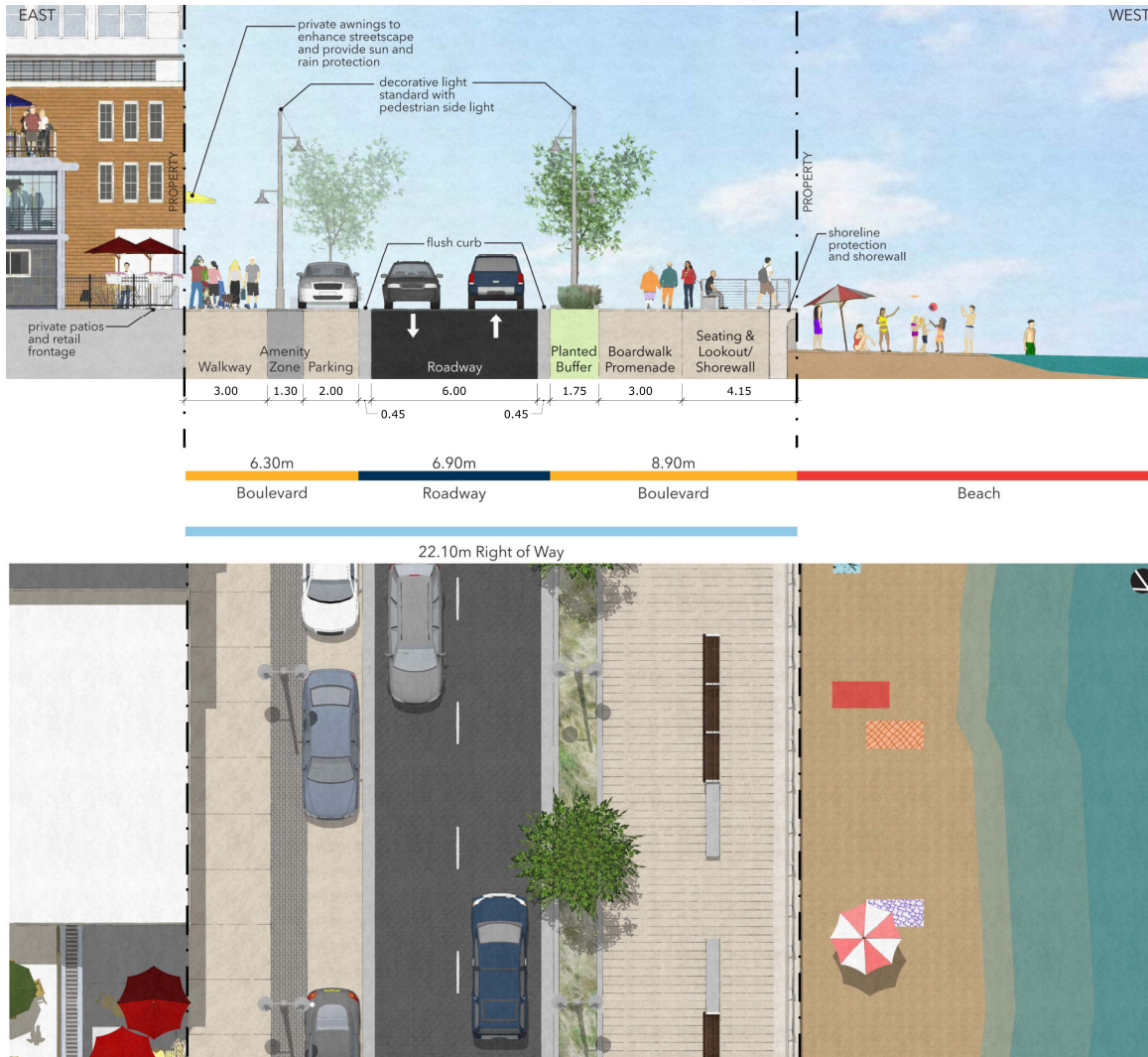


OVERALL FUNCTIONAL PLAN - ADDENDUM

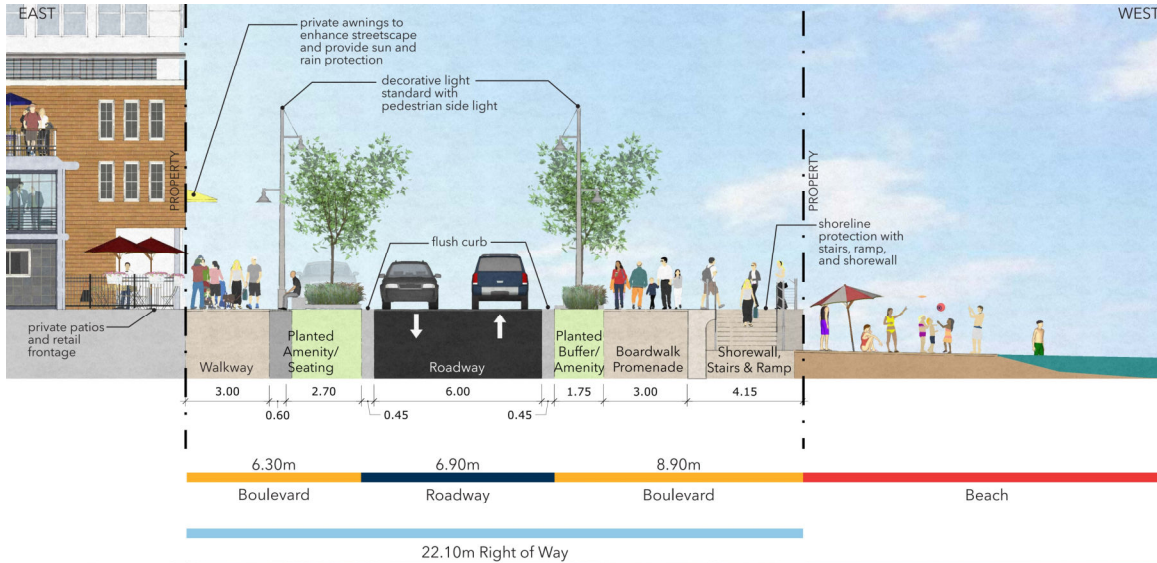


*In areas where property is unavailable, on-street parking will terminate and the sidewalk alignment will be shifted

OVERALL FUNCTIONAL PLAN – PROPERTY CONSTRAINTS



BEACH DRIVE – REVISED SECTION WITH PARKING

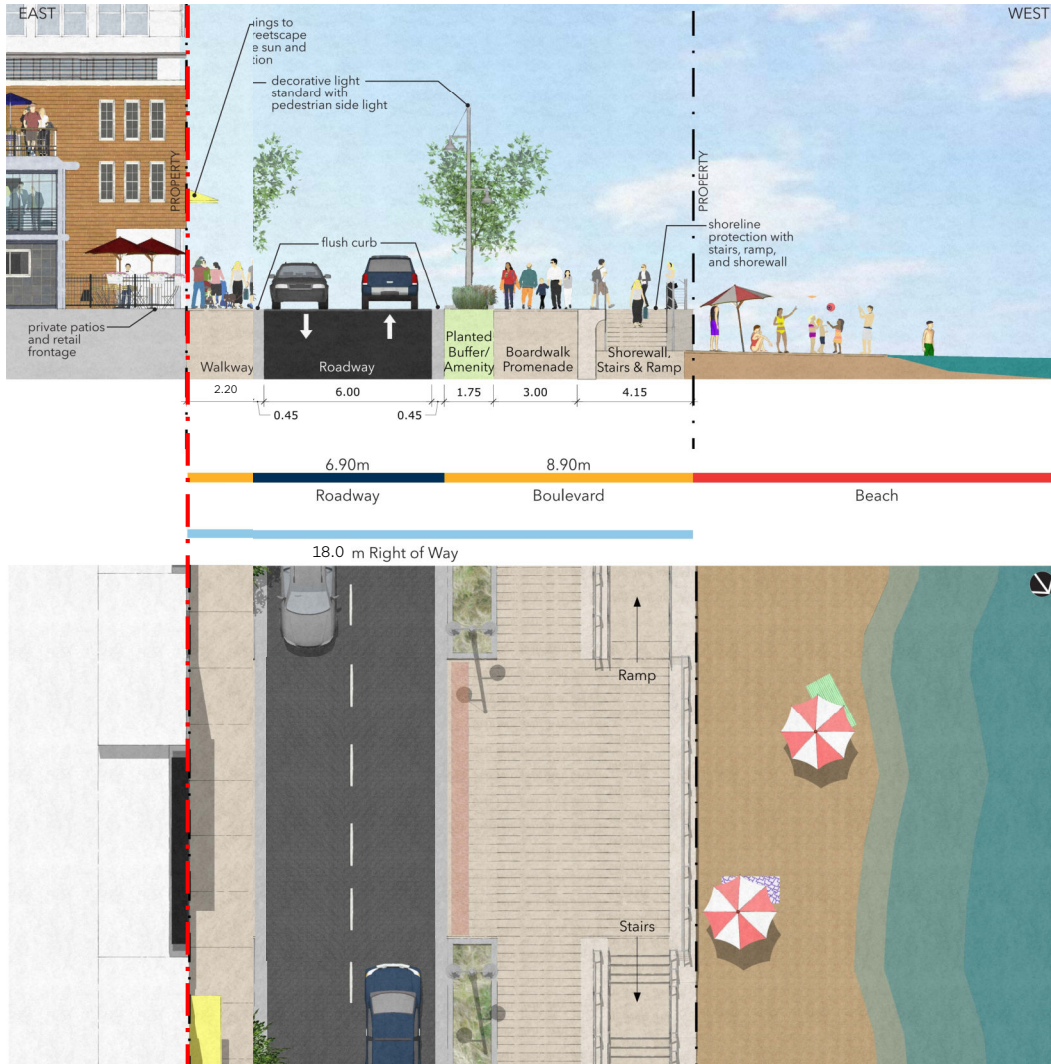


New Cross Section (without On-Street Parking)

- parking removed to allow for pedestrian crossings at intersections
- planted amenity/seating area

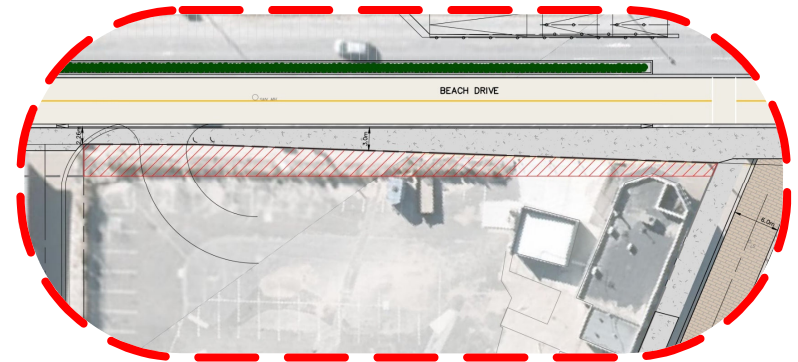


BEACH DRIVE – REVISED SECTION WITHOUT PARKING

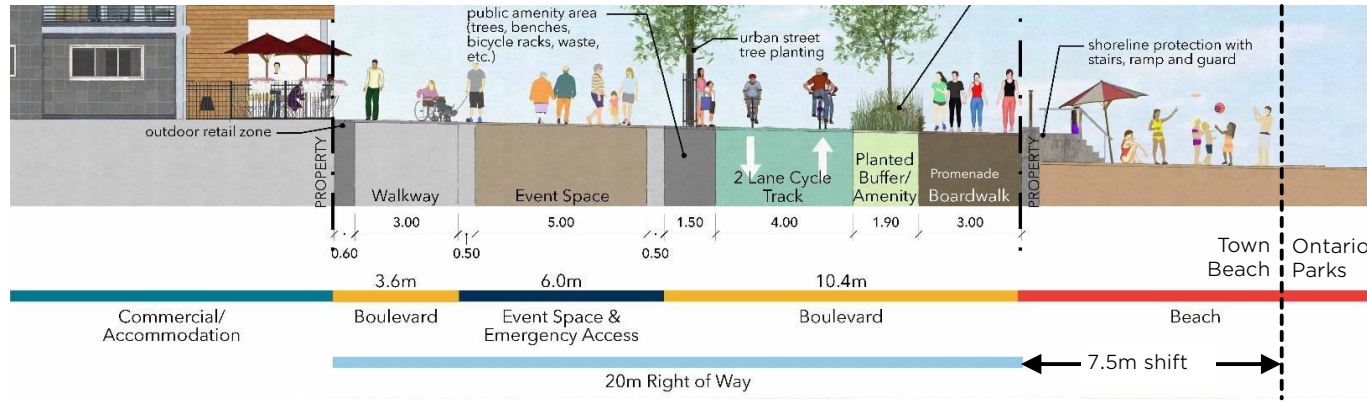


New Cross Section (at Pinch Points)

- maintain existing 18m ROW
- no on-street parking
- no planted amenity/seating area
- reduced storefront sidewalk



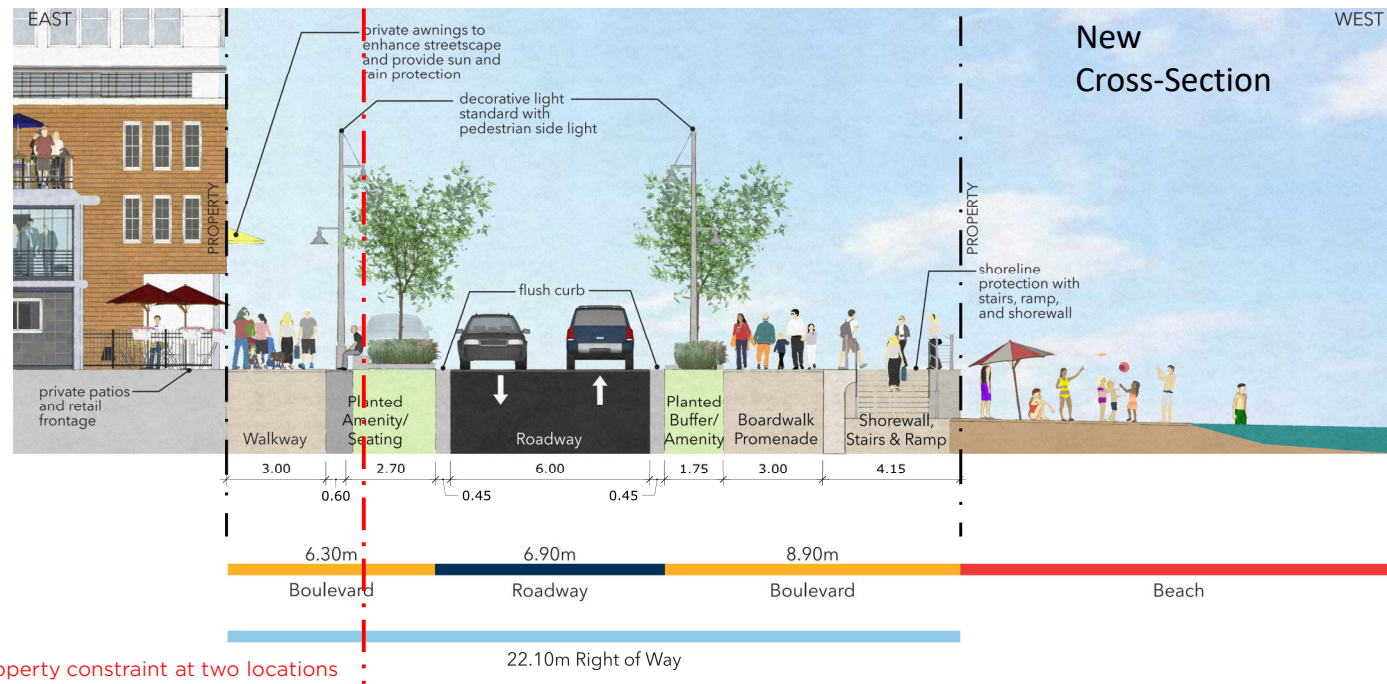
BEACH DRIVE – REVISED SECTION AT PINCH POINTS



Original Class EA Cross-Section

Removal of Cycle Track

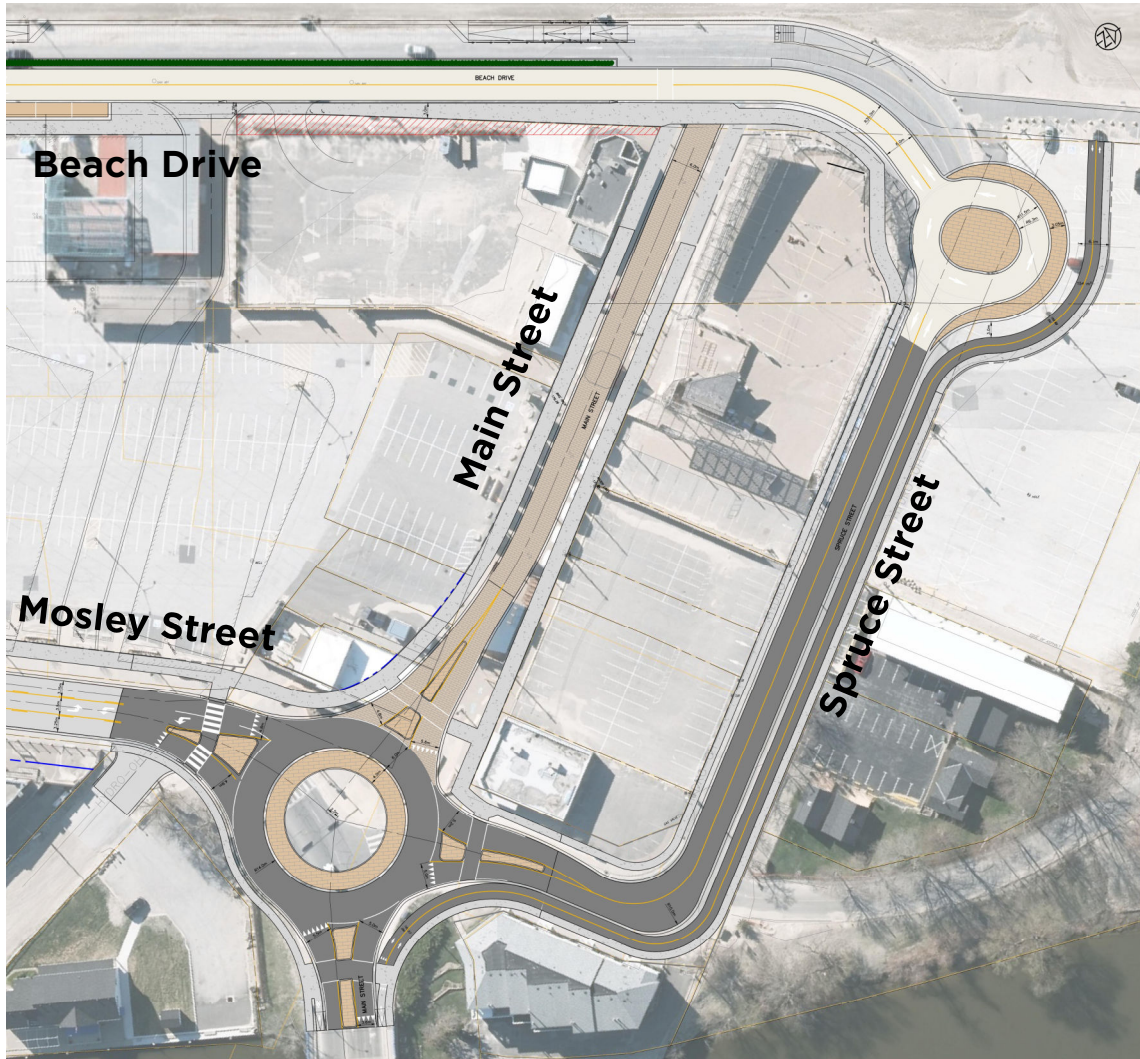
- overall capital infrastructure costs are significant and viability of project hinged on reducing costs
- additional cost for land and expropriation requirements
- unable to accommodate within available property
- previous Class EA section required timely private land acquisition
- dedicated cycle track may have become a secondary pedestrian corridor in the absence of enforcement
- Beach Drive will be low speed so shared use with 'road bike' users can be accommodated should they choose not to use the boardwalk



New Cross-Section

18m property constraint at two locations

BEACH DRIVE – REVISED SECTION



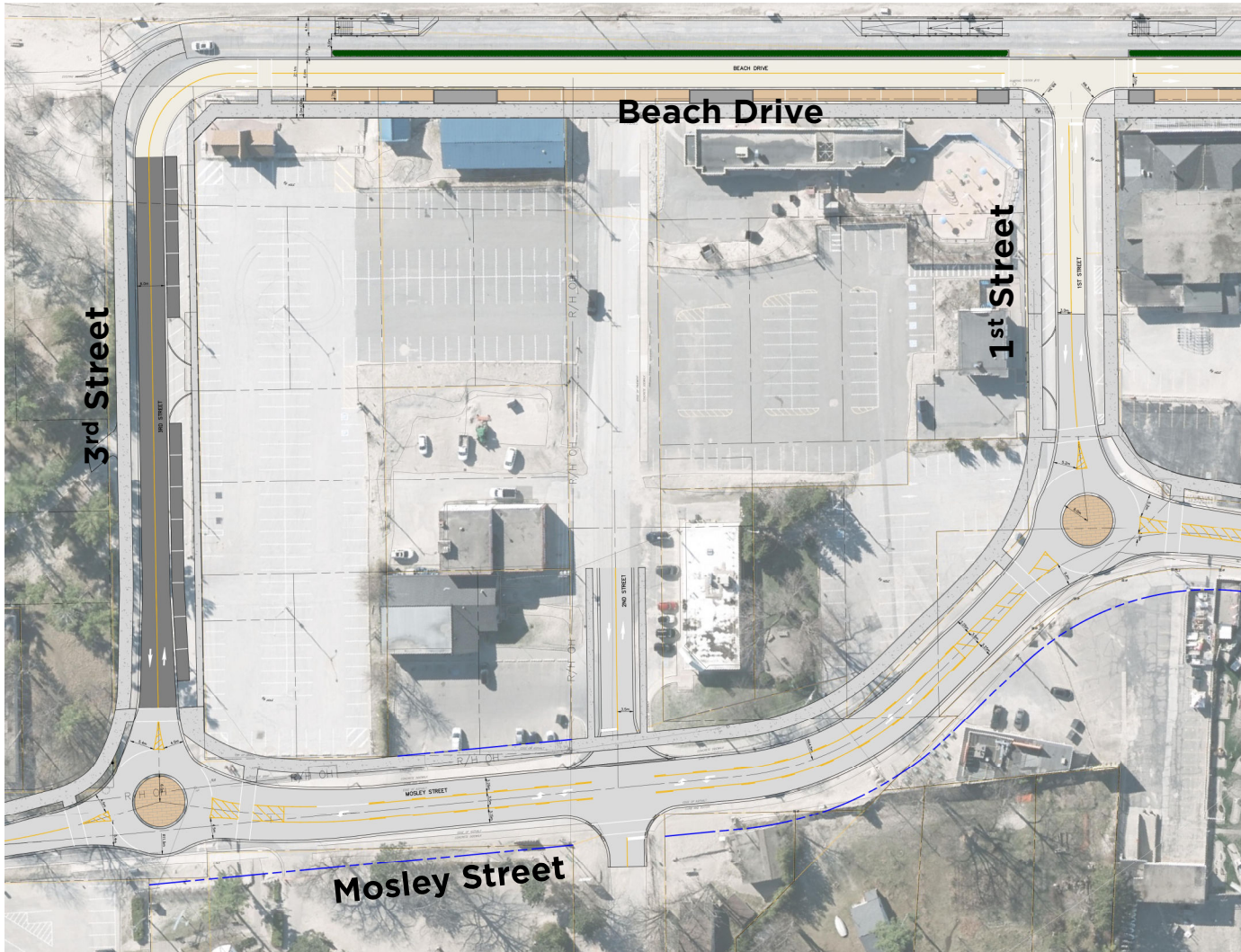
Opening of Main Street

Due to the redevelopment of the area, vehicular access to internal lots along Main Street may be interrupted. This will require new access granted directly from Main Street which will 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.

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

A fourth leg at the north end of the Mosley Street roundabout will be required for access.



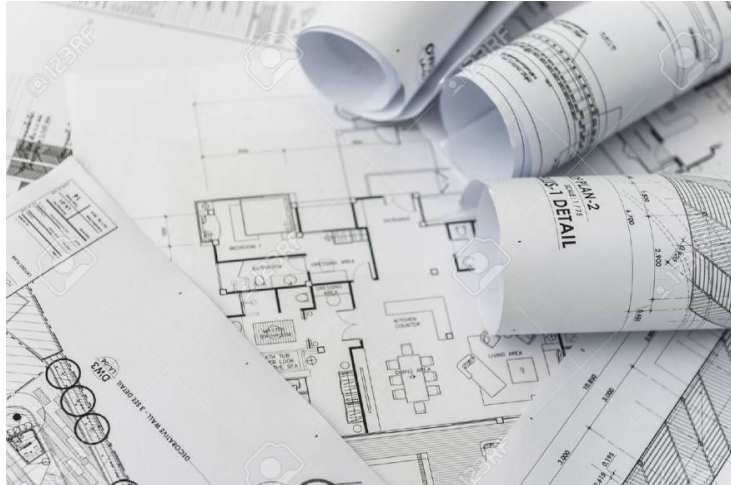
Mini-Roundabouts

Due to the opening of Beach Drive to traffic, mini-roundabouts are proposed at Mosley Street and 1st and 3rd Streets.

Mini-roundabouts 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.

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

1st and 3rd Streets can be used as turnarounds when Beach Drive is closed for events.



2024 – early 2025
detailed
engineering
design



2025 - 2028
construction

The following are available on the Town's website:

- presentation
- Class EA Addendum Report



submit comments by
JUNE 14, 2024



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