



Main Street and Beach Areas 1 & 2 Class EA

PUBLIC INFORMATION CENTRE 1

February 6, 2020



Presentation Agenda

- 1 Project Understanding
- 2 Class EA Process
- 3 Problem or Opportunity (Class EA Phase 1)
- 4 Alternative Solutions & Recommendations (Class EA Phase 2)
- 5 Next Steps



A background image of a beach scene. The sky is filled with large, white, fluffy clouds. In the foreground, several people are visible on the beach, some standing and some sitting. The water is visible in the distance, and the overall atmosphere is bright and sunny.

1 PROJECT UNDERSTANDING

What is the Town trying to achieve?



What has been done to date?




THE TOWN OF WASAGA BEACH

DOWNTOWN DEVELOPMENT
MASTER PLAN
FINAL REPORT
MARCH 2017

The DDMP was “designed to promote the evolution of a livable, compact, accessible, sustainable downtown for the entire community.”

UDG was intended to “encourage development that supports and implements the objectives that are outlined in the DDMP.”



DOWNTOWN WASAGA BEACH

URBAN DESIGN GUIDELINES

June 2018

What is the purpose of this study?

- develop improvement solutions to facilitate the overall objectives of the DDMP and UDG
- identify the location, extent and sensitivity of affected environments
- assess the solutions given potential environmental impacts
- identify the preferred solutions
- establish measures to mitigate impacts
- satisfy the Class EA requirements including public engagement

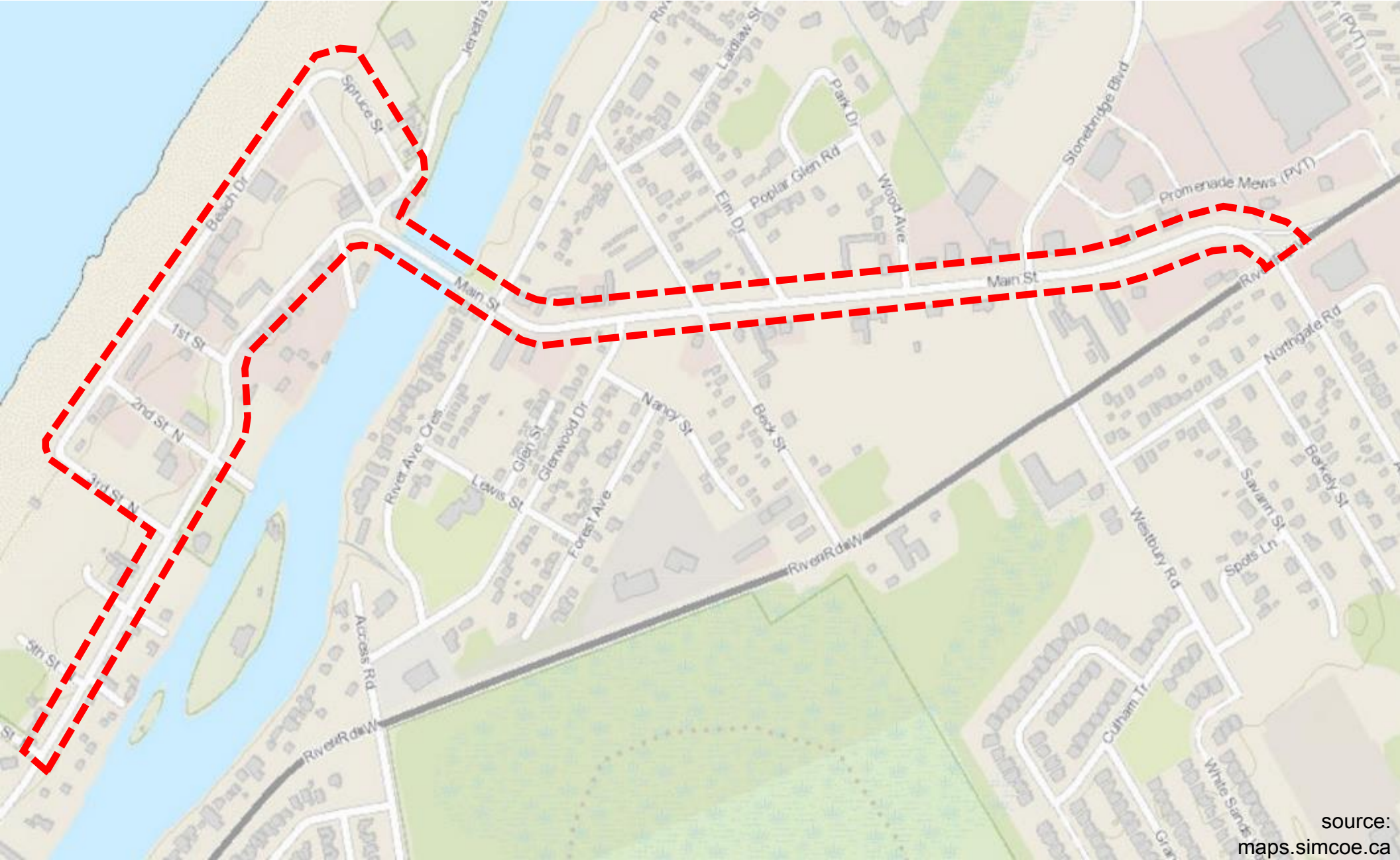


What is the purpose of this information session?

- initiate the public engagement process
- detail the study area, study purpose and objective
- present the need and justification for the study and issues to be resolved
- identify alternative solutions and potential environmental impacts
- seek input and comments for consideration in the selection of the preferred solutions



What is the study area?



source:
maps.simcoe.ca



What are existing conditions along Main/Mosley St?



What are existing conditions along Beach Drive?



What are existing conditions along Beach Drive?

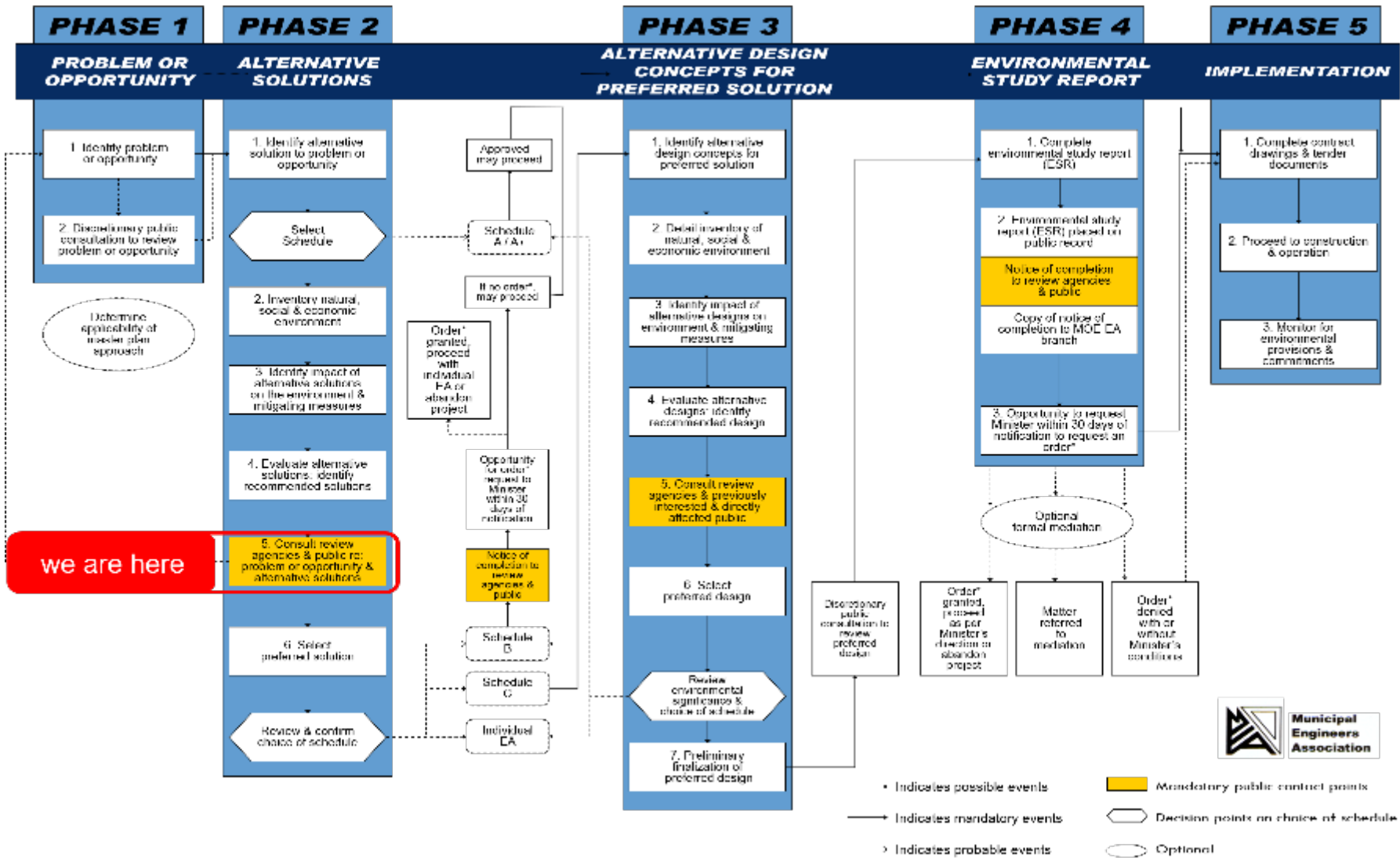


2 CLASS EA PROCESS



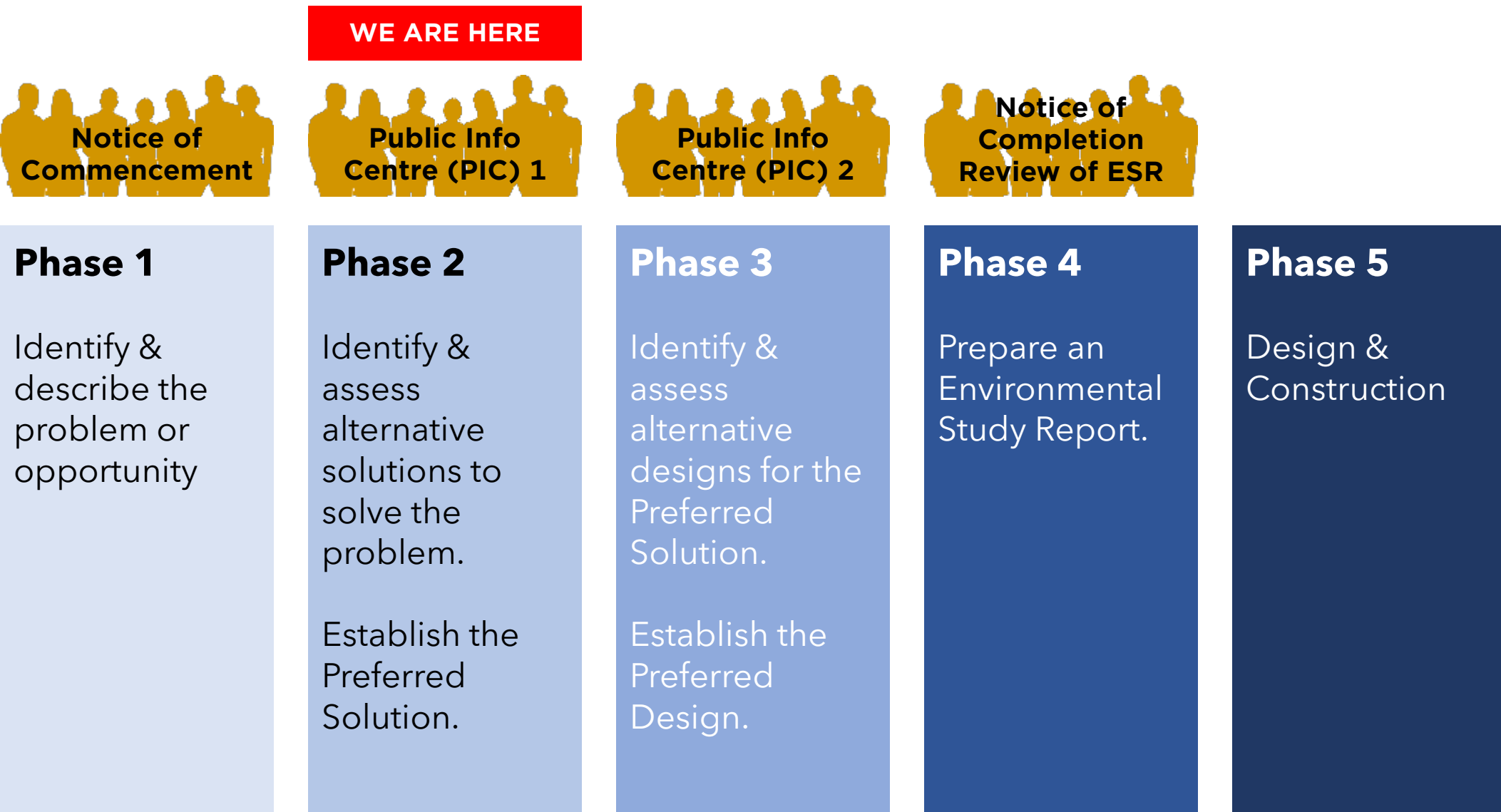
What is a Class Environmental Assessment?

- It is a standardized planning procedure to complete a project.



What is a Class Environmental Assessment?

- In more simple terms.



An aerial photograph of a coastal town. In the top left, there is a sandy beach and the ocean. A river or canal winds through the town, which is densely packed with buildings and greenery. The text is overlaid on the left side of the image.

3
PROBLEM /
OPPORTUNITY
STATEMENT

What are the needs?

- The primary need is to accommodate various modes of transportation through the study area - NOT just the automobile.



automobiles



pedestrians

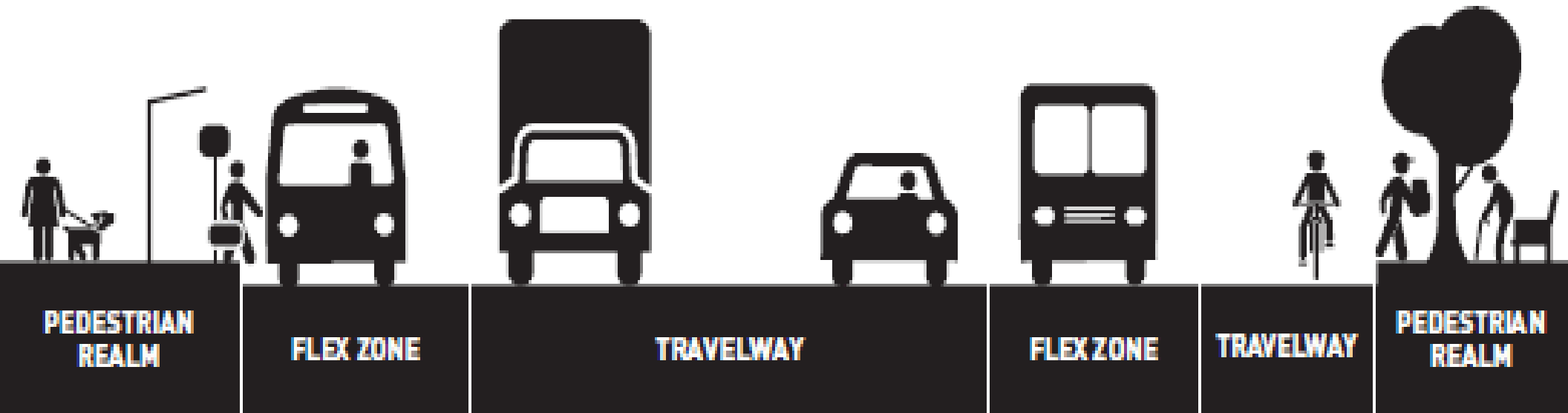


cyclists



How can these needs be met?

- By considering the demands for each user and how best these can be accommodated and balanced.



What is the problem/opportunity statement?

That existing traffic and infrastructure needs be addressed in an environmentally sound manner in consideration of:

- future traffic needs
- current Town standards
- active transportation opportunities
- municipal infrastructure requirements

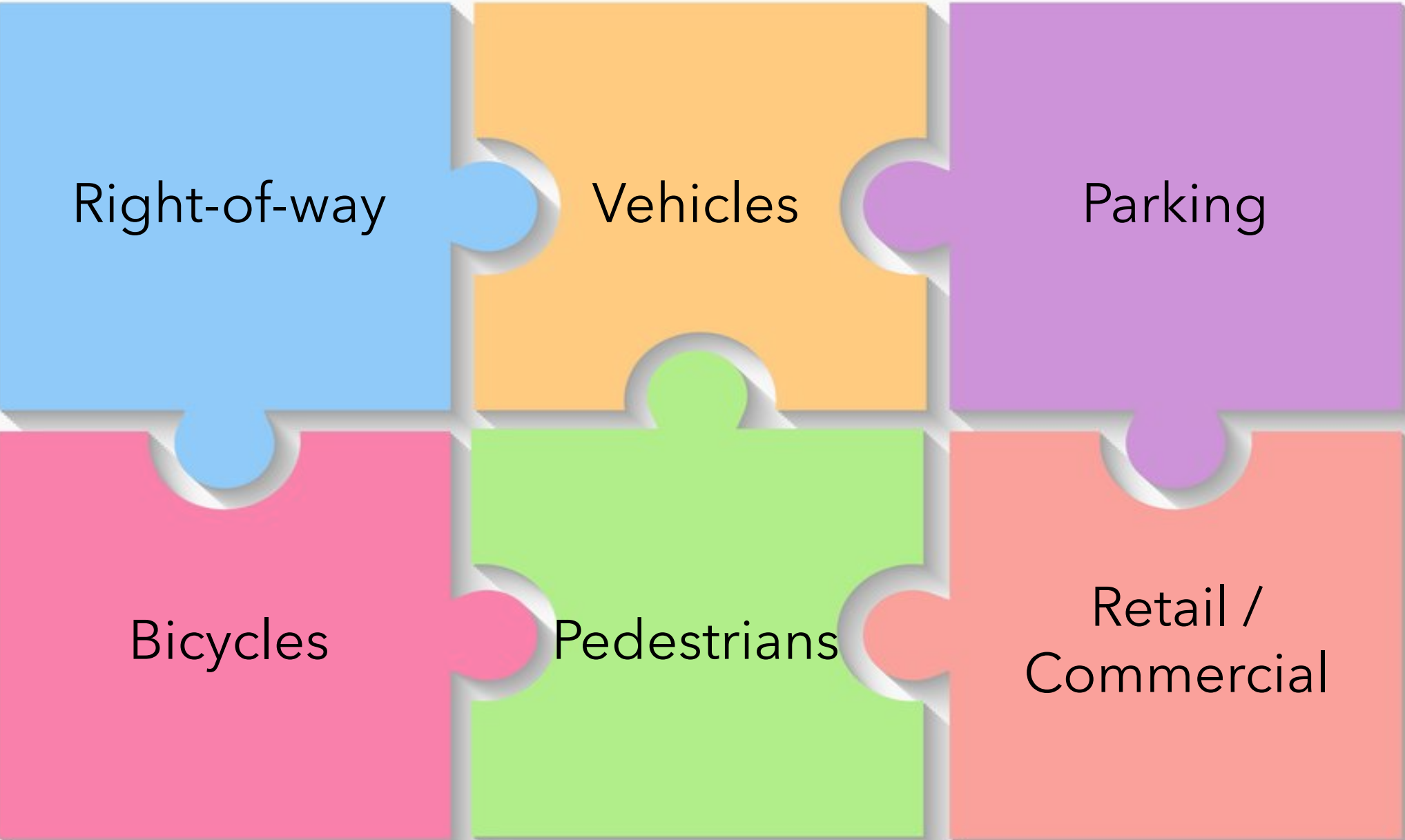
The objective is to facilitate future growth while providing safe and efficient travel for all road users.



An aerial architectural rendering of a city development project. The scene is dominated by a wide, light-blue river that flows through the center. On the left bank, there are several large, modern buildings with glass facades and flat roofs. The right bank features a large, sandy beach area crowded with people, many of whom are sitting on towels or blankets. There are several colorful umbrellas and small structures on the beach. In the background, a dense residential or commercial area with many smaller buildings is visible. The overall atmosphere is bright and sunny, suggesting a pleasant day at the beach.

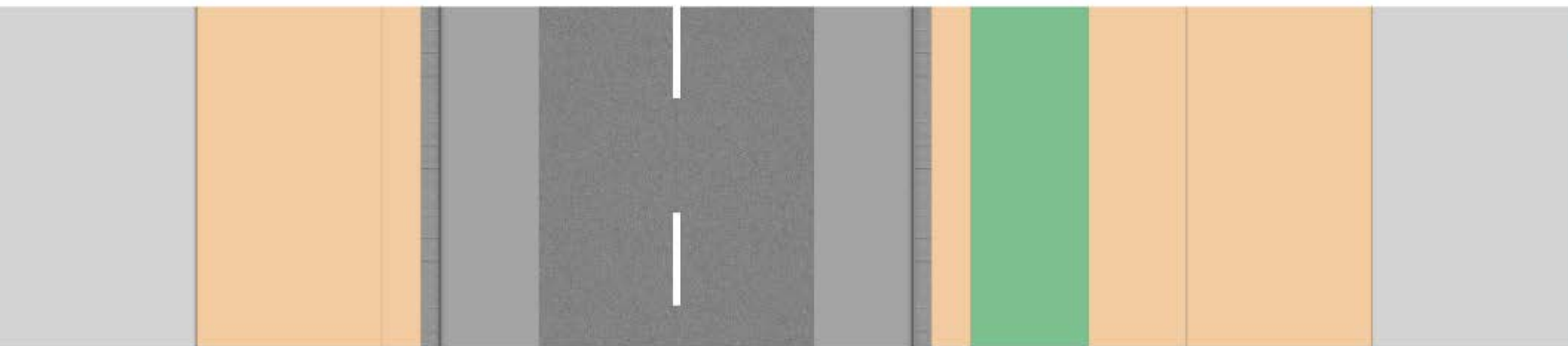
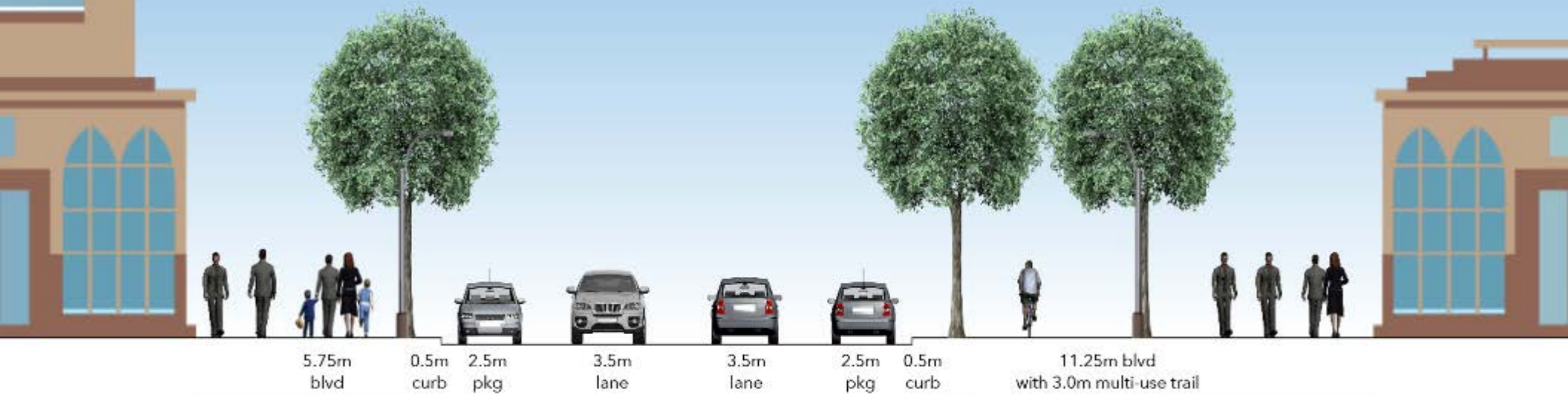
4
ALTERNATIVE
SOLUTIONS &
RECOMMENDATIONS

How were the solutions developed?



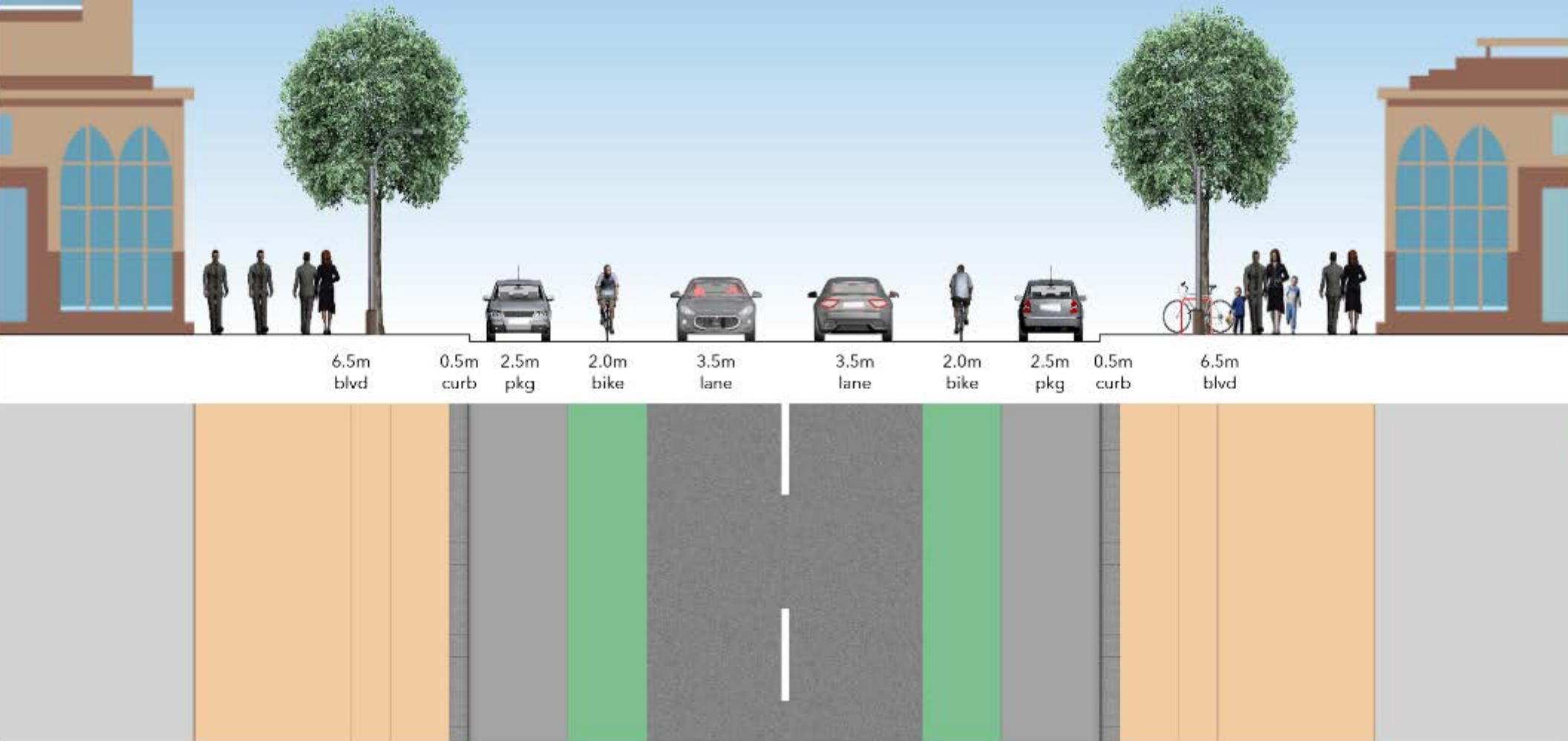
What are the solutions for Main Street?

30m ROW - 2 Lanes + Parking + Multi-Use Trail
Option 1 (as per UDG)



What are the solutions for Main Street?

30m ROW - 2 Lanes + Parking + Bike Lanes Option 2A

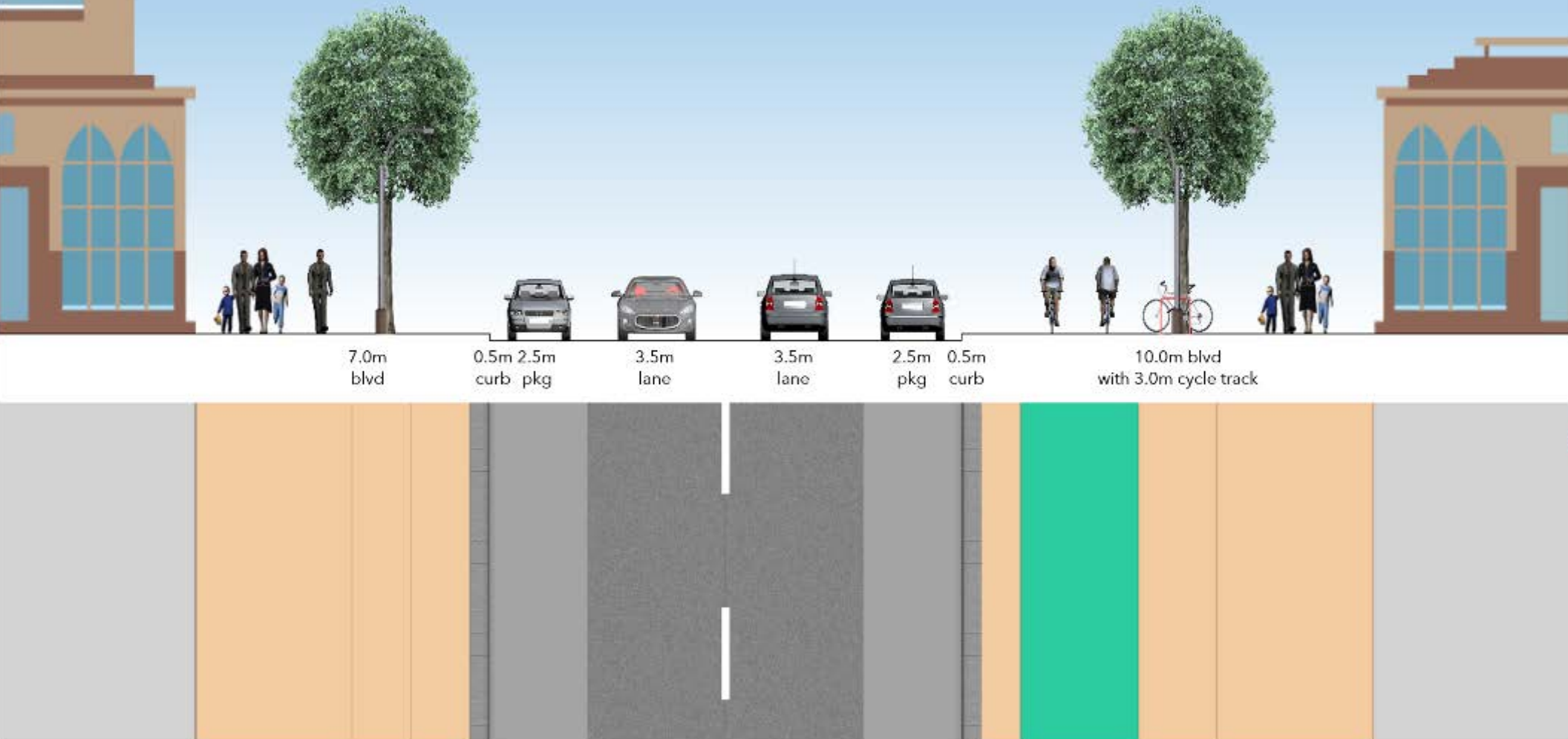


Note: parking lanes can be converted to bump-outs at intersections or at select mid-block locations to increase boulevard space and public realm opportunities



What are the solutions for Main Street?

30m ROW - 2 Lanes + Parking + Cycle Track Option 2B

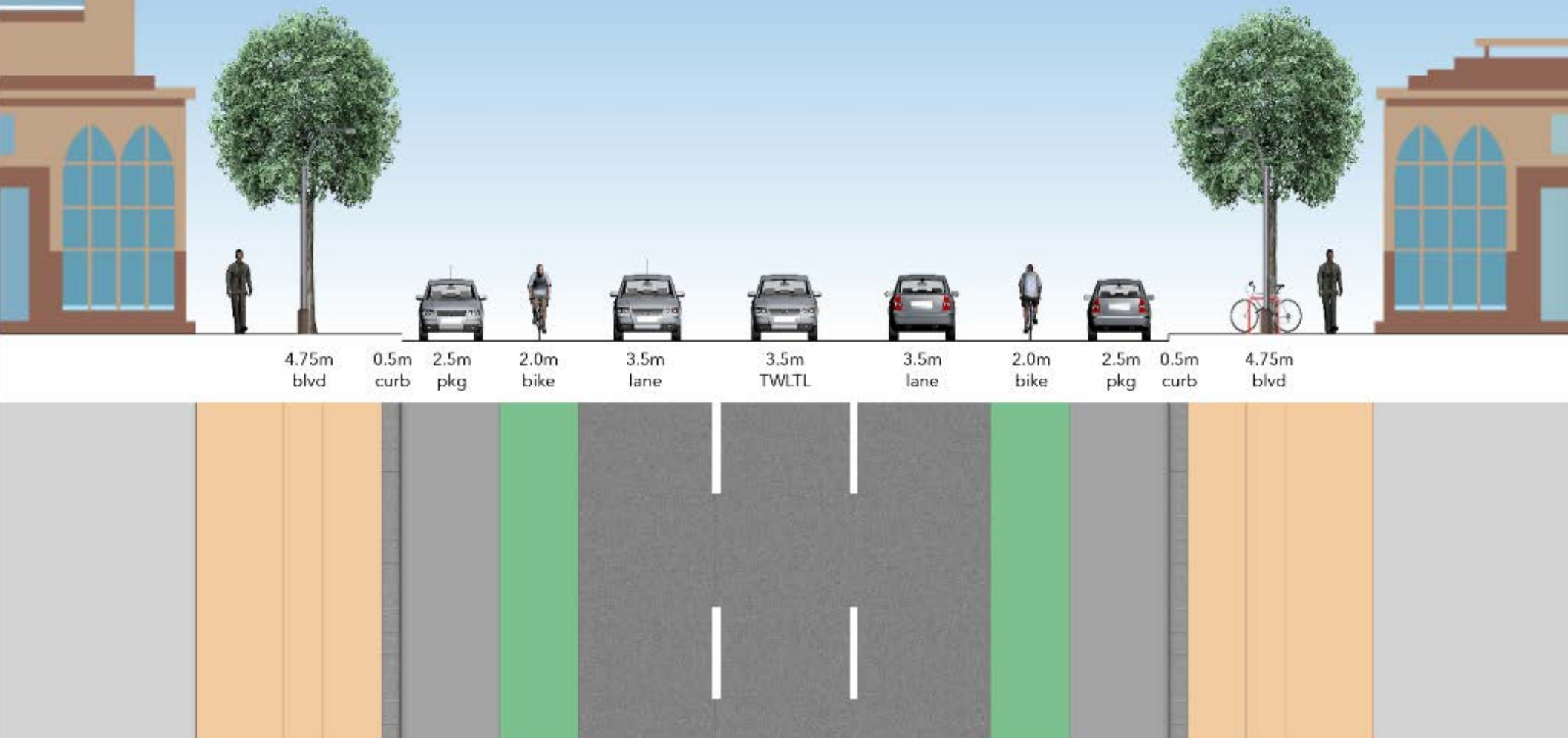


Note: parking lanes can be converted to bump-outs at intersections or at select mid-block locations to increase boulevard space and public realm opportunities



What are the solutions for Main Street?

30m ROW - 3 Lanes + Parking + Bike Lanes Option 3A



4.75m
blvd

0.5m
curb

2.5m
pkg

2.0m
bike

3.5m
lane

3.5m
TWLTL

3.5m
lane

2.0m
bike

2.5m
pkg

0.5m
curb

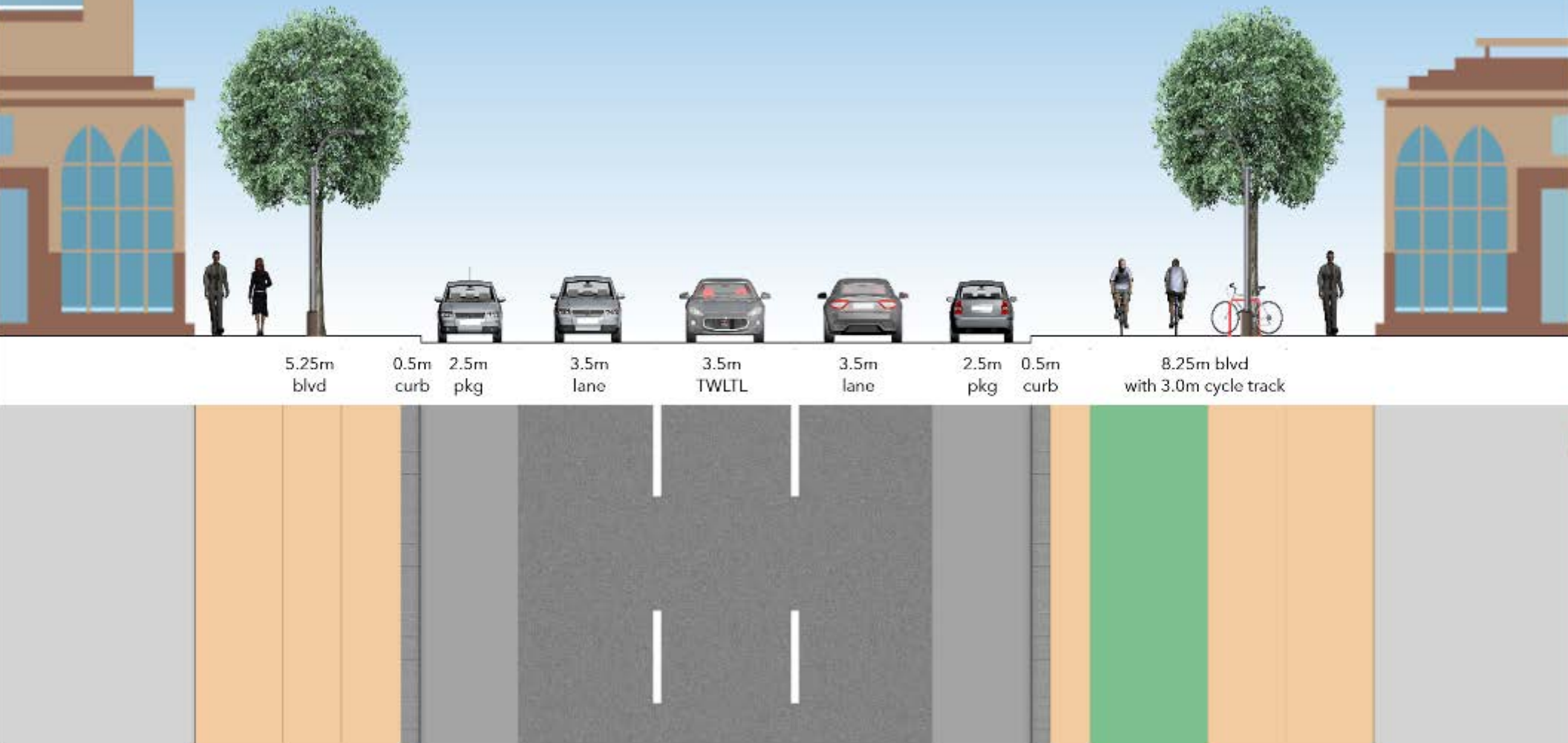
4.75m
blvd

Note: parking lanes can be converted to bump-outs at intersections or at select mid-block locations to increase boulevard space and public realm opportunities



What are the solutions for Main Street?

30m ROW - 3 Lanes + Parking + Cycle Track Option 3B

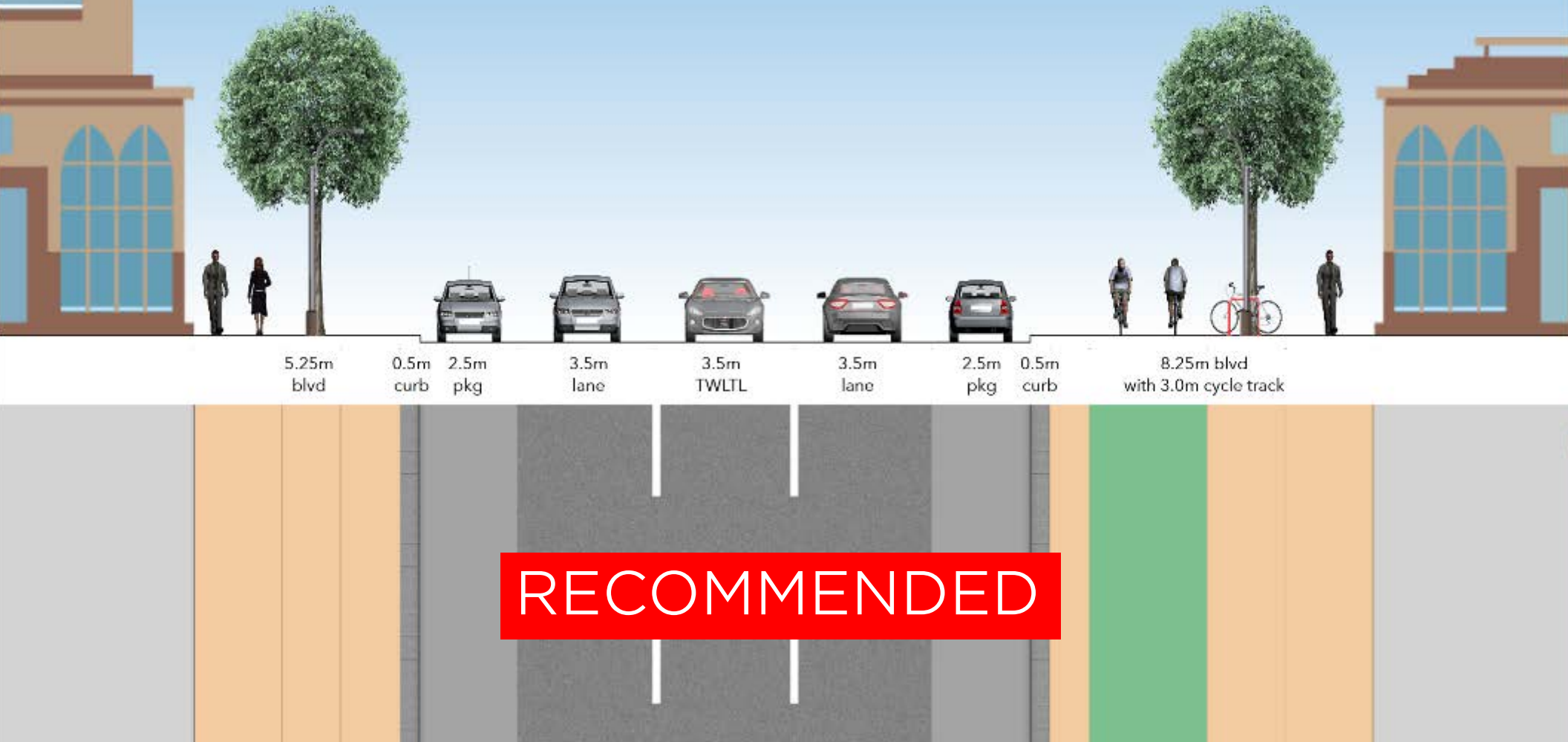


Note: parking lanes can be converted to bump-outs at intersections or at select mid-block locations to increase boulevard space and public realm opportunities



What are the solutions for Main Street?

30m ROW - 3 Lanes + Parking + Cycle Track Option 3B

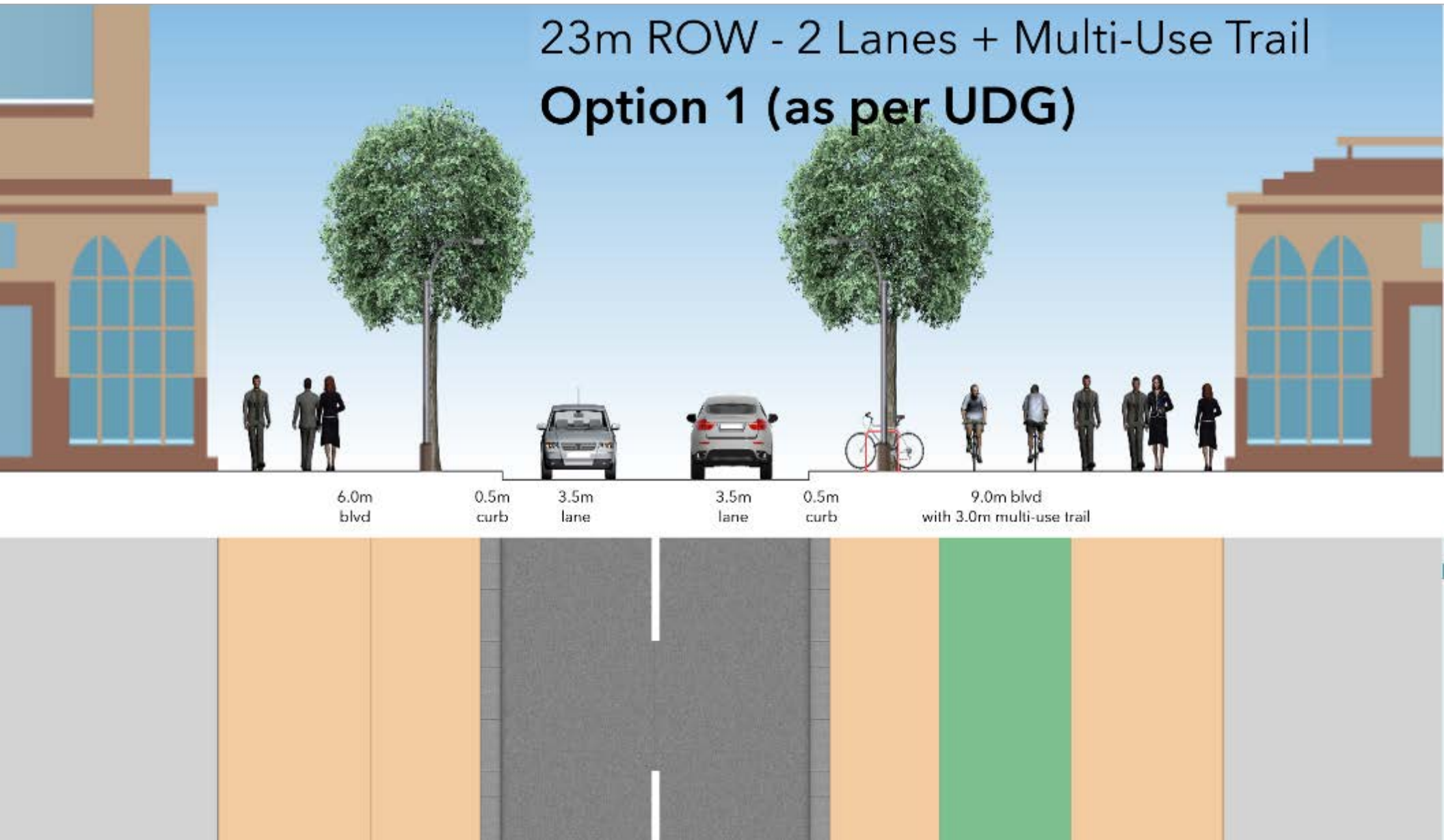


Note: parking lanes can be converted to bump-outs at intersections or at select mid-block locations to increase boulevard space and public realm opportunities



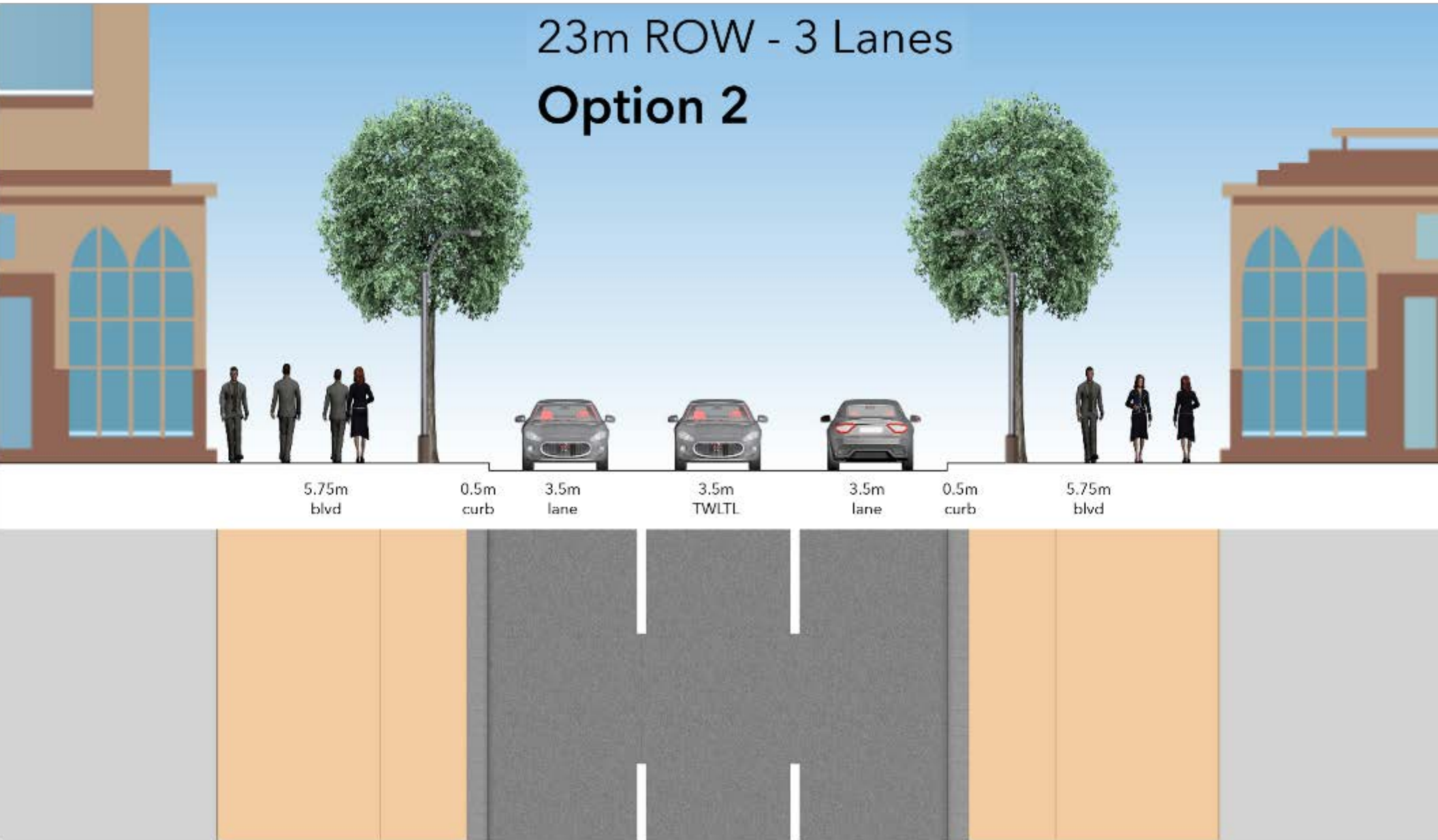
What are the solutions for Mosley Street?

23m ROW - 2 Lanes + Multi-Use Trail Option 1 (as per UDG)



What are the solutions for Mosley Street?

23m ROW - 3 Lanes
Option 2

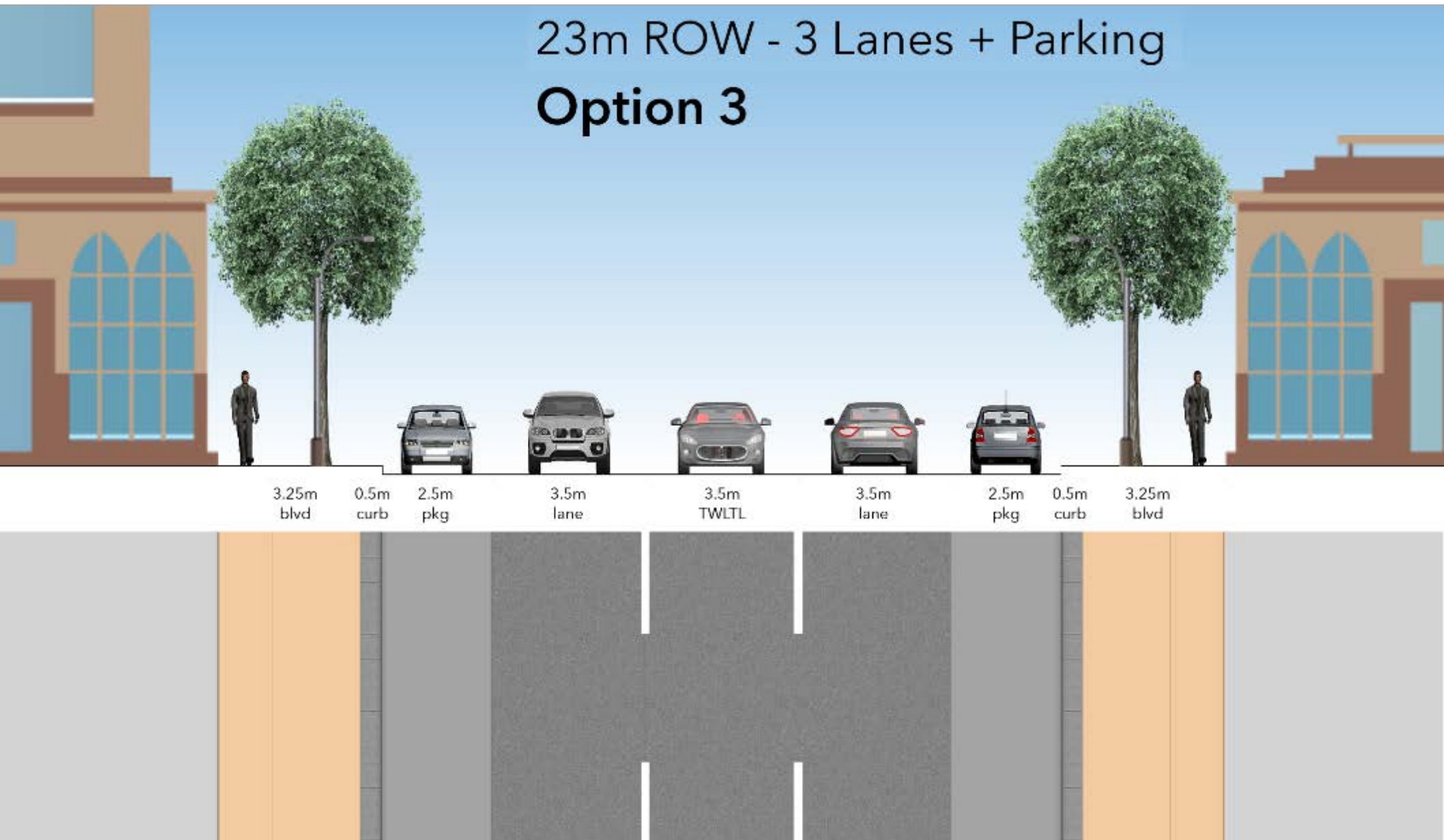


Note: parking bays can be provided within the boulevards on either side through select areas where development and space permit



What are the solutions for Mosley Street?

23m ROW - 3 Lanes + Parking
Option 3



What are the solutions for Mosley Street?

23m ROW - 3 Lanes + Bike Lanes Option 4A



4.25m
blvd

0.5m
curb

1.5m
bike

3.5m
lane

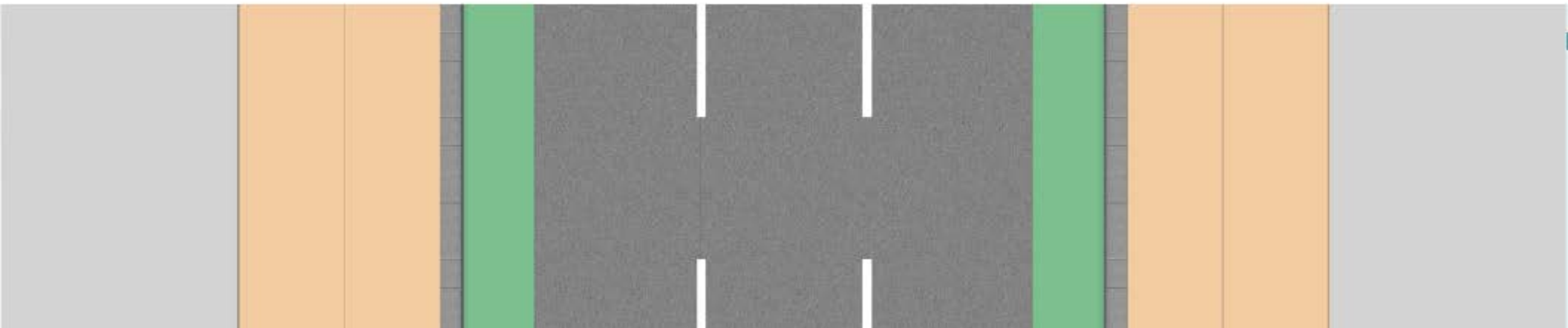
3.5m
TWLTL

3.5m
lane

1.5m
bike

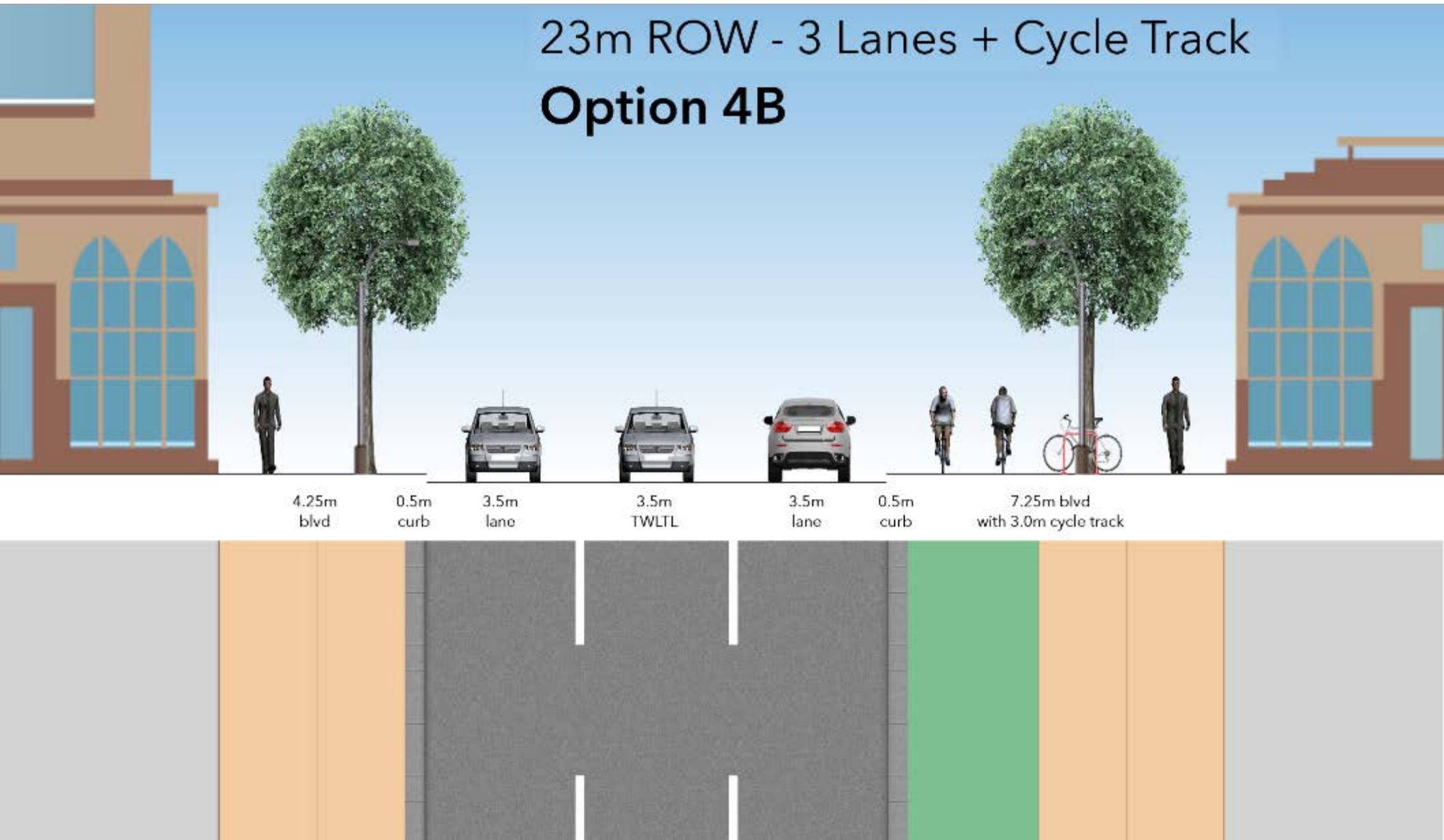
0.5m
curb

4.25m
blvd



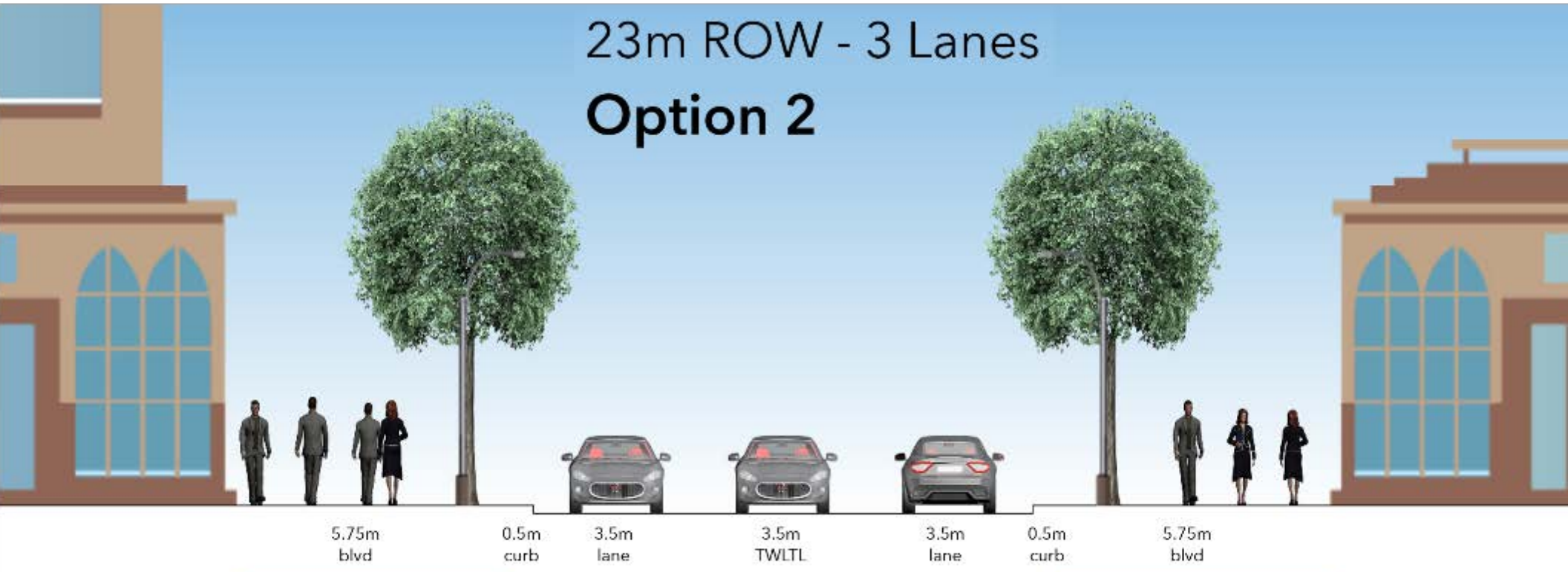
What are the solutions for Mosley Street?

23m ROW - 3 Lanes + Cycle Track Option 4B



What are the solutions for Mosley Street?

23m ROW - 3 Lanes
Option 2



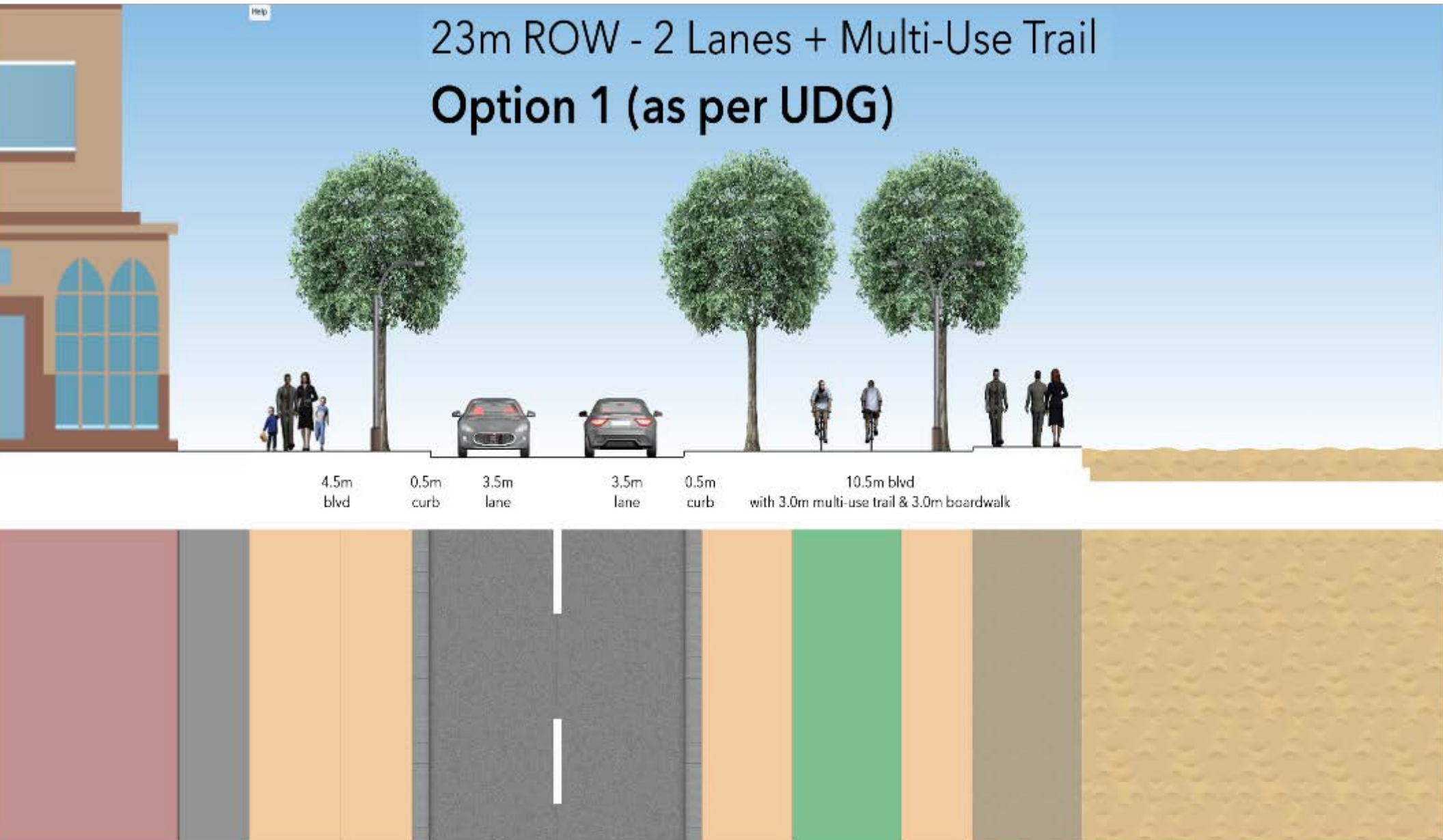
RECOMMENDED

Note: parking bays can be provided within the boulevards on either side through select areas where development and space permit



What are the solutions for Beach Drive?

23m ROW - 2 Lanes + Multi-Use Trail Option 1 (as per UDG)

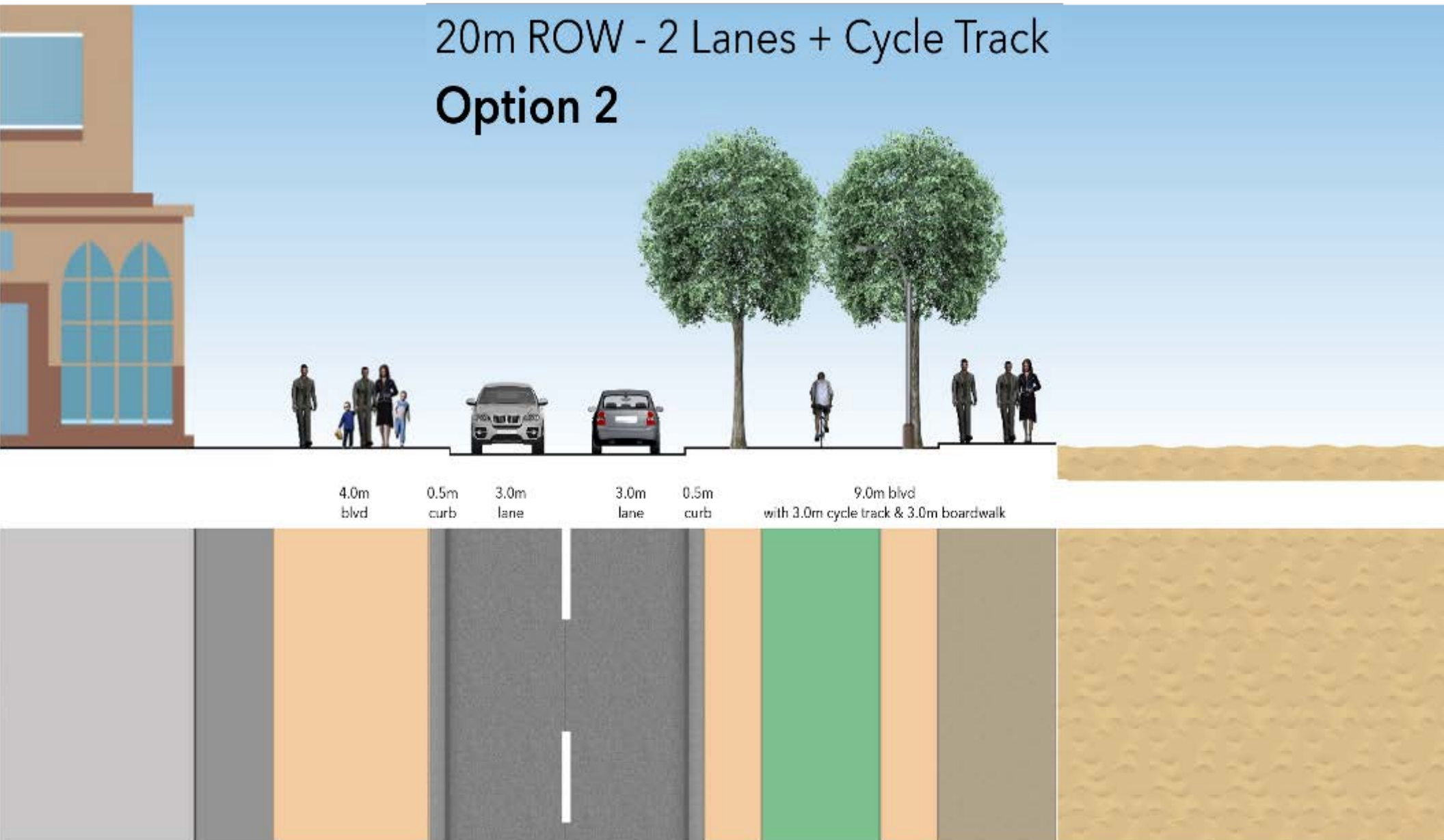


Note: the need for and type of shoreline protection to be confirmed



What are the solutions for Beach Drive?

20m ROW - 2 Lanes + Cycle Track Option 2

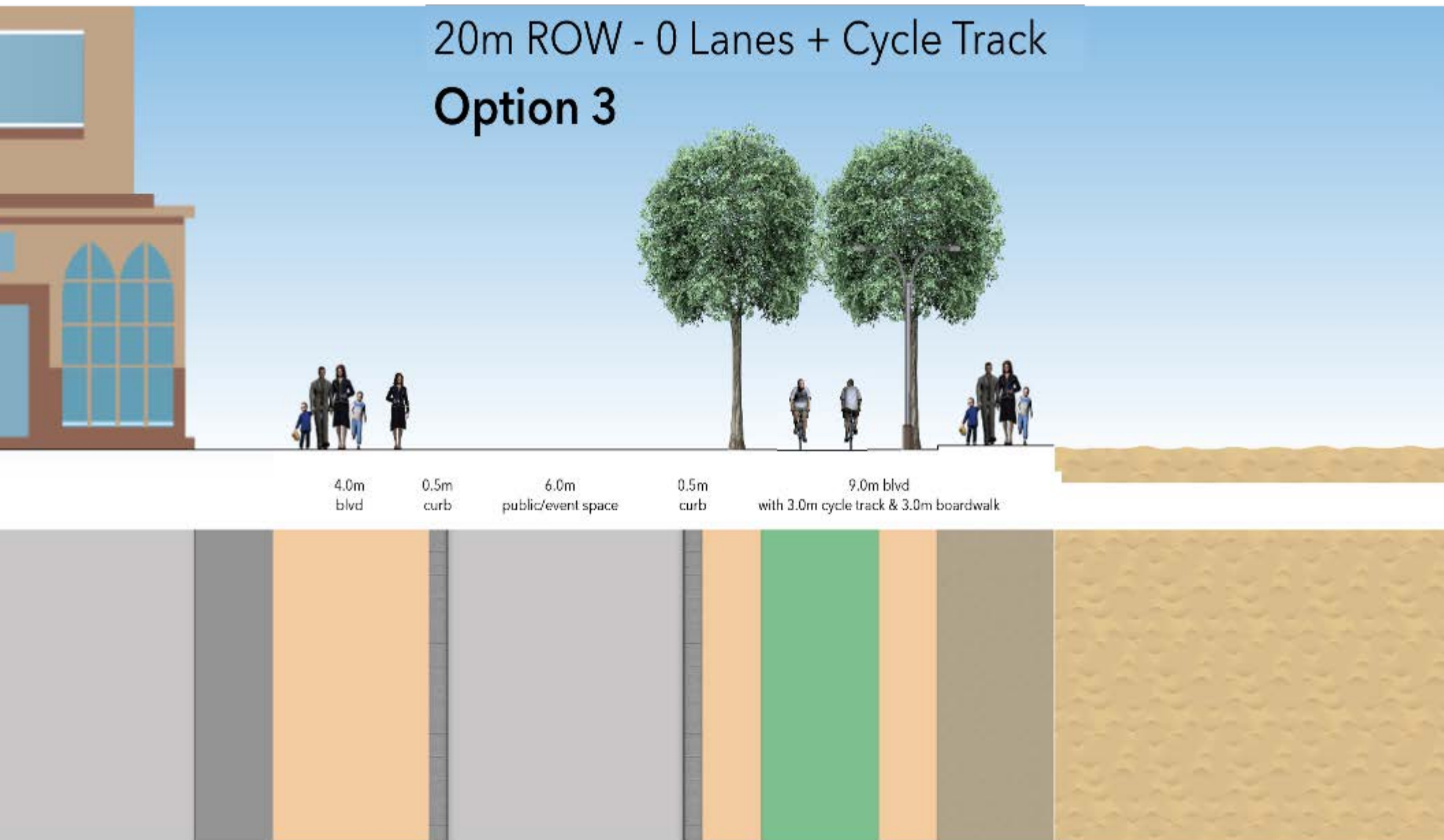


Note: the need for and type of shoreline protection to be confirmed; minimum right-of-way to be confirmed



What are the solutions for Beach Drive?

20m ROW - 0 Lanes + Cycle Track Option 3

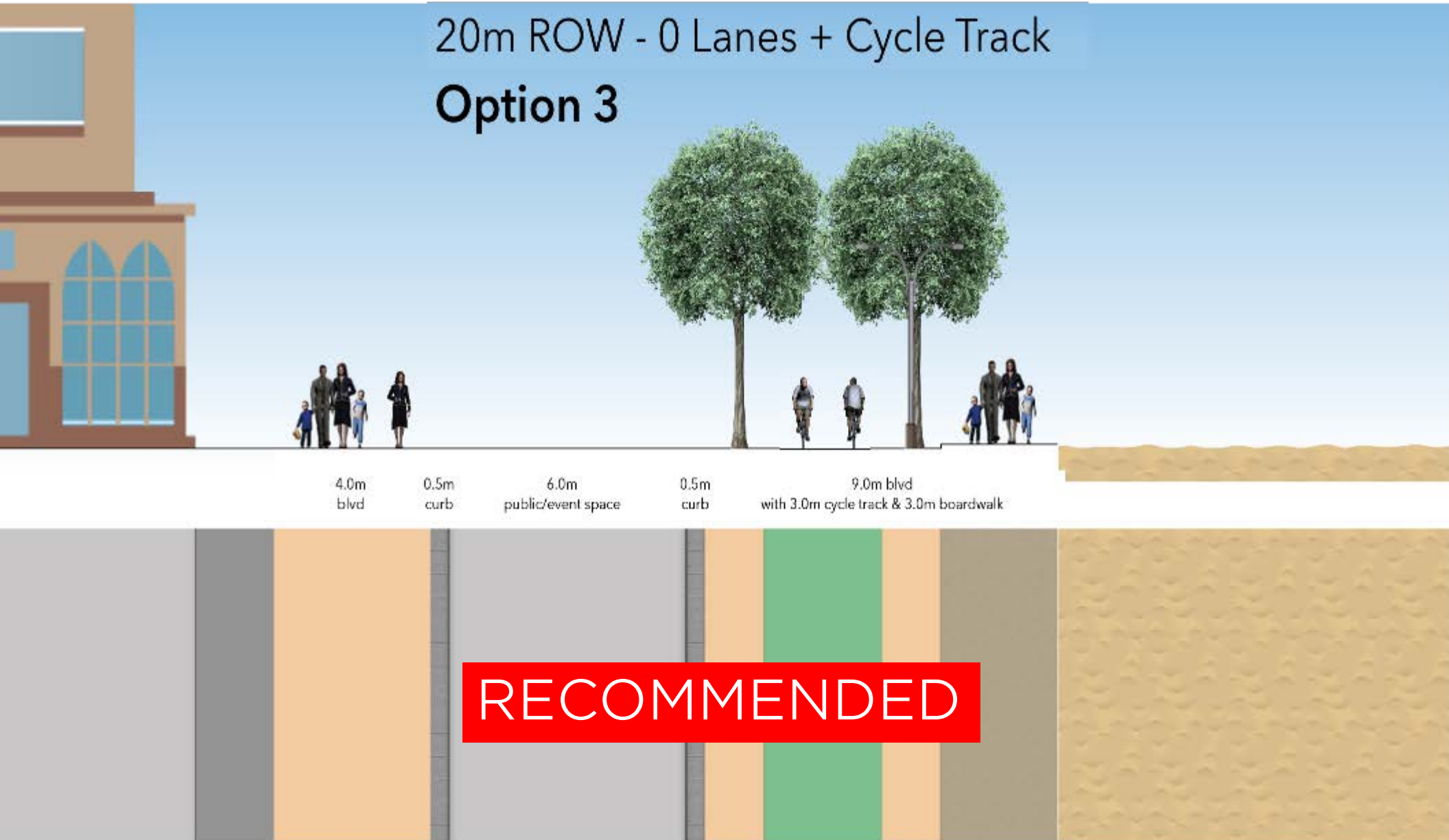


Note: the need for and type of shoreline protection to be confirmed; minimum right-of-way to be confirmed



What are the solutions for Beach Drive?

20m ROW - 0 Lanes + Cycle Track Option 3



Note: the need for and type of shoreline protection to be confirmed; minimum right-of-way to be confirmed



How have recommended solutions been identified?

Evaluations of the options have been completed in consideration of:

- transportation operations
- natural environment
- social environment
- cultural heritage environment
- economic environment



5 NEXT STEPS



What are the next steps?

Receive public comments and input for consideration in identification of the Preferred Solutions, to be carried forward to Phase 3.

WE ARE HERE



Phase 2

Identify & assess alternative solutions to solve the problem.

Establish the Preferred Solution.

Phase 3

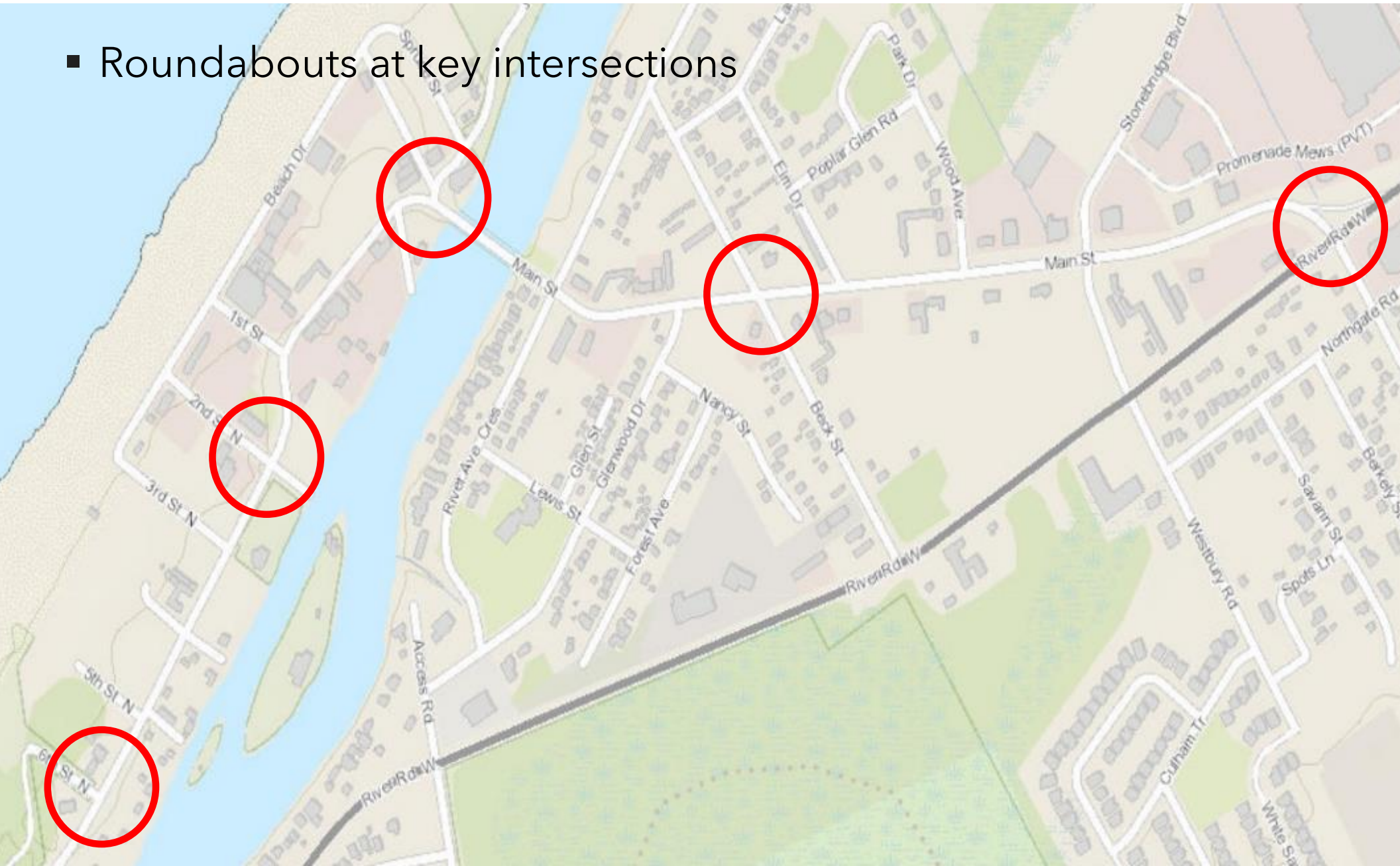
Identify & assess alternative designs for the Preferred Solution.

Establish the Preferred Design.



What else will be considered?

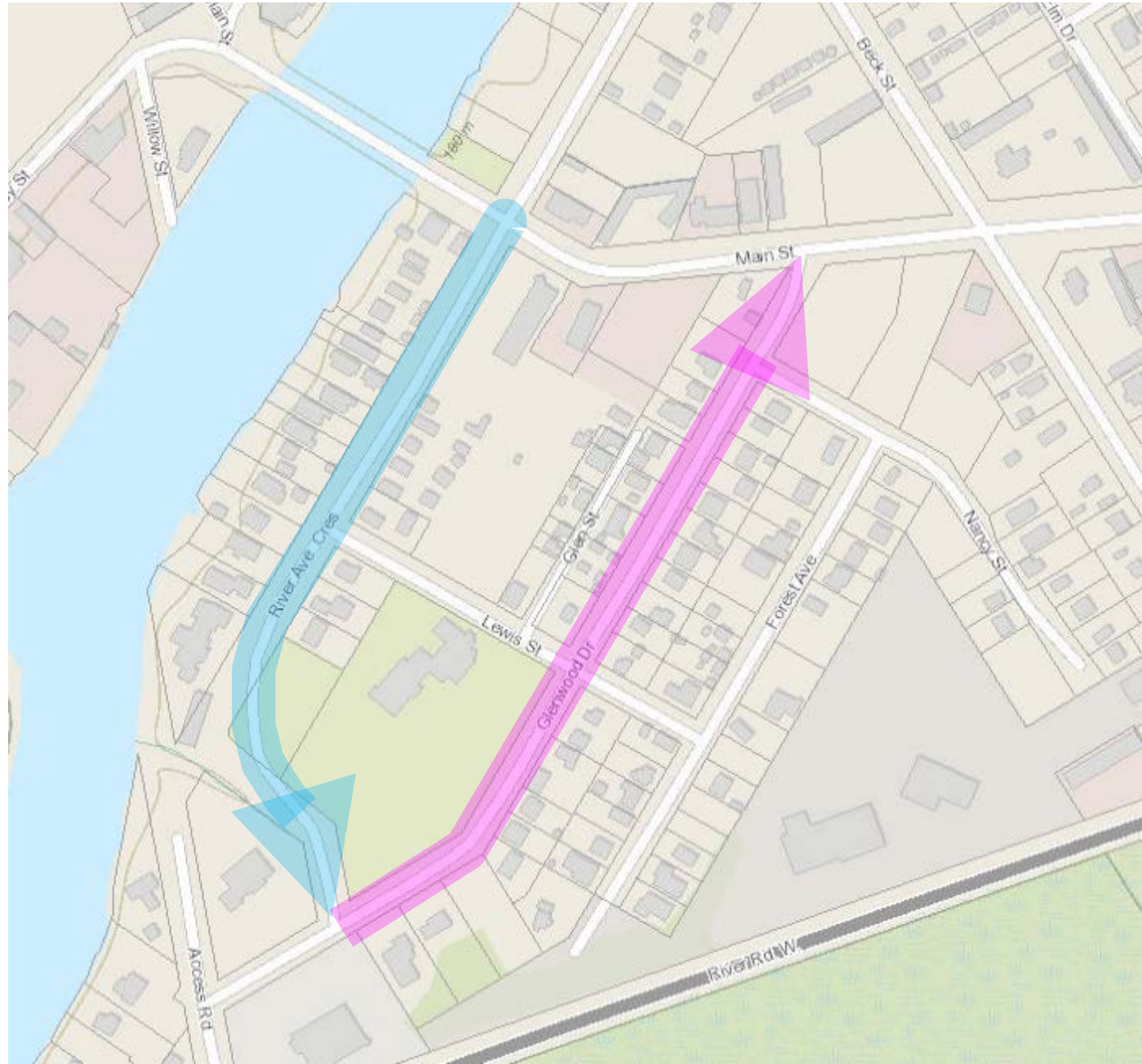
- Roundabouts at key intersections



What else will be considered?

Orientation of River Avenue Crescent and Glenwood Ave

- should they operate one-way or two-way?



How to get more information or provide comment?

Open house format

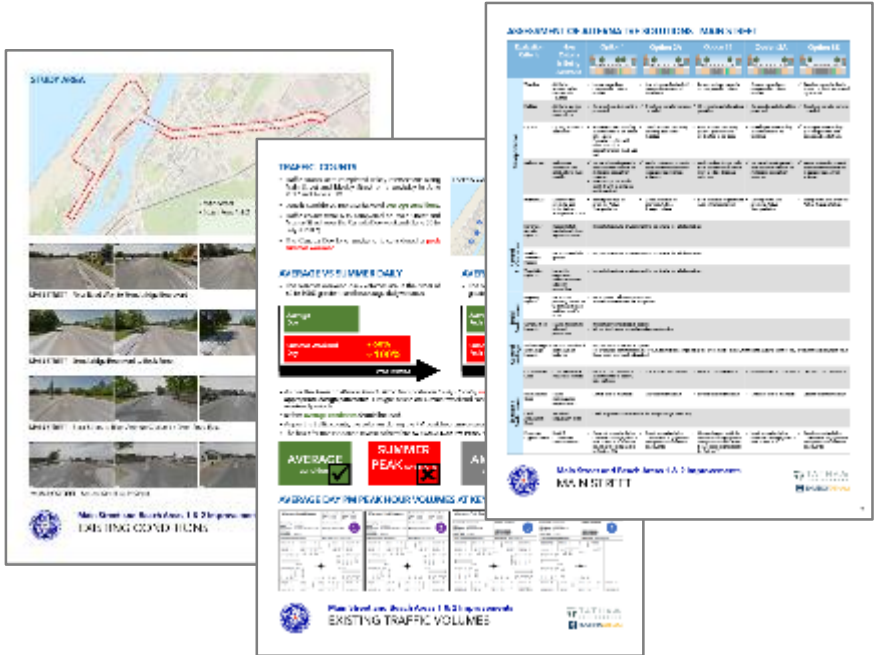
- additional details are provided on the information panels
- review and ask questions of the Town or Tatham Engineering

Use the sign-in sheet

- provide contact information so we can forward study updates and findings

Take a comment sheet

- all comments will be considered
- all comments become part of the public record





Thank you

