

Prepared By:



Downtown River Precinct - Master Plan &

Farmers' Market Schedule 'B' EA Project File City of Owen Sound

GMBP File: 216118

July 10, 2018



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**DOWNTOWN RIVER PRECINCT - MASTER PLAN &
FARMERS' MARKET SCHEDULE 'B' EA PROJECT FILE
CITY OF OWEN SOUND
JULY 10, 2018
GMBP FILE: 216118**

1. INTRODUCTION

GM BluePlan Engineering Limited (GMBP) was retained by the City of Owen Sound (City) to consolidate a vision for the Downtown River Precinct, as expressed in several previous planning studies. The basic intentions of this vision are to re-claim more pedestrian environment from the existing vehicular environment along the Sydenham River banks, and to reconnect the downtown commercial district with the river.

The Downtown River Precinct (Study Area) is defined as the lands delineated by 8th Street in the south, 10th Street in the north, 1st Avenue West in the west, and 1st Avenue East in the east; as outlined on **Figure 1**.

The approach to consolidate this general vision is outlined as a Master Plan process in the Municipal Class Environmental Assessment (EA) Manual. The Master Plan process considers traffic circulation alternatives, parking and active transportation, toward a recommended alternative, for the four individual block segments within the Study Area. The Master Plan provides the basis for the functional design which will provide general direction, ultimately to the subsequent detailed design and implementation of individual projects within the Study Area.

A previously completed conceptual plan considered an alternative road alignment of the 800 block of 1st Avenue East, from the west side of the Farmers' Market building to the east side of the Farmers' Market building. For that specific project, triggers for a Schedule 'B' EA planning process are identified and, therefore, the process appropriately to plan that specific project is included within the Scope of Work for this assignment. Additional triggers for Schedule 'B' or 'C' EA projects within the Study Area were not identified through the development of the Functional Designs developed through this process.

The purposes of this Project File are to consolidate the vision of the Downtown River Precinct Master Plan, to consider cultural heritage and technical issues within the Master Plan context, and to document a Schedule 'B' EA process to determine a preferred solution for the Farmers' Market area of the 800 block of 1st Avenue East. While functional design considerations and drawings are presented herein, the detailed design phase of this process will be completed following acceptance by Council of a preferred solution to each of the Master Plan and Farmers' Market EA processes, and following the 30-day review period completed to meet the requirements of the Schedule 'B' EA. The Master Plan process does not include a provision for a Part II Order request (i.e. 30-calendar day review period).

This Master Plan Report includes a description of the project and its purpose; existing conditions; the range of alternative solutions considered; anticipated environmental effects and proposed mitigation; the assessment and evaluation of alternative solutions; and the rationale for the selection of a *Recommended Preferred Solution*.

This Master Plan Project File was first issued on September 14th, 2017 for consultation purposes. This updated Master Plan Report provides a summary of the consultation activities, key public and agency comments, and commitments to mitigate any remaining negative effects of the project and presents a

Recommended Preferred Solution for consideration by Council. Council accepted the *Recommended Preferred Solutions* presented herein following the presentation on June 25, 2018.

2. REPORT STRUCTURE

This Master Plan Report is structured as follows:

Documentation of the **Master Plan** process for the Study Area makes up the body of the text.

Project Notices, including distribution lists and the distribution area (i.e. the Notification Area), are provided in **Appendix 'A'**. Planning and Zoning information is provided in **Appendix 'B'**.

Background studies that have been completed in support of the Master Plan process are provided in **Appendix 'C'** and include the following:

- 1) Stage 1 Archaeological Assessment to determine the potential for archaeological resources within the Study Area (ASI, February 2017).
- 2) Stage 2 Archaeological Assessment for the areas determined to retain archaeological potential to identify the presence (or absence) of archaeological resources within the Study Area (ASI, June 2018).
- 3) Cultural Heritage Resource Assessment to identify impacts of the proposed Master Plan on cultural heritage resources within the Study Area (ASI, January 2017).
- 4) Correspondence from the Grey Sauble Conservation Authority and a Summary of the Species at Risk for Grey County;
- 5) Excerpts and a summary of the consultation and review for the "*Downtown River Precinct: Conceptual and Schematic Design*" report prepared by Northwood Associates Landscape Architects (NALA, January 2013).
- 6) Downtown Parking Usage Rates: City of Owen Sound Staff Report No. CR-17-060 dated June 13, 2017.

The consultation process is documented as follows:

Appendix 'D' - Presentation (PIC No.1 – September 28, 2017): Phase 2 Consultation

Appendix 'E' - Public, stakeholder and agency comments (Phase 2)

Appendix 'F' - Summary of comments and re-assessment of alternatives

Appendix 'G' - Presentation (PIC No.2 – March 13, 2018): Follow-up to public meeting

Appendix 'H' - Public, stakeholder and agency comments (Post PIC No.2)

Appendix 'I' - Presentation to Council (June 25, 2018)

Documentation of the **Schedule 'B' EA Project File**, related specifically to the Farmers' Market area of the 800 block of 1st Avenue East is included as **Appendix 'J'**. Background studies that have been completed in support of the Schedule 'B' EA process include the 'Cultural Heritage Evaluation Report and Heritage Impact Statement' (March 2017) to identify impacts of the proposed undertaking (Sch. 'B' EA) on cultural heritage resources specific to the Farmers' Market building and to identify mitigation measures required to address identified impacts of the proposed undertaking specific to the Farmers' Market building (**Appendix 'J1'**).

Public, stakeholder and agency comments specific to the Schedule 'B' EA process are included in the more general Master Plan comments in **Appendices 'E' and 'H'**. This updated Master Plan includes the documentation of both the Master Plan and Schedule 'B' EA processes. The Master Plan also includes Functional Design drawings, which were developed to inform the process, for each Block (**Appendix 'K'**).

3. MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PLANNING PROCESS

Municipal infrastructure projects are subject to the Ontario Environmental Assessment Act (EA Act). The Class Environmental Assessment (Class EA) is an approved self-assessment process under the EA Act for a specific group or “class” of projects. Projects are considered approved subject to compliance with an approved Class EA process. The Municipal Class EA (Municipal Engineers Association October 2000, as amended in 2007, 2011 and 2015) applies to municipal infrastructure projects including roads, water and wastewater.

The Municipal Class EA outlines a comprehensive planning process (illustrated in **Figure 2**) that provides a rational approach to consider the environmental and technical advantages and disadvantages of alternatives and their trade-offs in order to determine a preferred alternative for addressing the problem (or opportunity), as well as consultation with agencies, directly affected stakeholders and the public throughout the process. The key principles of successful environmental assessment planning include:

- Consultation;
- Consideration of a reasonable range of alternatives;
- Consideration of effects on natural, social, cultural, and economic environments and technical components;
- Systematic evaluation;
- Clear documentation; and
- Traceable decision making.

The classification of projects and activities under the Municipal Class EA is as follows:

Schedule A: Includes normal or emergency operational and maintenance activities, which are limited in scale and have minimal adverse environmental effects. These undertakings are pre-approved and the proponent can proceed without further assessment and approval.

Schedule A+: Introduced in 2007, these minor projects are pre-approved. The public is to be advised prior to the implementation of the project.

Schedule B: Includes projects which have the potential for adverse environmental effects. This includes improvements to, and minor expansions of, existing facilities. These projects are approved subject to a screening process which includes consulting with stakeholders who may be directly affected and relevant review agencies.

Schedule C: Includes the construction of new facilities and major expansions to existing facilities. These undertakings have the potential for significant environmental effects and must proceed under the planning and documentation procedures outlined in the Municipal Class EA document.

This study includes both a Master Plan and a Schedule ‘B’ process, each of which is in accordance with the requirements of the Municipal Class EA process and includes Phases 1 and 2, depicted on **Figure 2**:

- Phase 1 consists of identifying the problem or opportunity, and optional (discretionary) public consultation if deemed suitable.
- Phase 2 involves identifying reasonable alternatives to the problem or opportunity, compiling an inventory of the natural, social and economic environment, evaluating each alternative and recommending a preferred alternative that will address the problem, and provide any measures necessary to mitigate potential environmental impacts. Public and agency consultation is required at this stage before the preferred solution is selected to ensure all possible impacts are identified, and assessed as part of the evaluation process.

For Master Plans and Schedule 'B' or 'C' projects, the preferred solution is selected and confirmed by Council. The entire process is documented in a Master Plan Report, Schedule 'B' Project File, or Schedule 'C' Environmental Study Report, which is made available for public review during a 30-calendar day period. A Notice of Completion is submitted to review agencies and the public at that time.

For Schedule 'B' or 'C' projects, if concerns are raised during the 30 calendar-day review period that cannot be resolved through discussions with the Municipality/City, then members of the public, interested groups or technical agencies may request the Minister of the Environment, Conservation and Parks to issue a Part II Order for the project, thereby requiring an elevated scope of study. A Part II Order request requires submission of a written request to the Minister of the Environment, Conservation and Parks, prior to the end of the 30-calendar day review period, outlining the unresolved issue and requesting the Minister to review the matter. The Master Plan process does not include a provision for a Part II Order request to the Minister.

Part II Order requests are submitted to:

Minister
Ministry of the Environment, Conservation and Parks
77 Wellesley Street West, 11th Floor
Toronto, ON M7A 2T5
Fax: 416-314-8452

Copies of the request must also be sent to the Director of the Environmental Approvals Branch at the MOECP and City of Owen Sound at the addresses below:

Director, Environmental Approvals Branch
Ministry of the Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Floor
Toronto, ON M4V 1P5
EAASIBgen@ontario.ca

City of Owen Sound
Attn: Manager of Engineering Services
808 2nd Avenue East
Owen Sound, ON N4K 2H4

The decision whether or not a Part II Order is appropriate or necessary rests with the Minister of the Environment, Conservation and Parks. If no Part II Order request is outstanding by the end of the 30-calendar day review period, the project is considered to have met the requirements of the Class EA, and the Municipality/City may proceed to design and construct the project subject to resolving any commitments documented in this Project File during the subsequent design phases and obtaining any other outstanding environmental approvals.

For further information regarding Part II Order requests and process, please refer to:
<https://www.ontario.ca/environment-and-energy/class-environmental-assessments-part-ii-order>

4. BACKGROUND

During the 1970's, many downtown neighbourhoods in Ontario began to decline with the advance of automobiles and new shopping malls. In the 1980's, several reports and studies were prepared to acknowledge and address the problem for Owen Sound, including the following:

- i) "Main Street Planning and Design Guidelines" were developed in 1981 by the Ministry of Housing; using Owen Sound as an example for a community of 20,000 people and citing *"an attractive, but visually unexploited resource is the small river which runs through the heart of downtown"*.
- ii) "CAUSE Study", Ontario Association of Architects (1982), was tasked *"to develop recommendations with respect to the possible ways by which the central core of the City could be rejuvenated and by which the core could be more fully integrated with the Sydenham River and the inner harbour"*.
- iii) In 1986, the Heritage Canada Foundation prepared "Main Street, a Resource Team Report" for Owen Sound, to determine High, Medium, and Low priorities for the City, including development of a Master Plan and revitalizing 1st Avenue East and the Farmers' Market.

A common theme in these studies is to reconnect the pedestrian environment with the river, and to the downtown shopping area.

Several projects have since been implemented within the downtown core area, including the "Big Dig" reconstruction project of the main commercial district on 2nd Avenue East in 2001. At that time an "Urban Design / Master Plan Strategy" was developed by Hough, Woodland, Naylor, Dance, Leinster. A "Transportation Master Plan", prepared in 2010 by HDR iTrans, further reviewed transportation issues on a more global level, including specific references to the downtown core.

The "Downtown River Precinct – Conceptual & Schematic Design" (Northwood, 2013) updates the 2001 Urban Design Master Plan with respect to the 1st Avenues East and West, while a "Scoped Traffic Study" (WSP 2016) investigated the feasibility of the Schematic Design in accommodating traffic flow and parking, recommending "one way pairs" with clockwise traffic flow.

4.1 Existing Conditions

The Study Area includes the following four individual block segments:

- i) 900 Block of 1st Avenue West
 - a. Includes west side access to several businesses and residences.
 - b. Currently two-way traffic.
 - c. Includes Parking Lot 2 consisting of 43 angle parking spaces along east side.
- ii) 800 Block of 1st Avenue West
 - a. Includes frontage along Library, Art Gallery and Cenotaph.
 - b. Includes west side access to several businesses and residences.
 - c. Currently one-way traffic north bound.
 - d. Includes 43 angle parking spaces along east side.
- iii) 900 Block of 1st Avenue East
 - a. Currently one-way traffic south bound.
 - b. Includes frontage along The Sydenham Condominiums (currently under construction).
 - c. Includes back door delivery access to several businesses.
 - d. Includes 5 public parallel parking stalls along east side and private parking stalls along the west side riverbank.

- iv) 800 Block of 1st Avenue East
- Currently two way traffic.
 - Includes frontage along City Hall and Farmers' Market building.
 - Includes customer and delivery access to several businesses.
 - Includes 39 on-street angle parking stalls along west side plus parking stalls in City Hall and Farmers' Market parking lot.

The current road pattern favours the vehicular environment and reduces the land area available along the banks of the Sydenham River for the pedestrian environment. Existing conditions are illustrated in **Figure 3**.

4.2 Prior Consultation

Previous studies have included extensive public and agency consultation and review, which focused on the Study Area. The following **Table 1** summarizes these previous studies, which are referenced throughout this Master Plan Report. Excerpts and a summary of the consultation and review for the *"Downtown River Precinct: Conceptual and Schematic Design"* are provided in **Appendix 'C'**.

TABLE 1 – Summary of Prior Consultation

Point of Contact	Notification/Consultation	Purpose
* Owen Sound Harbour & Downtown Urban Design / Master Plan; Hough, Woodland, Naylor, Dance, Leinster (June, 2001)	1. Series of Forums 2. PIC: June 6, 2000	<ul style="list-style-type: none"> Review re-development potential in the downtown and harbour area. Consider appropriate mix of activities, development and infrastructure to support "regional centre". Build community vision and provide a guide for implementation. Develop a Master Plan for the Harbour and Downtown. Develop an Urban Design Strategy that establishes the specifics for development and restoration needed to support the plan. Develop an implementation plan, which sets standards for construction of the physical improvements.
** Transportation Master Plan; HDR iTrans (September, 2010)	1. Newspaper Advertisements (Notices) 2. Visioning workshop 3. Community Traffic Issues Meeting 4. PIC: June 16, 2010	<ul style="list-style-type: none"> Update Transportation Planning City wide. Reviewed options for 1st Avenue West to one-way southbound and 1st Avenue East to one-way northbound.
* Downtown River Precinct Conceptual & Schematic Design; Northwood Associates Landscape Architects Ltd. (January 2013)	1. PIC: Nov. 5, 2012 2. PIC: Dec. 3, 2012 3. One-on-one meetings 4. Street interviews	<ul style="list-style-type: none"> Update Master Plan Strategy specific to River Precinct. Updates and summarizes planned physical improvements to urban design features.

* Reports are available on the City of Owen Sound Website at: <https://www.owensound.ca/en/city-hall/planning-and-heritage.aspx>

** Report available at: <https://www.owensound.ca/en/resourcesGeneral/Documents/Owen-Sound-Transportation-Master-Plan.pdf>

5. PROBLEM/OPPORTUNITY - PROJECT STATEMENT

The City has identified a need to consolidate a vision for the Downtown River Precinct (DRP), as expressed in several previous planning studies. The basic intentions of this vision are to re-claim a pedestrian environment from the existing vehicular environment along the Sydenham River banks, and to reconnect the downtown commercial district with the river. The Master Plan approach is used to consolidate this vision, under the Municipal Class EA, within the general Study Area.

A related, but project specific, intention of the process is to develop a preferred alignment for the 800 block of 1st Avenue East adjacent to the Farmers' Market building. Re-alignment alternatives under consideration have project specific triggers for a Schedule 'B' EA process, which were identified previously in the development of the Scope of Work for this assignment.

The Schedule 'B' EA planning process is project specific but follows the same process as for the more general Master Plan. Considering the significant degree of overlap between the Master Plan and this specific Schedule 'B' EA, a single Project Statement is considered appropriately to address the intentions of both the Master Plan and the Schedule 'B' EA processes.

A Project Statement for both the Master Plan and for the Schedule 'B' EA is as follows:

"Previous studies and reports have identified an historic dis-connect of the Sydenham River from the pedestrian environment and from the downtown core. The proponent wishes to formalize recognized opportunities in traffic flow alternatives to address existing deficiencies in urban design, and to improve both the vehicular and pedestrian environments within the Study Area."

The City is, therefore, undertaking this combined Master Plan and Schedule 'B' EA process under the Municipal Class Environmental Assessment to ensure that both the general road system within the Study Area, and the specific 800 block of 1st Avenue East road re-alignment, appropriately are planned, with both a preferred Master Plan and a preferred Schedule 'B' EA project specific solution identified. The Schedule 'B' EA Project File is documented in **Appendix 'J'** of this Report.

6. ALTERNATIVE SOLUTIONS - MASTER PLAN

Traffic flow is considered as the basis for the development of Alternative Solutions to the defined Project Statement for the general Master Plan. The ability of each alternative traffic flow solution also to address urban design issues and to improve the pedestrian environment is considered through the process. Alternative solutions to address traffic flow within the Study Area are illustrated on **Figures 3, 4, 5, and 6** and are generally described as follows:

Alternative 1: Do Nothing

The "Do Nothing" alternative maintains existing conditions, as illustrated on **Figure 3**. It does not necessarily address the issues identified in the Project Statement, but is considered as a base-line against which to compare other alternative solutions.

Alternative 2: Full Two Way Traffic – 1st Avenues East & West / 800 & 900 Blocks

This Alternative considers a roads system, which would return all four subject block sections to full two-way traffic flow, as illustrated on **Figure 4**.

Alternative 3: One Way Pairs – 1st Avenues East & West / 800 & 900 Blocks

This Alternative considers a roads system, which would have each block section established with one-way traffic flow, as illustrated on **Figure 5**. Options for the implementation of one-way pairs were reviewed under both the TMP (2010) and the Scoped Traffic Study (2016). Based on those reviews, only the option for Clockwise rotation of the four block segments is presented.

Alternative 4: Close to Through Traffic 1st Avenues East & West / 800 & 900 Blocks

This Alternative considers the elimination of traffic from 1st Avenues East and West; returning these road allowances to a full pedestrian environment, as illustrated on **Figure 6**.

7. INVENTORY OF ENVIRONMENTS

7.1 Social Environment

The social environment includes a complicated mix and interaction of the vehicular environment and the pedestrian environment, which is not uncommon in a downtown commercial core area. Historical development within the downtown core considered the Sydenham River as a more secondary resource, acting as a transportation route, with the more primary commercial and residential focuses on 2nd Avenues East and West. Several recent planning studies have identified a need to update the image of the downtown core by re-focussing on the Sydenham River as the important primary asset. The underlying themes are to:

- i. Re-claim more pedestrian environment from the vehicular environment;
- ii. Improve the character and perception of the Study Area; and
- iii. Make the River Precinct an inviting and inclusive public space, strengthening the image and identity of the downtown.

7.1.1 City of Owen Sound Official Plan and Zoning

The Official Plan includes several Goals and Objectives, which generally encourage urban design to:

- i. Recognize the importance of the pedestrian environment in co-existence with the vehicular environment;
- ii. Promote safe, comfortable, healthy and accessible pedestrian environments; and
- iii. Maintain and grow the importance of the downtown as a core economic, financial, cultural and employment focus.

Excerpts from the Official Plan and the City's Zoning By-Law are provided in **Appendix 'B'**. Zoning Map No. 7 denotes the Study Area lands as Commercial C1. The Sydenham River is identified through the middle section of the Study Area as Hazard Zone (ZH).

7.1.2 Planning Studies

The following summary of planning studies intends to capture the complexity of issues and strategic directions, which have been considered in previous planning studies.

Owen Sound Harbour & Downtown Urban Design / Master Plan Strategy (2001) (MPS)

The MPS includes notations regarding the need to recapture the "green community" or organic identity within the harbour, the river and open spaces in the City. The Market/Civic Hall site was seen as being one of the biggest underdeveloped assets and having the greatest potential, including expansion of market functions and events. Street improvements, particularly along 1st Avenue East, were identified as requiring the necessary characteristics and facilities to enable public activities, including special events and festivals.

The MPS also included a review of parking, with the following summary for the Study Area:

- Overall, the area south of 10th Street has about 3.36 spaces per 1000 sq.ft. For a downtown area, this can be considered an adequate – but not plentiful supply. The issue is mainly the location of supply relative to demand.
- Block 1: 1st Avenue West south of 10th Street has 5.14 spaces per 1,000 sq.ft., which is higher than that required by the adjacent land uses.

- Block 2: 1st Avenue East between 9th and 10th Streets – including 1st Avenue and the west side of 2nd Avenue has the lowest level of parking supply at 1.01 spaces per 1000 sq.ft. Given the commercial importance of this Block, it is clearly under-supplied at present.
- Block 5: 1st Avenue West between 8th and 9th Streets west of the River. At 3.58 spaces per 1000 sq.ft., and given the fact that there is no retail space, there would appear to be a good supply.
- Block 6: 1st Avenue East between 8th and 9th Streets east of the River to 2nd Avenue. At 3.22 spaces per 1000 sq.ft., supply appears to be generally adequate due to off-street supply.

The parking strategy recognized that, although the parking supply along the river is at a premium, the downtown image improvements would involve a process of parking space reduction in critical locations. The strategy projected that “as the pedestrian realm improves so does the ease of parking a short walk away from shopping or dining destinations.”

Elements of the parking strategy related to the Study Area include the following:

- Remove river edge parking over time, and replace 1st Avenue East parking with inner block parking between 2nd and 3rd Avenues East.
- Shift parking from the east side to the west side of 1st Avenue West as a preferred option. Remove angled parking on the west side of the river only as new replacement lots become available for parking (in the interim, shift the current location of parking to allow for a biking lane along the edge of the park).

Downtown River Precinct Conceptual & Schematic Design – NALA 2013 (C&SD)

The C&SD process invited public and agency participation in updating and advancing the urban design strategy initiated in the 2001 Downtown Urban Design/Master Plan Strategy. The C&SD includes recommendations for space and event planning as well as for basic urban infrastructure considerations, including the vehicular and pedestrian environments. The current process does not include aspects related to space and event planning.

In terms of the vehicular environment, inherent in the C&SD is the need to change the traffic circulation in the area and turn 1st Avenues East and West into a series of one-way pairs. The C&SD did not specifically address parking, traffic analysis, or cultural heritage considerations.

In terms of the pedestrian environment, the main recommendations of the C&SD include the following:

- Provide a continuous riverside trail along the West 800 and 900 Blocks;
- Extend the Percy England Parkette westerly from along the north side of City Hall to the top of the West 800 Block riverbank;
- Develop a ‘promenade’ along the top of the East 800 Block riverbank;
- Create a ‘people place’ at the south easterly corner of the 9th Street Bridge within the East 800 Block;
- Realign 1st Avenue in the East 800 Block from the west side to the east side of the Farmers’ Market building;
- Create a ‘Market Square’ west of the Farmers’ Market building in the East 800 Block; and
- Develop a ‘multi-purpose Civic Square’ between City Hall and the Farmers’ Market building in the East 800 Block.

The first four of these recommendations are illustrated in the Functional Design for the 800 Block of 1st Avenue East (**Appendix ‘K’**), which was developed to inform the *Recommended Preferred Solution* to the Master Plan. The remaining three recommendations are related to the Schedule ‘B’ EA process, documented in **Appendix ‘J’**.

Transportation Master Plan (2010) (TMP)

The TMP notes that opportunities exist for encouraging walking, cycling and transit use in the downtown core. Road design standards could be updated to accommodate cyclist and pedestrian needs for on-road bicycle lanes, cycle lanes within the boulevard, and pedestrian-friendly treatments at intersections. Primary cycling routes are identified in the Official Plan Trail Master Plan (provided in **Appendix 'B'**), which includes 1st Avenue West from 8th Street to 10th Street. The planned trail system will provide opportunities for commuting along continuous corridors and provide connections to key municipal destinations including the Downtown River Precinct (e.g. City Hall, Farmers' Market, Public Library, Tom Thomson Art Gallery). The first priorities to implement cycling routes should achieve one or more of the following criteria:

- Develop a spine network of major north ↔ south and east ↔ west routes;
- Recognize the Downtown as the primary activity centre and destination;
- Connect to other key City destinations;
- Provide cycling route connectivity in cycling routes; and
- Achieve feasible low cost "early wins" to demonstrate successes.

Bicycle parking should be established at key multimodal transfer points and at key community destinations, including throughout the downtown.

7.1.3 Social Environment: Summary of Issues

TABLE 2 – Summary of Issues (Social Environment)

'Environment'	Issues Identified	Potential Solutions
Vehicular	<ul style="list-style-type: none"> • Considered currently to be favoured over, and to encroach unfavourably onto, the pedestrian environment. 	<ul style="list-style-type: none"> • Reduce travelled lane widths to reduce impact of vehicular environment on pedestrian environment. • Employ one-way pair road system to reduce number of travelled lanes. • Eliminate parking spaces, where appropriate, to regain pedestrian space.
Pedestrian	<ul style="list-style-type: none"> • The image of the downtown commercial district is not fully supported (to the degree that it could be) by the pedestrian environment along the riverbank. • The north↔south bicycle route spine is interrupted through the Study Area. 	<ul style="list-style-type: none"> • Expand and improve the pedestrian environment along the riverbank. • Provide a bicycle route spine along 1st Avenue West.

7.2 Natural Environment

The Study Area is regulated by the Grey Sauble Conservation Authority (GSCA) under Ontario Regulation 151/06: Regulation and Development, Interference with Wetlands and Alterations to Shorelines and Watercourses. A map outlining the Regulated Area is provided in **Appendix 'C'**. Under this regulation a permit will be required for building construction/redesign, site grading, and/or the temporary or permanent placing, dumping, or removal of materials from the Site. A permit would also be required for straightening, changing, diverting or in any way interfering with the river. It is further noted that stormwater quality provisions would be recommended for inclusions into the detailed design.

A list of Species at Risk in the Grey County Region is provided in **Appendix 'C'**. These species are to be considered with any planned development. Since the Scope of this Study is limited to existing developed road allowances, no impacts to the natural environment are anticipated.

As part of the EA process, this project was reviewed with respect to the requirements under the *Clean Water Act, 2006*. Based on a review of the *'Grey Sauble Source Protection Area Approved Assessment Report'* (October 2015), the Study Area is situated within an Intake Protection Zone (IPZ-2) with a vulnerability score of 4 and an Events Based Area (EBA) for a fuel spill with a threshold for on-site storage of 50,000 L. The GSCA Risk Management Office was consulted via correspondence dated October 19, 2017. The GSCA provided comments specific to Source Water Protection on October 20, 2017, provided in **Appendix 'C'**, which indicate that Source Water Protection is not considered to be a significant issue for this project.

The natural environment also includes potential impacts of the project on Climate Change, and of Climate Change on the project. This project, intends to reduce vehicular traffic and encourage other modes of transportation including walking and biking, which would result in reduced greenhouse gas emissions relative to a "Do Nothing" alternative.

Road reconstruction would include drainage improvements, where appropriate, which would require stormwater quantity and quality design controls, for review and approval by the MOECC prior to construction.

7.3 Cultural Environment

7.3.1 Archaeological

In consideration of Section 1.3.1 of the *2011 Standards and Guidelines for Consultant Archaeologists* (S&G) administered by the Ministry of Tourism, Culture and Sport (MTCS), which lists criteria that are indicative of archaeological potential, the study area meets the following criteria indicative of archaeological potential:

- Water sources (i.e. the Sydenham River);
- Early historic transportation routes;
- Proximity to early settlements;
- Proximity to heritage structure (i.e. Market Building at 815 1st Avenue West, Bandstand in Queens Park at 114 8th Street East); and
- Properties that local histories have identified with possible archaeological sites (i.e. Little Zion Church).

ASI Archeological & Cultural Heritage Services (ASI) was retained to complete a Stage 1 Archeological Assessment for the Downtown River Precinct. A copy of the Stage 1 Report (February 2017) is provided in **Appendix 'C'**. The assessment was conducted under the S&G. In a letter dated June 19, 2017, MTCS confirmed the entry of the Stage 1 Assessment Report into the Ontario Public Register of Archaeological Reports (**Appendix 'C'**).

The Stage 1 report concluded that a Stage 2 archaeological assessment would be necessary prior to any proposed impacts at two separate locations within the Study Area. The remainder of the Study Area did not retain archaeological potential due to the deep and extensive land disturbance or slopes in excess of 20 degrees. Therefore, no additional Stage 2 Archaeological Assessments or mitigative measures are warranted in these areas.

The Stage 2 assessments were required to better inform alignments where soil disturbance had not previously occurred. The locations, where shown on Figure 7 in the Stage 1 Report, included the following:

- i. The Farmers' Market property between the City Hall Building and 1st Avenue East, which is considered to be the location of the first log church; Little Zion where deep soil disturbance has not likely occurred; and

- ii. The area between the Sydenham River and 1st Avenue West (i.e. Queen's Park), including the Bandstand. However, the potential area of impact within the Queen's Park area is envisioned to be limited to minor widenings along the existing trail alignment.

The Stage 2 archaeological assessment was completed by ASI on May 9, 2018. Test pit surveys completed at 10 meter intervals in the potential area of impact identified in the Queen's Park area determined that the area had previously been disturbed and no archaeological resources were encountered. However, the Stage 2 assessment in the area of the Farmers' Market could not be completed due to the presence of numerous active buried utilities. Therefore, further assessment of the 800 Block of 1st Avenue East, adjacent to the Farmers' Market, will occur during construction with oversight by a licensed archaeologist within the area of archaeological potential.

7.3.2 Built Heritage Resource and Cultural Heritage Landscape Assessment

Due to the Study Area location within an historic downtown urban settlement area, which includes the presence of historic buildings and other built heritage, a cultural heritage review was necessary. ASI was retained to conduct a Cultural Heritage Resource Assessment (CHRA) for the Downtown River Precinct. The assessment identified cultural heritage resources located within and adjacent to the Study Area. A copy of the CHRA Report (January 2017) is provided in **Appendix 'C'**.

The assessment encompassed the area between 10th Street and 8th Street and 2nd Avenue West to 2nd Avenue East. The assessment was completed to satisfy Section 2(d) of the Planning Act which necessitates *'the conservation of features of significant architectural, cultural, historical, archeological or scientific interest'*. The City of Owen Sound also provides cultural heritage policies in Section 7.2 of its Official Plan (2014). Relevant cultural heritage policies are outlined in the CHRA.

A total of 26 cultural heritage resources were identified within and/or adjacent to the Downtown River Precinct Study Area, of which 21 were considered Built Heritage Resources and five (5) considered as Cultural Heritage Landscapes. The location and/or area encompassing each of the resources identified is depicted in the CHRA report, and includes the following:

- **The Market Building** located at 114 8th Street East.
- 17 additional buildings, including residential, institutional, and commercial structures.
- Three (3) bridges that cross the Sydenham River including the 8th Street, 9th Street and 10th Street bridges.
- One watercourse (i.e. the Sydenham River).
- Queens Park located between 1st Avenue West and the Sydenham River.
- **The 2nd Avenue East Commercial District:** This is identified as the area between 1st Avenue East and 2nd Avenue East from 8th Street to 10th Street. The rears of these buildings contribute to the alley character along 1st Avenue East.
- **The 1st Avenue East Alley Landscape:** This landscape consists of the rear entranceways of the commercial buildings that front onto 2nd Avenue East, as well as a small collection of commercial buildings that have been built along 1st Avenue East. This landscape is characterized by a narrow, single lane, one-way road between 9th Street and 10th Street, with parking and pedestrian space along the Sydenham River to the west, including street trees, lamp posts and interlocking brick.
- The Sydenham River, which orients the historic town, acted as an important transportation route and water source. Parks, such as Queen's Park, and trails along the river are important public resources that contribute to the character of the river.
- The West Downtown Mixed-Use River Precinct: This landscape includes properties between 824 1st Avenue West and 10th Street, bordered by 2nd Avenue West and 1st Avenue West.

Built Heritage

Of the 21 Built Heritage Resources identified in the CHRA (January 2017), the Farmers' Market was the only feature identified as a cultural heritage resource that could potentially be impacted, depending on the preferred alternative selected. As a result, a Cultural Heritage Evaluation Report (CHER) was commissioned and completed by ASI to identify potential impacts and mitigating measures for Schedule 'B' EA project alternatives related specifically to the Farmers' Market building. A Heritage Impact Assessment (HIA) further investigated potential impacts and mitigating measures. The CHER and HIA for the Farmers' Market Building is provided in **Appendix "J1"**.

Cultural Heritage

Of the five (5) Cultural Heritage Landscapes identified, it is anticipated that potential impacts would be limited to the Alley Landscape(s) identified within the 2nd Avenue East Commercial District and along the 1st Avenue East Alley Landscape, highlighted above in bold. With respect to the Sydenham River, no changes (i.e. alterations to the drainage pattern, excavation, etc.) are anticipated.

Recommendations

Consistent with the recommendations outlined in the CHRA (January 2017), once detailed designs of the proposed works are available, it is recommended that they be provided to ASI so that the CHRA Report can be updated with a confirmation of potential impacts the proposed undertaking may have on cultural heritage features identified within and/or adjacent to the study area and recommendations for appropriate mitigation measures. Mitigation measures may include, but are not limited to, completing a heritage impact assessment or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate.

7.4 Technical Environment

7.4.1 Background Studies

Transportation Master Plan (2010) (TMP)

The TMP included a review of 1st Avenues East and West, to answer a specific question regarding the conversion of 1st Avenue West to one-way southbound. In summary, the TMP recommends maintaining 1st Avenue West as one-way northbound to support transit operations and to avoid turning conflicts with the nearby 2nd Avenue West intersection at 8th Street West; near the library. The TMP also recommends not converting 1st Avenue East to one-way northbound to avoid conflicts with the nearby 2nd Avenue East intersection at 9th Street East.

The following is excerpted from the TMP.

"4.8 Conversion of 1st Avenue West to One-Way Southbound"

This section outlines the impacts of converting 1st Avenue West to one-way southbound from one-way northbound. Presently, 1st Avenue West is one-way northbound between 8th Street West and 9th Street West. There have been discussions by the Operations Committee to convert 1st Avenue West to one-way southbound to allow for bus service, drop-offs, and pick-ups in front of the key attractions on 1st Avenue West (such as the library, art gallery, and churches), instead of on the opposite side of the street where patrons then have to cross 1st Avenue West. There have also been discussions to convert 1st Avenue East from two-way to one-way northbound between 8th Avenue and 9th Avenue to provide a one-way pair.

4.8.1 Only Convert 1st Avenue West to One-Way Southbound

Transit

The existing transit service on 1st Avenue West is the 'Brooke' route which services the northwest part of the city. It currently travels northbound on 1st Avenue West from 8th Street West. If 1st Avenue West is converted to southbound, the bus service would have to loop around using 2nd Avenue West, 9th Street West, and then 1st Avenue West southbound, then proceed back north using 2nd Avenue West again. Additional travel distance and potential delays at the 2nd Avenue West signal and 8th Street West / 1st Avenue West stop sign will impact service and potentially increase operating costs.

Another alternative would be to modify the route and use 2nd Avenue West instead of 1st Avenue West. A bus stop would need to be provided on 8th Street West at 2nd Avenue West immediately south of the library. Either option results in a route change for the existing transit service resulting in changes to travel times and route schedules.

Intersection Operations

Turning movement counts were collected at signalized intersections around the area of 1st Avenue West (2nd Avenue West at 8th Street and 9th Street West, 2nd Avenue East at 8th Street and 9th Street East, 10th Street at 2nd and 1st Avenues) only. Turning movement counts on 1st Avenue West at 8th Street West and 1st Avenue West at 9th Street West were estimated based on the existing turning movement counts.

Under existing conditions, the intersection of 8th Street West and 1st Avenue West, the southbound shared left-right turns would operate with a level of service 'C' and a volume to capacity ratio of 0.29. This is based on an estimated 130 southbound trips during the existing weekday PM peak hour. If the volumes were to increase by 1.7 times to approximately 220 vehicles, then the intersection would reach its capacity (level of service 'F' with a volume to capacity ratio greater than 0.90). Due to the intersection proximity to the existing signalized intersection of 8th Street West and 2nd Avenue West, installing traffic signals or an all-way stop at this intersection is not recommended.

The intersection of 2nd Avenue West and 8th Street West is approximately 30m from 1st Avenue West. Based on the existing analysis, the 50th and 95th percentile queue reach for the westbound movement on 8th Street West is 36m and 69m respectively. This indicates that southbound motorists on 1st Avenue West attempting to make left or right turns would only be able to do so less than 50% of the time during peak hours without being blocked. This would result in traffic congestion on three sides of the library and art gallery (1st Avenue West, 8th Street, and 2nd Avenue West). The intersection of 1st Avenue West and 9th Street West is currently an all way stop controlled intersection with prohibited eastbound right turns, westbound left turns, and southbound through movement. If 1st Avenue West is converted to one-way southbound from 9th Street West, then it removes the northbound stop control movement, but the westbound left turn, eastbound right turn, and southbound through movement would need to be included. As this intersection is already all-way stop controlled, then this should not impact overall intersection operations.

Sight Distance

As indicated in the previous section, the distance on 8th Street West between 2nd Avenue West and 1st Avenue West is approximately 30m. Based on the *TAC Geometric Design Guide for Canadian Roads*, the minimum stopping sight distance is 45m for a design speed of 40km/h. Traffic attempting to make a southbound left turn at the 2nd Avenue West and 8th Street may not have sufficient stopping sight distance with the 1st Avenue West at 8th Street West southbound left turn traffic.

Parking

The current parking is located on the east side of 1st Avenue West. It is angled based on the northbound direction of travel on 1st Avenue West. By converting 1st Avenue West to southbound only, it is expected that the parking will be maintained on the east side of 1st Avenue West and that by converting the angle of parking, the number of spaces should be equal to what currently exists.

Pros and Cons

- Maintains parking supply.
- Intersection of 1st Avenue West and 9th Street West is converted to three-way stop from four-way stop – improved operations.
- Drop-offs / pick-ups located in front of attractions.
- Motoring public is conditioned to the current northbound direction.
- Congestion surrounding the library (1st Avenue, 8th Street, and 2nd Avenue): vehicle queues on 8th Street West block 1st Avenue West more than 50% of the time.
- Proximity of 8th Street and 1st Avenue intersection to 8th Street and 2nd Avenue intersection.
- Cost to restripe parking.
- Cost to relocate bus stop.
- Rerouting of bus service may increase annual operating costs.

Summary

It is recommended that 1st Avenue West remain one-way northbound due to the close proximity of the intersections of 1st Avenue West at 8th Street West, and 2nd Avenue West and 8th Street West, and the potential for congested conditions if 1st Avenue West was converted to one-way southbound only.

4.8.2 Convert 1st Ave West to One-Way Southbound and 1st Ave East to One-Way Northbound

The same issues related to the option of reversing 1st Avenue West to one-way southbound can be cited for the potential conversion of 1st Avenue East to one-way northbound. These include the available sight distance between the intersections of 9th Street East at 1st Avenue East and 9th Street East and 2nd Avenue East, and the queue reach impact from the intersection of 9th Street West and 1st Avenue West. Additional disadvantages include:

- The parking spaces on west side of 1st Avenue East are currently oriented to provide ingress for southbound traffic. Restriping of the parking on the west side of 1st Avenue East to orient the stalls for northbound traffic would be required and may result in fewer parking spaces.
- The one-way southbound traffic on 1st Avenue East between 10th Street and 9th Street will impact the continuity for through traffic with the south leg and therefore traffic would have to make a left or right turn to select other routes.
- The existing right-of-way constraints limit sight distances at this intersection.

Summary

Converting 1st Avenue East between 8th Street and 9th Street to one-way northbound is not recommended."

Scoped Traffic Study Riverside Condominiums - Genivar 2012

The Riverside Condominium is currently under construction on the northwesterly corner of 9th Street East and 1st Avenue East. The proponent planned for parking access from 1st Avenue East, and requested a change from the existing one-way southbound traffic flow to permit two-way traffic flow across the frontage of this property, only. The City required this Scoped Traffic Study to consider potential impacts to traffic flow.

The Study concluded the following:

"Based on the analysis of the existing traffic and projected site generated traffic, the 1st Avenue East roadway and adjacent unsignalized intersection at 9th Street East shall continue to operate at the same level of Service "B" and the Volume to Capacity (V/C) only slightly increases by 0.02 m in the A.M. peak hour."

Scoped Traffic Study Re: Downtown River Precinct - WSP/MMM 2016 (STS)

Building on the C&SD (NALA, 2013), the City commissioned this STS to confirm the feasibility of the plan to turn 1st Avenue East and 1st Avenue West into a series of one-way pairs. The scope of work included an assessment of the following three road network options:

- i. Existing Road Network.
- ii. Option 1: 1st Avenue West and 1st Avenue East reconfigured to a one-way pair road system between 8th Street and 10th Street with Clockwise traffic flow [Northbound on the West Side and Southbound on the East Side].
- iii. Option 2: 1st Avenue West and 1st Avenue East reconfigured to a one-way pair road system between 8th Street and 10th Street with Counter Clockwise traffic flow [Southbound on the West Side and Northbound on the East Side].

Generally, the STS found that a Clockwise rotation would generate a predominance of right turn movements at the intersections, which is similar to existing conditions and which is more favourable than a Counter Clockwise rotation, which would generate a predominance of through and left turn movements at the intersections. This supports similar findings of the TMP.

Other specific comments, recommendations and conclusions were included as follows:

- i. The Clockwise one-way road network would permit a *“defacto southbound left turn lane into the Tim Horton’s parking lot on 1st Avenue East”*. This would alleviate a current turning conflict at this entrance.
- ii. The intersection of 1st Avenue East with 8th Street East is planned with the north leg of 1st Avenue East offset easterly from the south leg. The STS concluded that this arrangement would be “operationally feasible”.
- iii. The proposed short two-way section of 1st Avenue East to support the Sydenham Condominium entrance should include signage at 9th Street East to discourage non-condo resident traffic from entering northbound onto 1st Avenue East. A turn-around opportunity should be provided for traffic that has mistakenly accessed northbound on 1st Avenue East.
- iv. General cross-section considerations included an overall pavement width of 11.5m, including the standard 3.5m travelled lane, a 2.0m buffer for vehicles to gain safe sight lines as they back out of angled parking stalls, and 6.0m for 60 degree angle parking stalls at 2.6m width.

7.4.2 Road Design Parameters

The following road design parameters are based on MTO Guidelines and City of Owen Sound Standards:

- i. Minimum Travelled Lane Width = 3.5m
- ii. Minimum Turning Radius = 10m
- iii. Minimum Parking Stall Length = 6.0m
- iv. Minimum Parking Stall Width = 2.6m (3.0m accessible) – width changes with angle of parking
- v. Minimum Sidewalk Width = 1.5m
- vi. Minimum Boulevard Width = 1.0m (snow storage/splash protection)

Owen Sound Site Development Engineering Standards are provided in Master Plan **Appendix ‘B’**. Some variations to the above are considered in the Functional Design drawings provided in **Appendix ‘K’**.

7.4.3 Geotechnical

Borehole data, completed previously for the 8th Street Bridge and 9th Street Bridge projects were referenced to confirm sub-surface conditions. No geotechnical issues were identified that would affect any of the Master Plan or Schedule ‘B’ EA alternatives. We recommend that, once a preferred solution is selected, and prior to construction, boreholes be advanced along the proposed alignment to verify sub-surface soil and groundwater conditions, including environmental screening of soils to inform a ‘Soils Management Plan’ for construction.

Flowing water over time can erode materials from the toe of a riverbank. New infrastructure, including roads, trails and services, along the Sydenham River should consider an appropriate setback from the river in consideration of future erosion potential. Generally, a 3H:1V slope angle is considered sufficient to establish an adequate setback. A topographic survey, completed as part of this assignment, establishes that a 2H:1V slope angle is present throughout most of the Study Area, from the toe of slope to the limit of the road allowance. Landscape design features may be considered during the design phase to further stabilize the 2H:1V slope areas. The GSCA has generally accepted this approach (correspondence provided in **Appendix ‘C’**). Slope stability analyses and riverbank protection considerations are beyond the Scope of this assignment, but should be considered during the Detailed Design Phase.

7.4.4 Parking Considerations

7.4.4.1 Existing Conditions

The parking strategy (MPS, 2001) recognized that, although the parking supply along the river is at a premium, the downtown image improvements would involve a process of parking space reduction in critical locations. While a project-specific parking study was not completed for this assignment, an update to previous parking studies, with a focus on detailing parking lot occupancy by street/lot rather than overall occupancy, was initiated by the City in January 2016.

As part of the City's assessment of parking usage rates, a framework for recommended parking use levels and goals was established, with an average capacity in the range of 33% to 67% recommended as the "Optimal Use" level. A summary of the recommended Use Levels is provided in the Staff Report CR-17-060 outlining the 'Downtown Parking Usage Rates' (June, 2017) is provided in **Appendix 'C'**.

Within the Staff Report, five separate parking areas were identified within the Downtown River Precinct Study Area. A list of the average parking use for each lot and block, specific to the River Precinct, with the maximum parking capacity and resulting use level, is included in the Table below.

TABLE 3 – Parking Usage with the River Precinct Area

Location	Average Use	Capacity (Max)	Use Level
1 st Ave W – 800 Block (Lot 1)	36.2%	43	Optimal
1 st Ave W – 900 Block (Lot 2)	20.9%	43	Low
1 st Ave E – 800 Block	31.5%	39	Low
1 st Ave E – 900 Block	31.5%	5	Low
Farmers' Market and City Hall	59.1%	61	Optimal
TOTAL PARKING SPACES		191	

Of the 830 public parking spaces available in the downtown area (i.e. between 7th Street and 11th Street and 2nd Avenue West and 4th Avenue East), of which approximately 45% is available within on-street parking and 55% provided within the nine (9) off-street parking lots, the parking spaces that currently exist within the River Precinct area account for approximately 23% of the total downtown parking.

7.4.4.2 Parking Space Reductions: Continued Assessment of Parking Management

At this time, City staff have recommended monitoring parking usage levels until the end of 2017. However, with the proposed parking space reductions within the Downtown River Precinct Area, the City may consider continuing to monitor parking usage as the various Phases of the Master Plan are implemented.

In addition, the *Staff Report (CR-17-060)* recommends that the City continue to evaluate the possibility of declaring Lot 9 surplus and offering it for sale by public tender process. Lot 9 is a 24 space parking area situated on the east side of 1st Avenue East (700 Block), and is located approximately 150 meters south of the Farmers' Market. In consideration of the potential for parking space reductions within the River Precinct Area, Lot 9 could be retained until the effects of the anticipated parking space reductions within the River Precinct can further be assessed.

7.4.5 Technical Environment: Summary of Issues

TABLE 4 – Summary of Issues (Technical Environment)

'Environment'	Issues Identified	Potential Solutions
Traffic	<ul style="list-style-type: none"> Conflicts at commercial entrance at 1st Avenue East & 9th Street East. Access needs for The Sydenham Condominium. Proximity of intersections impacts turning movement alternatives. Maintenance of Bus Route. 	<ul style="list-style-type: none"> Provide drop-off lane at commercial entrance at 1st Avenue East & 9th Street East. Provide short two-way access for The Sydenham Condominium. Employ Clockwise rotation of one-way pair road system to promote right turn movements and decrease left turn movements at intersections. Support Bus Route with drop-off / pick-up locations.
Parking	<ul style="list-style-type: none"> Supply is generally adequate but at a premium. Location should favour pedestrian environment along riverbank. 	<ul style="list-style-type: none"> Maximize off-street parking lot capacity between 2nd and 3rd Avenues East and West. Expand pedestrian environment along riverbank as a priority. Parking spaces lost should be replaced within walkable distances.

7.5 Economic Environment

The Master Plan envisions an ultimate reconstruction of each of the four individual block segments. Based on the preceding technical considerations, the following **Table 5** considers relative construction values. Although weightings of the individual technical factors is not considered at this level of review, the process is considered to be sufficient to present a general understanding of relative construction value for each alternative solution. Basically, the Do Nothing option would have no capital cost and, therefore, would rank first in terms of the economic environment, although "no cost" would be unrealistic, ultimately, due to aged underground infrastructure.

The cost to construct an additional lane for traffic would be more costly than landscaped restoration cost for the same road allowance width and, therefore, Alternative 2 would rank last in terms of the economic environment. Additional project costs for land acquisition, Ontario Land Survey, easement registration, utility relocation, HST and professional fees are not included in the construction value considerations. Based on the preceding discussions, relative construction values are considered as follows:

TABLE 5 – Relative Construction Values

Alternative	Technical Factor	Relative Ranking
1	No new construction costs	1
2	Additional lane width	4
3	Reduced lane width	2
4	Additional Restoration	3

8. IMPACT, ASSESSMENT AND EVALUATION OF ALTERNATIVES

The process toward the selection of a *Recommended Preferred Solution* involved the following:

- Identification of the impacts and mitigating measures of an alternative solution on each environment,
- An assessment of the degree of impact each alternative would have on each environment, and
- An evaluation based on comparative analysis of the alternative which best addresses the Project Statement.

The following sections summarize the impacts and assessment of each of the alternative solutions on each of the environments. The relative assessment of impacts on each environment for each alternative is colour coded, with red representing a less than favourable net negative impact, yellow representing a moderate no net difference, and green representing a favourable net positive impact. The colour coding assists in the overall evaluation of alternatives.

8.1 Evaluation of Alternatives and Recommended Preferred Solution

The following **Table 6** presents a summary of the assessment of alternative solutions.

TABLE 6 – Evaluation of Alternatives

Alternative Environment	Alternative 1 Do Nothing	Alternative 2 Full Two-Way Traffic	Alternative 3 One-Way Pairs	Alternative 4 Close to Through Traffic
Social	No net positive or negative impact.	1. Would increase footprint of vehicular environment at the further expense of the pedestrian environment. 2. Would not permit opportunity for bicycle route. 3. Would significantly reduce on-street parking spaces. 4. Would adversely affect access especially in 900 Block of 1 st Ave E and 800 Block of 1 st Ave W.	1. Would decrease footprint of vehicular environment and increase pedestrian environment. 2. Would create space along riverbank to permit bicycle route. 3. Would marginally reduce on-street parking spaces. 4. Would marginally reduce access south onto 900 Block of 1 st Ave W and north on 800 Block of 1 st Ave E.	1. Would greatly expand pedestrian environment at the expense of the vehicular environment. 2. Would create space along riverbank to permit bicycle route. 3. Would eliminate parking spaces. 4. Would eliminate all existing accesses with loss of vehicular environment
Natural	No net positive or negative impact.	Would result in a net reduction in green space area.	Would result in a net increase in green space.	Would result in a net increase in green space.
Cultural	No net positive or negative impact.	No net positive or negative impact.	No net positive or negative impact.	No net positive or negative impact.
Technical	No net positive or negative impact.	1. Would increase turning movement conflicts at intersections. 2. Would negatively affect access to businesses. 3. Would adversely affect traffic pathways. 4. Would not address noted issues.	1. Would reduce turning movement conflicts at intersections. 2. Would marginally offset some access to some businesses. 3. Would generally maintain existing traffic pathways. 4. Would address noted issues.	1. Would eliminate turning movement conflicts at intersections. 2. Would eliminate access to businesses. 3. Would relocate traffic to other streets. 4. Would not address noted issues.
Economic	No net positive or negative impact.	Would have greatest capital and maintenance costs.	Would have moderate capital and maintenance costs.	Would have moderate capital and maintenance costs.
Overall	2	4	1	3

Based on the results presented in **Table 6**, Alternative 3, One-Way Pairs – Clockwise Rotation, was identified as the *Preliminary Recommended Solution* to the Master Plan. As discussed in **Section 9** of this Report, the Master Plan Report (dated September 2017) presenting Alternative 3 as the *Preliminary Recommended Solution* was circulated to the public, agency groups, stakeholders, business owners, and first nations groups in mid to late September 2017.

Comments regarding the *Recommended Solution*, as well as the Preliminary Functional Design Drawings that were completed and circulated to help envision the implications of the proposed changes to traffic circulation (i.e. one-way pairs) and road alignment to the River Precinct Area, were encouraged.

In consideration of the comments and new information received, this Master Plan Report has been updated and includes an evaluation of Options under Alternative 3. A *Recommended Preferred Solution*, presented in **Section 10**, was recommended for consideration and acceptance by Council.

8.2 Preliminary Functional Design of Recommended Solution

During the initial review process, the Proponent identified potential concerns with the physical implementation of the One-Way Pairs Concept and the ability of this concept adequately to address the intentions summarized in the Project Statement. Consequently, a Preliminary Functional Design level of review was requested further to inform the study process and to address these potential concerns. The Preliminary Functional Design provided a more detailed illustration of the extent and features considered with the *Recommended Preferred Solution*, better to inform the consultation process.

Functional Design drawings, as updated through the consultation process, were prepared to inform each of the four subject block sections. These are provided in **Appendix 'K'**. Additional public review of the Functional Design is planned as part of the detailed design and implementation phase.

8.3 Considerations for 700 Block of 1st Avenue East

The review by Northwood Associates Landscape Architects included a potential relocation of the south leg of the intersection of 1st Avenue East with 8th Street East to gain additional landscape space adjacent to the river. The Scoped Traffic Study, prepared by MMM concluded that “...the staggered T-intersection option is operationally feasible”. Since this project would require construction of a new road, additional assessment under a Schedule ‘B’ EA process would be necessary to consider project specific alternative solutions and their relative impacts; including a review of potential additional land requirements, and whether or not this road segment too should be converted to one-way. This is beyond the Scope of this review.

9. CONSULTATION: MASTER PLAN AND SCHEDULE 'B' EA

Consultation early in and throughout the process is a key feature of environmental assessment planning. The Master Plan and Schedule 'B' Municipal Class EA processes have two mandatory points of contact; the Notice of Project Initiation (Consultation - Phase 2) and the Notice of Completion. As part of the Notice of Project Initiation, the public was invited to attend a Public Information Centre on September 28, 2017 (i.e. PIC No.1). Furthermore, in consideration of the level of interest shown by business owners and the community, an additional information session (i.e. PIC No.2) was organized by the City on March 13, 2018 to consider the issues identified and to present the findings and rationale of the re-assessment of alternatives.

9.1 Notice of Project Initiation and Public Information Centre (PIC No.1)

A Notice of Project Initiation was prepared and first issued on September 14th, 2017. The Notice was advertised in the Sun Times Newspaper on September 14th, 2017 and September 19th, 2017. The Notice was also mailed to property owners within and surrounding the Study Area, as well as to individuals engaged in previous project planning, on September 14th, 2017. A copy of the Notice and a Figure outlining the Notification Area are provided in **Appendix 'A'**. The Notice also included an invitation to a Public Information Centre (PIC No.1), to be held on September 28th, 2017. A copy of the presentation given at PIC No.1 is provided in **Appendix 'D'**.

The Notice of Project Initiation invited the Public, Stakeholders, Agency groups and First Nation groups to review the Master Plan Report and Schedule 'B' EA Project File and to comment on the *Preliminary Recommended Solutions*.

Upon receipt of comments, new information was incorporated into the review and assessment of alternatives. The public comments received, following the initial consultation efforts, and the agency and stakeholder feedback provided, is included in **Appendix 'E'**. In addition, a supporting document, provided in **Appendix 'F'**, was prepared to summarize the issues identified through the Phase 2 project consultation efforts and to provide an evaluation and re-assessment of the alternatives based on the comments received. In consideration of the comments received and the additional level of review, which included a re-assessment of alternatives, a follow-up information session was organized by the City, as discussed in the following Section.

9.2 Follow-Up to Public Meeting: Public Information Centre (PIC No.2)

On March 13th, 2018, the City of Owen Sound hosted a Downtown River Precinct public information session to address and respond to ideas and issues raised through the public consultation previously completed. An invitation to the Follow-Up Information Session (i.e. PIC No.2) was issued to agencies, stakeholders and First Nations groups on March 2nd, 2018. The invitation was also mailed to property owners within and surrounding the Study Area, as well as to individuals engaged in previous project planning and individuals that had provided Comment following PIC No.1. The information session was advertised in the Sun Times Newspaper on March 6th and March 8th. A copy of the invitation and a Figure outlining the Notification Area are provided in **Appendix 'A'**. A copy of the presentation given at PIC No.2 is provided in **Appendix 'G'**.

At the follow-up information session the Public, Stakeholders, Agency groups and First Nation groups were encouraged to provide further comment on the issues identified and the evaluation and re-assessment of alternatives. In addition, an opportunity to review the updated functional design drawings was provided.

Upon receipt of comments, new information was incorporated into the Master Plan. The public comments received in relation to the follow-up consultation efforts are included in **Appendix 'H'**. In consideration of the comments and new information received, this Master Plan Report and Schedule 'B' EA Project File are updated and a *Recommended Preferred Solution* to each process is presented for consideration and acceptance by Council.

The Notice of Completion is to be issued following acceptance by Council of the *Preferred Solution(s)*. The Notice of Completion initiates a 30-day review period, during which time the Minister of the Environment, Conservation and Parks may be requested to issue a Part II Order to the City to complete further study on the Schedule 'B' project, but not the Master Plan, as outlined in **Section 3**.

9.3 Public and Stakeholder Consultation

Public Feedback Received Prior to Commencement of this Master Plan and Class EA

The Downtown River Precinct Conceptual & Schematic Design (C&SD) review process included two public information centres; November 5th, 2012 and December 3rd, 2012. In addition, one-on-one meetings were held with stakeholder groups including the Library, Art Gallery, DIA, MNRF, GSCA, Sydenham Sportsmen, Police Services, City staff and others. Additional "on the street" conversations were also held. The C&SD, of which select Sections are provided in **Appendix 'C'**, includes documentation of those public and agency consultations. The complete C&SD Report is available on the City of Owen Sound website.

Stakeholder Feedback Received During this Process

A Stakeholder meeting was completed on September 14, 2017. The purpose of the Downtown River Precinct Stakeholders meeting was to provide an opportunity for interested Stakeholders to voice concerns or observations regarding (i) the *Preliminary Recommended Solutions* for the Master Plan and the Farmers' Market and (ii) the Preliminary Functional Design drawings considered for the re-development of the Downtown River Precinct.

Public Feedback Received During this Process

With the circulation of the Master Plan Report and Schedule 'B' EA Project File (i.e. Phase 2 Consultation), the public was invited to provide comments regarding the *Preliminary Recommended Solutions*. A summary and discussion of the comments received is provided in **Section 10** of this report. A review of alternatives, based on the feedback/comments provided, is incorporated into the assessment of a *Recommended Preferred Solution*, for consideration and acceptance by Council.

9.4 Agency Consultation

Agencies with a regulatory role that may require future permits/approvals, or may have a direct interest in the study, were contacted to invite feedback. The Master Plan Report and Schedule 'B' EA Project File was circulated to select key agencies/groups in mid to late September to solicit agency comments and feedback. In addition, an invitation to attend PIC No.2 was issued on March 2nd, 2018. Separate correspondence was issued on March 2nd, 2018 to First Nations Groups including an invitation to the follow-up meeting (i.e. PIC No.2) and an update of the Stage 2 archaeological investigations. A copy of this correspondence is provided in **Appendix 'A'**. Comments received are incorporated into the assessment of the *Recommended Preferred Solution* for consideration and acceptance by Council.

A complete List of Agencies contacted is provided in the Master Plan **Appendix 'A'**, but they include the following:

- Grey Sauble Conservation Authority (GSCA)
- Ministry of Tourism, Culture and Sport (MTCS)
- Grey County Planning and Transportation Departments
- Ministry of Transportation
- Ministry of the Environment and Climate Change
- First Nations
- Utilities

Comments received from the agency groups are summarized in **Section 10.1** of this Report.

10. CONSULTATION: FEEDBACK

With the circulation of the Notice of Project Initiation and associated project information, as well as the invitation to PIC No.1 and PIC No.2, the public, agency groups, stakeholders, business owners, and First Nations groups were encouraged to provide comments regarding the *Preliminary Recommended Solutions*, as well as the Preliminary Functional Design Drawings that were completed to help envision the implications of the proposed changes to traffic circulation (i.e. one-way pairs) and road alignment to the River Precinct Area.

Feedback received addressed one or more of the following issues:

- The Master Plan for the Downtown River Precinct;
- The Schedule 'B' EA for the Farmers' Market Road Re-Alignment; and/or
- The Preliminary Functional Design Drawings.

Comments received are summarized in the following Sections.

10.1 Agency Comments

TABLE 7A: Summary of Comments from Agencies

Agency (Issue Date)	Overview of Comments	Response and/or Follow-up Requirements
MOECC (Sept 21, 2017)	<ol style="list-style-type: none"> 1. Aboriginal Consultation Requirements identified for the Project. 2. Source Water Protection Review Required 3. Outline of Project File Requirements: <ol style="list-style-type: none"> i. Email Notice of Completion; and ii. Provide Final Project File for 30-day review period on two USB keys. 	<ol style="list-style-type: none"> 1. Correspondence provided on Sept 29, 2017 (Appendix 'A') 2. Consultation with GSCA Risk Management via correspondence dated October 19, 2017. Response received October 20, 2017 (Appendix 'C'). 3. Distribution Preference Noted
Grey County (Oct 12, 2017)	<ol style="list-style-type: none"> 1. County Official Plan generally defers detailed development standards to the Local Official Plan and/or Secondary Plans. 2. Comments regarding the Hazards Lands should be received from the Conservation Authority. 3. Paramedic Services have reviewed the application and have concerns with the addition of the one-way streets as there are always concerns about delayed access depending upon which direction the ambulance is approaching the scene from. If this proceeds it will be important to provide adequate time for staff training to educate them of the changes so that they can prepare the best route of access ahead of encountering a one-way street. Another consideration is when there are additional roads closed for parades and events to ensure it does not further restrict access. 4. Request to be notified of any decision rendered with respect to this project. 	<ol style="list-style-type: none"> 1. Noted 2. Noted. Additional request for GSCA Comments emailed on October 20, 2017 and response received November 10, 2017 with no issues identified. 3. Notification to paramedic and other emergency services can be provided. 4. County is on notification list and will receive a Notice of Completion.

Agency (Issue Date)	Overview of Comments	Response and/or Follow-up Requirements
Historic Saugeen Metis (HSM) (Oct 10, 2017)	As the Study Area contains parts that retain archaeological potential and will require Stage 2 assessment, the HSM requests to remain informed about Stage 2 Archaeological Reports as they become available.	The Stage 2 report(s) will be forwarded to the HSM and other First Nations Groups upon entry into the MTCS.
First Nations Groups (March 2, 2018)	<i>With the exception of the HSM, no comments received.</i>	First Nations groups were informed of the pending Stage 2 archaeological investigations and timeline, and were provided another opportunity to provide feedback. No response received.
GSCA Risk Management Office (Oct 20, 2017)	Response to correspondence dated October 19, 2017 regarding source water protection.	Source Water Protection is not considered to be a significant issue for this project.
GSCA (Nov 10, 2017)	Response to request for Comment	Confirmation that the maintenance of the 2H:1V existing bank slope will be acceptable.

Note: Notification and Consultation correspondence is provided in **Appendix 'A'** and **Appendix 'E'**, respectively.

10.2 Utility Comments

Table 7B: Summary of Comments from Utilities

Provider (Issue Date)	Overview of Comments	Response / Follow-up Requirements
Union Gas (Sept 20, 2017)	Map identifying Union Gas plant locations (approximate) within the Study Area provided for engineering - information purposes was provided. Union Gas has requested to be informed should there be a conflict between the gas infrastructure and the proposed design.	Noted
Hydro One Meeting (Sept 22, 2017)	Review of Preliminary Functional Design Drawings and Implications on the Existing Hydro-One Framework discussed and outlined on Drawings.	Hydro-One infrastructure will be noted on Drawings, as the process progresses into the Conceptual Design Phase. Hydro-One will continue to be consulted.
Bell Canada	- Previous Consultations -	Significant Bell Canada Plant is noted at the 9 th Street /1 st Avenue East intersection, which should be considered in the detailed design of the 800 Block of 1 st Avenue East.

10.3 Stakeholder and Public Comments: Summary and Discussion

The Downtown River Precinct Master Plan and Farmers' Market Schedule 'B' EA consultation process evolved to include additional consultation with several stakeholder's and downtown business owners. A summary of the consultations including meetings and stakeholder and local business correspondence, is provided below:

- Stakeholder Meeting on September 14th, 2017;
- PIC Meeting on September 28th, 2017 which included an extended discussion and question period;
- Follow-up meetings on October 10th, 2017 with Kevin Gunn (Owner of Tim Horton's at 155 9th Street East) and Jim Fulford (Owner of Fulford Hardware Inc.);
- Correspondence from the Downtown Improvement Area (OSDIA) dated October 13th, 2017;
- Correspondence from the Festival of Northern Lights dated October 15th, 2017;
- Correspondence from Jim Fulford, dated October 13, 2017;

- Discussions with the Owen Sound Farmers' Market representative (Tom Pink) and correspondence dated October 27, 2017;
- Correspondence from Pizza Pizza;
- Meeting with the OSDIA on March 27, 2018;
- Meeting with the owners of the property where encroachment would occur in the area directly north of the Farmers' Market on June 12, 2018; and
- Additional consultations between City Staff and the OSDIA and other businesses and individuals.

Correspondence and feedback from agencies, stakeholder's and downtown business owner's is provided in **Appendix 'E'** and a brief synopsis of the meeting topics discussed on March 27, 2018 is provided in **Appendix 'H'**. Included in **Appendix 'E'** and **Appendix 'H'** are summaries of the Public Comments received (recorded sic erat scriptum). Key issues identified and pertaining to the Master Plan Report and the Farmers' Market Project File are discussed below. Comments specific to the Functional Design Drawings are summarized in **Section 11** of this Report and will be further considered during the Detailed Design Phases of the individual projects (i.e. Blocks).

10.3.1 Master Plan – Downtown River Precinct

Based on consultation comments received, several issues were identified in relation to the Master Plan and more specifically the *Preliminary Recommended Solution*; one-way pairs, clockwise rotation. The issues identified though the consultation efforts are discussed in detail below.

Based on community feedback received following the Phase 2 consultation efforts, an optional Concept Plan was proposed to consider maintaining two-way traffic for the 800 Block of 1st Avenue East. A supporting document, provided in **Appendix 'F'**, was prepared to summarize the issues identified through the Phase 2 project consultation efforts and to provide an evaluation and re-assessment of the alternatives based on the comments initially received. This supporting document includes a re-assessment of the one-way and two-way traffic flow options for the 800 Block of 1st Avenue East on each of the environments.

In the overall assessment, and consistent with the *Preliminary Recommended Solution*, one-way pairs (clockwise rotation) continued to be the favoured approach. The avoidance of unfavourable outcomes at the expense of favourable outcomes is considered as a deciding factor in the selection of the one-way traffic flow alternative, when considering a two-way traffic option for the 800 Block of 1st Avenue East.

10.3.1.1 Loss of Parking Spaces

Based on the functional Design Drawings, the following Table summarizes existing and proposed on-street parking spaces for each Block. These are considered estimates and may be subject to change during the detailed design phase:

Table 8: Estimated Parking Space Reduction

Block	Number of Parking Spaces	
	Existing	Proposed*
Downtown River Precinct – Master Plan: WEST side		
1 st Avenue West (800 Block)	43	32
1 st Avenue West (900 Block)	43	43
Downtown River Precinct – Master Plan: EAST side		
1 st Avenue East (800 Block)	39	24
1 st Avenue East (900 Block)	5	3
Farmers' Market Schedule 'B' EA		
Farmers' Market and City Hall	61	60
Total	191	162

*Based on Functional Design

Based on the Functional Design Drawings, it is estimated that a 15% reduction in parking spaces is likely to occur within the Downtown River Precinct should one-way pairs be identified as the preferred alternative to the Master Plan. On a larger scale this would be equivalent to an overall reduction of approximately 3.5% of the available public parking spaces within the downtown area.

Background

During the consultation process, the loss of parking spaces within the River Precinct was consistently identified as a concern. However, with reference to the Master Plan Strategy (MPS 2001), it has long been recognized that, although the parking supply along the river is at a premium, the desired downtown image improvements will involve a process of parking space reduction in critical locations. The Master Plan Strategy further noted that *"overall, the area south of 10th Street has about 3.36 spaces per 1000 ft². For a downtown area, this can be considered an adequate – but not plentiful supply. The issue is mainly the location of the supply relative to the demand"*.

Furthermore, previous studies have recognized that, although the parking supply along the river is at a premium, a loss of parking spaces would be required to achieve the goals outlined for the Study Area, including:

- i) Highlighting the natural environment of the Sydenham River;
- ii) Improving the character of the downtown; and
- iii) Strengthening the image and identity of the downtown.

Consistent with recommendations outlined in the Master Plan Strategy and the C&SD, it is noted that several parking supply adjustments have been completed in the past several years, including the following:

1. Parking Lot 9, situated on the east side of 1st Avenue East (700 Block), approximately 150 meters south of the Farmers' Market, was created in response to parking spaces reduction during the 'Big Dig'. This added 24 spaces.
2. Beach Brother's Building, located on southeast corner of 8th Street East and 3rd Avenue East, was demolished, creating greater than 50 private parking spaces, with no new development demand; reducing public parking demand.
3. Parking Lot 4 was reconstructed in 900 Block between 2nd Avenue East and 3rd Avenue East with parking optimized to include additional parking spaces. This parking area now accommodates 90 parking spaces.
4. Parking Lot 5 was reconstructed in 800 Block between 2nd Avenue East and 3rd Avenue East with parking optimized to include additional parking spaces. This parking area now accommodates 171 parking spaces.

Continued Assessment of the Parking Management Strategy

An evaluation of the usage rates within the existing network of parking lots in the Downtown Area was recently completed by City staff with a summary provided in *Staff Report CR-17-060 (i.e. 'Downtown Parking Usage Rates – Staff Report', June, 2017)*, provided in **Appendix 'C'**. The Staff Report indicates that the existing parking usage within the Study Area is generally in the range of 20% to 40%, with the exception of the City Hall and Market Lot (i.e. Lot 1) which has a usage rate of 59%. Therefore, there appears to be some capacity for a reduction in parking spaces within the Downtown River Precinct. In consideration of the proposed parking space reductions, the City may consider the following:

- i. Continue to monitor parking as the various Phases of the Master Plan are implemented;
- ii. *Staff Report CR-17-060* recommends that the City evaluate the possibility of declaring Lot 9 surplus and offering it for sale by public tender process. In consideration of the proposed parking space reductions within the River Precinct Area, the City may opt to defer the sale of Lot 9 until the effects of the proposed parking space reductions can be assessed.
- iii. It is also recognized that the Official Plan includes a commitment to plan and develop strategies for the continued management of parking in the Downtown Area.

It is further noted that the OSDIA has requested that *“any loss of parking spaces on 9th Street East and 1st Avenue East be discussed with the OSDIA and the affected business owners regarding possible ramifications prior to action being taken”*. Discussions with the OSDIA will continue to form part of the consultation process during the detailed design phase for the 800 Block of 1st Avenue East.

10.3.1.2 One-Way Traffic Pairs: Access Considerations

A. 1st Avenue West: 900 Block: Downtown Access

The 900 Block of 1st Avenue West currently accommodates two-way traffic. Consistent with the MMM Traffic Study, the Master Plan recommends that this Block become one-way northbound. The resulting access restrictions including (i) the elimination of southbound traffic along 1st Avenue West (i.e. towards the Downtown Area); and (ii) the resulting left-turn restriction from 10th Street westbound, have been cited as concerns.

Left Turn Restrictions from 10th Street Corridor:

The OSDIA and Fulford's Hardware both expressed concern regarding increasingly limited access to the downtown core especially due to left turn restrictions along 10th Street (westbound). As summarized by the OSDIA *“Access to the Downtown core moving westbound through the City will be limited to three out of six streets making it difficult for anyone unfamiliar with the city to gain access to Downtown businesses”*. This continued to be a concern following PIC No.2 (**Appendix 'H'**). The following left-hand turn restrictions from 10th Street, westbound, have recently been proposed or implemented:

- 10th Street and 5th Avenue East: Elimination of westbound left turn has been implemented;
- 10th Street and 1st Avenue West: Elimination of westbound left turn has been implemented; and
- 10th Street and 2nd Avenue East: Recommended elimination of westbound left turn (*Physical and Operational Improvements to 10th Street EA*, BTE (May 2017)).

With respect to the elimination of westbound left turns from the 10th Street corridor, Peak Hour Traffic Demand results from both Paradigm (2017) and BTE (2017) suggest that, even when westbound left turns were permitted at the intersection with 1st Avenue West, limited westbound left turns occurred (i.e. ≤ 1 vehicle per hour).

Based on the BTE's recommendations, the City is considering the replacement of the existing eastbound and westbound split phasing at 10th Street and 2nd Avenue East, which is currently required safely to accommodate left-turning motorists, with an eastbound advanced green only. This transportation alternative requires the prohibition of westbound left-turns at 2nd Avenue East. Based on feedback from the OSDIA, which outlined concerns regarding further limiting traffic access to the City's downtown core and the resulting adverse effects on downtown businesses, the City's Operations Committee put forth the following recommendations to City Council (Staff Report OP-17-080 dated November 2, 2017 provided in **Appendix 'C'**):

- Improve parking signage along 10th Street, directing traffic to the downtown parking lots by the most efficient means possible; and
- Implement a one-year trial period for the elimination of Split Phasing at the 2nd Avenue/10th Street East intersection, in all or in part (i.e. peak hours or daytime only).

Two-Way Traffic Consideration:

Based on the results of the MMM Study, of the two options considered (i.e. one-way pairs, clockwise or counter-clockwise rotation), *“the one-way clockwise option appears to provide the best combination of traffic operations and alignment with the City's desire to improve streetscaping in the downtown river precinct”* (MMM, 2016). Therefore, in order also to provide for southbound traffic along the 900 Block of 1st Avenue West, two-way traffic flow would need to be provided, as per existing conditions. However, since lands are limited to the City's existing Right-of-Ways, maintaining two-way traffic flow would eliminate the potential for the implementation of the Master Plan and the City's overall goals for the river precinct.

Based on the AM and PM peak traffic data provided by Paradigm Transportation Solutions Limited (Paradigm, 2017), current southbound traffic within this 900 Block of 1st Avenue West is only 82 vehicles, comprised primarily of southbound through moves. This capacity easily may be accommodated at the intersections of 2nd and 3rd Avenues West.

B. 1st Avenue East (800 Block): Access from 9th Street East

One-way traffic pairs, clockwise rotation, was identified as a feasible alternative in the Scoped Traffic Study (MMM, 2016) and was identified as the *Preliminary Recommended Solution* to the Master Plan. In consideration of the existing conditions and City Zoning, including a permitted Tim Horton's Drive Thru, Functional Design Drawings were prepared to demonstrate the implications of the one-way pairs alternative.

Based on the review of the Functional Design Drawings and comments received from the public and several business owners, including Fulford Hardware and Tim Horton's, various potential issues with one-way southbound traffic along the 800 Block of 1st Avenue East were identified, including the following:

- **Potential Access Restriction from 9th Street East:**

- a. With the elimination of the northbound approach to the Tim Horton's Drive-Thru, the potential for traffic congestion at 9th Street East and 1st Avenue East related to Drive-Thru stacking was cited as a concern by both local businesses and City residents. Under existing conditions, it is recognized that the Tim Hortons Drive-Thru stacking currently extends onto 1st Avenue East both northbound and southbound, at times blocking traffic flow along 9th Street East. In general, consultation feedback outlined concerns that one-way traffic flow, southbound, could potentially lead to increased traffic congestion along 9th Street East at this intersection.
- b. Downtown businesses, especially those that rely on backdoor access along this Block (i.e. Fulford Hardware), were concerned about further hindering rear door access to their businesses due to the proposed one-way traffic flow alternative and the associated potential for increased traffic congestion along 9th Street East. In general, businesses cited the need to ensure ease of customer vehicular access for their economic well-being.

- **Loss of Parking along 9th Street East (north side):**

In order to provide a west-bound left turn lane on 9th Street East to south-bound 1st Avenue East, the Preliminary Functional Design Drawings showed the elimination of three parking spaces along the north side of 9th Street East, which may include the potential loss of a 'critical loading zone' for Pizza Pizza used to facilitate their pizza delivery service.

- **Special Event Parking and Access:**

In the meeting between the City and DIA on March 27, 2018, the DIA requested that consideration be given to temporarily reverting the one-way operation on the 800 Block of 1st Avenue East to two-way at times when the road-way between City Hall and the Market building is closed for special events. This will be further considered during the detailed design phase.

- **Restriction for Transport Truck Deliveries:**

- a. *Turning Conflict:* A potential transport truck turning conflict at the intersection of 9th Street East and 1st Avenue East was noted due to a limited turning radius. Fulford Hardware suggested that the preliminary drawings *'create an almost impossible turn for a 54 ft transport trailer to get around the corner'*.
- b. *Traffic Congestion along 9th Street East:* With the combined drive-thru traffic and transport truck deliveries requiring access to 1st Avenue East (southbound), traffic along 9th Street East may, at times, become grid-locked. As stated by the OSDIA; *"with the combination of Tim Horton's Drive through traffic and the necessity of access for transport trucks in the 800 Block, one way traffic will become an issue"*.
- c. *Operations:* Reportedly Tim Horton's deliveries are currently completed with the transport truck facing north, with the back door south facing within the road allowance, at the driveway entrance. This will not be possible if this Block becomes one-way southbound.

In consideration of this feedback, a two-way traffic flow alternative for this Block was considered as Option B for the 800 Block of 1st Avenue East. A Preliminary Functional Design Drawing for Option B was prepared and a re-assessment of the *Recommended Preferred Solution* was completed as provided in Table 1 in **Appendix 'F'**. Based on the re-assessment of Option B, one-way traffic flow southbound continued to be identified as the recommended preferred option for this block. The results of this assessment were presented at PIC No.2.

Based on the issues identified, a re-assessment of Option A, the one-way south-bound traffic flow alternative, was completed and the Functional Design drawings were updated. The following were considered:

Tim Horton's Drive Thru and Parking along 9th Street East:

Based on the provisions outlined in Section 5.21 of the City of Owen Sound Zoning By-Law, the number of required queuing spacing for a drive-thru restaurant is 12, including 11 before the service pick-up window and 1 at the pick-up window. Under existing conditions, seven vehicles may currently be accommodated within the drive-thru area, including one vehicle at the pick-up window. Therefore, in consideration of the provisions outlined in the zoning by-law an additional 5 queuing spaces would be required. The functional design drawings were updated to include the following, as demonstrated in Slide 1 provided below:

- An extra lane on 1st Avenue East between 9th Street and the Tim Horton Drive thru entrance that can accommodate 4 vehicles; and
- Right-hand and left-hand turn lanes from 9th Street East. Each of these turning lanes can accommodate one vehicle.

It is further noted that, in order to facilitate traffic flow and alleviate concerns regarding traffic congestion along 9th Street East, the elimination of one on-street parking space on 9th Street East was required. Two parking spaces, and the loading/unloading zone for Pizza Pizza, would remain along the north side of 9th Street East.

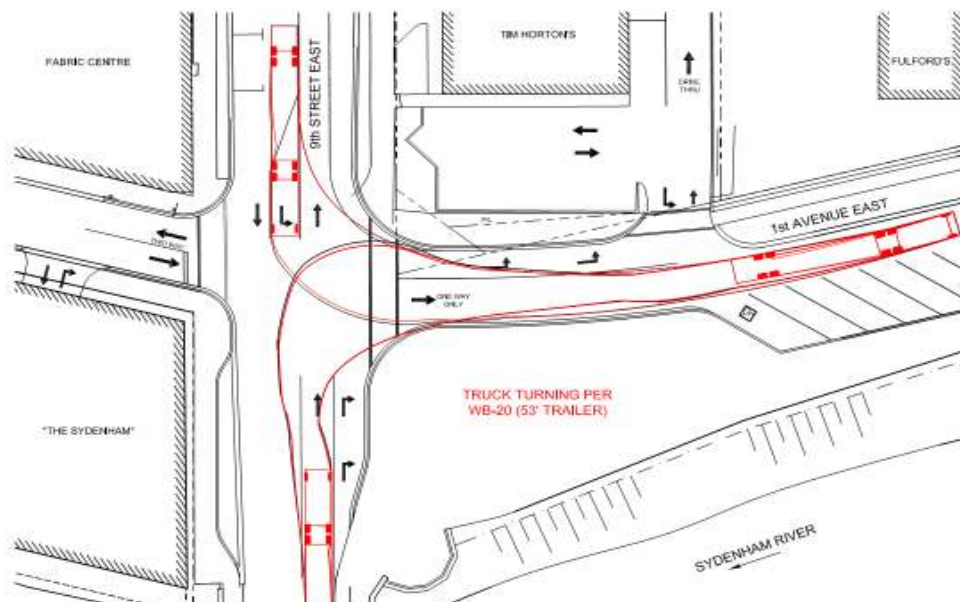
Slide 1: Tim Horton's Drive Thru Stacking



Restriction for Transport Truck Deliveries

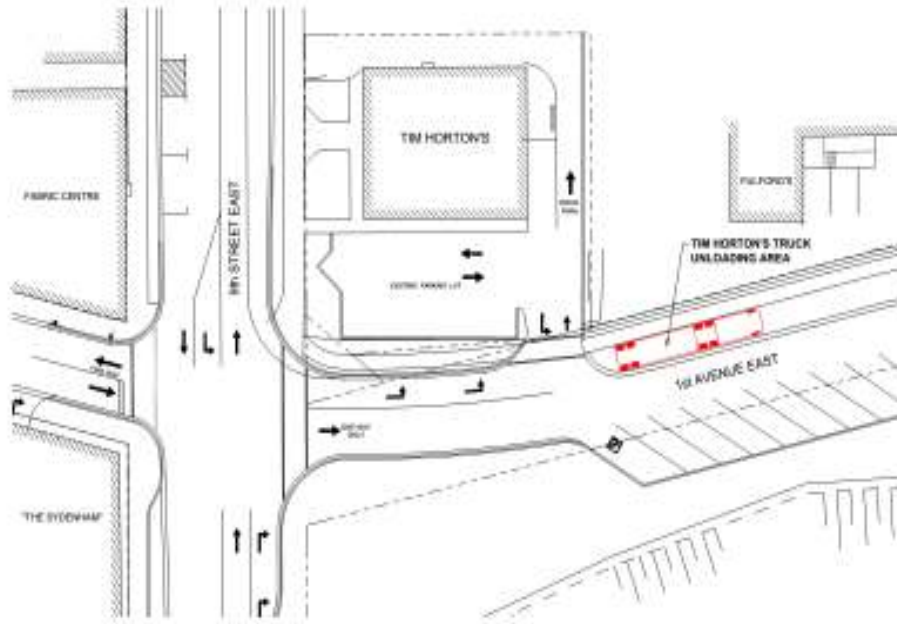
The primary concerns with transport truck delivery access were considered to be the turning radii southbound onto the one-way road and unloading area requirements for both Tim Horton's and Fulford Hardware. To address these comments, the turning radii for a delivery truck with a 53' trailer was evaluated. As shown on Slide 2, the Functional Design Drawings provide the required turning radii at the intersection of 9th Street and 1st Avenue East (southbound).

Slide 2: Commercial Downtown Access

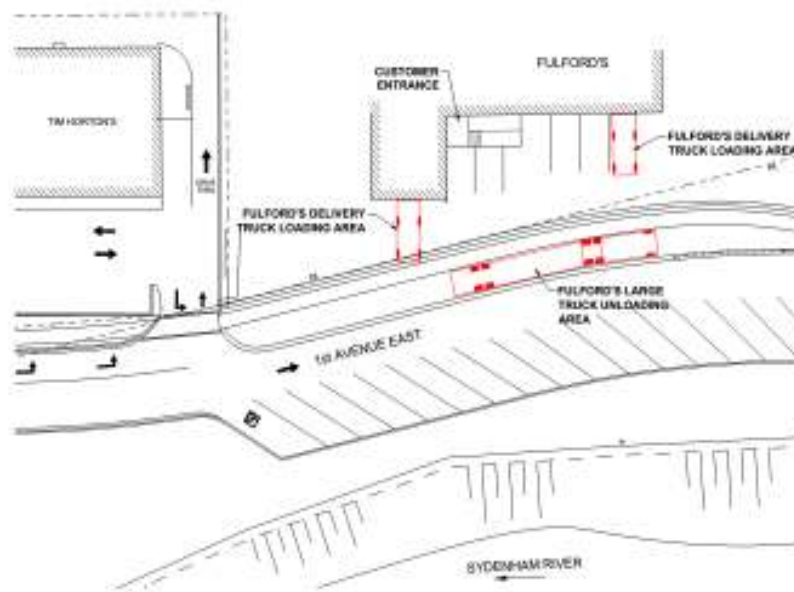


Furthermore, the Tim Horton's unloading area can be shifted to accommodate the required southbound traffic flow, and can be accommodated in the boulevard off the road to the southwest of the Tim Horton's property. The loading area for Fulford Hardware can remain similar to the existing area directly behind their building and can also be accommodated in the boulevard off the road. Loading and unloading area considerations for the two existing businesses are demonstrated in the following **Slide 3 and Slide 4**:

Slide 3: Tim Horton's Unloading Area



Slide 4: Fulford Hardware Loading - Unloading Area



10.3.2 Farmers' Market Schedule 'B' EA

Based on verbal and written feedback, the community is in general agreement with the *Recommended Preferred Solution* for the Farmers' Market; to re-align 1st Avenue East (800 Block) from the west side to the east side of the Market Building. Although the Project File for the Schedule 'B' EA is included as **Appendix 'J'** to this Report, the issues are summarized in the following Sections. The primary concerns cited regarding the road re-alignment included the following:

10.3.2. City Hall/Farmers' Market Property

City Staff were asked to assess the impacts of the proposed road relocation as they relate to Site Plan Approvals. Staff are satisfied that the Site development conditions would improve upon the existing conditions.

10.3.2.2 Land Acquisition Requirements

The Functional Design drawings indicate that in order to accommodate the re-alignment of 1st Avenue East from the west side to the east side of the Farmers' Market, the acquisition of an estimated area 55 to 60 m² behind the properties at 834 2nd Avenue East will be required. The owner of the property is aware of the need to encroach onto the property with the roadway, the City will proceed further with discussions.

10.3.2.3 Limited Space For Vendors With Trailers To Back Into Spaces Along 1st Avenue East (West Side)

The road re-alignment from the west side to the east side of the Farmers' Market building, with the provision for parking spaces along the east side of the market building deck, results in less space for backing-in trailers. In consideration of the proposed boulevard/barrier curb along the east side of the 1st Avenue East roadway between the Market and City Hall parking lot, the road re-alignment will make backing into the parking spaces more difficult for vendors, particularly for larger vehicles with longer trailers.

Although this concern will be considered further during the Detailed Design Phase for the Farmers' Market Building, several measures may be considered to ameliorate this potential issue, including the following:

- Along the westerly curb of the boulevard between the City Hall parking lot and the roadway, consider the provision for a mountable curb rather than a barrier curb. This provision was included in the updated Functional Design Drawings.
- Limit the vendors on the east side of the deck to car/trailer lengths that can feasibly back into the parking area, as designed, and move vendors with longer trailers to the west side of the deck.

10.3.2.4 Southbound Left Hand Turn onto 8th Street East From 1st Avenue East

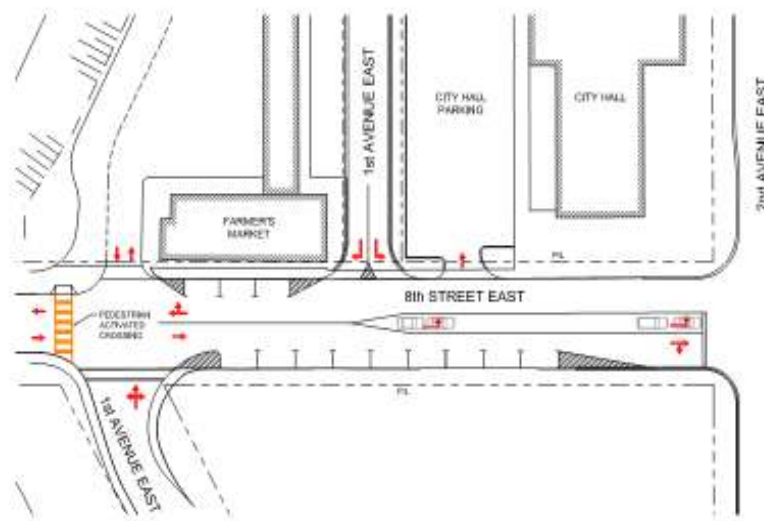
Currently, eastbound vehicles on 8th Street East, turning left to northbound 2nd Avenue East, occasionally will stack back to the Farmers' Market Building. The close proximity of the proposed intersection location of 1st Avenue East with 8th Street East was cited as a concern due to the potential for '*a big bottleneck and accidents*'. Concerns related to the left turn from 1st Avenue East onto 8th Street (eastbound) are discussed below:

Southbound Left Turns and Stacking on 8th Street East:

As part of the Scoped Traffic Study completed by MMM (March 2016), the City requested that, in consideration of the signalized intersection at 2nd Avenue East, the operational impact of re-aligning the existing 4-way intersection at 8th Street and 1st Avenue East into two staggered T-intersections spaced 40 meters apart be assessed. MMM determined that "*the existing southbound through movements during the AM and PM peak hour at the intersection of 8th Street and 1st Avenue East are 17 and 12, respectively, which are considered quite low. Since the south leg of the intersection eventually ties into 2nd Avenue East via 7th Street, the staggering of the intersection would most likely result in the diversion of existing 1st Avenue East southbound and northbound through traffic movements to the intersection of 8th Street and 2nd Avenue East. Any remaining southbound traffic travelling that is destined to the section of 1st Avenue East, between 8th Street and 7th Street, will likely be quite low in volume and should not cause any major operational concerns on 8th Street. Therefore, it would appear that the staggered T-intersection option is operationally feasible*".

Although previous studies suggest that the potential for southbound left-turns to interfere with stacking on 8th Street East is low, further assessment of eastbound traffic flow along 8th Street was completed. As shown in the following **Slide 5**, several provisions including an extended left turn lane from 8th Street onto 2nd Avenue East, which can also accommodate left-turns into the City Hall parking lot, may be considered during the Detailed Design Phase to facilitate traffic flow in this area.

Slide 5: Traffic Flow Considerations - Intersection of 1st Avenue and 8th Street East



Furthermore, once implemented, it should be recognized that a left-turn advanced green at the intersection of 2nd Avenue East/8th Street East could be evaluated to help alleviate traffic congestion at this intersection should it become problematic.

10.3.3 Recommended Preferred Alternatives: Master Plan and Schedule 'B' EA

Based on the issues identified and the re-assessment of alternatives that was completed following the Phase 2 consultation period, including a review of the Functional Design of the One-Way traffic pair's to ensure that the Option was technically feasible, Alternative 3 is identified as the *Recommended Preferred Solution* to the Master Plan. Creation of a one-way road along the 900 Block of 1st Avenue West and along the 800 Block of 1st Avenue East, from the existing two-way road alignments, is a Schedule A+ activity under the Municipal Class Environmental Assessment. Further to the review and analysis provided in **Appendix 'J'**, the *Recommended Preferred Solution* to the Schedule 'B' EA is to relocate 1st Avenue East to the west side of the Farmers' Market building. As such, with the exception of the re-location of the road in the area of the Farmers' Market, which is considered a Schedule 'B' EA and has been completed in conjunction with the Master Plan process, implementation is "pre-approved", subject to public notification.

The City has a standard practice of hosting a public meeting prior to project construction, which would satisfy the Schedule A+ requirement.

11. PRELIMINARY FUNCTIONAL DESIGN DRAWINGS: PRE-CONSULTATION FEEDBACK

Based on consultation comments received, the following issues were identified in relation to the Preliminary Functional Design Drawings.

11.1 Loading Spaces 1st Avenue East (900 Block)

The Preliminary Functional Design Drawings did not formally address the local business need for truck loading/unloading areas along this street. Inclusion of a loading/unloading zone was incorporated into the revised drawings. During the detailed design phase an east side mountable curb to provide for a dual purpose boulevard/loading-unloading zone while allowing vehicular traffic to bypass delivery vehicles could also be considered, as illustrated in the Functional Design Drawings.

11.2 Placement of a Sidewalk on the East Side of 1st Avenue East (800 Block)

The Preliminary Functional Design Drawings consider a sidewalk along the east side of the 1st Avenue East 800 Block with a mountable curb to facilitate deliveries. Several concerns regarding this design consideration were raised, including the following:

OSDIA Correspondence (October 13, 2017):

"The placement of a sidewalk on the east side of the proposed street. Why? #1 – Even with curb modifications, the unloading of transport trucks is a safety issue. Using forklifts can be hazardous when unloading heavy objects from trucks if the surfaces are not even. #2 – Pedestrian safety is a concern with access to parking areas for local businesses. #3 – The idea of a sidewalk being on the opposite side of the street away from the riverfront and the festival lights does not make sense from a viewing and safety standpoint".

Fulford Hardware Correspondence (October 13, 2017):

- Encouraging people to walk behind a full block of in-and-out vehicular traffic. This seems to pose an increased risk of accident.
- We regularly have freight trucks unloading that would block large segments of an Eastern sidewalk – forcing people out onto the roadway.
- We use a forklift to unload transport trucks so they are not impeding traffic or parking for any longer than absolutely necessary, but having a sidewalk to contend with – even with low profile curb – adds a further risk of accident by creating an uneven surface to load/unload on – potential shifting weight on skids of merchandise while lifted in the air. Add customers trying to walk by and I fear it would be a recipe for disaster.

General Public Feedback:

In general, feedback from the community (via Drawings shown at the Farmers' Market) suggests that similar concerns regarding safety, liability, and general maintenance (i.e. winter clearing) are consistently being expressed regarding this component of the Function Design.

The sidewalk along the east side of 1st Avenue East was considered to facilitate the existing pedestrian traffic in this area, with the intention better to define this pathway, ultimately making it safer for pedestrians. The boulevard area was re-configured to accommodate truck loading zones between the travelled lane and the sidewalk and also to provide a 3.0 meter clear-zone width for pedestrian safety.

11.3 Pedestrian Crossing on 8th Street East near Bridge

Based on feedback from the public, stating *“there is no safe pedestrian crossing between City Hall, the Market and the Library to get across Eighth Street”* and suggesting the need for a pedestrian crosswalk across 8th Street; a pedestrian activated crossing of 8th Street East just east of the bridge is included as a feature in the Functional Design Drawings. This option is consistent with the City's goal to extend and improve the bicycle and pedestrian environment along the Sydenham River and would improve the ease of pedestrian access to key locations including the Farmers' Market, the Library, and City Hall. This feature will be further considered in the Design Phase.

11.4 Parking Configuration: 1st Avenue West (800 Block)

The Preliminary Functional Design Drawings for the 800 Block of 1st Avenue West maintained parking on the east side of the street. Public comments requested that consideration be given to shifting parking to the west side rather than the east side of this block. This concept was identified as a preferred option in the *“The Owen Sound Harbour & Downtown Urban Design / Master Plan Strategy”* (2001) which recommended to *“shift parking from the east side to the west side of 1st Avenue West as a preferred option (some loss of spaces will occur due to existing driveways)”*.

Based on a thorough assessment of this alternative, outlined in the supporting document provided in **Appendix 'F'**, including the preparation of a functional design drawing, parking on the west side versus the east side of the road would result in the following:

- i. Access: Parking on the west side would improve pedestrian access to the various key destinations along this Block (i.e. the public library, art gallery, St. Andrew's Church) by removing the need to cross the road.
- ii. Parking: Parking on the west side would further reduce the number of parking spaces due to existing driveways on the west side to 23 spots compared to 32 spots accommodated by parking on the east side.
- iii. Roadway Alignment: Rather than maintaining a straight alignment, curves in the road would be required in order to maintain the Cenotaph area and the intersection alignments at 8th Street West and 9th Street West. This would add complexity to snow removal operations. Visibility may also be an issue for driver and pedestrian safety.
- iv. Land Acquisition: Land acquisition would likely be required to facilitate parking on the west side.

Based on the above implications, it is recommended that one-way northbound traffic flow with parking on the east side of the roadway be maintained.

11.5 Owen Sound Public Library: Book Drop-Off

Based on a review of the Functional Design Drawings, an interest for a temporary parking space in front of the Public Library was identified. Inclusion of this feature will be further considered during the Detailed Design Phase for this Block.

11.6 Festival of Northern Lights (FoNL): Operational Concerns

The Festival of Northern Lights reviewed the Preliminary Functional Design Drawings and cited the following concerns:

- It is estimated that there will be a hard-surfaced promenade to within 1 meter of the top of the river bank on the 1st Avenue East side, between 8th and 9th Street. The FoNL has found that their displays need approximately 2 meters from the fence to provide for safety considerations.
- Existing power boxes may need to be relocated. With these efforts, a more aesthetically pleasing approach to power supply may be considered.

While consideration may be given to the FoNL optimal display requirements, the vision for the Downtown River Precinct is to have a wide pedestrian promenade, creating an inviting pedestrian space year-round. Consideration to adapt the displays to the new environment along this block may be required (i.e. transition lights in this area and expansion of displays in other areas).

Access to existing power boxes would be resolved at the design phase for the specific project.

11.7 Inclusion of a Public Washroom

Several Stakeholders and the OSDIA have noted the need for additional public washrooms within the River Precinct Area and have requested that consideration be given to the inclusion of public washrooms during the Detailed Design phase for the River Precinct. It is our understanding that, with approval from Council, the inclusion of a public washroom within this area may be considered. This issue will be further considered in the Detailed Design Phase of this Process.

11.8 Wheelchair Accessibility

One of the comments received addressed wheelchair accessibility suggesting that *'A ramp for wheel chairs will be required at the end of the deck – to connect the Percy England Parkette – and perhaps at the other end of the deck (market deck) to connect with the sidewalk along the river'*. Ramps are included in the Functional Design Drawings. Overall accessibility will need to be considered during the Detailed Design Phases and will be compliant with the standards outlined in *The Accessibility for Ontarians with Disabilities Act, 2005 (AODA)*.

11.9 Provisions for Cyclists

Several of the public comments provided following PIC No.2 noted the absence of cycling pathways and bike racks. A 3.0 meter wide multi-purpose trail is proposed to connect from 10th Street southerly along 1st Avenue West to 8th Street. Further, the hard surface promenade on 1st Avenue East 800 Block also is intended to be multi-purpose for use by pedestrians and cyclists. The Functional Design Drawings do not address design details and specifications such as bicycle racks, however, provisions for bicycle signage and bike rack locations, will be incorporated into the Detailed Design phase of this project.

11.10 Landscaping Features

Comments provided in relation to the follow-up public consultation included concerns pertaining to the landscape features. Of particular concern was the lack of greenspace incorporated into the functional design. While greenspace is planned to remain along the banks of the Sydenham River and to the top of the slope, landscape features are proposed within the ROW's between the top of the slope to the limits of the privately owned properties to the east. In order to extend the usability and functionality of the space within the Downtown River Precinct, to allow for walking, biking, sitting and entertaining, the area is intended to be hard surfaced. Greenery, including street trees and other 'above ground' vegetation will be provided, however, in such a way that it does not seasonally hinder the use of the area (i.e. mud). A detailed landscaping plan is intended to be prepared at the detailed design phase, within the context of the Functional Design.

12. COUNCIL RESOLUTION

In consideration of the City of Owen Sound Staff Report OP-18-032 and the presentation by City Staff and GM BluePlan Engineering on June 25, 2018 respecting the Municipal Class Environmental Assessment for the Downtown River Precinct Master Plan and the Farmers' Market Schedule 'B' EA, City Council approved the *Recommended Preferred Solutions*, as follows:

1. Master Plan: One-way pairs on 1st Avenue East and 1st Avenue West between 8th Street and 10th Street in a clockwise direction. More specifically:
 - a. Maintain 1st Avenue West (800 Block) as one-way northbound;
 - b. Convert 1st Avenue West (900 Block) to one-way northbound;
 - c. Maintain 1st Avenue East (900 Block) as one-way southbound; and
 - d. Convert 1st Avenue East (800 Block) to one-way southbound.
2. Schedule 'B' EA: Re-locate the 800 Block of 1st Avenue East from the west side of the Farmers' Market building to the east side.

The Notice of Completion was issued on July 10, 2018. The Notice initiates the 30 calendar day review period specific to the Farmers' Market Schedule 'B' EA. If there is no Part II Order request received by August 10, 2018, the project will proceed to the detailed design. A copy of the Notice of Completion is provided in **Appendix 'A'**.

13. NEXT STEPS

13.1 Master Plan and Schedule 'B' EA Processes

The next steps in this process are summarized as follows:

- i. Address 30 calendar day public review period for the Farmers' Market Schedule 'B' EA.
- ii. If a Part II Order request is not made during the 30-day public review period, the *Preferred Solution* to the Schedule 'B' EA process may proceed to detailed design and construction.

13.2 Design and Construction Phase

We recommend that, once the Review Period pertaining to the *Preferred Solution* for the Farmers' Market Schedule 'B' EA is completed, and prior to construction, the following steps be completed:

- I. Stage 2 Archaeological Investigations (Farmers' Market area):
Consistent with the recommendations outlined in the Stage 2 Archaeological Report (ASI, June 2018), it is recommended that further assessment of the 800 Block of 1st Avenue East, adjacent to the Farmers' Market, occur during construction with oversight by a licensed archaeologist within the area of archaeological potential.
- II. Cultural Heritage:
Consistent with the recommendations outlined in the CHRA (January 2017), once detailed designs of the proposed works are available, it is recommended that they be provided to ASI so that the CHRA Report can be updated with a confirmation of potential impacts the proposed undertaking may have on cultural heritage features identified within and/or adjacent to the study area and recommendations for appropriate mitigation measures. Mitigation measures may include, but are not limited to, completing a heritage impact assessment or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate.

III. Geotechnical:

Prior to construction, boreholes be advanced along the proposed alignment to verify sub-surface soil and groundwater conditions, including environmental screening of soils to inform a 'Soils Management Plan' for construction.

IV. Land Acquisition:

The Functional Design drawings indicate that in order to accommodate the re-alignment of 1st Avenue East from the west side to the east side of the Farmers' Market, the acquisition of an estimated area 55 to 60 m² behind the properties at 834 2nd Avenue East will be required. At such a time that the road re-alignment alternative is approved, the City can further pursue this process.

V. Stormwater:

Road reconstruction would include drainage improvements, where appropriate, which would require stormwater quantity and quality design controls, for review and approval by MOECP prior to construction.

VI. Consultation:

- Maintain discussions with the Public and Stakeholder Groups through each phase of design and construction, including OSDIA for parking related issues.
- Prior to changing an existing two-way block to one-way, notification to the City's Paramedic and other Emergency Services should be provided in order to support staff training requirements.

FIGURES:

216118
Downtown River Precinct
Master Plan and
Farmer's Market
Schedule B EA
City of Owen Sound



LEGEND

--- STUDY AREA

NOT TO SCALE
NOVEMBER 2016

MASTER PLAN
STUDY AREA MAP

Figure No. 1

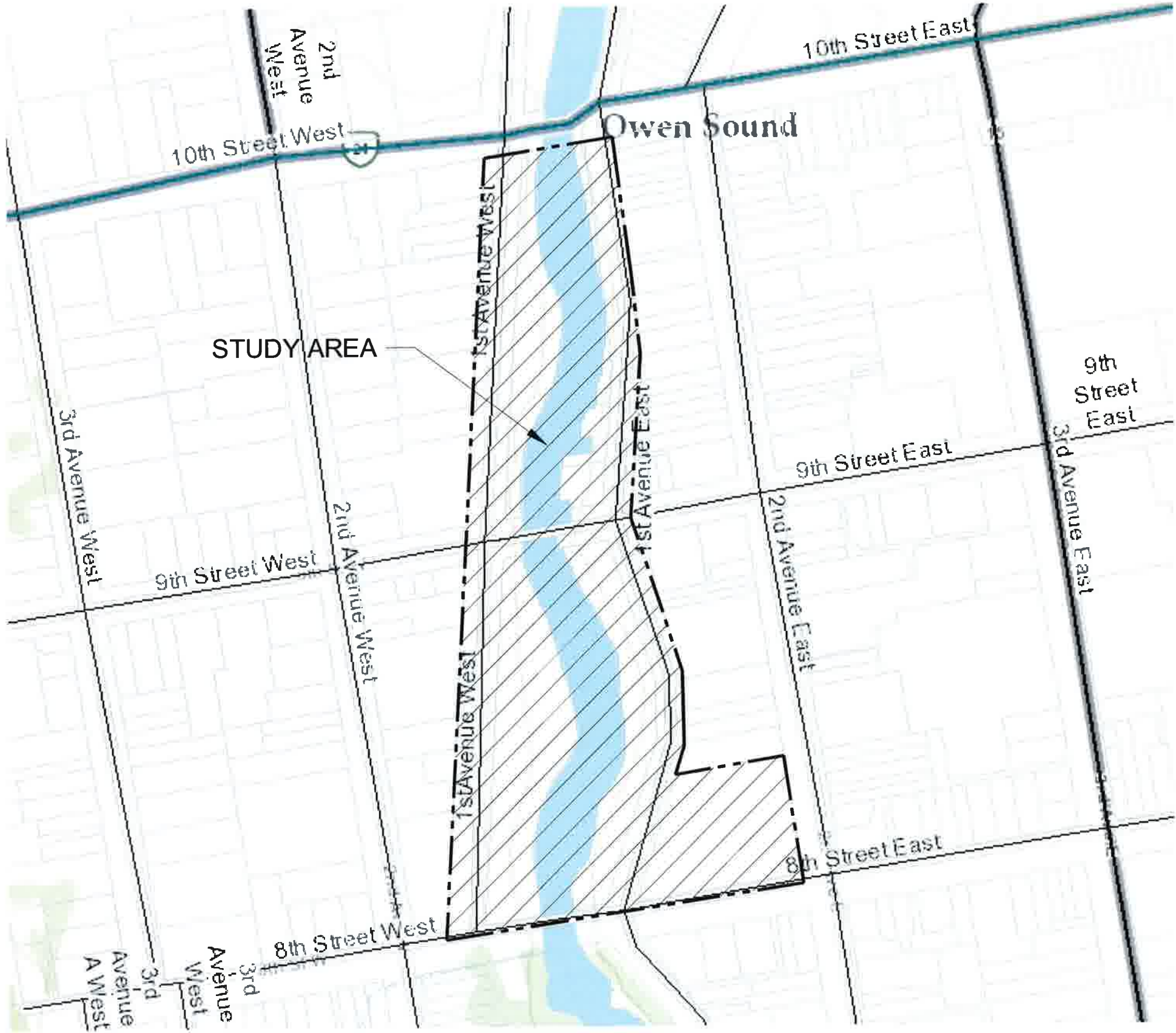
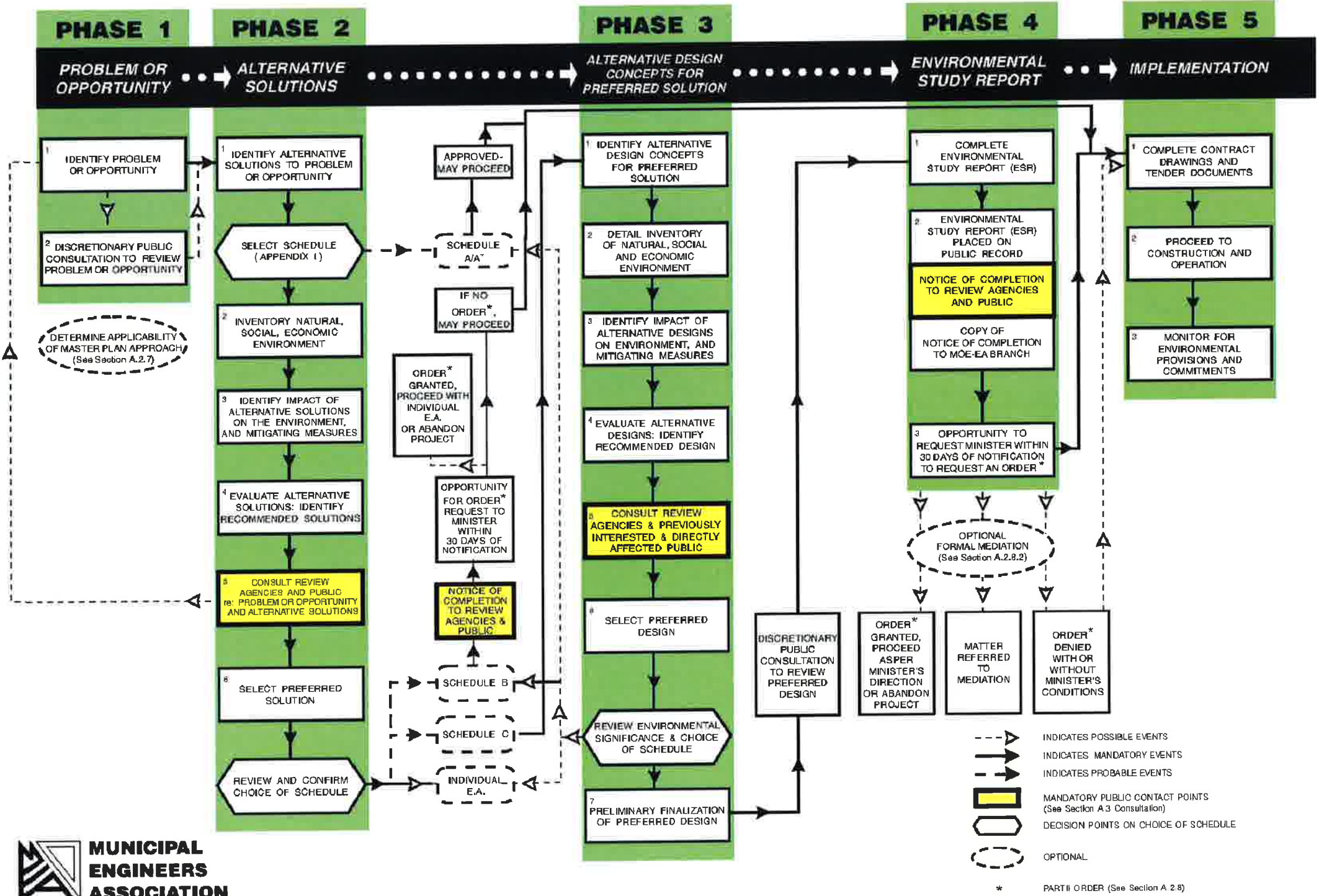


EXHIBIT A.2

MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA

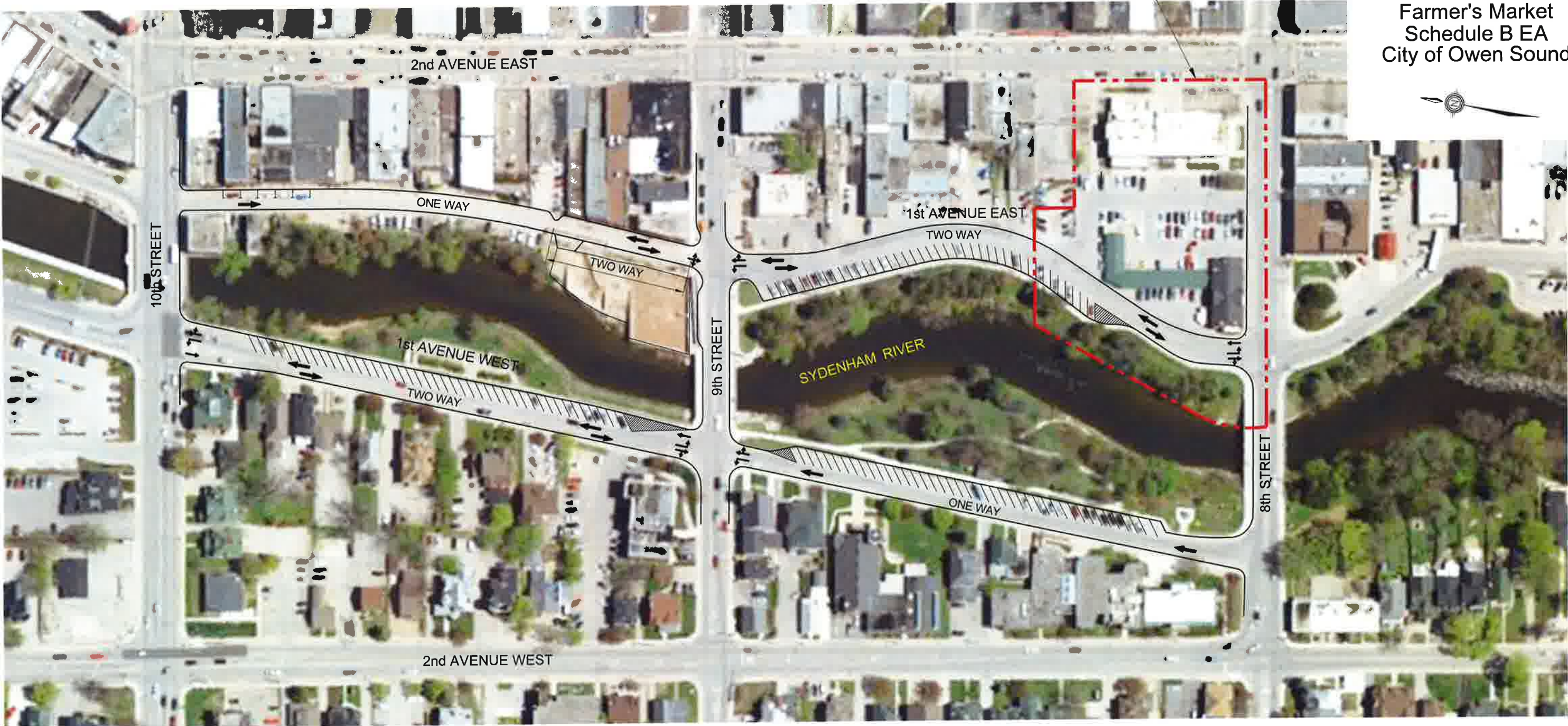


NOT TO SCALE
NOVEMBER 2016

MASTER PLAN
EA PROCESS

Figure No. 2

AREA TO BE REVIEWED UNDER SCHEDULE B
EA FOR ALTERNATIVE ROAD ALIGNMENTS



- 1st AVENUE EAST - 900 BLOCK**
- TRAVELLED LANE WIDTH: 5.0m
 - PARKING LANE WIDTH: 2.5m
 - SIDEWALK WIDTH: 1.5m EAST SIDE ONLY
 - BOULEVARD WIDTH: 0m EAST SIDE ONLY
 - No. OF PUBLIC PARKING STALLS AVAILABLE: 5
 - INTERSECTION LANE ASSIGNMENTS: THRU, RIGHT, LEFT
 - TRAFFIC FLOW DIRECTION: ONE WAY AND TWO WAY

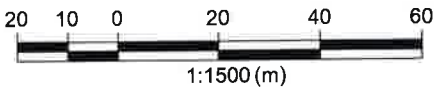
- 1st AVENUE WEST - 900 BLOCK**
- TRAVELLED LANE WIDTH: 6.0m
 - PARKING LANE WIDTH: 6.0m
 - SIDEWALK WIDTH: 1.5m EAST AND WEST SIDES
 - BOULEVARD WIDTH: 0m EAST AND WEST SIDES
 - No. OF PUBLIC PARKING STALLS AVAILABLE: 43
 - INTERSECTION LANE ASSIGNMENTS: THRU, RIGHT, LEFT
 - TRAFFIC FLOW DIRECTION: TWO WAY

- 1st AVENUE EAST - 800 BLOCK**
- TRAVELLED LANE WIDTH: 7.5m
 - PARKING LANE WIDTH: 6.0m
 - SIDEWALK WIDTH: 1.5m WEST SIDE ONLY
 - BOULEVARD WIDTH: 1.0m ASPHALT, WEST SIDE ONLY
 - No. OF PUBLIC PARKING STALLS AVAILABLE: 42
 - INTERSECTION LANE ASSIGNMENTS: THRU, RIGHT, LEFT
 - TRAFFIC FLOW DIRECTION: TWO WAY

- 1st AVENUE WEST - 800 BLOCK**
- TRAVELLED LANE WIDTH: 5.5m
 - PARKING LANE WIDTH: 6.0m
 - SIDEWALK WIDTH: 1.5m EAST AND WEST SIDES
 - BOULEVARD WIDTH: 0m WEST SIDE, 1.0m GRASS EAST SIDE
 - No. OF PUBLIC PARKING STALLS AVAILABLE: 43
 - INTERSECTION LANE ASSIGNMENTS: THRU, RIGHT, LEFT
 - TRAFFIC FLOW DIRECTION: ONE WAY

LEGEND

- DIRECTION OF TRAFFIC FLOW
- ↕ TURNING MOVEMENTS AT INTERSECTIONS

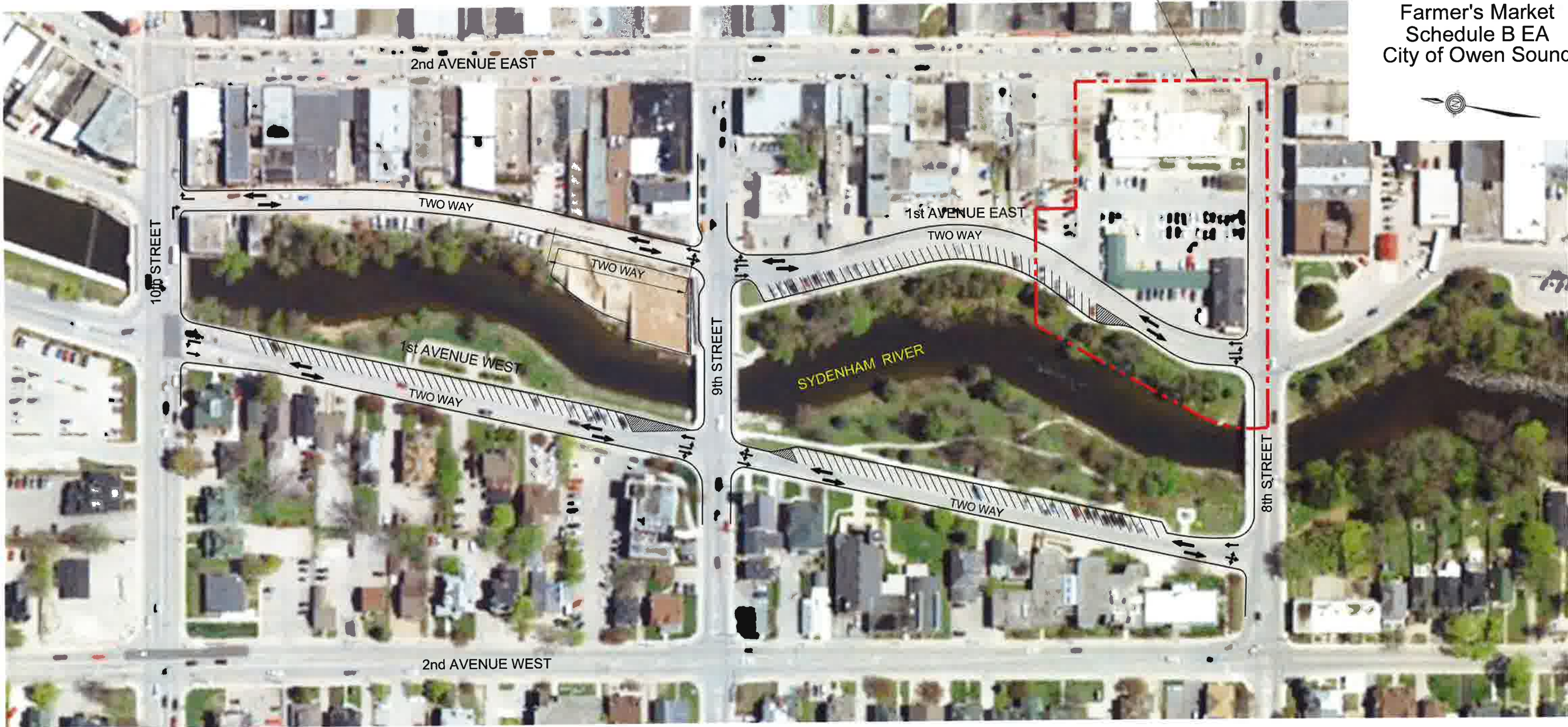


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NOVEMBER 2016

ALTERNATIVE 1
DO NOTHING-EXISTING CONDITIONS

Figure No. 3

AREA TO BE REVIEWED UNDER SCHEDULE B
EA FOR ALTERNATIVE ROAD ALIGNMENTS

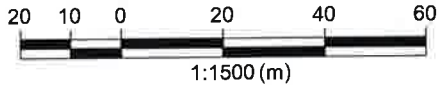


- 1st AVENUE EAST - 900 BLOCK**
- TRAVELLED LANE WIDTH: 7.5m
 - PARKING LANE WIDTH: N/A
 - SIDEWALK WIDTH: 1.5m EAST SIDE ONLY
 - BOULEVARD WIDTH: 0m
 - No. OF PUBLIC PARKING STALLS AVAILABLE: 0
 - INTERSECTION LANE ASSIGNMENTS: THRU, RIGHT, LEFT
 - TRAFFIC FLOW DIRECTION: TWO WAY
- 1st AVENUE WEST - 900 BLOCK**
- TRAVELLED LANE WIDTH: 6.0m
 - PARKING LANE WIDTH: 6.0m
 - SIDEWALK WIDTH: 1.5m EAST AND WEST SIDES
 - BOULEVARD WIDTH: 0m EAST AND WEST SIDES
 - No. OF PUBLIC PARKING STALLS AVAILABLE: 43
 - INTERSECTION LANE ASSIGNMENTS: THRU, RIGHT, LEFT
 - TRAFFIC FLOW DIRECTION: TWO WAY

- 1st AVENUE EAST - 800 BLOCK**
- TRAVELLED LANE WIDTH: 7.5m
 - PARKING LANE WIDTH: 6.0m
 - SIDEWALK WIDTH: 1.5m WEST SIDE ONLY
 - BOULEVARD WIDTH: 1.0m WEST SIDE ONLY
 - No. OF PUBLIC PARKING STALLS AVAILABLE: 42
 - INTERSECTION LANE ASSIGNMENTS: THRU, RIGHT, LEFT
 - TRAFFIC FLOW DIRECTION: TWO WAY
- 1st AVENUE WEST - 800 BLOCK**
- TRAVELLED LANE WIDTH: 5.5m
 - PARKING LANE WIDTH: 6.0m
 - SIDEWALK WIDTH: 1.5m EAST AND WEST SIDES
 - BOULEVARD WIDTH: 0m WEST SIDE, 1.0m GRASS EAST SIDE
 - No. OF PUBLIC PARKING STALLS AVAILABLE: 43
 - INTERSECTION LANE ASSIGNMENTS: THRU, RIGHT, LEFT
 - TRAFFIC FLOW DIRECTION: TWO WAY

LEGEND

- DIRECTION OF TRAFFIC FLOW
- ↔ TURNING MOVEMENTS AT INTERSECTIONS

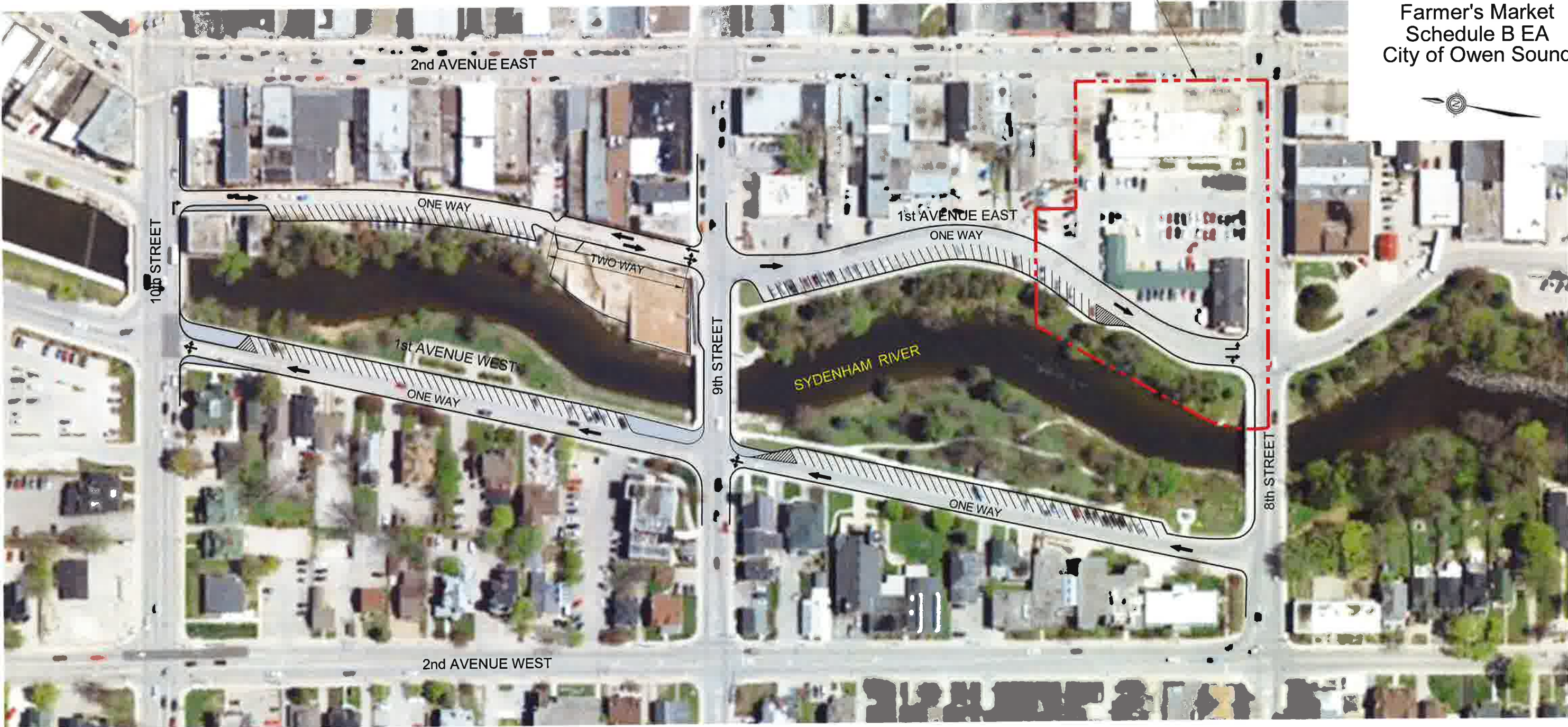


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NOVEMBER 2016

ALTERNATIVE 2
FULL TWO WAY TRAFFIC

Figure No. 4

AREA TO BE REVIEWED UNDER SCHEDULE B
EA FOR ALTERNATIVE ROAD ALIGNMENTS

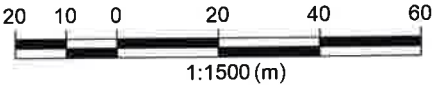


- 1st AVENUE EAST - 900 BLOCK**
- TRAVELLED LANE WIDTH: 5.5m
 - PARKING LANE WIDTH: 6.0m
 - SIDEWALK WIDTH: 1.5m EAST SIDE ONLY
 - BOULEVARD WIDTH: 1.0m ASPHALT, EAST SIDE ONLY
 - No. OF PUBLIC PARKING STALLS AVAILABLE: 32
 - INTERSECTION LANE ASSIGNMENTS: THRU, RIGHT, LEFT
 - TRAFFIC FLOW DIRECTION: ONE WAY
- 1st AVENUE WEST - 900 BLOCK**
- TRAVELLED LANE WIDTH: 5.5m
 - PARKING LANE WIDTH: 6.0m
 - SIDEWALK WIDTH: 1.5m EAST AND WEST SIDES
 - BOULEVARD WIDTH: 1.0m EAST AND WEST SIDES
 - No. OF PUBLIC PARKING STALLS AVAILABLE: 43
 - INTERSECTION LANE ASSIGNMENTS: THRU, RIGHT, LEFT
 - TRAFFIC FLOW DIRECTION: ONE WAY

- 1st AVENUE EAST - 800 BLOCK**
- TRAVELLED LANE WIDTH: 5.5m
 - PARKING LANE WIDTH: 6.0m
 - SIDEWALK WIDTH: 1.5m WEST SIDE ONLY
 - BOULEVARD WIDTH: 1.0m ASPHALT, WEST SIDE ONLY
 - No. OF PUBLIC PARKING STALLS AVAILABLE: 42
 - INTERSECTION LANE ASSIGNMENTS: THRU, RIGHT, LEFT
 - TRAFFIC FLOW DIRECTION: ONE WAY
- 1st AVENUE WEST - 800 BLOCK**
- TRAVELLED LANE WIDTH: 5.5m
 - PARKING LANE WIDTH: 6.0m
 - SIDEWALK WIDTH: 1.5m EAST AND WEST SIDES
 - BOULEVARD WIDTH: 0m WEST SIDE, 1.0m GRASS EAST SIDE
 - No. OF PUBLIC PARKING STALLS AVAILABLE: 43
 - INTERSECTION LANE ASSIGNMENTS: THRU, RIGHT, LEFT
 - TRAFFIC FLOW DIRECTION: ONE WAY

LEGEND

- DIRECTION OF TRAFFIC FLOW
- ↕ TURNING MOVEMENTS AT INTERSECTIONS



SCALE 1:1500
NOVEMBER 2016

ALTERNATIVE 3
ONE WAY PAIRS

Figure No. 5

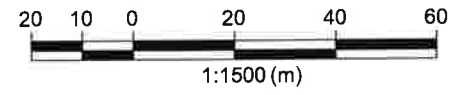


AREA TO BE REVIEWED UNDER SCHEDULE B
EA FOR ALTERNATIVE ROAD ALIGNMENTS



- PROS**
- WOULD MAXIMIZE PEDESTRIAN ENVIRONMENT
- CONS**
- WOULD ELIMINATE 133 PARKING SPACES
 - WOULD ELIMINATE RESIDENTIAL AND COMMERCIAL ACCESS

- LEGEND**
- DIRECTION OF TRAFFIC FLOW
 - ↔ TURNING MOVEMENTS AT INTERSECTION



SCALE 1:1500
NOVEMBER 2016

ALTERNATIVE 4
CLOSE TO THROUGH TRAFFIC

Figure No. 6

