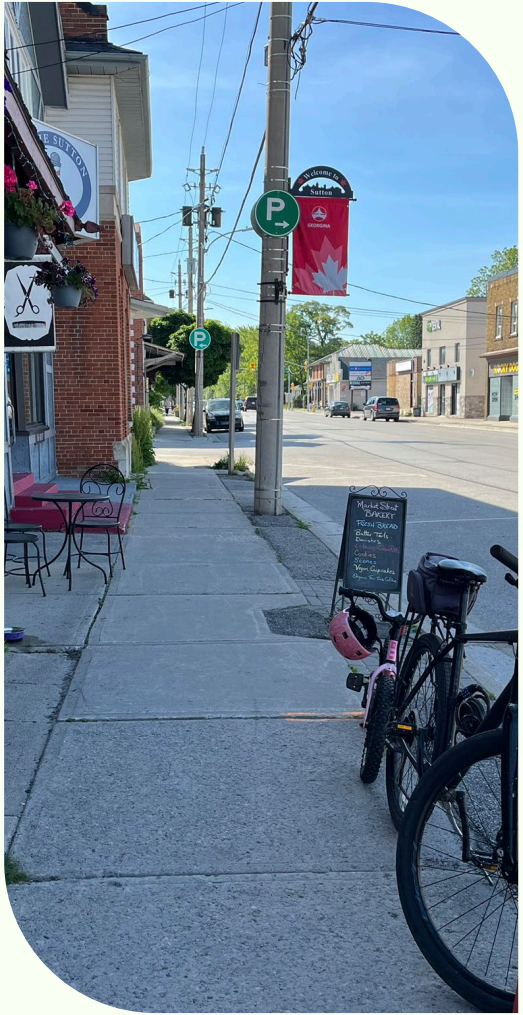
HIGH STREET - STREETSCAPE AND INFRASTRUCTURE IMPROVEMENTS

Stakeholder Consultation Meeting

February 27, 2025

BETWEEN DALTON ROAD AND HIGHWAY 48



LAND ACKNOWLEDGEMENT

We begin today by acknowledging the traditional territories of Indigenous peoples and their commitment to stewardship of the land. We acknowledge that we are on lands originally used and occupied by the First Peoples of the Williams Treaties First Nations and other Indigenous Peoples, and we would like to thank them for sharing this land.

We also recognize and acknowledge the unique relationship the Chippewas have with the lands and waters of this territory. They are the water protectors and environmental stewards of these lands, and we join them in these responsibilities.

We share the responsibility with the caretakers of this land to ensure the dish is never empty and to restore relationships that are based on peace, friendship, and trust. We are committed to reconciliation, partnership and enhanced understanding.

PRESENTATION CONTENTS

- Introduction
- Project Purpose
- Scope of Work
- Project Timeline
- Background Investigations
- Preliminary Design Options
- Business Disruption Mitigation Plans
- Next Steps
- Round-Table Discussion and Feedback

INTRODUCTIONS, ROLES AND RESPONSIBILITIES

TOWN OF GEORGINA TEAM (OWNER):

- Patryk Frankiewicz - Senior Project Manager
- Neil MacDonald - Manager of Capital Delivery
- Maggie Cui - Junior Project Manager

CIMA+ TEAM (CONSULTANT):

- Wallace Lee - Project Manager
- Ron Albright - Civil Technical Lead
- Jenna Rowland - Project Coordinator

OBJECTIVE OF STAKEHOLDER WORKSHOP

- Invite participants to share ideas and thoughts on early design concepts developed building on previous broad public consultation.
- Obtain feedback regarding streetscape vision and preferences on High Street.
- Hear concerns from Stakeholders early in the design process to guide future design efforts.
- Advise participants of next steps in the project.

PROJECT PURPOSE AND SCOPE OF WORK

PURPOSE:

- Transform Downtown Sutton into a notable destination and key economic driver for the Town.
- Address required rehabilitation of existing infrastructure

SCOPE OF WORK:

- Revitalize the road surface and boulevard space.
- Improve pedestrian facilities, accessibility and walkability.
- Enhance pedestrian amenities using street furniture and landscaping.
- Replace aged underground infrastructure to upgrade and modernize the road, stormwater and water supply for the long term.

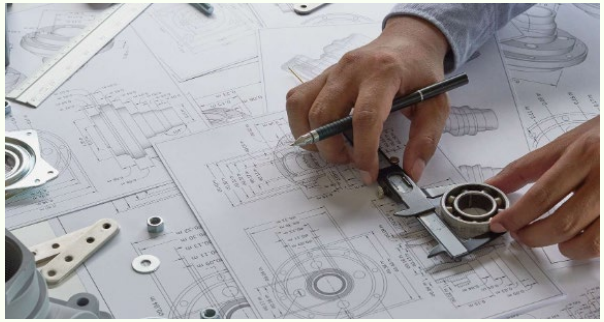
PROJECT TIMELINE

- Project is currently in the Preliminary Design Phase
- Construction season planned for 2026, with potential:
    - Delays to mitigate disruptions to business
    - Acceleration measures to advance completion

Construction Staging to be further discussed at end of workshop to obtain input for consideration during detailed design stages.

Design Phase → **Construction Begins** → **Construction Ends**

2024-2025 | **2026** | **2026 / 2027 (Staging Dependant)**



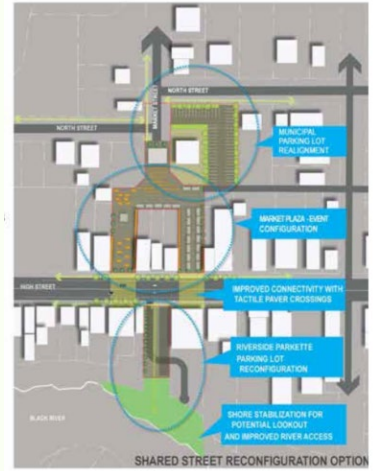
GEORGINA'S STREETSCAPE STANDARD AND BACKGROUND INFORMATION

STREETSCAPE DESIGN MANUAL (2021)

- Provides concepts developed through an intensive study of Georgina's 4 main BIA areas, including downtown Sutton.
- Broad public feedback was collected in 2019 and 2020 including 2 open house events and 4 pop-up sessions.
- Concepts approved by Council in 2021 (Resolution # C-2021-0157).
- To be used by CIMA+ as a blueprint to further develop project design concepts.

CIMA+ ADDITIONAL INVESTIGATIONS

- Review of historical records
- Analysis of feasibility for design manual options
- Performed pre-design field investigations



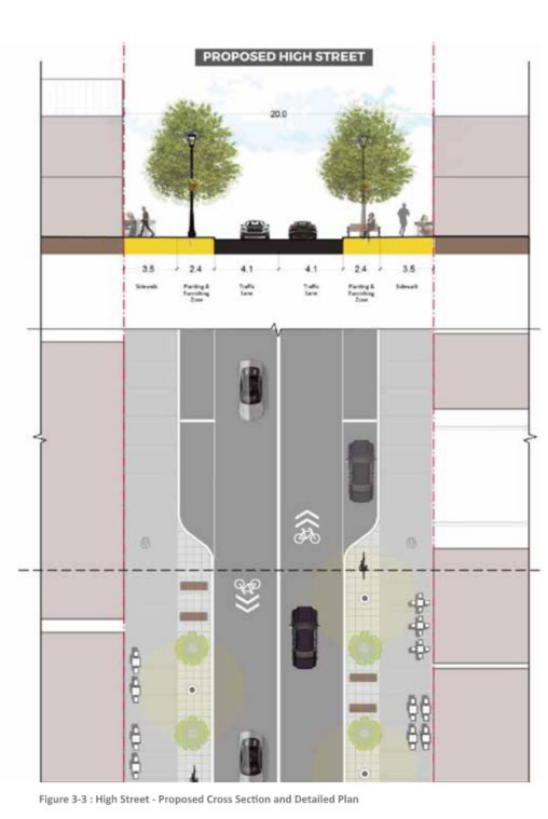


Figure 3-3 : High Street - Proposed Cross Section and Detailed Plan

Streetscape Design Manual is available online: https://www.georgina.ca/streetscape-program

STREETSCAPING SCOPE OF WORK

- Enhance existing sidewalks, pedestrian amenities and public gathering areas
- Optimize streetscape with landscape features, street furniture, tree grates
- Update functional street lighting infrastructure
- Provide wayfinding and signage
- Evaluate current on-street parking configuration
- Assess implementation of low-impact development (LID) features

Bioswales and Vegetative Filters (LID for Stormwater Management)

Ample Street Furnishing

Permeable Paving

Tree grate

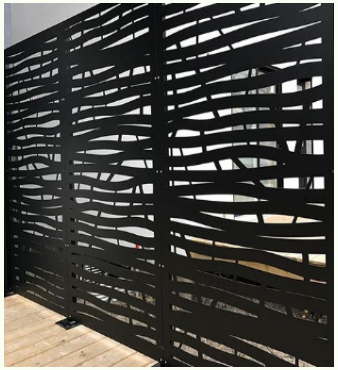
Structural Soil Cell integrated into the Storm Water Management System

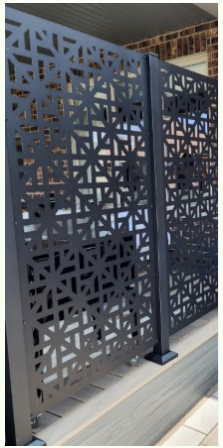
EXAMPLES OF STREETSCAPE IMPROVEMENT FEATURES

Site Furniture

Surface Treatment

Tree Grates





Privacy screens

Surface Treatment

Planting Areas

REVIEW OF PRELIMINARY DESIGN OPTIONS

1
Streetscape Design Options

- Beautify and enhance the Downtown Sutton area to enhance commercial attraction.
- Downtown Core and Market Square

2
Boulevard Design Options

- Restoration of surface upon replacement of aging infrastructure.
- Outside of Downtown Core from Dalton Rd to Highway 48

3
Hydro Relocation Options

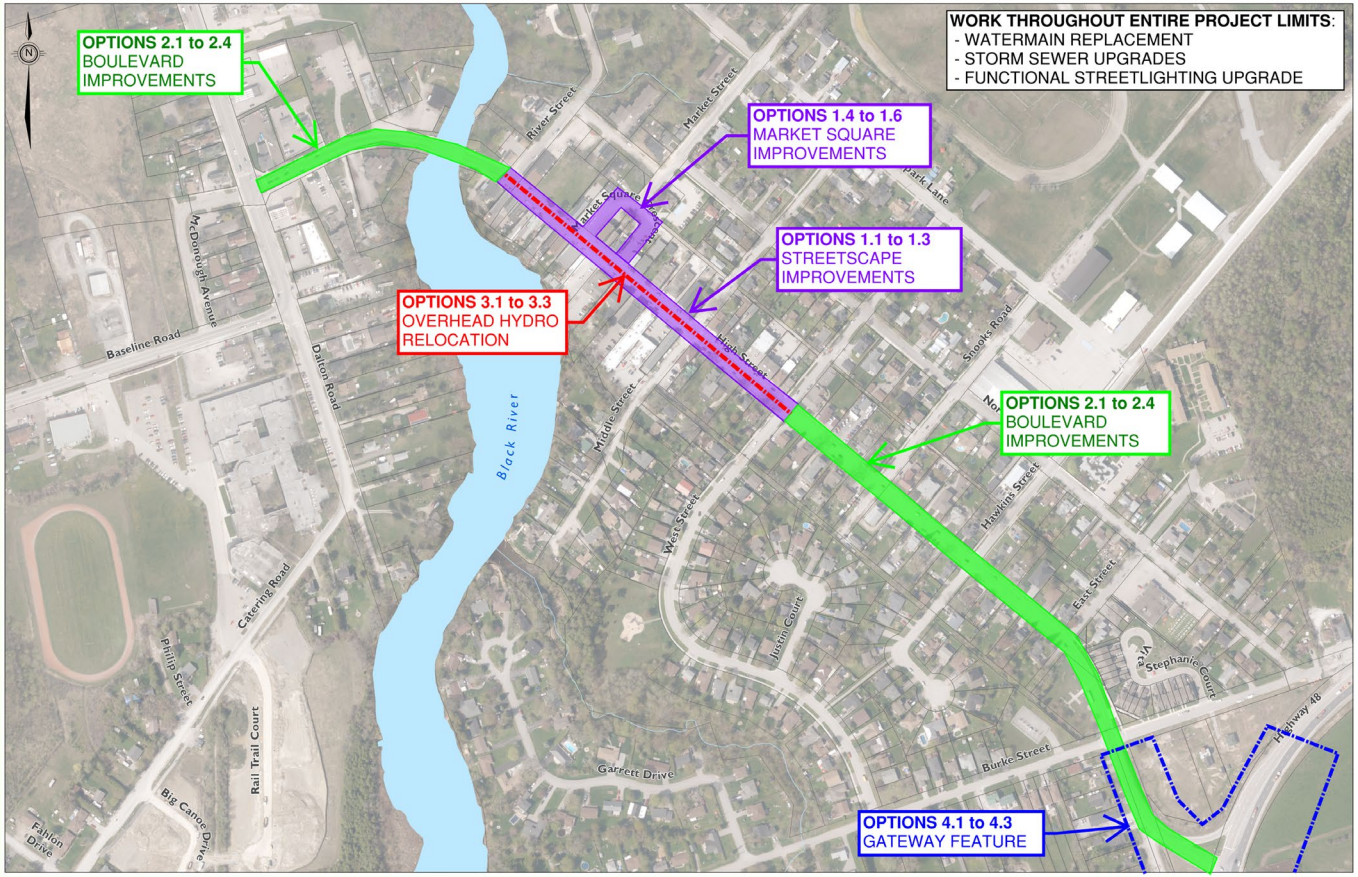
- Relocation of overhead Hydro wires and poles to reduce appearance in the Downtown Sutton area.
- Downtown Core and Market Square

4
Gateway Feature Options

- Installation of a gateway feature to attract drivers to the Downtown Sutton area.
- Intersection of High Street approaching from Highway 48

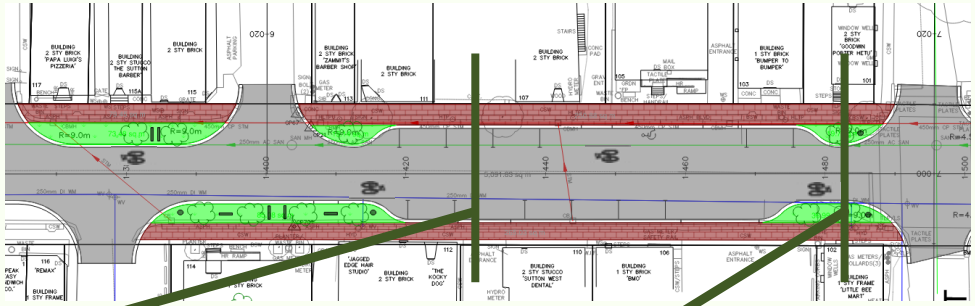
MAP OF PRELIMINARY DESIGN OPTIONS

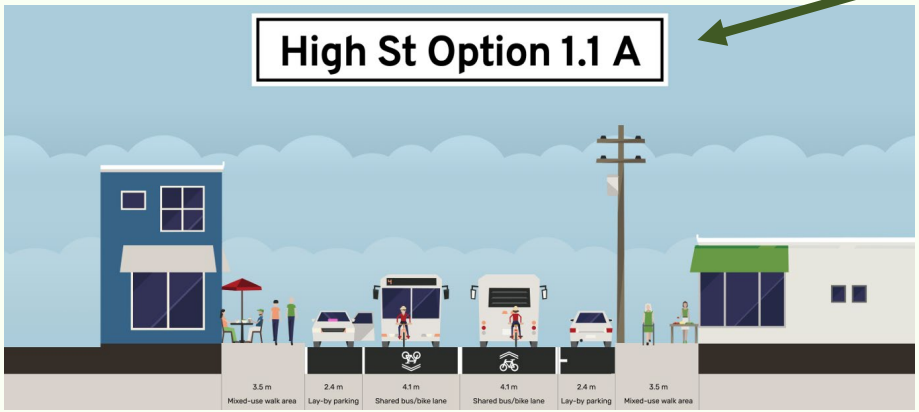
- **Options 1.1 to 1.3**
  High Street Streetscape
- **Options 1.4 to 1.6**
  Market Square Streetscape
- **Options 2.1 to 2.4**
  Boulevard Rehabilitation
- **Options 3.1 to 3.3**
  Hydro Relocation
- **Options 4.1 to 4.3**
  Gateway Feature

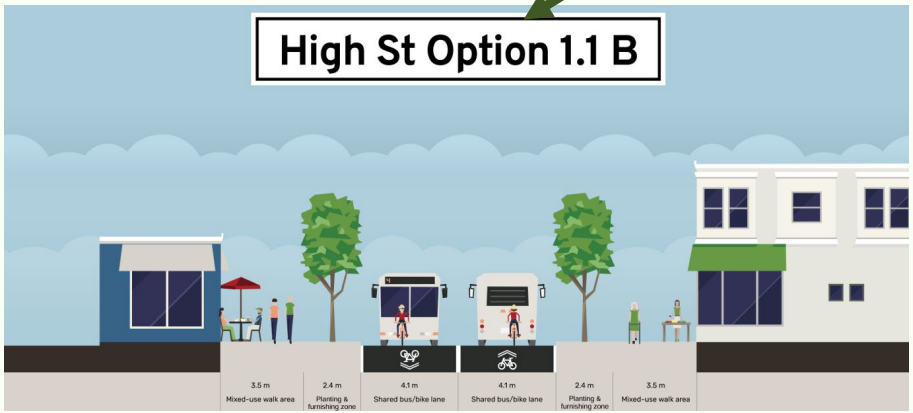


STREETSCAPE DESIGN OPTION 1.1

- Shared vehicular & cycling lanes
- Separated 2.4m wide alternating lay-by parking areas and landscape areas
- 4.1m travelling lanes
- 3.5m wide boulevard on each side for streetscape and pedestrian amenities

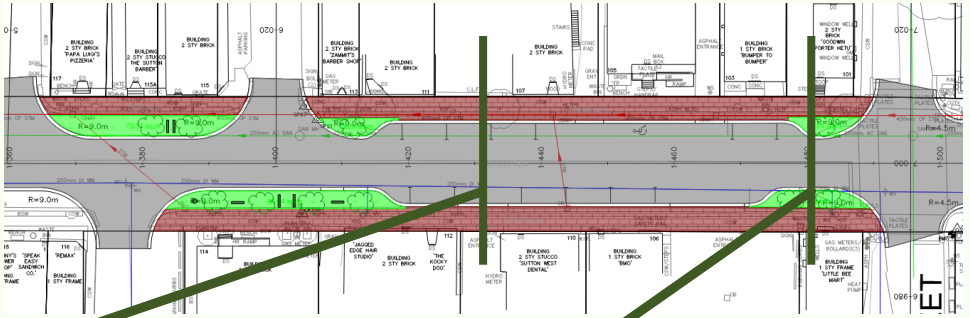


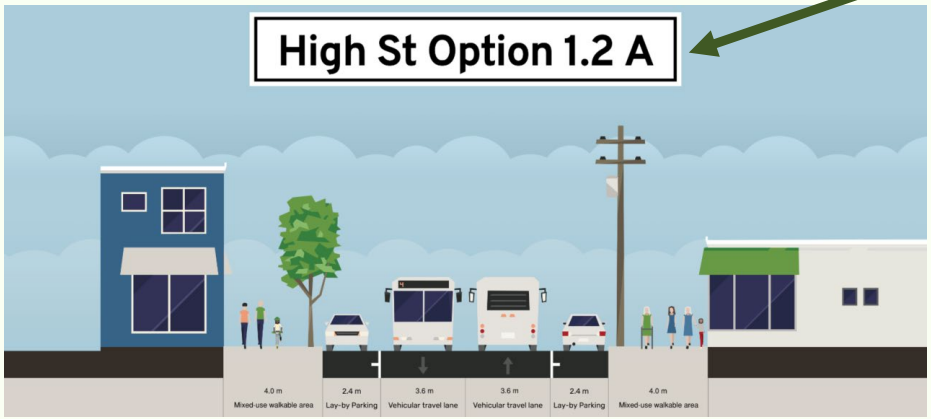


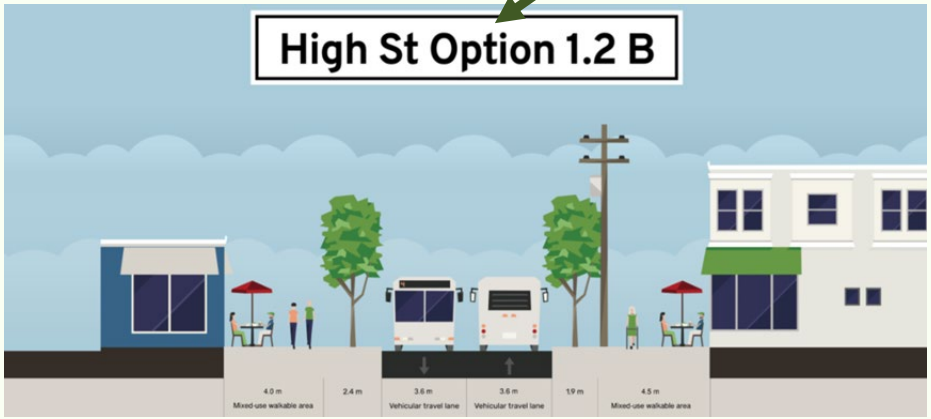


STREETSCAPE DESIGN OPTION 1.2

- Vehicular lanes with no cycling infrastructure
- Separated 2.4m wide alternating lay-by parking areas and landscape areas
- 3.6m vehicular travelling lanes
- 2.4m parking / planting areas
- 4.0m wide boulevard on each side for streetscape and pedestrian amenities

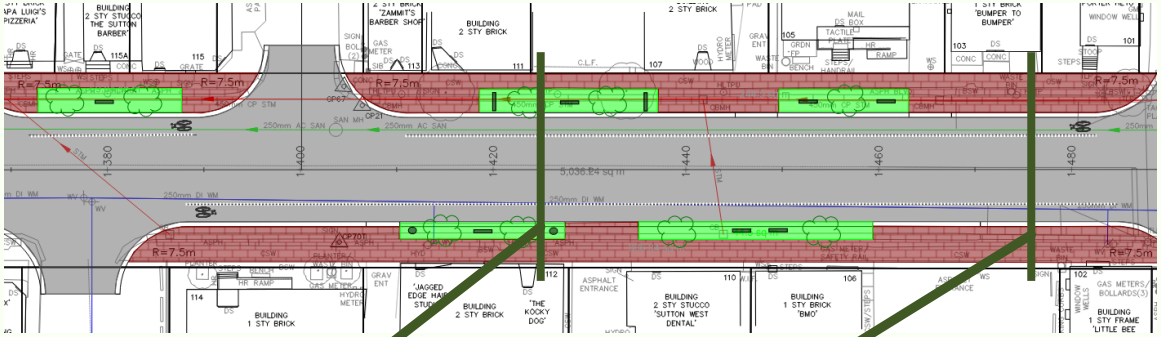


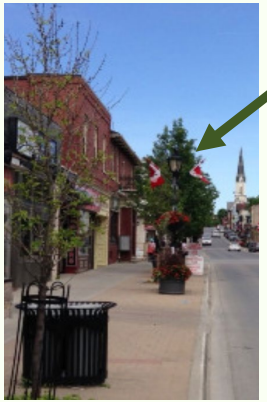


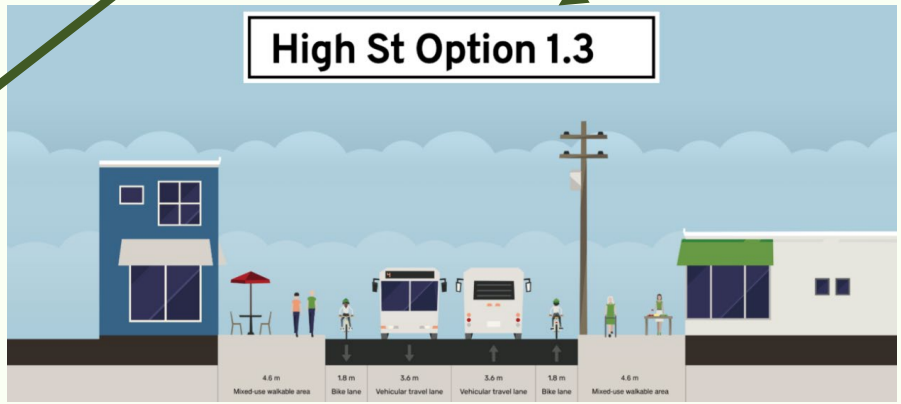


STREETSCAPE DESIGN OPTION 1.3

- Separated vehicular & cycling lanes
- 3.6m vehicular travel lane
- 1.8m dedicated cycling lane in each direction
- Elimination of on-street parking
- No curb bump outs
- 4.6m wide boulevard on each side for streetscape and pedestrian amenities







STREETSCAPE OPTIONS SUMMARY

OPTION / ELEMENT	PARKING AVAILABILITY	ACTIVE TRANSPORTATION	STREETSCAPE ENHANCEMENT
Streetscape Option 1.1 Shared cyclist and vehicular lane	✓ On-street parking	✓ Shared vehicle and cyclist lane × Not recommended at current speed limit and AADT	✓ 3.5m width per side ✓ Estimated to be least Expensive
Streetscape Option 1.2 Vehicular lane with cycling traffic re-routed to north street	✓ On-street parking	× No dedicated active transportation lane (existing condition) ✓ Access from North Street using Side Streets	✓ 4.0m width per side ✓ Estimated to be moderately Expensive
Streetscape Option 1.3 Vehicular lane and separate designated bike lane	× On-Street parking removed	✓ Separated vehicle and cyclist lane	✓ 4.6m width per side ✓ Estimated to be most Expensive

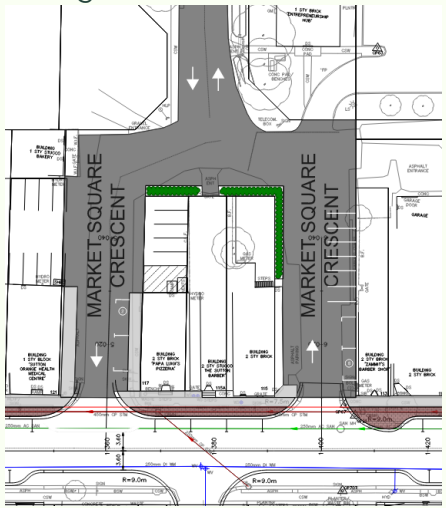
* Current boulevard width is 3.0m, current parking reduced by less than 5 spaces per side in Options 1.1 and 1.2

MARKET SQUARE CRESCENT OPTIONS

* All options to include space for removable amenities for hosting festivals and farmers markets per Streetscape Design Manual

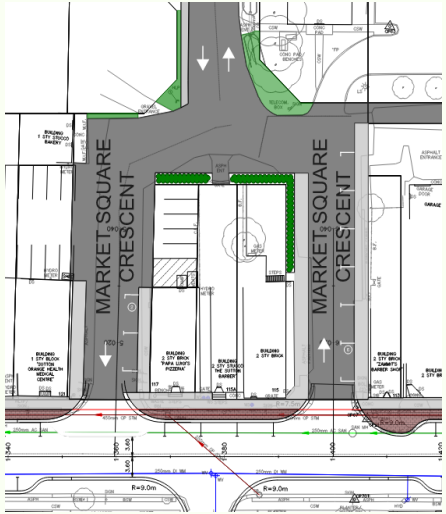
1.4 ENHANCE EXISTING LAYOUT

- Same configuration as existing with additional privacy screens and new asphalt
- Does not reduce existing access or parking areas



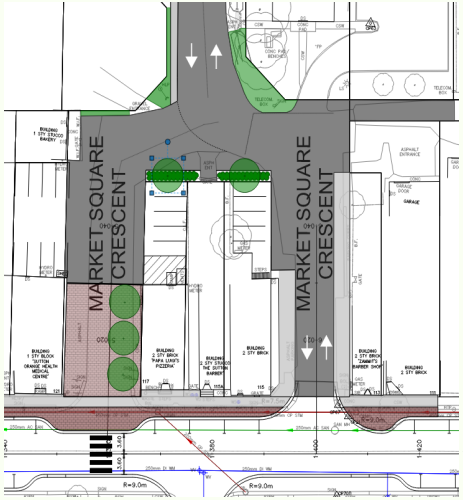
1.5 STREETSCAPE DESIGN MANUAL

- Two Way Access to High Street and all properties Maintained
- Added sidewalks to nearby parking areas, reduced on street parking by 2



1.6 CLOSURE OF NORTH-WEST LEG TO HIGH STREET

- Access to High St. reduced to 1 entrance, with designated pedestrian crossing and seating area
- Parking at rear lots maintained, but on street eliminated



MARKET SQUARE OPTIONS SUMMARY

OPTION / ELEMENT	PARKING AVAILABILITY	ACCESS	STREETSCAPE ENHANCEMENT
Market Square Option 1.4 Enhance Existing Layout	✓ On-street parking	✓ Sidewalk added ✓ One-way configuration maintained × No pedestrian crossing	× Minimal visual improvements ✓ Least Costly
Market Square Option 1.5 Streetscape Design Manual	✓ On-street parking	✓ Sidewalk added ✓ One-way configuration maintained × No pedestrian crossing	✓ Moderately improves area visually ✓ Moderately Costly
Market Square Option 1.6 Closure of North-West Leg to High Street	× On-Street parking removed	✓ Sidewalk added ✓ Layout Modified to 2-way at South-East Entrance ✓ Dedicated pedestrian crossing	✓ Permanent pedestrian area unique to High Street to enhance tourism appeal × Most Costly

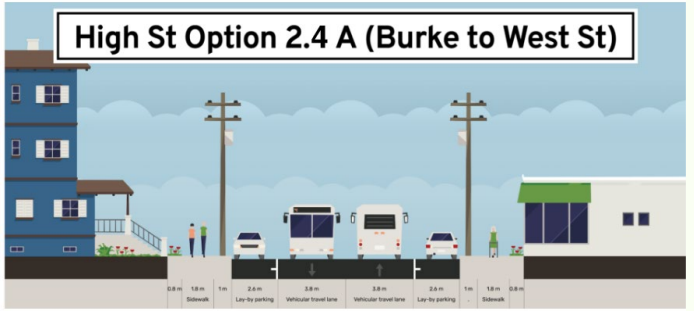
BOULEVARD RESTORATION OPTIONS – OUTSIDE OF DOWNTOWN CORE AREA (WEST STREET TO HIGHWAY 48)

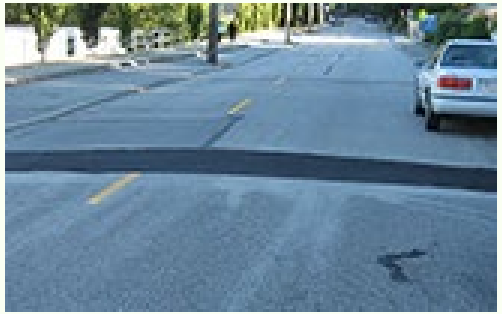
KEEPING THE EXISTING CROSS-SECTION CONFIGURATION

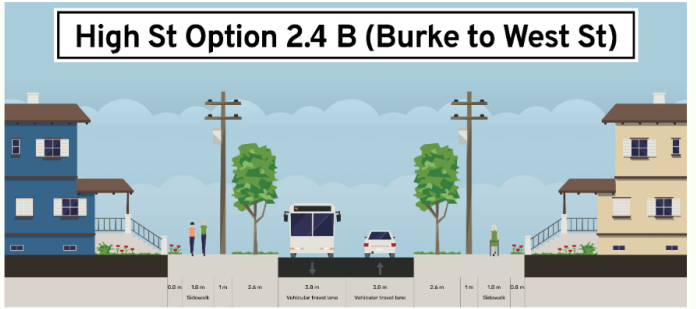
- **2.1** Restoration of storm and watermain trenches only
- **2.2** Restoration of storm and watermain trenches and road surface
- **2.3** Restoration of storm and watermain trenches, boulevard, road surface up to sidewalk to match existing configuration

MODIFICATION TO THE EXISTING CROSS-SECTION CONFIGURATION

- **2.4** Restoration of the entire section to replace existing asphalt boulevard with greenspaces in select locations







BOULEVARD RESTORATION OPTIONS SUMMARY

OPTION / ELEMENT	PROS	CONS
Boulevard Option 2.1 Restoration of storm and watermain trenches only	✓ Least invasive ✓ Fastest Schedule ✓ Least Costly	× Looks Temporary and Incomplete × Does not improve other assets while mobilized.
Boulevard Option 2.2 Restoration of storm and watermain trenches and road surface	✓ Minimally invasive ✓ Quick Timeline ✓ Moderately Costly	× Looks Incomplete × Does not improve other assets while mobilized.
Boulevard Option 2.3 Restoration of storm and watermain trenches, boulevard, and road surface up to sidewalk to match existing configuration	✓ Improves all infrastructure to avoid future construction ✓ Looks “complete” ✓ Moderately Costly	× More invasive to residents × Additional time and effort to complete × Additional staging and detouring
Boulevard Option 2.4 Restoration of the entire section to replace existing asphalt boulevard with greenspaces in select locations	✓ Most visually appealing at entryway to Downtown ✓ Improves all infrastructure to avoid future construction ✓ Harmonized look with BIA	× More invasive to residents × Additional time and effort to complete × Additional staging and detouring × Most Costly

HYDRO OPTIONS ANALYSIS

Evaluation of options for relocation of overhead power lines in the Downtown Core

OPTIONS	PROS	CONS
Hydro Option 3.1 Leave As-Is (Overhead Power Lines)	✓ Least Disruptive ✓ No impact to schedule ✓ Inexpensive	× Poor visual attraction × Limits tree plantings opportunities due to overhead wires
Hydro Option 3.2 Relocation of Overhead Hydro to Rear of Properties	N/A Deemed non-feasible by Hydro One	N/A Deemed non-feasible by Hydro One.
Hydro Option 3.3 Relocation of Overhead Hydro to Underground	✓ Long-term solution ✓ Improves visual appearance ✓ Permits larger species of trees	× Will increase project duration × Will require new utility boxes and services at properties × Would require additional budget to be approved × Very Costly (over $2.5 Million) not considering servicing, utility boxes or replacement lighting poles required

GATEWAY FEATURE OPTIONS ANALYSIS

Evaluation of Options for a Gateway Feature

OPTIONS	PROS	CONS
Gateway Option 4.1 Leave As-Is (No Gateway Feature)	✓ No additional costs to the project	× No improved visual attraction to Downtown Area
Gateway Option 4.2 Small, Basic Entrance Sign	✓ Attract traffic to Sutton ✓ Less costly compared to large feature	× Limited locations available without property acquisition × Moderate pricing ($5,000 to $15,000)
Gateway Option 4.3 Large, High Visual Impact Entrance Feature	✓ High attraction of traffic to Sutton ✓ Easily noticed ✓ Designed unique to Downtown Sutton	× Property Acquisition or Land Lease required × Impact to schedule for permits and approvals × Costly ($25,000 to $75,000) size dependant

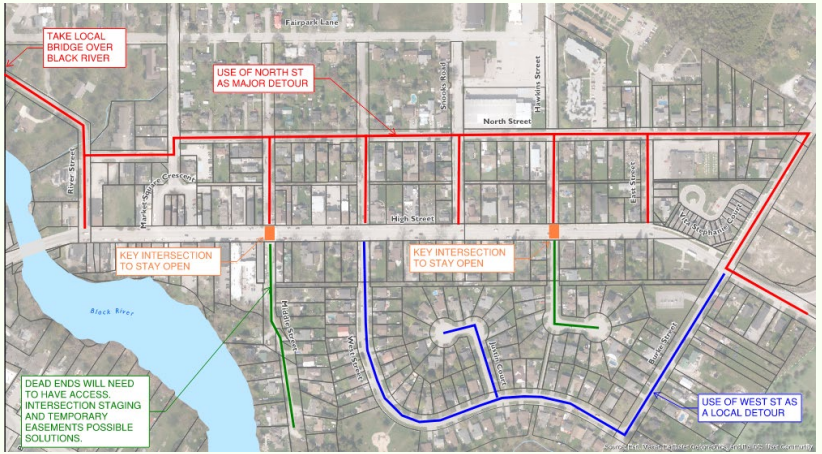
Sample Photos: Small Gateway Feature (Georgina / Cobourg)

Sample Photo: Large Gateway Feature (Unionville / Port Elgin)

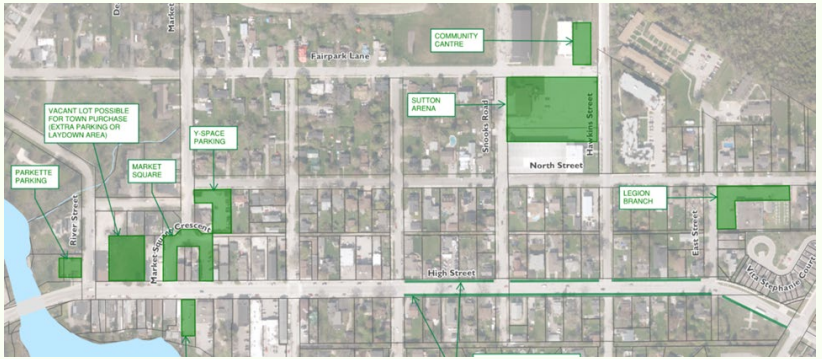
BUSINESS DISRUPTION MITIGATION PLANS – SHUT DOWN AND DETOUR

- Option 1: full shut down of roadway using detour options on North Street and West Street for cars to bypass project area.
- Access to residences and businesses to be maintained at all times.
- Additional parking areas can be used for foot access to High Street when on-street parking is not available.
- Full shut-down would accelerate project completion and excess costs for remobilization.

Key Considerations: access to businesses, traffic accommodation, implications on schedule / duration of disruption



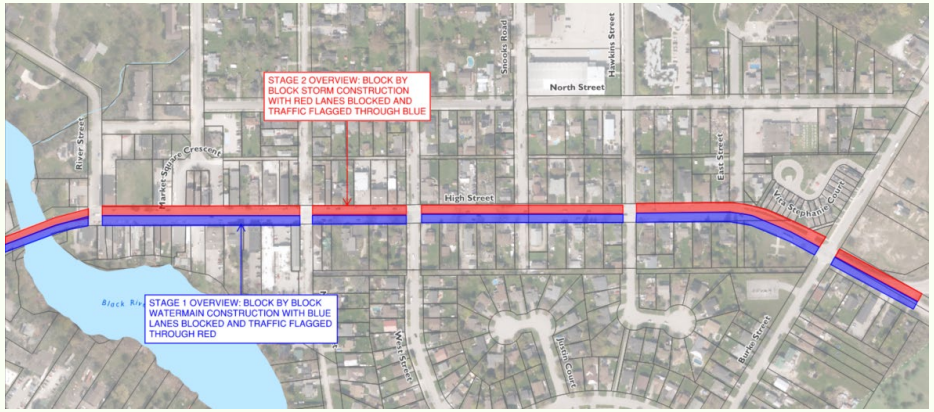
Option 1 – Shut Down and Detour



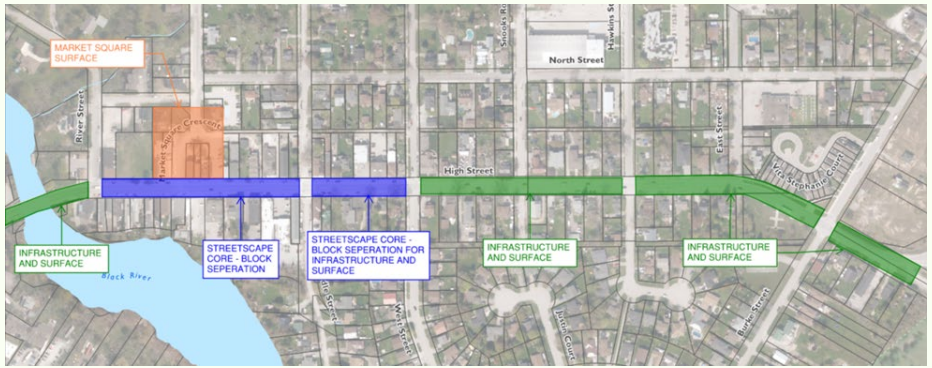
Additional Parking for Detours

BUSINESS DISRUPTION MITIGATION PLANS – PHASING & STAGING

- Option 2: reduce traffic to one lane and maintain traffic along High Street during underground work.
- Option 3: shut down High Street by block and detour traffic to keep sections of High Street open not under active construction.
- Phasing of blocks can be considered to minimize disruptions during summer months to businesses.
- Can be used to maintain higher levels of access but will lead to longer schedules and higher costs.



Option 2 – Reduce Traffic to One Lane

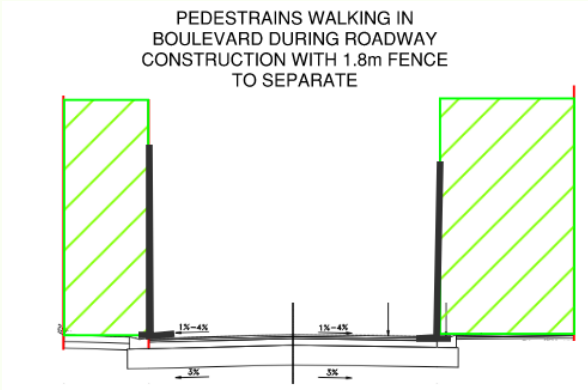


Option 3 – Block by Block Shut Down

BUSINESS DISRUPTION MITIGATION PLANS - ACCESS

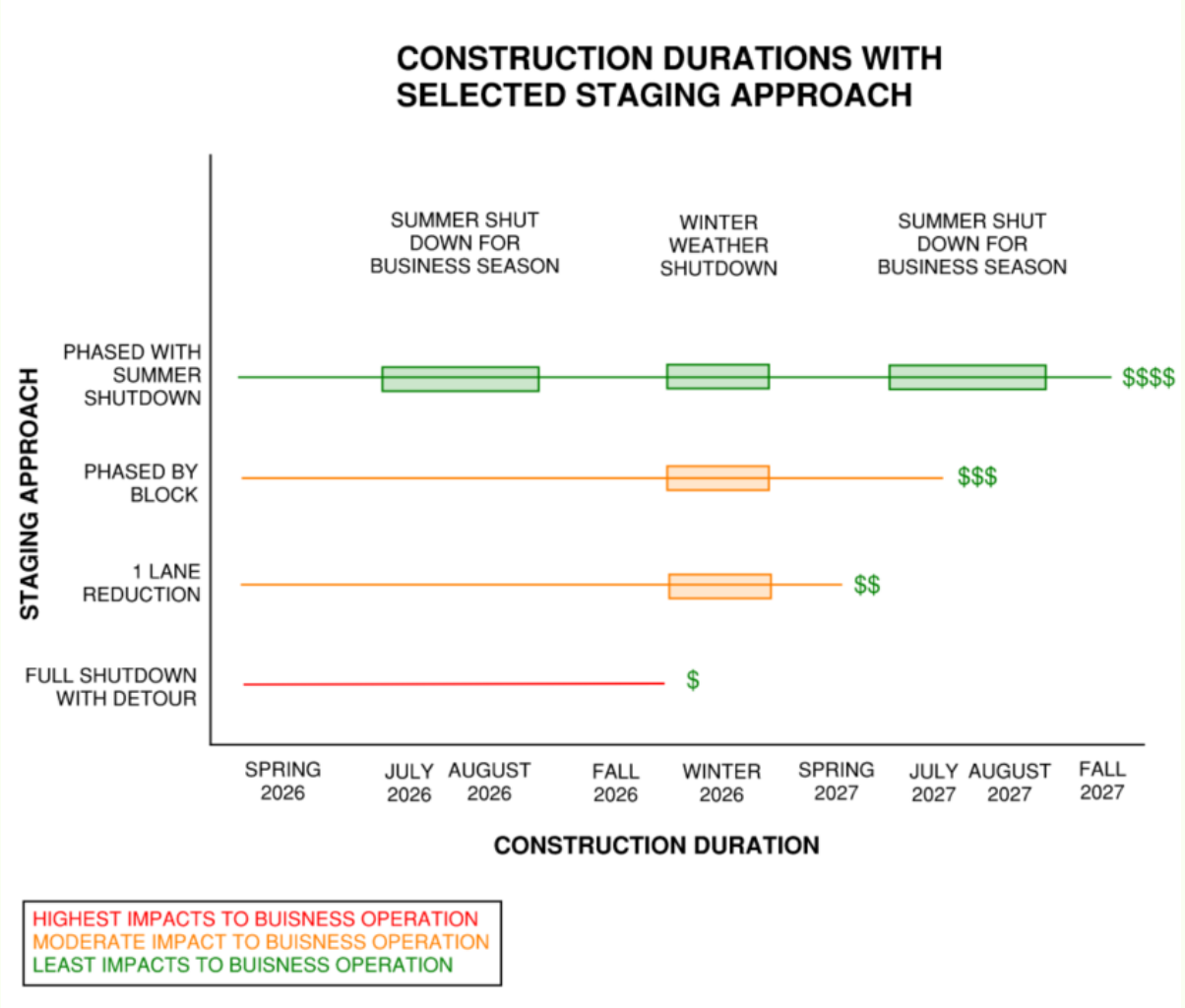
Access to businesses and residences to be maintained at all times throughout construction

- Use temporary fencing to allow Pedestrians to walk on completed roadway with temporary crossovers while boulevard is under construction.
- Railings and flat surfaces to be provided as required
- Use temporary fencing to allow Pedestrians to walk on boulevard while roadway is under construction.
- Temporary parking and access signage to be arranged on side-streets and nearby lots during construction.
- Long-Weekend and Friday afternoon shut-downs and clean ups for cottage country traffic



EVALUATION OF STAGING OPTIONS

- Summer shut-down leads to an additional construction season in 2027
- Number of shutdowns will increase project costs
- Full-time access is mandatory for all approaches
- Staging will be refined through detailed design



BUSINESS DISRUPTION MITIGATION PLANS – ADDITIONAL MEASURES

- "Businesses Open" signs to be included at gateways to construction.
- Marketing campaign to be undertaken by Town Staff
- Marketing options to shop local, working with local businesses to attract tourists and residents to the Downtown area.
- Arrangements for Garbage Pickup
- Arrangements for Deliveries
- Bi-Weekly dust control / window cleaning
- Consistent updates to the public: social media posts, website updates, publishing in local papers, portable message boards

NEXT STEPS

- Finalize Pre-Design Report including infrastructure review and streetscape concepts for High Street.
- Develop Detailed Design:
  - Underground infrastructure
  - Servicing and Lighting
  - Streetscape / Landscape design
  - Entry feature, wayfinding and signage
- Detailed Design (60% to 90%) to Final Design for Tendering
- Construction planned to start spring 2026

SUTTON, ON
HIGH ST. PRE-CONSTRUCTION

LINDSAY, ON
POST-CONSTRUCTION EXAMPLE

HOW TO PROVIDE FEEDBACK:

1) Fill out and submit questionnaire provided or use QR code on Screen
2) Send email to the project email address: highstreet@georgina.ca
3) Email your comments, questions, ideas and feedback to:

Provide your Feedback Here

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Consultant CIMA+
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Please submit comments to the Project Team by March 21st

Thank you

SAMPLE BOULEVARD CONCEPTS – MARKET SQUARE