

6th Line Municipal Class Environmental Assessment

County Road 27 to St John's Road
Town of Innisfil, ON

September 6, 2016

**APPENDIX A:
PUBLIC CONSULTATION**

Welcome to

Public Open House #1

for the

Town of Innisfil 6th Line Municipal Class Environmental Assessment Study

County Road 27 to St. John's Road

December 11, 2014



Study Introduction

The Town of Innisfil is conducting a Municipal Class Environmental Assessment (EA) Study (Schedule C) to assess future improvements to 6th Line between County Road 27 and St. John's Road (Study Area).

What is an EA Study?

- A decision making process undertaken for municipal infrastructure projects (including road construction) that seeks to identify and minimize negative effects on the environment
- Conducted in four phases as follows:
 - Phase 1: Problem and Opportunity
 - Phase 2: Alternative Solutions
 - Phase 3: Evaluation and Selection of Design Concept
 - Phase 4: Environmental Study Report

Why is your input important?

- EAs are public processes which provide the general public an opportunity to provide feedback
- This is the first of two public open houses for this study



Where are we now in the process?



Notice of Study Commencement

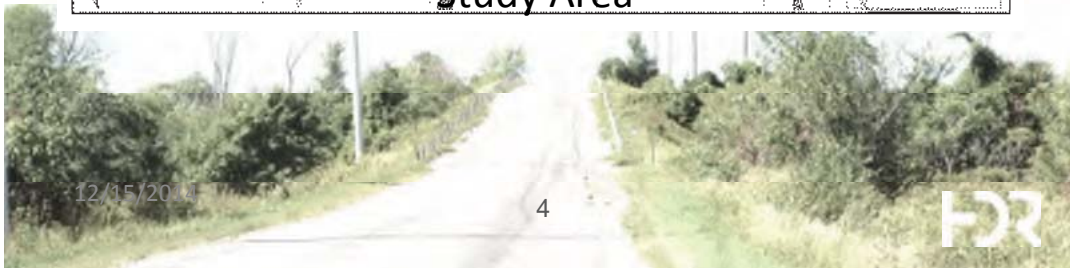
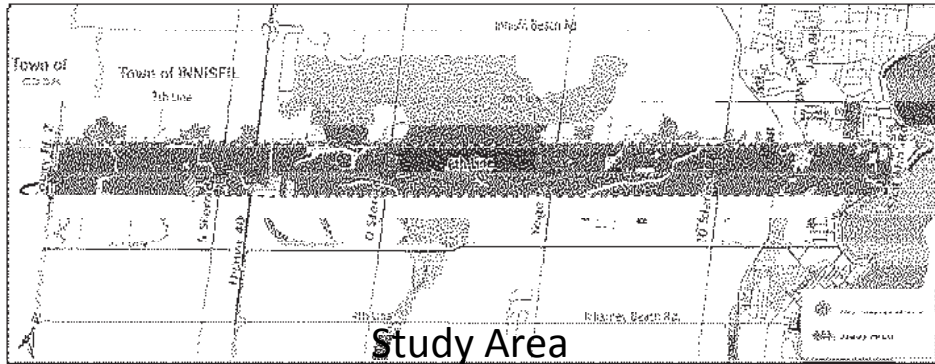
This Class EA Study is being conducted in accordance with Schedule "C" of the Municipal Class Environmental Assessment document (October 2000, as amended in 2007 & 2011). The Class EA Study process includes public and government agency consultation, identification and evaluation of alternative solutions, an assessment of the effects of the proposed improvements and identification of measures required to reduce potential impacts.

At the end of this Class EA Study, an Environmental Study Report (ESR) will be produced to document the recommended solution, the Class EA process, the identified effects and proposed mitigation measures. The ESR will be placed on the public record, available for review by the public and review agencies for a period of at least 30 calendar days. A separate Notice of Completion for the ESR will be provided at the end of the Study.

Project updates and notices will be posted on the Town's website www.innisfil.ca to inform the public of the Class EA process. In addition to the website, mailers will be provided to stakeholders.

Public consultation is important and will form each phase of the Class EA Study. Two Public Open Houses are planned for this study.

Comments and information regarding this Municipal Class Environmental Assessment are being collected in accordance with the Municipal Freedom of Information and Protection Privacy Act. With the exception of personal information, all comments received will become part of the public record.



Planning for Growth

Provincial Growth Plan

Simcoe County Official Plan and Transportation Master Plan

Innisfil Official Plan and Innisfil 2020 (2015/2016)

Innisfil Transportation Master Plan (TMP) - 2013

A Transportation Vision: Innisfil's transportation network connects people and communities, fosters healthy living, and operates efficiently across the Town as an environmentally and financially sustainable system.

Provincial Transportation Studies

- Highway 400 EA
- Simcoe Area Transportation Network Strategy

6th Line Study

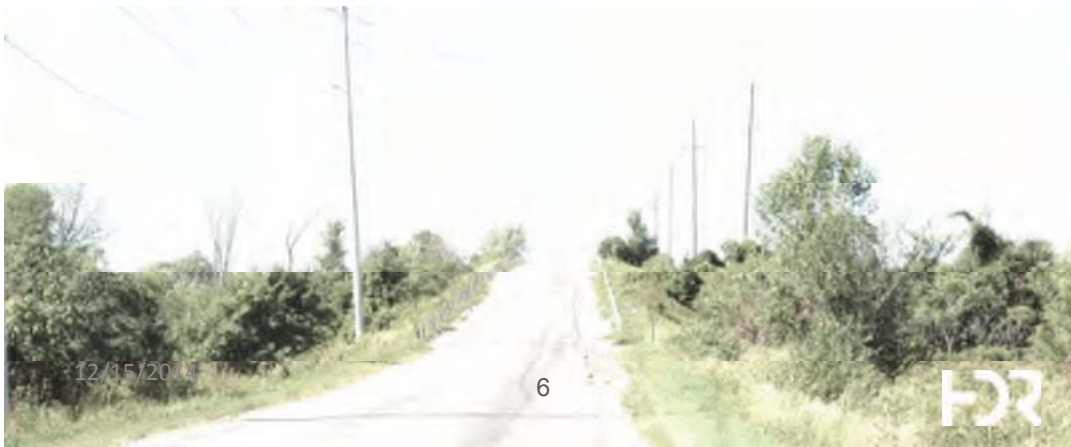
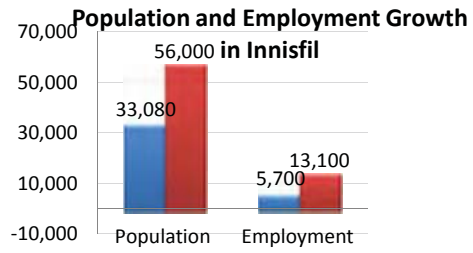
GO/Metrolinx Expansion on the Barrie Line

12/15/2014

5

2013 TMP Future Growth Areas

The Town of Innisfil Transportation Master Plan was completed in 2013. The goal of the study was to prepare a long-term transportation strategy to accommodate anticipated growth in Innisfil.



Current Official Plan Schedule C – Transportation Network

Last updated in 2010, the Town's Official Plan reflected growth and recommendations based on information current at that time. The Official Plan, and the transportation network recommendations, are planned to be updated by the Town in 2015.



2013 TMP Recommended Revisions to Official Plan Schedule C – Transportation Network

The 2013 TMP recommended that 6th Line be reclassified to a Rural Arterial Road from County Road 27 to 20th Sideroad, and to an Urban Major Collector from 20th Sideroad to St. John's Road.

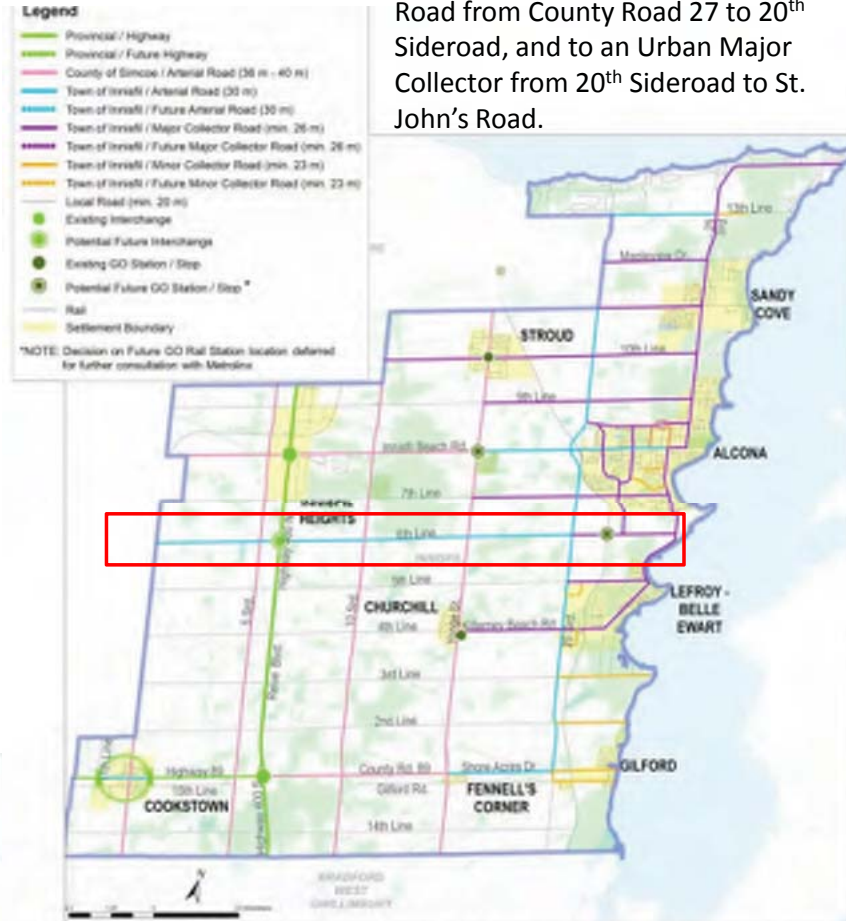
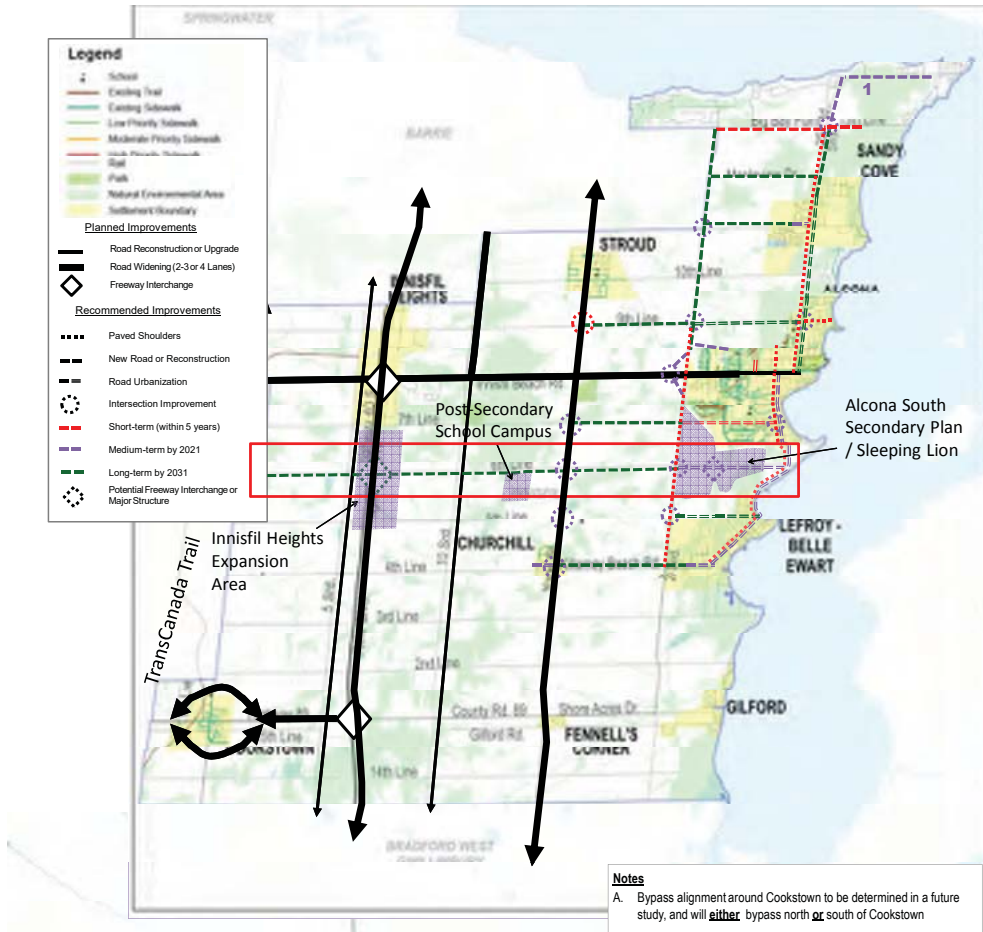


Exhibit 8-30: Recommended Revisions to Official Plan Schedule C – Transportation Network



2013 TMP Recommendations for 6th Line:

1. New interchange at Highway 400/6th Line
2. Upgrade 6th Line from Local Road to Town Arterial Road
3. Reconstruct 6th Line from County Road 27 to 20th Sideroad.
4. Urbanize 6th Line from 20th Sideroad to St. John's Road.



Phase 1 Needs Analysis

As part of the 6th Line EA, a detailed Needs Analysis was performed to identify other deficiencies in the 6th Line corridor. The Needs Analysis involved the following activities:

- The TMP traffic model was updated to reflect new growth information and to determine the required number of lanes along the corridor;
- Intersection analysis determined which intersections need traffic signals and if/where turn lanes will be required;
- Existing roadway conditions were compared to the Town of Innisfil engineering roadway standards to identify roadway deficiencies (lane widths, shoulders, active transportation);
- Potential constraints that may impede improvements (historic properties, homes, swamps, etc.) were identified.

Phase 1 Problem & Opportunity Statement

The Needs Analysis has concluded that the 6th Line corridor cannot sufficiently support the Town's Transportation Vision or the projected growth. The problems (or deficiencies) identified for the 6th Line Study Area are:

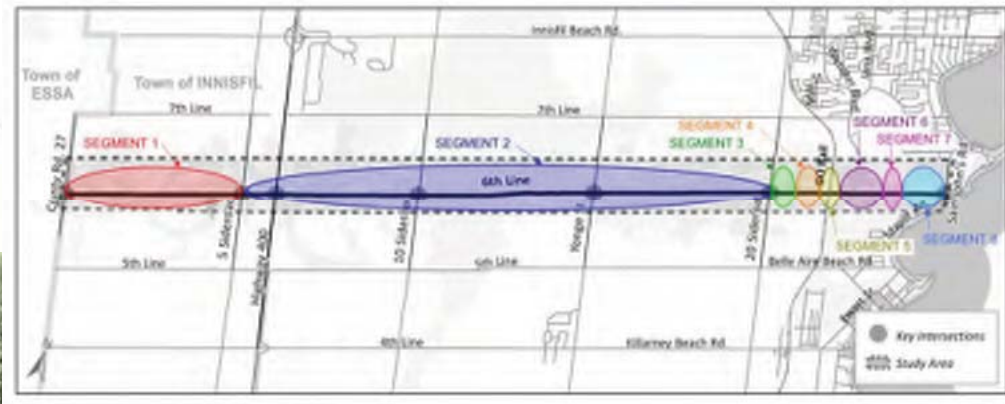
- Roadway infrastructure deficiencies (narrow lanes, narrow shoulders, poor riding surface, no lane markings, etc.);
- Potential constraints that could affect opportunities to widen;
- No cyclist or pedestrian accommodations (Active Transportation facilities);
- Regional need for a new interchange at Highway 400/6th Line to reduce the future stress on the Innisfil Beach Road interchange and to provide access to growing areas in the Town of Innisfil.



How did we analyze the corridor?

The study corridor was divided into segments based on the differing future needs and constraints emerging from the Needs Analysis:

- Segment 1 - County Road 27 to 5th Sideroad
- Segment 2 – 5th Sideroad to 20th Sideroad
- Segment 3 – 20th Sideroad to East of Future Alcona Road South
- Segment 4 – East of Future Alcona Road South to Barrie GO Train Line crossing
- Segment 5 – Barrie GO Train Line crossing
- Segment 6 – Barrie GO Train Line crossing to east of Future Street A (Sleeping Lion Development)
- Segment 7 – East of Future Street A (Sleeping Lion Development) to east of Future Street C (Sleeping Lion Development)
- Segment 8 – East of Future Street C (Sleeping Lion Development) to St. John's Road



12/15/2014

Phase 1 Recommendations

Segment 1 - County Road 27 to 5th Sideroad

- 2-lane Rural Arterial roadway with paved shoulders to accommodate cyclists and roadside ditches.

Segment 2 – 5th Sideroad to 20th Sideroad

- 4-lane Rural Arterial roadway with paved shoulders to accommodate cyclists and roadside ditches;
- New Interchange at Highway 400.

Segment 3 – 20th Sideroad to East of Future Alcona South Road

- 5-lane Major Collector roadway with multi-use path on the north side and sidewalk on the south side.

Segment 4 – East of Future Alcona Road to Barrie GO Train Line crossing

- 4-lane Major Collector roadway with multi-use path on the north side and sidewalk on the south side.

Segment 5 – Barrie GO Train Line crossing

- 4-lane bridge with multi-use path on the north side and sidewalk on the south side.

Segment 6 – Barrie GO Train Line crossing to East of Future Street A (Sleeping Lion Development)

- 5-lane Major Collector roadway with multi-use path on the north side.

Segment 7 – East of Future Street A to East of Future Street C (Sleeping Lion Development)

- Transition from 5-lane to 2-lane Major Collector roadway with multi-use path on the north side.

Segment 8 – East of Future Street C (Sleeping Lion Development) to St. John's Road

- 2-lane Major Collector roadway with multi-use path on the north side.



Phase 2 Alternative Solutions

Alternative Solutions (planning alternatives) are functionally different ways of approaching and dealing with a problem or opportunity. The Class Environmental assessment process requires documentation and examination of all reasonable alternatives to address the problem referred to as Alternative Solutions.

The following alternative solutions were considered to address the Problems and Opportunities identified in Phase 1:

1. **Do Nothing** - Involves a continuation of existing conditions without changes or improvements to the corridor.

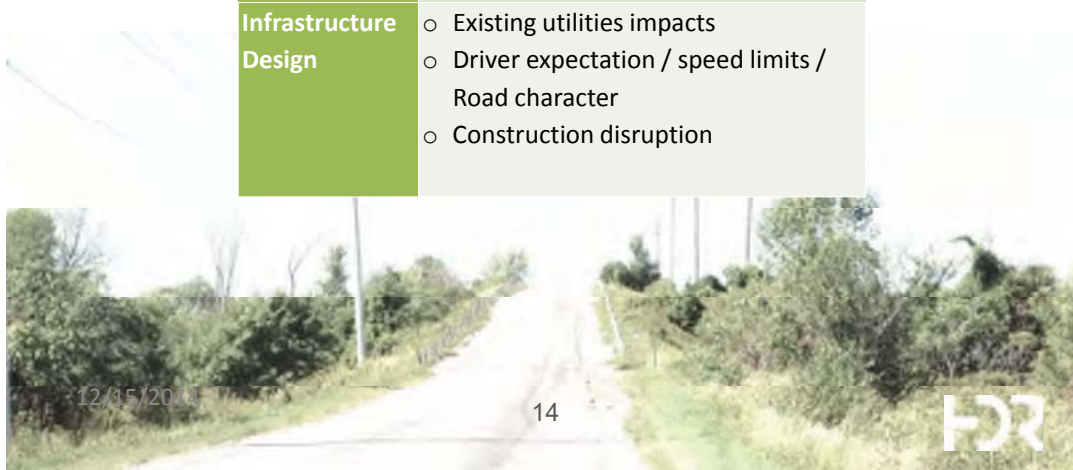
2. **Physical Improvements** – involving road rehabilitation or reconstruction, widening to accommodate additional vehicle lanes and/or improve shoulders, addition of sidewalks and/or multi-use trail (i.e. pedestrian and cyclist accommodation), and intersection improvements (signals/roundabouts).



Evaluation Criteria

The following criteria were used to evaluate alternatives in Phase 2 and to develop the recommendations to consider in Phase 3:

Criteria	Considerations
Transportation Service	<ul style="list-style-type: none"> ○ Ability to accommodate projected traffic volumes to the 2031 horizon year ○ Ability to accommodate Active Transportation goals
Natural Environment	<ul style="list-style-type: none"> ○ Impact to environmentally significant areas. <ul style="list-style-type: none"> • Vegetation • Wildlife • Aquatic Habitat
Socio-Economic Environment	<ul style="list-style-type: none"> ○ Ability to accommodate planned development and growth ○ Impacts to agricultural / farming operations, business areas / access, and residential areas / access ○ Noise Impacts ○ Archaeological Features ○ Cultural Heritage Features ○ Visual Aesthetics / Community Character
Infrastructure Design	<ul style="list-style-type: none"> ○ Existing utilities impacts ○ Driver expectation / speed limits / Road character ○ Construction disruption



Segment 1 – County Road 27 to 5th Sideroad

Alt. #DN: Do Nothing (20m ROW)



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Alt. #1-1: 2-Lane Rural with Paved Shoulders (30m ROW) –
PREFERRED OPTION



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Segment 1 – County Road 27 to 5th Sideroad

Criteria	Alt. # Do Nothing	Alt. #1-1: 2-Lane Rural with Paved Shoulders (30m ROW)
Transportation Service	✗	✓
Natural Environment	✓	✗
Socio-Economic Environment	✓	✗
Infrastructure Design	✗	✓
Recommended as Preferred	✗	✓ Preferred

Recommendations to consider in Phase 3:

- Provide paved shoulders for cyclists;
- Evaluate alignments that follow existing corridor to minimize impact to adjacent potentially significant areas;
- Acquire 10m new right of way, to accommodate wider platform, roadside ditches, and to be in more general conformance with County right of way standards.



Segment 2 – 5th Sideroad to 20th Sideroad

Alt. #DN: Do Nothing (20m ROW)



Alt. #2-1: 4-Lane Rural with Paved Shoulders (30m ROW) –
PREFERRED OPTION



Segment 2 – 5th Sideroad to 20th Sideroad

Criteria	Alt. # Do Nothing	Alt. #2-1: 4-Lane Rural with Paved Shoulders (30m ROW)
Transportation Service	✗	✓
Natural Environment	✓	✗
Socio-Economic Environment	✗	✓
Infrastructure Design	✓	✓
Recommended as Preferred	✗	✓ Preferred

Recommendations to consider in Phase 3:

- Provide paved shoulders for active transportation;
- Evaluate alignments that follow existing corridor to minimize impact to adjacent potentially significant areas;
- Acquire 10 m of new right of way, to accommodate wider platform, roadside ditches and to be more in general conformance with County right of way standards.

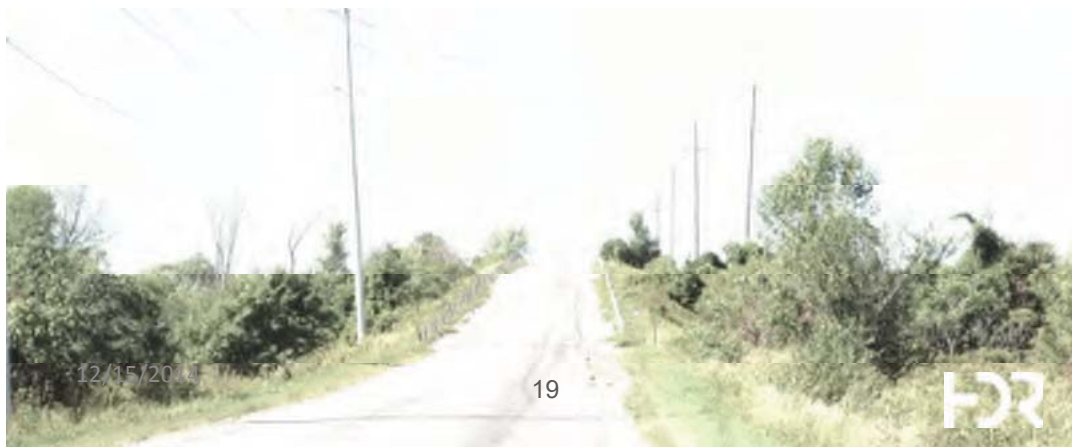


Segment 3 – 20th Sideroad to East of Future Alcona Road South

Alt. #DN: Do Nothing (20m ROW)



Alt. #3-1: 5-Lane Urban with Multi-Use Path & Sidewalk (32.5m ROW) – PREFERRED OPTION



Segment 3 – 20th Sideroad to East of Future Alcona Road South

Criteria	Alt. # Do Nothing	Alt. #3-1: 5-Lane Urban Road with Multi-Use Path & Sidewalk (32.5m ROW)
Transportation Service	✗	✓
Natural Environment	✓	✗
Socio-Economic Environment	✗	✓
Infrastructure Design	✓	✓
Recommended as Preferred	✗	✓ Preferred

Recommendations to consider in Phase 3:

- Provide multi-use path on north side, sidewalk on south side;
- Shift alignment slightly north to minimize impact to home;
- Acquire 12.5m of new right of way, predominantly on north side of existing right of way.



Segment 4 – East of Future Alcona Road South to Barrie GO Train Line crossing

Criteria	Alt. # Do Nothing	Alt. #4-1: 4-Lane Urban with Multi-Use Path & Sidewalk (27.5m ROW)
Transportation Service	✗	✓
Natural Environment	✓	✗
Socio-Economic Environment	✗	✓
Infrastructure Design	✓	✓
Recommended as Preferred	✗	✓ Preferred

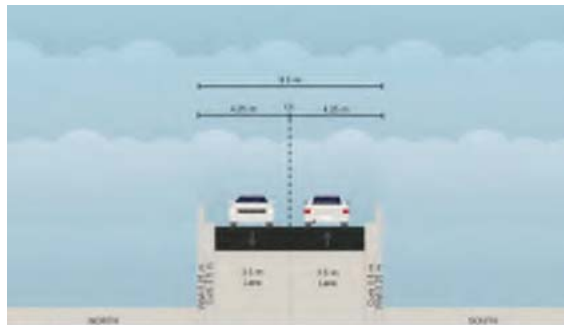
Recommendations to consider in Phase 3:

- Provide multi-use path on north side, sidewalk on south side;
- Acquire 7.5m of new right of way, predominantly on south side of existing right of way;
- Shift alignment slightly south to minimize impact to heritage designated site.



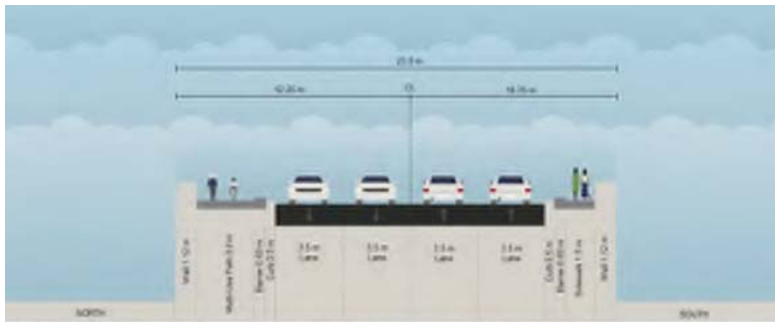
Segment 5 – Barrie GO Train Line crossing

Alt. #DN: Do Nothing (Use Existing Structure)



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Alt. #5-1: 4-Lane Urban with Multi-Use Path & Sidewalk –
PREFERRED OPTION



Reference: This image was created using SketchUp and is subject to the Creative Commons BY-SA 3.0 license <http://creativecommons.org/licenses/by-sa/3.0/>



Segment 5 – Barrie GO Train Line crossing

Criteria	Alt. # Do Nothing	Alt. #5-1: 4-Lane Urban with Multi-Use Path & Sidewalk
Transportation Service	✗	✓
Natural Environment	✓	✗
Socio-Economic Environment	✗	✓
Infrastructure Design	✗	✓
Recommended as Preferred	✗	✓ Preferred

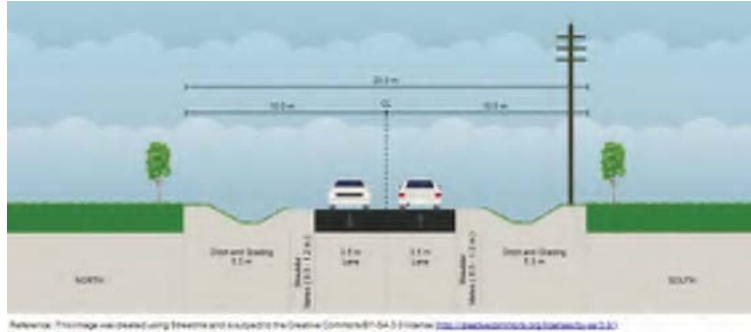
Recommendations to consider in Phase 3:

- Provide multi-use path on north side, sidewalk on south side;
- Shift alignment slightly south to minimize impact to potentially significant area;
- Span GO right of way with increased vertical clearance to accommodate future electrification.



Segment 6 – Barrie GO Train Line crossing to East of Future Street A (Sleeping Lion)

Alt. #DN: Do Nothing (20m ROW)



Alt. #6-1: 5-Lane Urban with Multi-Use Path & Sidewalk (29m ROW)
– PREFERRED OPTION



Segment 6 – Barrie GO Train Line crossing to East of Future Street A (Sleeping Lion)

Criteria	Alt. # Do Nothing	Alt. #6-1: 5-Lane Urban with Multi-Use Path & Sidewalk (29m ROW)
Transportation Service	✗	✓
Natural Environment	✓	✗
Socio-Economic Environment	✗	✓
Infrastructure Design	✓	✓
Recommended as Preferred	✗	✓ Preferred

Recommendations to consider in Phase 3:

- End sidewalk on south side at Street A to minimize impacts to Provincially Significant Wetland;
- Widen right of way 6m to the north, 3m to the south;
- Left turn lanes at Street A;
- Traffic signal at Street A.



Segment 7 – East of Future Street A to East of Future Street C (Sleeping Lion)

Alt. #DN: Do Nothing (20m ROW)



Alt. #7-1: 3-Lane Urban with Multi-Use Path (26m ROW) –
PREFERRED OPTION



Segment 7 – East of Future Street A to East of Future Street C (Sleeping Lion)

Criteria	Alt. # Do Nothing	Alt. #7-1: 3-Lane Urban with Multi-Use Path (26m ROW)
Transportation Service	X	✓
Natural Environment	✓	X
Socio-Economic Environment	X	✓
Infrastructure Design	✓	✓
Recommended as Preferred	X	✓ Preferred

Recommendations to consider in Phase 3:

- Eliminate sidewalk on south side to minimize impacts to Provincially Significant Wetland;
- Evaluate alignments that stay within the existing 20m existing right of way plus the 6m right of way (north side) negotiated with Sleeping Lion.



Segment 8 – East of Future Street C to St. John's Road

Alt. #DN: Do Nothing (20m ROW)



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Alt. #8-1: 2-Lane Urban with Multi-Use Path only (20m ROW) – PREFERRED OPTION



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Segment 8 – East of Future Street C to St. John's Road

Criteria	Alt. # Do Nothing	Alt. #8-1: 2-Lane Urban with Multi-Use Path only (20m ROW)
Transportation Service	✗	✓
Natural Environment	✓	✗
Socio-Economic Environment	✓	✓
Infrastructure Design	✓	✓
Recommended as Preferred	✗	✓ Preferred

Recommendations to consider in Phase 3:

- Evaluate designs that keep constructed improvements inside existing right of way to minimize impacts to adjacent properties and potentially significant areas.



Highway 400 Interchange

Phase 2 reconsidered the connection of 6th Line with Highway 400 to confirm the recommendation from the TMP. It considered the following alternative solutions:

- **Alt. 1:** Do Nothing (ie – no connection to Hwy 400)
- **Alt. 2:** Build a Connection to Highway 400

Recommendation: An interchange is recommended at 6th Line in order to relieve congestion on Innisfil Beach Road and to provide access to developing areas in Innisfil.

The interchange design will be developed in Phase 3.



Phase 3 Preferred Design Concept (20th Sideroad to St. John's Road)

Due to the advanced schedule for the Sleeping Lion development, Phase 3 design work was accelerated for the section of 6th Line between 20th Sideroad to St. John's Road.

Using the results from Phases 1 and 2, a preferred design concept was prepared.

We invite you to view the preferred design concept for 6th Line from 20th Sideroad to St. John's Road and provide comments.

**Your comments on this Design Concept
are valuable and will be considered.**



Next Steps



Summary of PIC #1

6th Line Municipal Class Environmental Assessment

From County Road 27 to St. John's Road

Town of Innisfil

February 3, 2015



Table of Contents

Introduction	1
Project Background	1
Public Open House #1	2
Purpose	2
Key Messages Heard	3
Next Steps	3

Appendices

Appendix A – Public comments noted through Comment Forms, Other letters/comments received

Introduction

The Town of Innisfil, in conjunction with the HDR project team, is undertaking a Schedule 'C' Municipal Class Environmental Assessment Study for transportation improvements to 6th Line from St. John's Road to County Road 27. This Class EA Study is being conducted in accordance with Schedule C of the Municipal Class Environmental Assessment document (October 2000, as amended in 2007 & 2011). As such, public and stakeholder consultation are a key component of this study. This report presents a summary of the first public consultation event, the information presented to the public, and the comments received.

Project Background

Currently 6th Line is a 2-lane road with a posted speed of 80 km/h. Based on predicted future uses, the segment of roadway between 20 Sideroad to St. John's Road (approximately 3 km in length, and including the planned Sleeping Lion Development) is anticipated to have future urbanized characteristics, while the segment from County Road 27 to 20 Sideroad (approximately 12 km in length, with mostly agricultural properties) will operate as a rural section.

Based on the recommendations from the 2013 Transportation Master Plan, the Town is proposing to widen 6th Line, 20th Sideroad to St. John's Road, from a 20 m 2-lane local rural road to a 26 m wide 4-lane *urban major collector road*, and proposing to widen 6th Line, County Road 27 to 20th Sideroad, from a 20 m 2-lane local rural road to a 30 m wide 4-lane *rural arterial road*. These recommendations will be confirmed during the EA.

In addition to confirming the cross section of the roadway, the study will review the need for the following corridor features:

- Bike lanes or multi-use trails;
- Potential need for an interchange at Highway 400;
- New structure or structure widening over the existing GO rail line;
- Intersection improvements.

The location of the study area is illustrated in **Figure 1**.

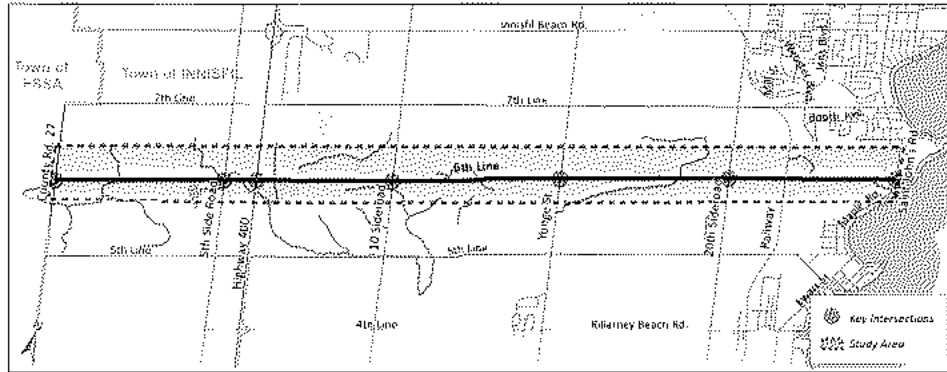


Figure 1: Key Plan of the Study Area

Public Open House #1

The first Public Open House was held on December 11, 2014 at the Town of Innisfil Town Hall. Notice for this consultation event was provided through the following:

- Mailing of notices to property owners fronting onto the 6th Line corridor between County Road 27 to St. John's Road, and all others on the project contact list
- Project Study Web site
- Local newspaper advertisement:
 - Innisfil Examiner on November 28, 2014 and December 5, 2014.
 - Innisfil Community Bulletin on November 28, 2014

The meeting was organized as a drop-in Open House from 5:00 pm to 8:00 pm. During this time, community residents and stakeholders had an opportunity to view project background displays and preliminary design concepts for the roadway sections, and discuss their opinions and concerns with the project team. Attendees were also provided with a Comment Form for them to fill out and return to the project team by January 15, 2015. Approximately 30 people attended the December 11, 2014 Public Open House.

The project team returned on December 17, 2014 to speak with other members of the community who did not get a chance to attend the Open House on December 11, 2014 due to inclement weather. At this time, the same background displays were available for the public to view and discuss with the project team. One additional panel was added at this meeting that showed the current Official Plan, to supplement the panel that showed the 2013 TMP recommendations for revisions to the Official Plan. Approximately 10 people attended the December 17 re-run of the Public Open House.

Purpose

The purpose of Public Open House #1 was to present the preliminary findings of Phases 1 and 2 (Problem & Opportunity and Alternative Solutions) for the entire study area and part of Phase



3 (Development of Design Concepts for the Preferred Solution), for the urban segment of 6th Line between 20th Sideroad and St. John's Road, to the public and stakeholders.

Display boards included:

- Background on the Environmental Assessment process being followed for this study
- Background plans and policies, such as the Innisfil TMP, driving the study
- Summary of Needs Assessment
- Problem and Opportunity Statement
- Corridor segmentation
- Alternative planning solutions and evaluation criteria
- Evaluation of cross-section options for each of the segments along the corridor
- Preliminary design concept for the urban segment of 6th Line between 20th Sideroad and St. John's Road

Key Messages Heard

There is significant community interest in the 6th Line Environmental Assessment study. The residents and stakeholders who attended the Public Open House had many comments about the study scope and process, transportation review findings, and types of solutions that would be considered.

The following is a synthesis of comments and key messages heard.

- Concern for urbanization of the corridor and loss of farming
- Concern for widening of the roadway that will cause a loss of personal property
- Concern that the roadway would be constructed wider than needed
- Increased traffic that will affect residents' access to properties
- Requests for information concerning the interchange location at Hwy 400, and GO Station location on the Barrie Line
- Requests for information regarding the residential development, Sleeping Lion.
- Concern for changes in the Official Plan that affect 5th Line
- Concern for impacts to environment at Hwy 400 resulting from an interchange

Next Steps

Based on the input received during the Public Open House, the project team will refine the study findings and preliminary design concept. The preferred design for 6th Line will be presented during Public Open House #2, scheduled for the Spring/Summer 2015.



TOWN OF INNISFIL
 CLASS ENVIRONMENTAL ASSESSMENT
 6TH LINE FROM COUNTY ROAD 27 TO ST. JOHN'S ROAD
 PUBLIC OPEN HOUSE #1
 December 11, 2014

Comments / Questionnaire

Thank you for attending today's Open House for the 6th Line Class Environmental Assessment Study. The information displayed at today's Open House will be available at the Town's website: www.innisfil.ca

If you wish to be added to our mailing list or provide comments on this study please complete this form and drop it off in the Comment Box provided tonight or mail / email your comments to one of the following team members. Comments will be accepted until January 15, 2014.

Mr. Scott MacKenzie, P. Eng.
 Development Engineer, Town of Innisfil
 2101 Innisfil Beach Road
 Innisfil, ON L9S 1A1
 Phone: 705.438.3740 x3242
 Email: smackenzie@innisfil.ca

Mr. Tyrone Gan, P.Eng.
 Consultant Project Manager, HDR
 100 York Blvd., Suite 300
 Richmond Hill, ON L4B 1J8
 Phone: 289.695.4822
 Email: tyrone.gan@hdrinc.com

Contact information (Optional)

Name: [Redacted]
 Title: [Redacted]
 Company: [Redacted]
 Address: [Redacted]
 Email: _____
 Phone Number: _____

Please check the most appropriate statement:

- I have no concerns about the study at this time, but I wish to remain informed about the study's progress.
- I have no concerns about the study and I can be removed from your contact list.
- I am interested in receiving the following additional information about the study.
- I have the following comments on this study.

Please provide your comments / requests in the space provided below (additional space available on the back of this form).

1/ GREAT PRESENTATION BY CONSULTANT & STAFF
 2/ QUESTIONS & CONCERNS REGARDING PHASING, WELL DONE ON ANSWERS
 3/ THANKS FOR YOUR TIME TMR

Comments and information regarding this Municipal Class Environmental Assessment are being collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments received will become part of the public record.



Please Don't throw this out! LOL

It is important to me and

TOWN OF INNISFIL
CLASS ENVIRONMENTAL ASSESSMENT
6TH LINE FROM COUNTY ROAD 27 TO ST. JOHN'S ROAD

because you have a heart, it's important to you too.

PUBLIC OPEN HOUSE #1
December 11, 2014

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Mr. Scott MacKenzie, P. Eng.
Development Engineer, Town of Innisfil
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Mr. Tyrone Gan, P. Eng.
Consultant Project Manager, HDR
100 York Blvd., Suite 300
Richmond Hill, ON L4B 1J8
Phone: 289.895.4622
Email: tyrone.gan@hdrinc.com

I hope I can change your mind at least in terms of where we and grand the cemetery.

Contact information (Optional)

Name: _____
Title: _____
Company: _____
Address: _____
Email: _____
Phone Number: _____

Please check the most appropriate statement:

- I have no concerns about the study at this time, but I wish to remain informed about the study's progress.
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- I have the following comments on this study.

Please provide your comments / requests in the space provided below (additional space available on the back of this form):

I love living away from hectic bus traffic. I sleep perfect at my house and fall asleep to the sound of coyotes, and wake up to lovely birds chirping and the odd bunny in my yard. I enjoy the property my parents pay for. I have a dog that I run around with without a leash in the front yard. I love that I'm lucky enough to do this. I have lived on this hick town country road for 13 years and my mother has lived on it her whole life. I love this road, whether I am driving on it or walking on it. I love the trees, the lilacs that bloom every year in May and June. It's a lovely bush that we pick lilacs from for my grandmother to put on her cemetery which is on the sixth line as well. These experiences cannot compare with a big honking busy road, the trees that prosper the road will be no longer there, there will be no wildlife on the road (the animals that didn't get the message will be killed).

Please do not put in a 4 lane road, it hurts the environment, destroys memories, and comments and information regarding this Municipal Class Environmental Assessment are being collected in what is gained from it? accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments received will become part of the public record.

I see more problems than opportunities, if it dirt broke, clarify :L



TOWN OF INNISFIL
CLASS ENVIRONMENTAL ASSESSMENT
6TH LINE FROM COUNTY ROAD 27 TO ST. JOHN'S ROAD
PUBLIC OPEN HOUSE #1
December 11, 2014
Comments / Questionnaire



Thank you for attending today's Open House for the 6th Line Class Environmental Assessment Study. The information displayed at today's Open House will be available at the Town's website: www.innisfil.ca

If you wish to be added to our mailing list or provide comments on this study please complete this form and drop it off in the Comment Box provided tonight or mail / email your comments to one of the following team members. Comments will be accepted until January 15, 2014.

Mr. Scott MacKenzie, P. Eng.
 Development Engineer, Town of Innisfil
 2101 Innisfil Beach Road
 Innisfil, ON L9S 1A1
 Phone: 705.436.3740 x3242
 Email: smackenzie@innisfil.ca

Mr. Tyrone Gan, P.Eng.
 Consultant Project Manager, HDR
 100 York Blvd., Suite 300
 Richmond Hill, ON L4B 1J8
 Phone: 289.895.4622
 Email: tyrone.gan@hdrinc.com

Contact Information (Optional)

Name: _____
 Title: _____
 Company: _____
 Address: _____

 Email: _____
 Phone Number: _____

Please check the most appropriate statement:

- I have no concerns about the study at this time, but I wish to remain informed about the study's progress.
- I have no concerns about the study and I can be removed from your contact list.
- I am interested in receiving the following additional information about the study.
- I have the following comments on this study.

Please provide your comments / requests in the space provided below (additional space available on the back of this form).

IF LAND TAKEN FOR WIDENING OF ROAD - CAN IT BE
TAKEN FROM SOUTH SIDE RATHER THAN RESIDENTIAL
LAND? MORE HOUSES ON NORTH SIDE.

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TOWN OF INNISFIL
 CLASS ENVIRONMENTAL ASSESSMENT
 6TH LINE FROM COUNTY ROAD 27 TO ST. JOHN'S ROAD
 PUBLIC OPEN HOUSE #1
 December 11, 2014

Comments / Questionnaire

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 Email: tyrone.gan@hdrinc.com

Contact Information

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 Company: _____
 Address: _____

 Email: _____
 Phone Number: _____

Please check the most appropriate statement:

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- I am interested in receiving the following additional information about the study.
- I have the following comments on this study.

Please provide your comments / requests in the space provided below (additional space available on the back of this form).

THIS IS A
 JOKE!
 PLEASE DON'T RESPOND
 TO ME OR MY FAMILY

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**TOWN OF INNISFIL
CLASS ENVIRONMENTAL ASSESSMENT
6TH LINE FROM COUNTY ROAD 27 TO ST. JOHN'S ROAD
PUBLIC OPEN HOUSE #1
December 11, 2014**

Comments / Questionnaire

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Mr. Scott MacKenzie, P. Eng.
Development Engineer, Town of Innisfil
2101 Innisfil Beach Road
Innisfil, ON L9S 1A1
Phone: 705.436.3740 x3242
Email: smackenzie@innisfil.ca

Mr. Tyrone Gan, P.Eng.
Consultant Project Manager, HDR
100 York Blvd., Suite 300
Richmond Hill, ON L4B 1J8
Phone: 289.695.4622
Email: tyrone.gan@hdrinc.com

Contact Information (Optional)

Name: _____
 Title: _____
 Company: _____
 Address: _____

 Email: _____
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Please check the most appropriate statement:

- I have concerns about the study at this time, I wish to remain informed about the study's progress.
- I have no concerns about the study and I can be removed from your contact list.
- I am interested in receiving the following additional information about the study.
- I have the following comments on this study.

Please provide your comments / requests in the space provided below (additional space available on the back of this form).

I just I wish to inform you that I did not appreciate your survey, your trespassing on my land. I did not give permission, invitation, and was aware I was asked for such trespassing is against the law and further facts of this with court in charges has been.

My opinion with this study is that it would do no harm as per comparable laws are in place. I am thinking of the proposed interchange on the sixth line will have been informed of the level of transportation.

over

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plan on rebuilding the 47th line bypass
The area lends itself to an ideal level
site with no environmental restrictions. It
is an easily workable site mid way between
2 existing interchange (Hwy 89 & IBC); then by
spreading future traffic out nicely.

The proposed six lane location has
environmental restrictions not only in the terrain
and level (a is deep into a ravine on the
SE side of the HWY but there is also a creek
that would have to somehow be circumvented.
an additional cost.

It is hope these concern will be
looked at and considered.

Thank you


RECEIVED
DEC 29 2014
TOWN OF INNISFIL



TOWN OF INNISFIL
 CLASS ENVIRONMENTAL ASSESSMENT
 6TH LINE FROM COUNTY ROAD 27 TO ST. JOHN'S ROAD
 PUBLIC OPEN HOUSE #1
 December 11, 2014

Comments / Questionnaire

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 Development Engineer, Town of Innisfil
 2101 Innisfil Beach Road
 Innisfil, ON L9S 1A1
 Phone: 705.438.3740 x3242
 Email: smackenzie@innisfil.ca

Mr. Tyrone Gan, P.Eng.
 Consultant Project Manager, HDR
 100 York Blvd., Suite 300
 Richmond Hill, ON L4B 1J8
 Phone: 289.685.4622
 Email: tyrone.gan@hdrinc.com

Contact Information (Optional)

Name: _____
 Title: _____
 Company: _____
 Address: _____

 Email: _____
 Phone Number: _____

Please check the most appropriate statement:

- I have ~~no~~ ^{AND} concerns about the study at this time, ~~and~~ I wish to remain informed about the study's progress.
- I have no concerns about the study and I can be removed from your contact list.
- I am interested in receiving the following additional information about the study.
- I have the following comments on this study.

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FIRST I WISH TO INFORM YOU THAT I DO NOT APPRECIATE YOUR SURVEY CREW TRESPASSING ON MY LAND. I DID NOT GIVE YOU PERMISSION EITHER ORAL OR WRITTEN AND WAS NEVER ASKED FOR THAT. FURTHER ACTS OF TRESPASS BY YOU WILL RESULT IN CHARGES BEING LAID.
 MY CONCERN WITH THIS STUDY IS THAT IT LOOKS AS IF NO OPTIONS THERE ARE OPTIONS AVAILABLE THAT MAY BE LESS COSTLY FOR THE TOWN. I SHOULD BE CONSIDERED I AM THINKING OF THE PROPOSED INTERCHANGE AND A TRANSPORT IS REGARDING THE FOURTH LINE

Comments and information regarding this Municipal Class Environmental Assessment are being collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments received will become part of the public record. *over*

BRIDGE THAT AREA LENDS ITSELF TO
AN IDEAL SITE WITH NO ENVIRONMENTAL RESTRICTIONS
EASILY WORKABLE SITE, MID WAY
BETWEEN 2 EXISTING INTERCHANGES (HWY 89 + I.B.

THE SITH LINE LOCATION HAS A CREEK
AND A HUGE VALLEY 50' ON THE SOUTH EAST
SIDE OF THE PROPOSED LOCATION.

MY LAND BETWEEN HWY 400 & 5 SIDEWALK WOULD
LIKELY LOSE ITS ACCESS LANE WAY THAT WOULD
HAVE TO BE REPLACED ELSEWHERE. WHAT
ARE YOUR PLANS FOR THAT? I NEED TO KNOW.

Thank You
J. Hill
J. Hill



TOWN OF INNISFIL
 CLASS ENVIRONMENTAL ASSESSMENT
 6TH LINE FROM COUNTY ROAD 27 TO ST. JOHN'S ROAD
 PUBLIC OPEN HOUSE #1
 December 11, 2014

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- I have the following comments on this study.

Please provide your comments / requests in the space provided below (additional space available on the back of this form).

- 1) The consultant shall minimize property taking with Engineering solutions, specifically along the frontage of Sleeping Lion Development and the lands to south of 6th Line (i.e. Engineering solutions for proposed road section to fill slope requirements for railway overpass.)
- 2) What are the storm drainage intentions for 6th Line east of Sleeping Lion to St. Johns Road?
- 3) What are the intentions for hydro along 6th Line (ie overhead or underground)?
- 4) Consultant to work with Sleeping Lion development to coordinate vertical road profile for 6th Line & Sleeping Lion internal road design.

Comments and information regarding this Municipal Class Environmental Assessment are being collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments received will become part of the public record.

Comments concerning the studies of
future reconstruction.

As a land owner on the sixth
line at 5 s.e. and 400 I was appalled
at the lack of consideration of private
lands and that the engineering company
in charge of this project took it
upon themselves to trespass on
these lands at their discretion
without permission written or oral.

I found surveys on my property
along 400. I was more verified as
my neighbours as well. I find
this showing inaptitude by a
professional group, and also
shows a complete lack of respect by
them. They can not call on my
property now or in the future
and will be charged if inclined.

I am opposed to any interchange
at the sixth line & 400 not only
because I would lose land to the
project but also because of the
natural physical restraints imposed
by the creek in that area and
the added costs that would be
incurred to overcome them.

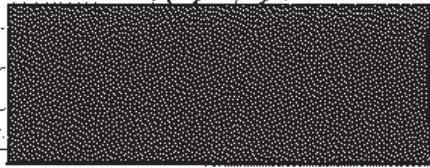
Has any thought or cost
comparisons been considered

between this location and the
474 line segments which the
Dept of Highways is planning
to rebuild in the near future.

The terrain in this location lends
itself to be an ideal construction
site being flat, partially owned
by the Township on the east side
and thus has a good reflection
site. It would be a significant
link existing interchanges (Hwy 87 &
Dougherty Road) and thus by
spread out traffic flow in the
future.

I understand we would jobs
and job sites for future development
and growth. I hope this can
and will be done in the best cost
effective benefit way that will not
serve just to days needs but
also those of the future.

Thanking you



RECEIVED

DEC 17 2014

Town of Trenton
Clerk's Services



4371 Chryseum Boulevard, Suite 000
Vaughan, Ontario L4H 3M3
Tel: (905) 833-1023
Fax: (905) 832-1926

January 15, 2015

Scott MacKenzie, P.Eng
Town of Innisfil
2101 Innisfil Beach Road
Innisfil, ON L9S 1A1

Tyrone Gan, P.Eng
HDR Corporation
100 York Blvd., Suite 300
Richmond Hill, ON L4B 1J8

Dear Mr. MacKenzie & Mr. Gan

As an ongoing stakeholder in this issue we are writing to acknowledge our attendance at the Public Open House #1 on December 17, 2014, and wish to make the following comments.

We are surprised to see that the 6th Line EA is moving forward, when Schedule C from the 2010 Official Plan has designated the 6th Line as a local road. This is concerning to Lormel considering that the 5th Line was designated in the 2010 OP as an arterial road with a "Potential Future Interchange" at the Highway 400, and a "Potential GO Transit Station" directly East of our LSAMI P1 Lands.

We would like this letter to be seen as an expression of our concern and discontent with the recent change in vision that appears to have emanated from the 2013 TMP recommendations. As a major landowner and Builder in Innisfil, Lefroy, we respectfully request that we receive any future correspondence relative to this EA.

Yours very truly,

Kim Taylor
Lormel Homes/Bellaire Properties Inc

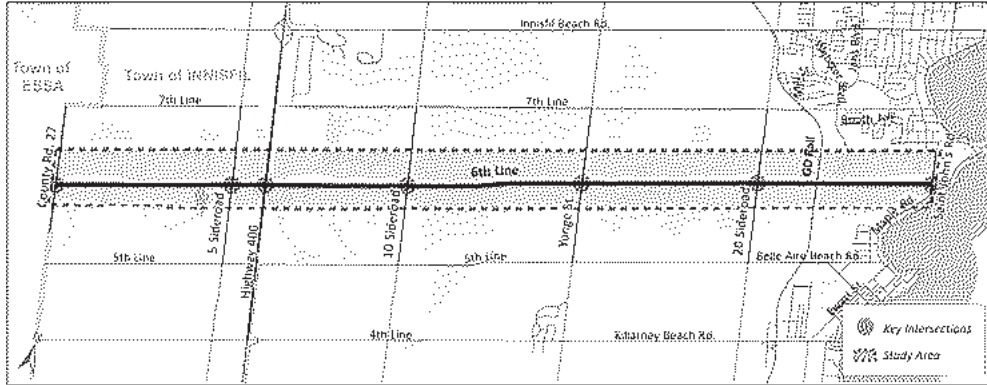
cc. Mayor Gord Wauchop & Members of Council
cc. Andy Campbell & Jason Reynar, Deputy CAO, Town of Innisfil
cc. Carolyn Ali, Manager of Development Engineering, Town of Innisfil



**TOWN OF INNISFIL
CLASS ENVIRONMENTAL ASSESSMENT
6th LINE FROM COUNTY ROAD 27 TO ST. JOHN'S ROAD**

NOTICE OF STUDY UPDATE / PUBLIC OPEN HOUSE #2

The Town of Innisfil (Town) has retained HDR Corporation (HDR) to conduct a Schedule 'C' Municipal Class Environmental Assessment Study (Class EA) for transportation improvements to the 6th Line from County Road 27 to St. John's Road. Improvements will consider opportunities to better serve motorists, pedestrians, cyclists and to help manage increasing traffic resulting from development growth in the Town. Specifically, the study will consider the need to widen the road from 2-lanes to 4-lanes and to support the Town's desire to develop a sustainable transportation system with a strong focus on active transportation and protection of future transit opportunities.



This Class EA Study is being conducted in accordance with Schedule 'C' of the Municipal Class Environmental Assessment document (October 2000, as amended in 2007 & 2011). The Class EA Study process includes public and government agency consultation, identification of study area needs, development and evaluation of alternative solutions, an assessment of the effects of the proposed improvements and identification of measures required to reduce potential impacts.

Phase 1 (Problem or Opportunity) and Phase 2 (Alternative Solutions) were completed and presented at the first Public Open House in December 2014. Phase 3 (Alternative Design Concepts for the Preferred Solution) is currently underway, and a preliminary design will be presented at the second Public Open House (date, time and location noted below).

At the end this Class EA Study, an Environmental Study Report (ESR) will be produced to document the recommended solution, the Class EA Study process, the identified effects and proposed mitigation measures. The ESR will be placed on the public record and be available for review by the public and review agencies for a period of at least 30 calendar days. A separate Notice of Completion for the ESR will be provided at the end of the Class EA Study.

Project updates and notices will continue to be posted on the Town's website www.innisfil.ca to inform the public of the Class EA Study process.

Public consultation is important and will inform each phase of the Class EA Studies. The Second Open House is scheduled for May 28, 2015, further details provided below.

Public Information Centre #2:

Date: May 28, 2015 **Location:** Town Hall Community Rooms
Time: 5 p.m. to 8 p.m. 2101 Innisfil Beach Road, Innisfil, ON L9S 1A1

Please contact either of the following project team members if you have any questions or comments, wish to obtain more information on the study, or if you would like to be added to the project mailing list to receive future study notifications:

Mr. Scott MacKenzie, P.Eng.
Development Engineer, Town of Innisfil
2101 Innisfil Beach Rd.
Innisfil, ON L9S 1A1
Phone: 705.436.3740 x3242
Email: smackenzie@innisfil.ca

Mr. Tyrone Gan, P.Eng.
Consultant Project Manager, HDR
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Phone: 289.695.4622
Email: tyrone.gan@hdrinc.com

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This notice was first issued on May 8, 2015.

Welcome to

Public Open House #2

for the

Town of Innisfil 6th Line Municipal Class Environmental Assessment Study

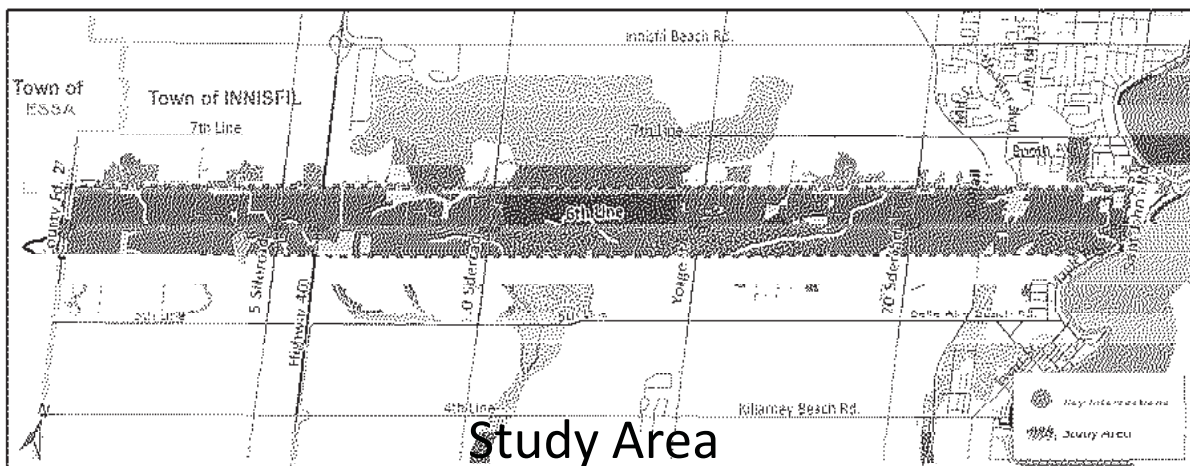
County Road 27 to St. John's Road

May 28, 2015



Study Purpose and Study Corridor

The Town of Innisfil is undertaking a Schedule C Municipal Class Environmental Assessment (Class EA) Study to assess future improvements to 6th Line between County Road 27 and St. John's Road.



The study will recommend:

- Cross-section elements (number of lanes, cyclist/pedestrian facilities)
- Roadway geometry (horizontal alignment, vertical profile, intersection configuration)
- Stormwater/drainage design approach
- Areas for right of way protection



Where are we now in the EA process?



Why is your input important?

- EA's are public processes which provide the general public an opportunity to provide feedback
- This is the second of two public open houses for this study



Phase 1 Problem & Opportunity Statement

The Needs Analysis conducted during Phase 1 of the EA has concluded that the 6th Line corridor cannot sufficiently support the Town's Transportation Vision or the projected growth. The problems (or deficiencies) identified for the 6th Line Study Area are:

- Roadway infrastructure deficiencies (narrow lanes, narrow shoulders, poor riding surface, no lane markings, etc.);
- Potential constraints that could affect opportunities to widen;
- No cyclist or pedestrian accommodations (Active Transportation facilities);



Recommended Changes Since Open House #1

Previous recommendation for the segment between **5th Sideroad and 20th Sideroad** included a 4-lane cross-section with paved shoulders and an interchange at Highway 400, as recommended by the 2013 Transportation Master Plan



Reference: This image was created using Streetmix and is subject to the Creative Commons BY-SA 3.0 license (<http://creativecommons.org/licenses/by-sa/3.0/>)

PREVIOUSLY RECOMMENDED TYPICAL CROSS-SECTION

Based on the input we received at Open House #1 in December 2014, the study team revisited this segment and additional traffic analysis revealed that a 4-lane cross-section is not required until:

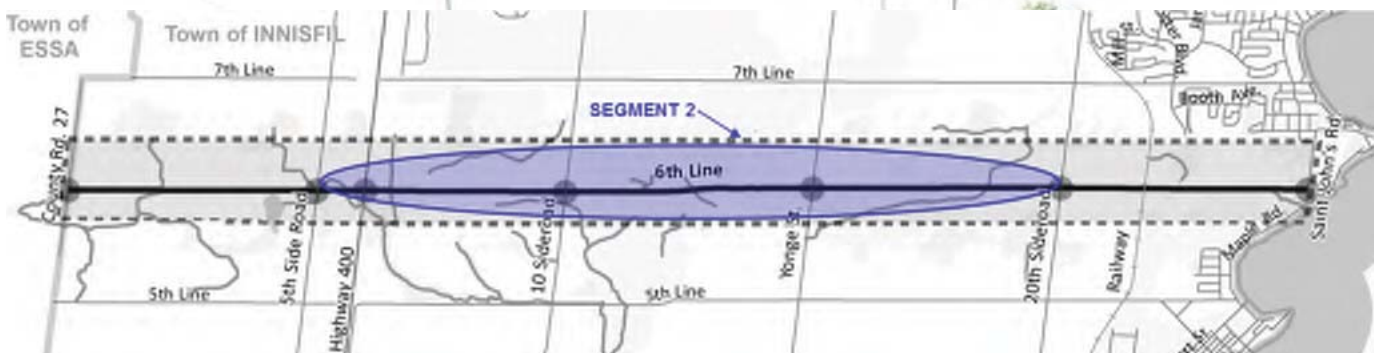
- Growth in the Town of Innisfil and Alcona area are achieved, plus the additional pressures resulting from increased traffic growth to the north,
- Significant traffic growth is achieved resulting from new development along 6th Line, AND
- An interchange at Highway 400 is built

Therefore, moving forward this EA will recommend a 2-lane Rural Arterial roadway with paved shoulders to accommodate cyclists and roadside ditches, with 30 metre right-of-way and protection for widening to 4 lanes.



Reference: This image was created using Streetmix and is subject to the Creative Commons BY-SA 3.0 license (<http://creativecommons.org/licenses/by-sa/3.0/>)

UPDATED TYPICAL CROSS-SECTION RECOMMENDATION



Summary of Phases 1 and 2 Recommendations

County Road 27 to 5th Sideroad

- 2-lane Rural Arterial roadway with paved shoulders to accommodate cyclists and roadside ditches.

5th Sideroad to 20th Sideroad (*updated recommendation*)

- 2-lane Rural Arterial roadway with paved shoulders to accommodate cyclists and roadside ditches (with 30 metre right-of-way protection);
- General land protection for potential future widening to 4-lanes.

20th Sideroad to East of Future Alcona Road South

- 5-lane Major Collector roadway with multi-use path on the north side and sidewalk on the south side.

East of Future Alcona Road South to Barrie GO Train Line Crossing

- 4-lane Major Collector roadway with multi-use path on the north side and sidewalk on the south side.

Barrie GO Train Line Crossing

- 4-lane bridge with multi-use path on the north side and sidewalk on the south side.

Barrie GO Train Line Crossing to East of Future Street A (Sleeping Lion Development)

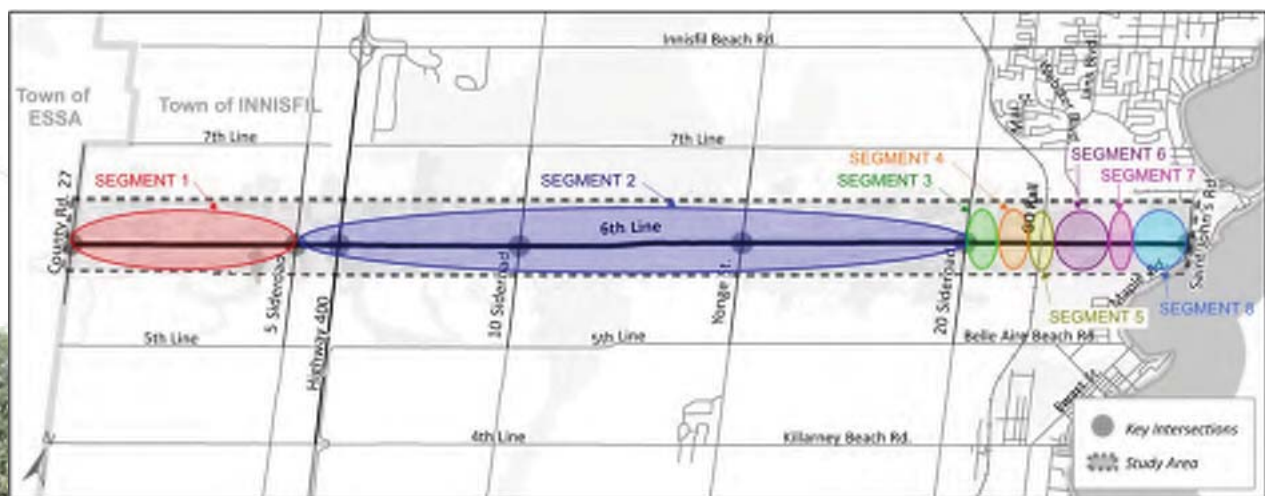
- 5-lane Major Collector roadway with multi-use path on the north side and partial sidewalk on south side (ending at Street A).

East of Future Street A to East of Future Street C (Sleeping Lion Development)

- 3-lane (transition from 5-lane to 2-lane) Major Collector roadway with multi-use path on the north side.

East of Future Street C (Sleeping Lion Development) to St. John's Road

- 2-lane Major Collector roadway with multi-use path on the north side.



Evaluation Criteria

The following criteria were used to evaluate alternative cross-sections, horizontal alignment, and vertical profile options.

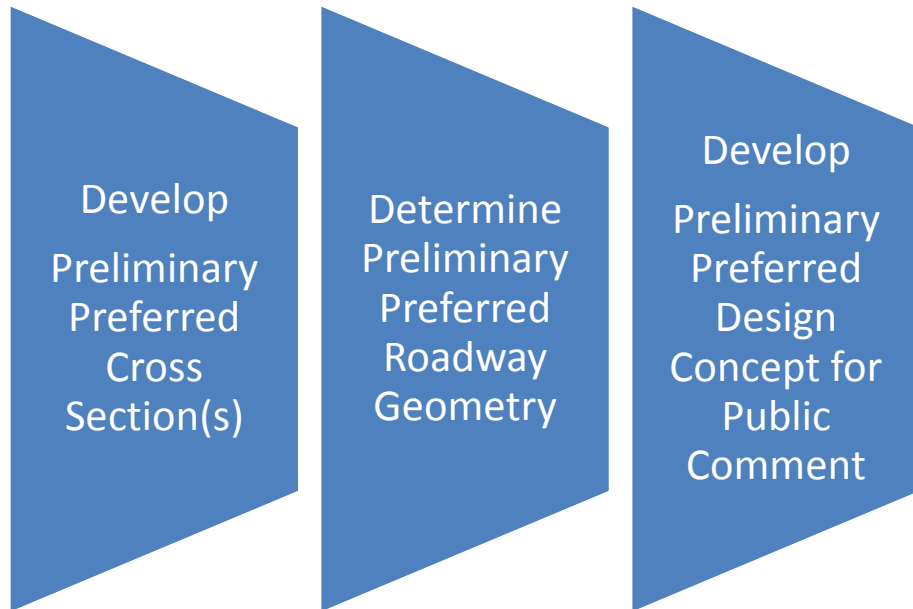
A Reasoned Argument method of evaluation was used to understand the advantages/disadvantages in order to identify the preliminary preferred alternative(s).

Please refer to the evaluation and design stations around the room to review the material for the segment(s) you are interested in.

Criteria	Considerations
Transportation Service	<ul style="list-style-type: none"> ○ Ability to accommodate projected traffic volumes to the 2031 horizon year ○ Ability to accommodate active transportation goals ○ Ability to meet or exceed minimum geometric standards ○ Ability to address safety concerns ○ Ability to address pavement deficiencies
Natural Environment	<ul style="list-style-type: none"> ○ Impact to environmentally significant areas. <ul style="list-style-type: none"> • Vegetation / natural heritage • Wildlife • Wetlands • Fisheries and aquatic habitat • Stormwater quality or quantity
Social and Cultural Environment	<ul style="list-style-type: none"> ○ Ability to accommodate planned development and growth ○ Accommodation of or impacts to the proposed Sleeping Lion development ○ Impacts to agricultural / farming operations, business areas / access, and residential areas / access ○ Air, noise, and vibration impacts ○ Impacts to archaeological/cultural heritage features
Infrastructure Design	<ul style="list-style-type: none"> ○ Existing utilities impacts ○ Driver expectation / speed limits / road character ○ Construction disruption



Phase 3 Preliminary Preferred Design Concept



Open House #1 presented cross-sections for the entire corridor and preliminary designs for the segment between 20th Sideroad and St. John's Road.

Open House #2 presents the preliminary design concepts for the entire corridor, including changes based on your input and discussions with stakeholders.

We invite you to view the preliminary preferred design concept for the entire 6th Line corridor, from County Road 27 to St. John's Road, and provide comments.

Your comments on this Preliminary Design Concept are valuable and will be considered.

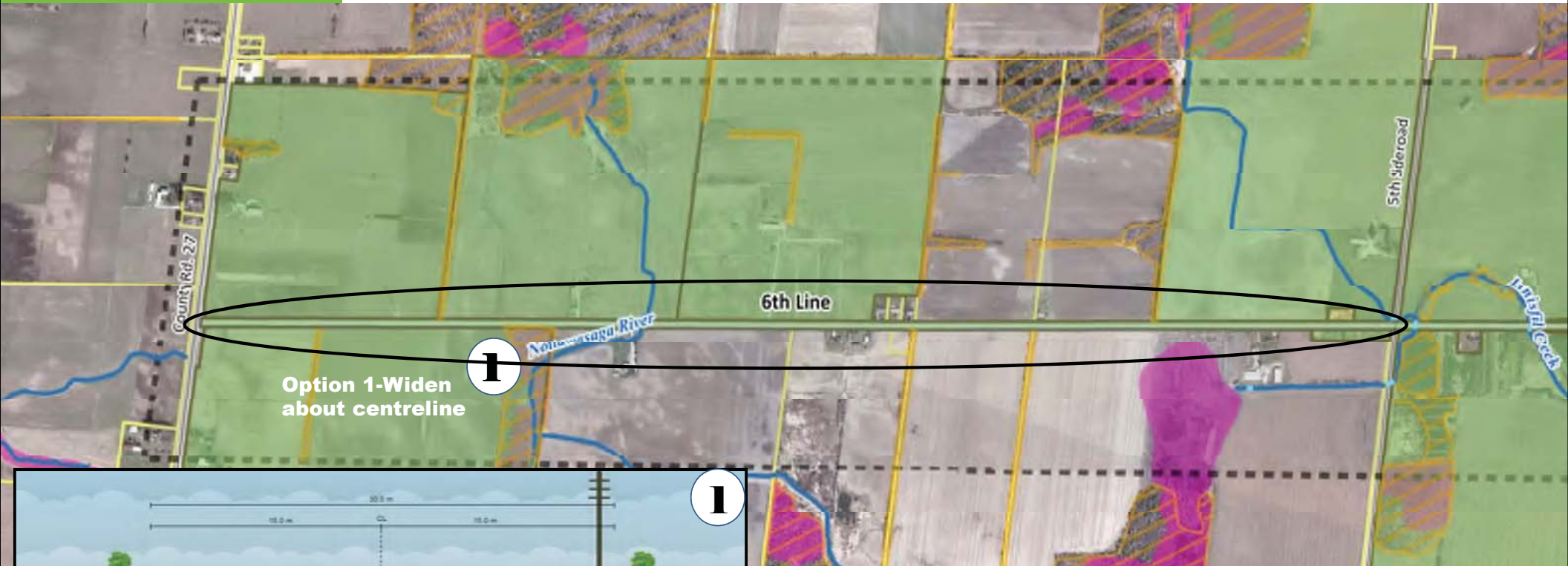


Next Steps



5/28/2018





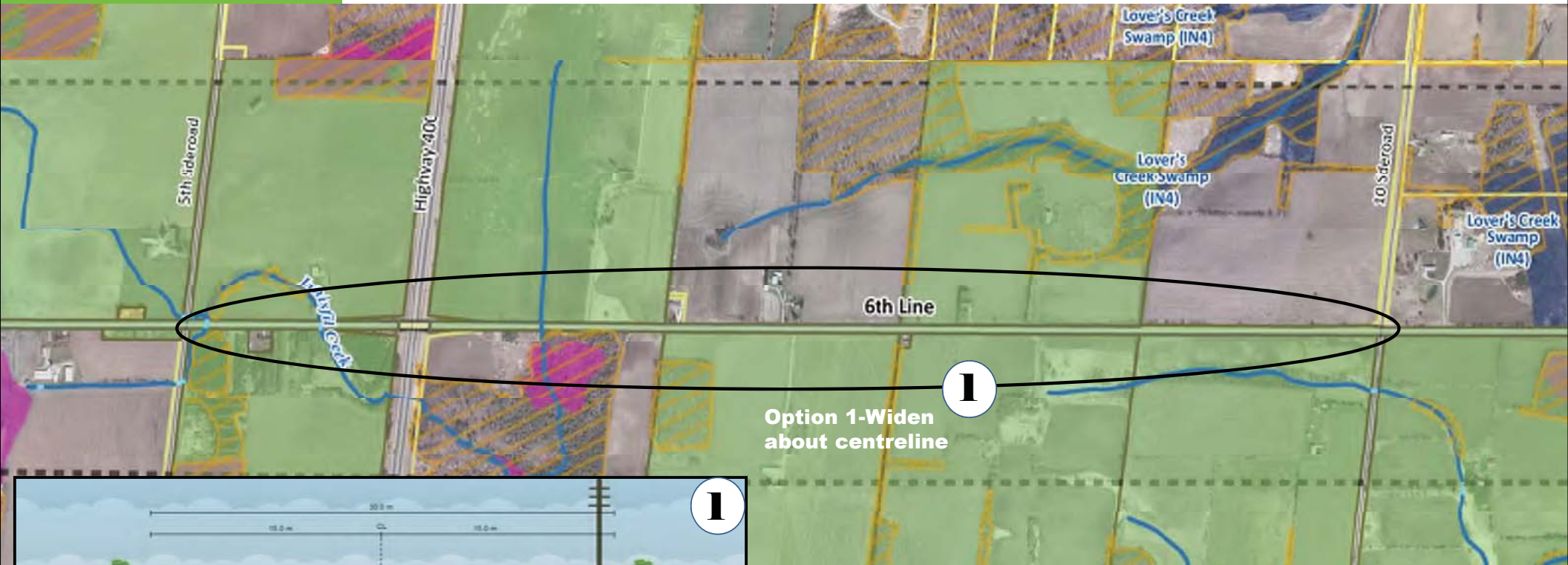
**Option 1-Widen
about centreline**

1

1



Preferred cross-section



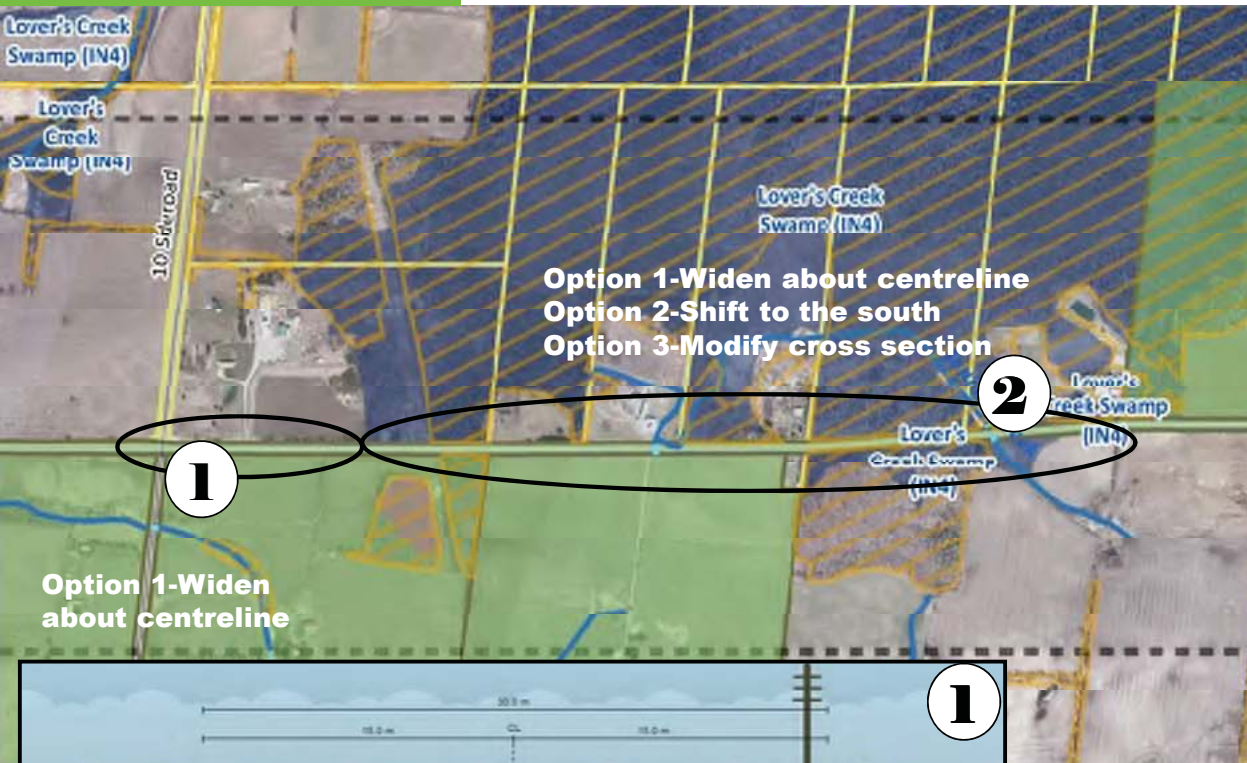
Option 1-Widen about centreline

1

1



Preferred cross-section



Modified cross-section

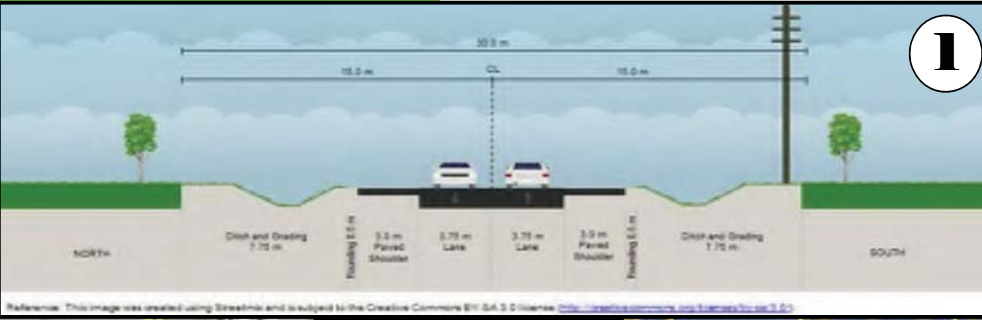
Option 1-Widen about centreline



Preferred cross-section

Evaluation Criteria	Option 1	Option 2	Option 3	Notes
Transportation Service	✓	✓	✓	<ul style="list-style-type: none"> All options accommodate future traffic volumes and active transportation All options meet or exceed minimum Town of Innisfil geometric design standards
Natural Environment	✗	✓	✓	<ul style="list-style-type: none"> Option 1 results in significant impacts to wooded areas, vegetation, and wetland on north and south sides Options 2 and 3 minimize impacts to natural environment
Social and Cultural Environment	✓	✗	✓	<ul style="list-style-type: none"> All options accommodate future development and growth Option 2 results in the greatest potential impact to cultural heritage features on the south side
Infrastructure Design	✓	✗	✓	<ul style="list-style-type: none"> Option 2 does not accommodate both the interim and ultimate alignment for future servicing (water & sewer) Option 3 requires connections to areas with roadside ditches for stormwater management
Overall Recommendation	✗	✗	✓	<p>Option 3 is preferred because:</p> <ul style="list-style-type: none"> Minimizes impacts to natural, social and cultural environment Accommodates ultimate alignment for future servicing

1



Preferred cross-section

2

Evaluation Criteria	Option 1	Option 2	Option 3	Notes
Transportation Service	✓	✓	✓	<ul style="list-style-type: none"> All options accommodate future traffic volumes and active transportation All options meet or exceed minimum Town of Innisfil geometric design standards
Natural Environment	✗	✓	✓	<ul style="list-style-type: none"> Option 1 results in significant impacts to wooded area and vegetation on the north & south sides Options 2 and 3 minimize impacts to natural environment
Social and Cultural Environment	✗	✗	✓	<ul style="list-style-type: none"> All options accommodate future development and growth Option 1 results in impacts to cemetery on the south side Option 2 avoids impacts to cemetery but results in impacts to residential property on the north side Option 2 continues to accommodate snowmobile travel on shoulder past cemetery Option 3 minimizes impacts to cemetery and residential property and allows for a lesser northerly shift to accommodate a left turn lane
Infrastructure Design	✓	✗	✓	<ul style="list-style-type: none"> Option 2 does not accommodate both the interim and ultimate alignment for future servicing (water & sewer) Option 3 requires connections to areas with roadside ditches for stormwater management
Overall Recommendation	✗	✓	✓	<p>A combination of Option 2 and Option 3 is preferred because:</p> <ul style="list-style-type: none"> Minimizes impacts to wooded area on the south side Minimizes impacts to cemetery on the south side and residential property on the north side

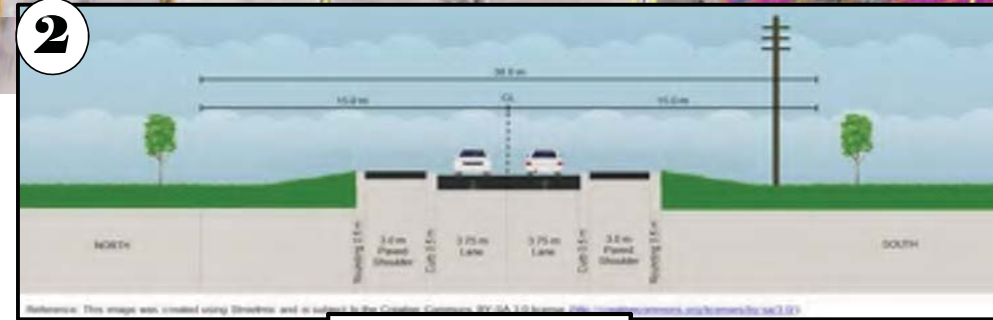
Option 1-Widen about centreline

Option 1-Widen about centreline
Option 2-Shift to the north
Option 3-modify cross section

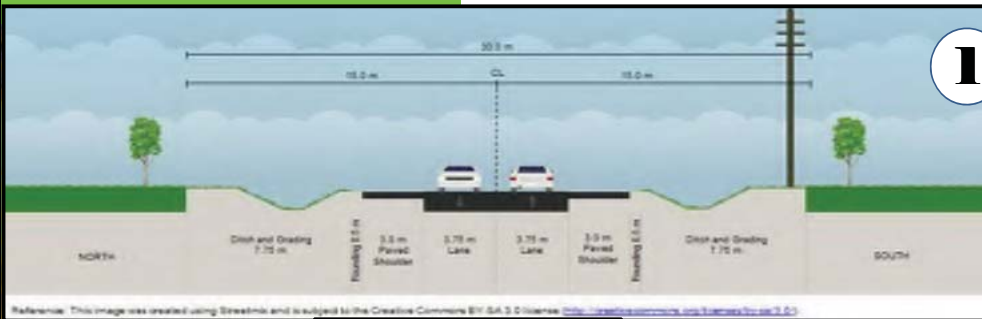
1

2

2



Modified cross-section



Preferred cross-section

1

Option 1-Widen about centreline

6th Line

2

Option 1-Widen about centreline
Option 2-Shift to the north
Option 3-Modify cross section

2

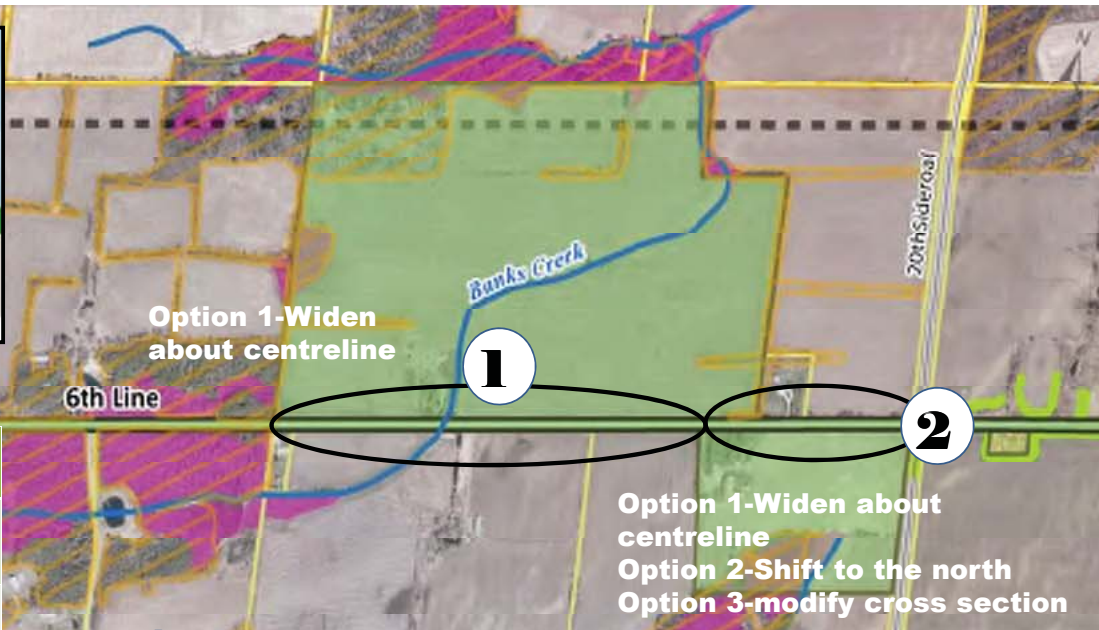


Modified cross-section

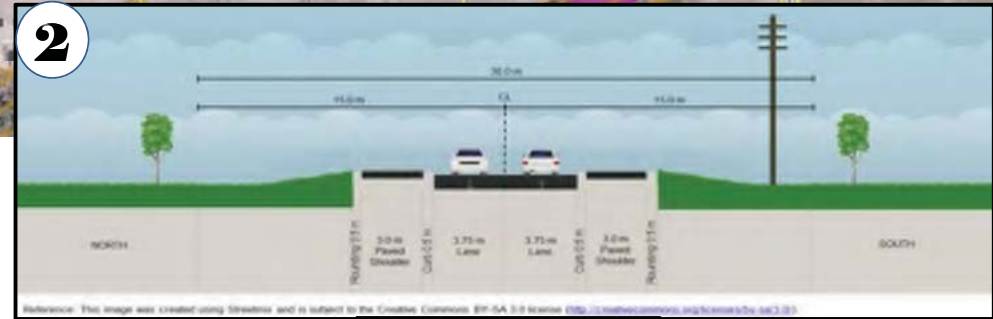
Evaluation Criteria	Option 1	Option 2	Option 3	Notes
Transportation Service	✓	✓	✓	<ul style="list-style-type: none"> All options accommodate future traffic volumes and active transportation All options meet or exceed minimum Town of Innisfil geometric design standards
Natural Environment	✗	✓	✓	<ul style="list-style-type: none"> Option 1 results in significant impacts to wooded areas, vegetation, and wetland on north and south sides Option 2 concentrate impacts to the smaller fragmented side of wooded area Option 3 minimizes impacts to natural environment on the north and south sides
Social and Cultural Environment	✗	✗	✓	<ul style="list-style-type: none"> All options accommodate future development and growth Options 1 and 2 result in potential impacts to residential properties on the north and south sides Option 3 can be extended from wooded area to minimize impacts to residential properties
Infrastructure Design	✓	✗	✓	<ul style="list-style-type: none"> Option 2 does not accommodate both the interim and ultimate alignment for future servicing (water & sewer) Option 2 would introduce horizontal curves into an otherwise tangent roadway Option 3 requires connections to areas with roadside ditches for stormwater management
Overall Recommendation	✗	✗	✓	<p>Option 3 is preferred because:</p> <ul style="list-style-type: none"> Minimizes impacts to natural, social and cultural environment Accommodates ultimate alignment for future servicing (water & sewer) Maintains a tangent roadway



Preferred cross-section



Evaluation Criteria	Option 1	Option 2	Option 3	Notes
Transportation Service	✓	✓	✓	<ul style="list-style-type: none"> All options accommodate future traffic volumes and active transportation All options meet or exceed minimum Town of Innisfil geometric design standards
Natural Environment	✗	✓	✓	<ul style="list-style-type: none"> Option 1 results in impacts to vegetation on the north and south sides Option 2 minimizes impacts to vegetation on the south side Option 3 minimizes impacts to vegetation on the north and south sides
Social and Cultural Environment	✗	✓	✗	<ul style="list-style-type: none"> All options accommodate future development and growth Options 1 and 3 result in potential impacts to residential property and Built Heritage Resource east of 20th Sideroad, on the south side Option 2 minimizes impacts to residential property and Built Heritage Resource on south side of roadway
Infrastructure Design	✓	✓	✓	<ul style="list-style-type: none"> Option 2 does not accommodate both interim and ultimate alignments for future servicing (water & sewer) Option 3 requires connections to areas with roadside ditches for stormwater management
Overall Recommendation	✗	✓	✓	<p><u>A combination of Options 2 and Option 3 is preferred because:</u></p> <ul style="list-style-type: none"> Minimizes impacts to natural environment Minimizes impacts to residential property and Built Heritage Resource east of 20th Sideroad, on the south side Minimizes impacts to the residential properties west of 20th sideroad



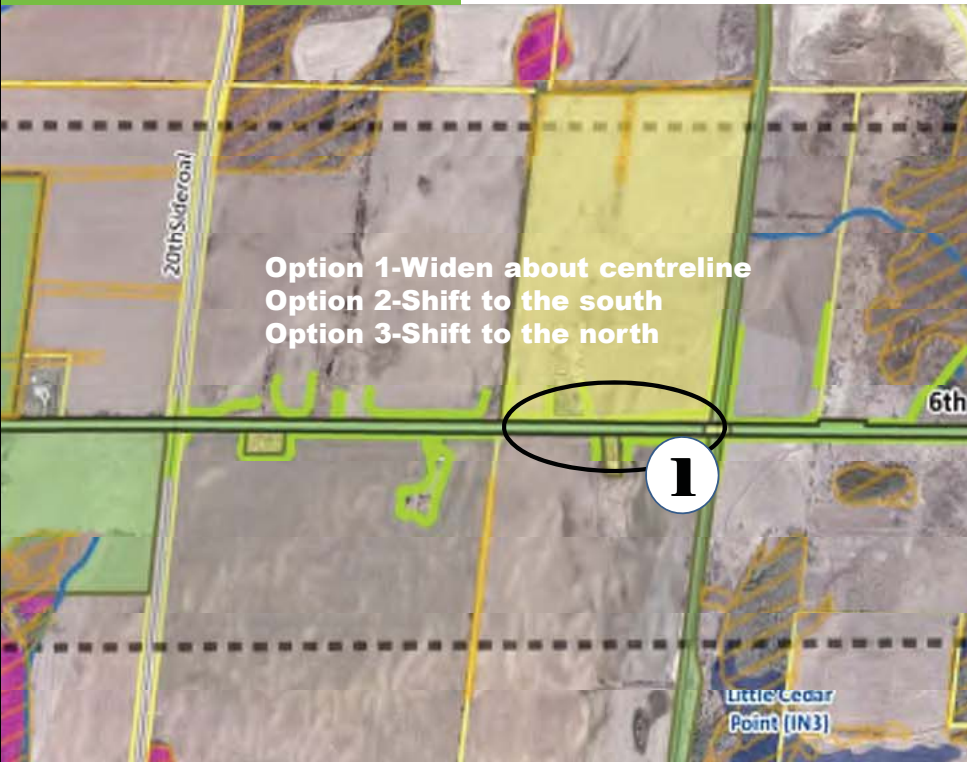
Modified cross-section



Preferred cross-section

Option 1-Widen about centreline
Option 2-Shift to the north

Evaluation Criteria	Option 1	Option 2	Notes
Transportation Service	✓	✓	<ul style="list-style-type: none"> All options accommodate future traffic volumes and active transportation All options meet or exceed minimum Town of Innisfil geometric design standards
Natural Environment	✗	✓	<ul style="list-style-type: none"> Option 1 results in impacts to vegetation on the north and south sides Option 2 minimizes impacts to vegetation on the south side
Social and Cultural Environment	✗	✓	<ul style="list-style-type: none"> All options accommodate future development and growth Options 1 results in potential impacts to residential property and Built Heritage Resource east of 20th Sideroad, on the south side Option 2 minimizes impacts to residential property and Built Heritage Resource
Infrastructure Design	✓	✓	<ul style="list-style-type: none"> Option 2 does not accommodate both interim and ultimate alignments for future servicing (water & sewer)
Overall Recommendation	✗	✓	<p>Option 2 is preferred because:</p> <ul style="list-style-type: none"> Minimizes impacts to natural environment Minimizes impacts to residential property and Built Heritage Resource on the south side



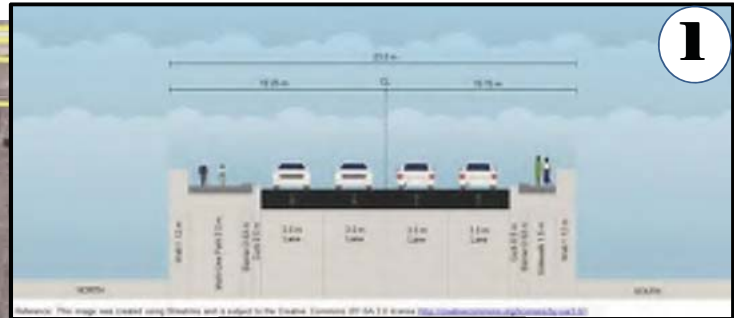
Preferred cross-section

Evaluation Criteria	Option 1	Option 2	Option 3	Notes
Transportation Service	✓	✓	✓	<ul style="list-style-type: none"> All options accommodate future traffic volumes and active transportation All options meet or exceed minimum Town of Innisfil geometric design standards
Natural Environment	✓	✓	✓	<ul style="list-style-type: none"> All options result in impacts to the natural environment, predominantly along already disturbed edges
Social and Cultural Environment	✗	✓	✗	<ul style="list-style-type: none"> All options accommodate future development and growth Options 1 and 3 results in potential impacts to residential property (Built Heritage Resource) on the north side Option 2 minimizes impacts to Built Heritage Resource site on the north side. Although it shifts the road closer to the Built Heritage Resource site on the south side, this site is set back further from the road.
Infrastructure Design	✓	✗	✗	<ul style="list-style-type: none"> Options 2 and 3 does not accommodate both interim and ultimate alignments for future servicing (water & sewer).
Overall Recommendation	✗	✓	✗	<p>Option 2 is preferred because:</p> <ul style="list-style-type: none"> Minimizes impacts to residential property and Built Heritage Resource on the north side



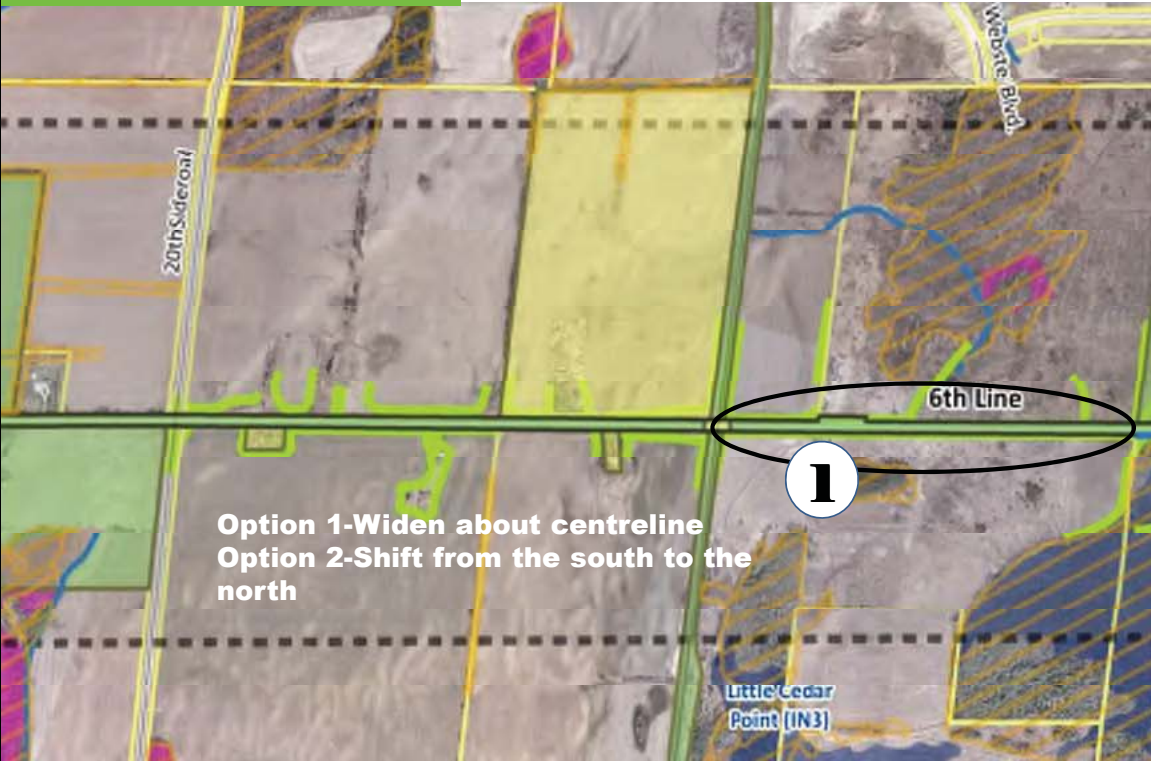
Option 1-Widen about centreline
 Option 2-Shift to the south
 Option 3-Shift to the north

1



Preferred cross-section

Evaluation Criteria	Option 1	Option 2	Option 3	Notes
Transportation Service	✓	✓	✓	<ul style="list-style-type: none"> Both options accommodate future traffic volumes and active transportation Both options meet or exceed minimum Town of Innisfil geometric design standards
Natural Environment	✓	✓	✓	<ul style="list-style-type: none"> Both options result in impacts to the natural environment, predominantly along already disturbed edges
Social and Cultural Environment	✗	✓	✗	<ul style="list-style-type: none"> All options accommodate future development and growth Option 1 results in potential impacts to residential property (Built Heritage Resource) on the north side, west of Barrie GO Train Line crossing Option 2 minimizes impacts to Built Heritage Resource site on the north side. Although it shifts the road closer to the Built Heritage Resource site on the south side, this site is set back further from the road.
Infrastructure Design	✗	✓	✗	<ul style="list-style-type: none"> Option 2 does not accommodate both interim and ultimate alignments for future servicing (water & sewer) Option 2 can accommodate new structure construction while keeping existing structure in service
Overall Recommendation	✗	✓	✗	<p>Option 2 is preferred because:</p> <ul style="list-style-type: none"> Minimizes impacts to residential property and Built Heritage Resource on the north side, west of Barrie GO Train Line crossing Option 2 can accommodate construction staging

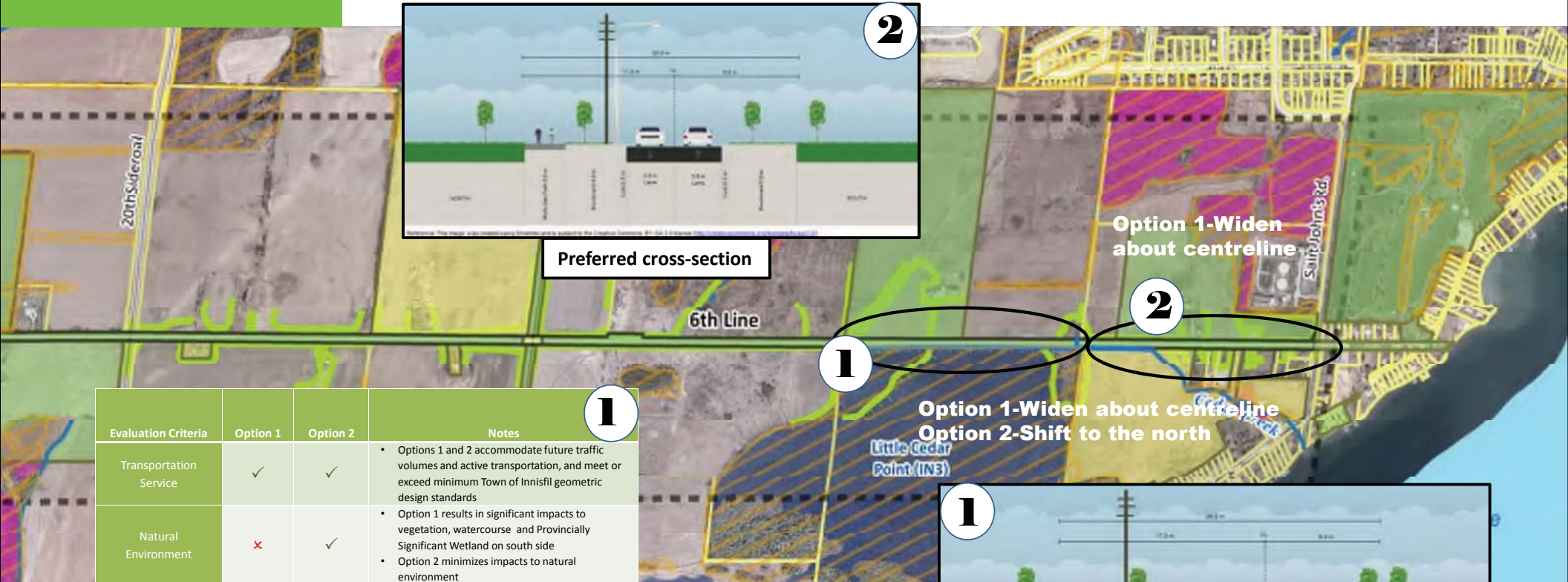


Option 1-Widen about centreline
Option 2-Shift from the south to the north



Preferred cross-section

Evaluation Criteria	Option 1	Option 2	Notes
Transportation Service	✗	✓	<ul style="list-style-type: none"> All options accommodate future traffic volumes and active transportation Option 1 results in a challenge to transition from widening to the south at the Barrie GO Train Line and widen to the north at the wetland, while meeting or exceeding minimum Town of Innisfil geometric design standards
Natural Environment	✗	✓	<ul style="list-style-type: none"> Option 1 does not accommodate the alignment shift to the west, and the alignment shift to the east to avoid other impacts Option 2 provides adequate alignment to minimize impacts to the wetland to the east
Social and Cultural Environment	✓	✓	<ul style="list-style-type: none"> All options accommodate future development and growth All options result in similar impacts
Infrastructure Design	✓	✓	<ul style="list-style-type: none"> New servicing (water & sewer) is planned for same time as roadway works. No interim vs ultimate conflicts. Option 2 introduces new horizontal curves, but will be consistent with the new roadway character and meet standards
Overall Recommendation	✗	✓	<p>Option 2 is preferred because:</p> <ul style="list-style-type: none"> Provides an adequate alignment for transition between the shift to the south to minimize impacts to the Built Heritage Resource west of the Barrie GO Train Line crossing, and the shift to the north to minimize impacts to the wetland to the east



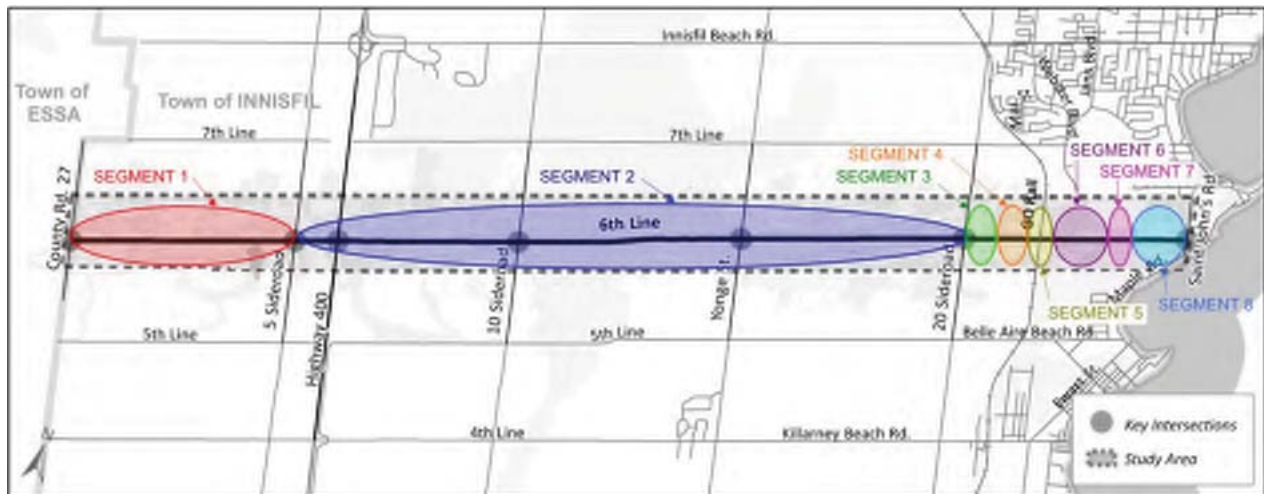
Preferred cross-section



Preferred cross-section

Evaluation Criteria	Option 1	Option 2	Notes
Transportation Service	✓	✓	Options 1 and 2 accommodate future traffic volumes and active transportation, and meet or exceed minimum Town of Innisfil geometric design standards
Natural Environment	✗	✓	Option 1 results in significant impacts to vegetation, watercourse and Provincially Significant Wetland on south side Option 2 minimizes impacts to natural environment
Social and Cultural Environment	✓	✓	All options accommodate future development and growth All options result in similar impacts
Infrastructure Design	✓	✓	New servicing (water & sewer) is planned for same time as roadway works. No interim vs ultimate conflicts.
Overall Recommendation	✗	✓	Option 2 is preferred because: Minimizes impacts to vegetation, watercourse and Provincially Significant Wetland on the south side

Stormwater Management Concepts



An evaluation of various Stormwater Best Management Practices (BMP) was carried out to determine the most appropriate strategy for the management of stormwater for each of the following road segments:

Segment 1: County Road 27 to 5th Sideroad

Segment 2: 5th Sideroad to 20th Sideroad

Segment 3: 20th Sideroad to East of Future Alcona Road South

Segment 4: East of Future Alcona Road South to Barrie GO Train Line Crossing

Segment 5: Barrie GO Train Line Crossing

Segment 6: Barrie GO Train Line Crossing to East of Future Street A (Sleeping Lion Development)

Segment 7: East of Future Street A to East of Future Street C (Sleeping Lion Development)

Segment 8: East of Future Street C (Sleeping Lion Development) to St. John's Road



Assessment of Stormwater Best Management Practice Options

BMP Category	Best Management Practice Options	Drainage Segment- BMP Applicability							
		Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8
Proposed Road Type		Rural	Rural	Urban	Urban	Urban	Urban	Urban	Urban
C	Road Side Ditches/ Grassed Swales	✓	✓	✗	✗	✗	✗	✗	✗
C	Curb & Gutter/ Catch Basins with storm sewer system	✗	✗	✓	✓	✓	✓	✓	✓
S	Oil Grit Separator	✗	✗	✓	✓	✓	✓	✓	✓
C/EOP	Underground Seepage Beds	✗	✗	✓	✓	✗	✓	✓	✓
C	Soil Trench System – Underground Modular Cells	✗	✗	✓	✓	✗	✓	✓	✓
EOP	SWM Ponds (Wet Ponds)	✗	✗	✗	✗	✗	✓	✓	✗

Note: The preliminary preferred option is to be confirmed with LSRCA and NVCA as part of this Study.

BMP Category	
S:	Source
C:	Conveyance
EOP:	End of Pipe

BMP Applicability to the Road Segment	
✓	Applicable
✗	Not Applicable



Best Management Practice Options

Roadside Ditches/Swales



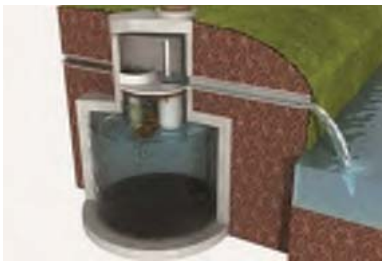
PROS	CONS
Treats stormwater close to source	Requires wider right of way
Allows for incremental swales/storage areas	Requires routine maintenance
Promotes infiltration on site	
Capacity to remove pollutants	
Preferred in rural areas	

Curb & Gutter/Catch Basins



PROS	CONS
Captures water on roadway	Requires an outfall/storage/treatment area
Does not require large footprint	Requires an underground pipe network, or outfall pipe
	Requires regular maintenance
	Higher capital cost
Preferred in urban areas & constrained rural areas	

Oil Grit Separator



PROS	CONS
Captures water on roadway via storm sewer system	Requires routine maintenance
Minimizes oils & sediment from entering sensitive environmental areas	Not preferred by conservation authorities as stand-alone practice areas
Pollutants removal capability	Higher capital cost
Does not require large footprint	
Preferred in urban areas & constrained rural areas	



Best Management Practice Options

Underground Seepage Beds



PROS	CONS
Not visible to the public	Requires periodic maintenance
Area above can be used for other purposes	Not suitable for high groundwater areas
Promotes infiltration on site	More difficult to remove sediment build up
	Requires larger footprint area
	Higher capital cost
Preferred in urban areas	

Soil Trench System – Underground Modular Cell Matrix



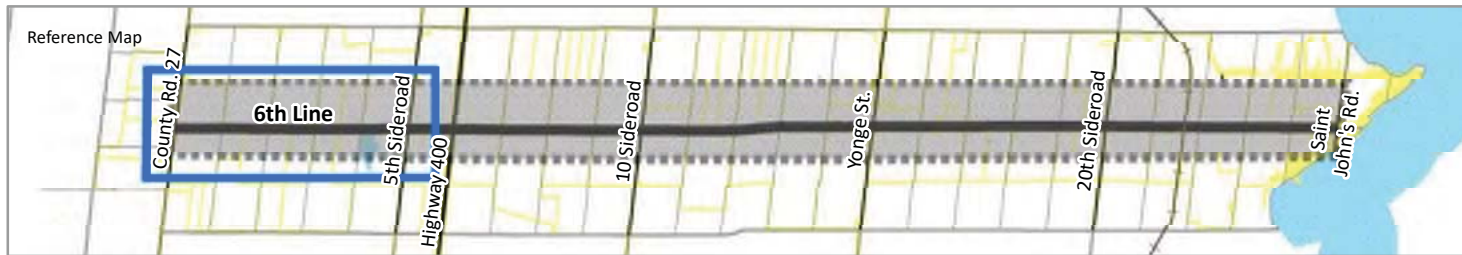
PROS	CONS
Not visible to the public	Requires periodic maintenance
Area above can be used for landscaping/ trees	Not suitable for high groundwater areas
Reduces volume and rate of stormwater runoff	More difficult to remove sediment build up
Pollutants removal capability	Highest capital cost
Preferred in urban areas	

Stormwater Ponds



PROS	CONS
Easy to construct & maintain	Requires larger footprint and additional property taking
Pollutants removal capability	Not effective for small drainage catchment
Provides stormwater storage by controlling peak flow	
Preferred in urban areas	





Legend

Natural Heritage

- Provincially Significant Wetland (County of Simcoe)
- Unevaluated Wetland (County of Simcoe)
- Wooded Area
- Seasonal Watercourse
- Permanent Watercourse
- Vegetation Community Boundary

- Study Area
- Railway
- Cemetery
- ROW / Ownership Parcel

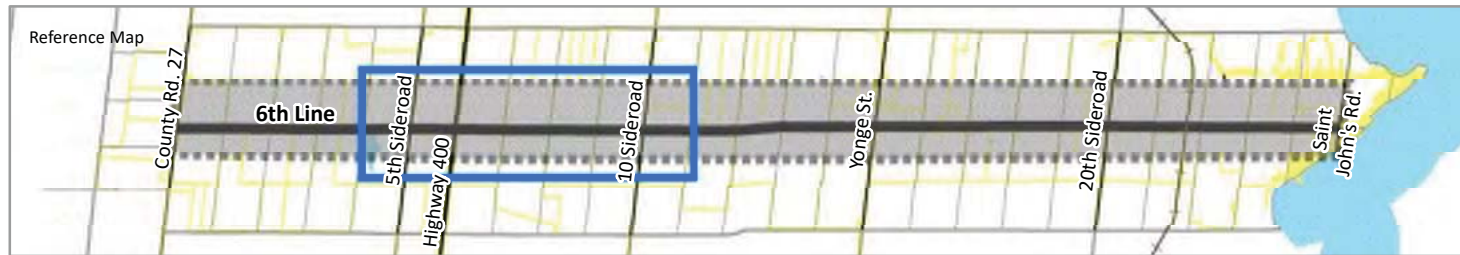
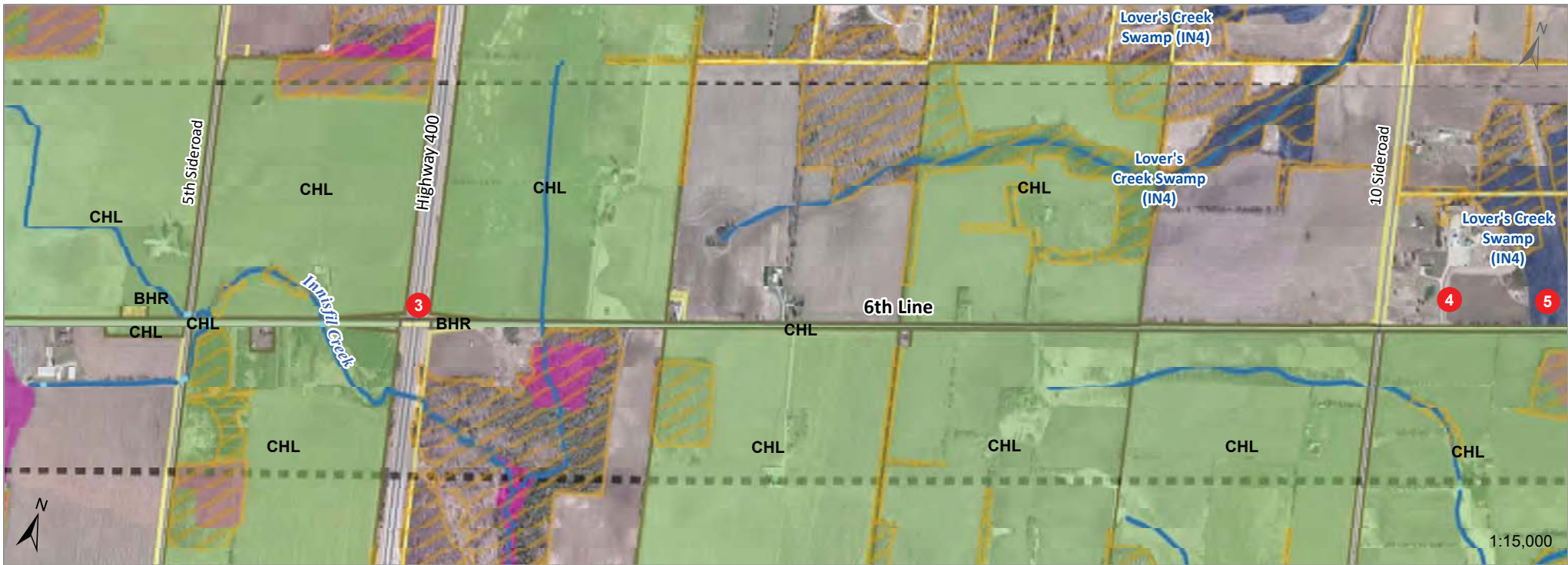
Built / Cultural Heritage

- Built Heritage Resource (BHR)
- Cultural Heritage Landscape (CHL)

Features

- 1 Radio Tower
- 2 TransCanada Pipeline Crossing





Legend

Natural Heritage

- Provincially Significant Wetland (County of Simcoe)
- Unevaluated Wetland (County of Simcoe)
- Wooded Area
- Seasonal Watercourse
- Permanent Watercourse
- Vegetation Community Boundary

- Study Area
- Railway
- Cemetery
- ROW / Ownership Parcel

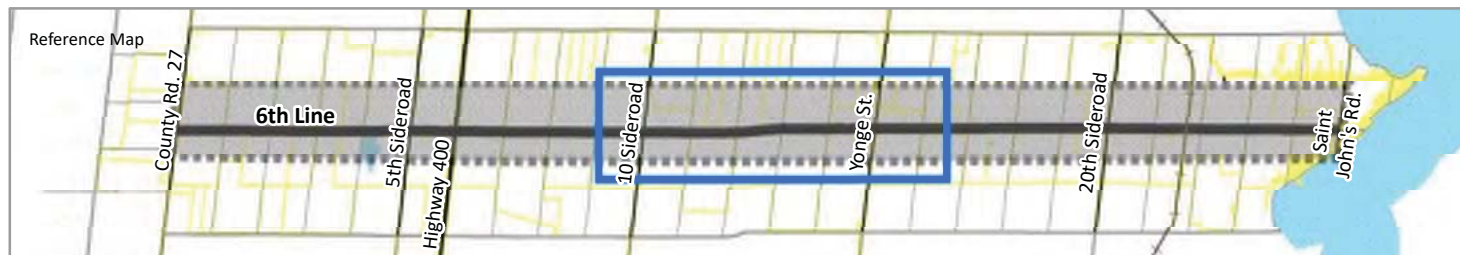
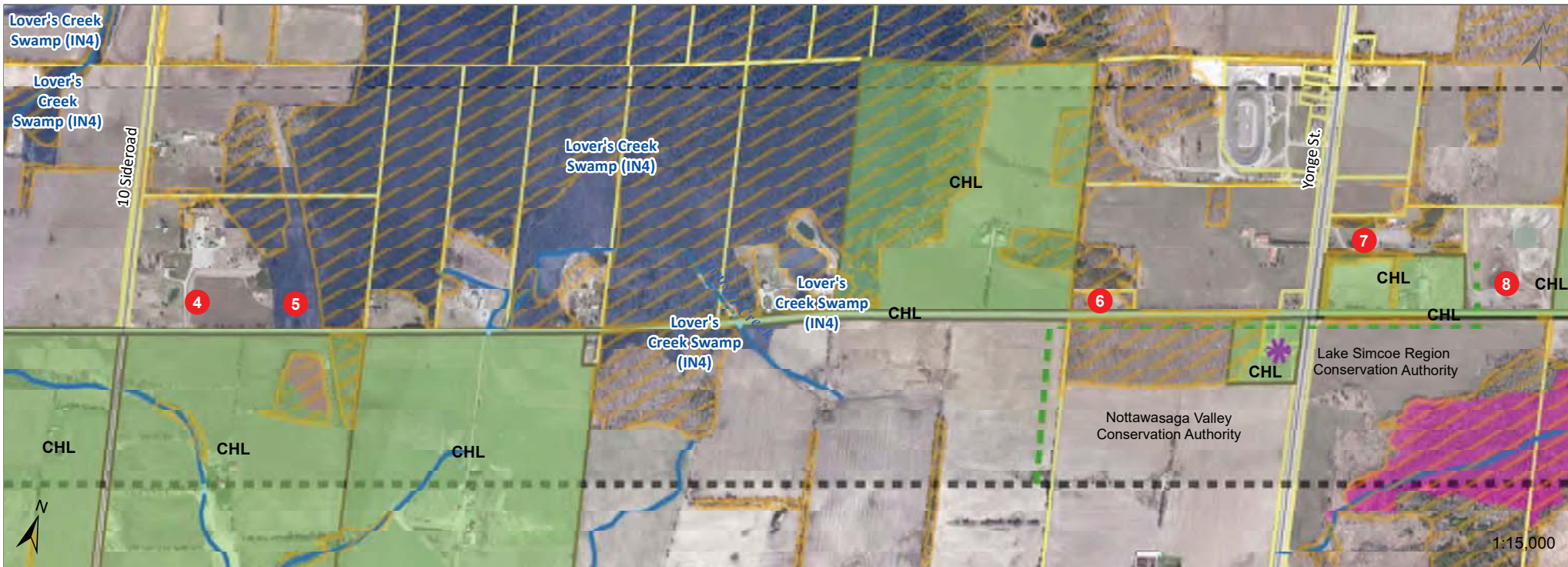
Built / Cultural Heritage

- Built Heritage Resource (BHR)
- Cultural Heritage Landscape (CHL)

Features

- Highway 400 Underpass Structure (BHR)
- K Winter Sanitation Inc.
- Hydro Corridor





Legend

Natural Heritage

- Provincially Significant Wetland (County of Simcoe)
- Unevaluated Wetland (County of Simcoe)
- Wooded Area
- Seasonal Watercourse
- Permanent Watercourse
- Vegetation Community Boundary

- Study Area
- Railway
- Bonsecour Snowmobile Club Trail
- Cemetery
- ROW / Ownership Parcel

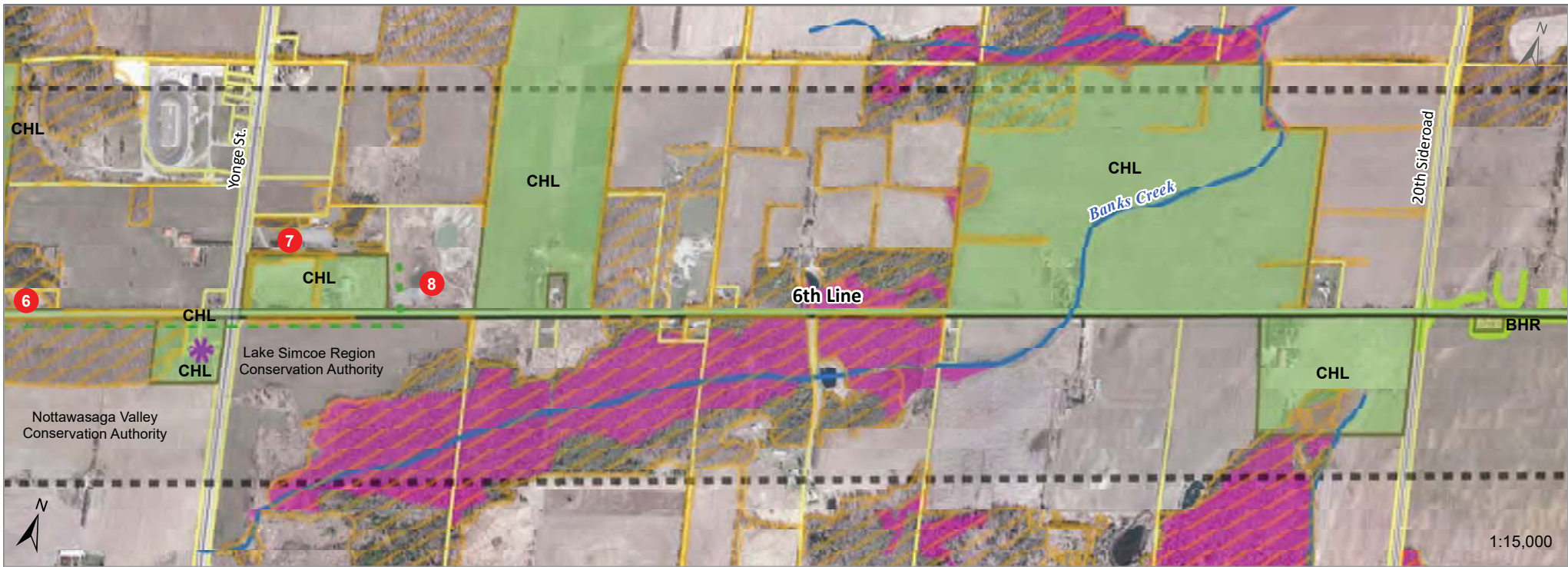
Built / Cultural Heritage

- Built Heritage Resource (BHR)
- Cultural Heritage Landscape (CHL)

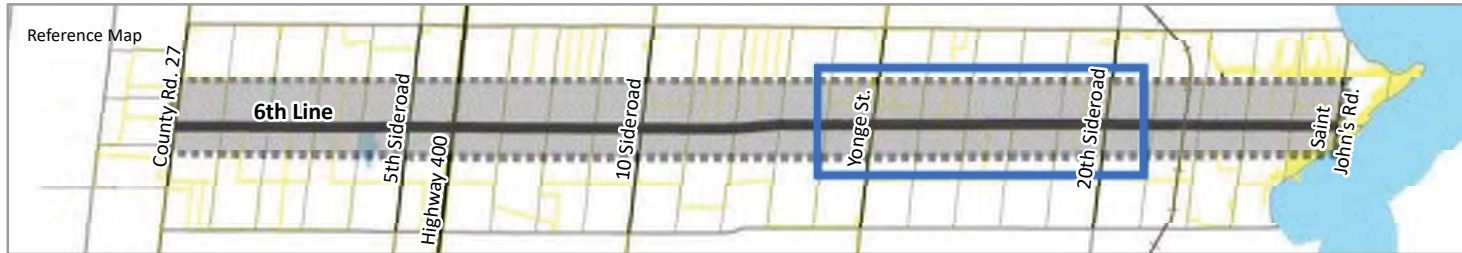
Features

- 4 K Winter Sanitation Inc.
- 5 Hydro Corridor
- 6 Former County Landfill
- 7 Church
- 8 Former Cogo Gravel Pit (under rehabilitation)/ Rock Slurry Dump





1:15,000



Legend

Natural Heritage

- Provincially Significant Wetland (County of Simcoe)
- Unevaluated Wetland (County of Simcoe)
- Wooded Area
- Seasonal Watercourse
- Permanent Watercourse
- Vegetation Community Boundary

- Study Area
- Railway
- Cemetery
- ROW / Ownership Parcel

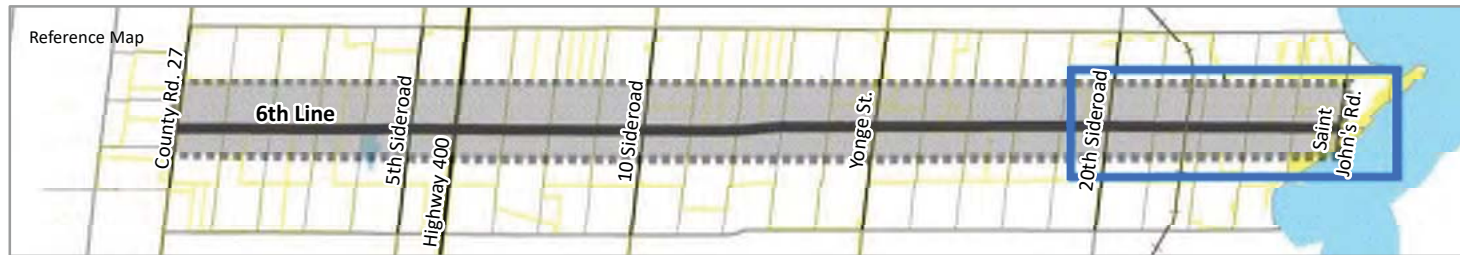
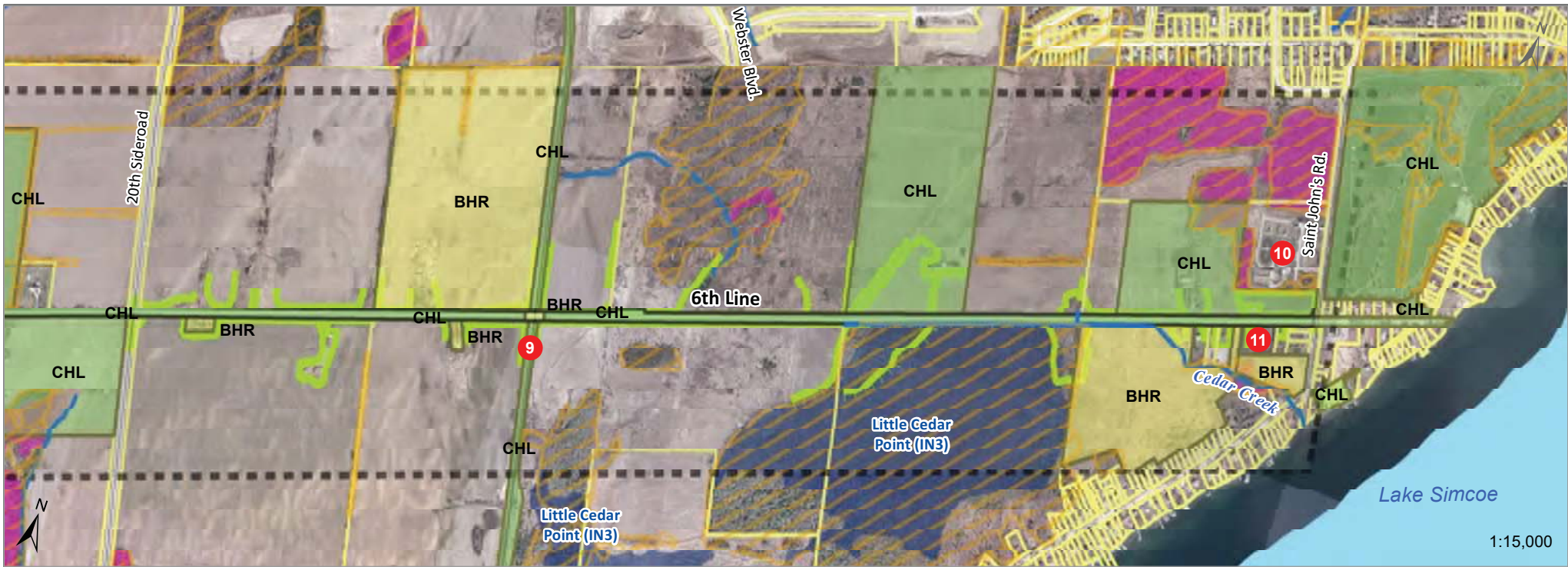
Built / Cultural Heritage

- Built Heritage Resource (BHR)
- Cultural Heritage Landscape (CHL)

Features

- 6 Former County Landfill
- 7 Church
- 8 Former Cogo Gravel Pit (under rehabilitation)/ Rock Slurry Dump





Legend

Natural Heritage

- Provincially Significant Wetland (County of Simcoe)
- Unevaluated Wetland (County of Simcoe)
- Wooded Area
- Seasonal Watercourse
- Permanent Watercourse
- Vegetation Community Boundary

- Study Area
- Railway
- Cemetery
- ROW / Ownership Parcel

Built / Cultural Heritage

- Built Heritage Resource (BHR)
- Cultural Heritage Landscape (CHL)

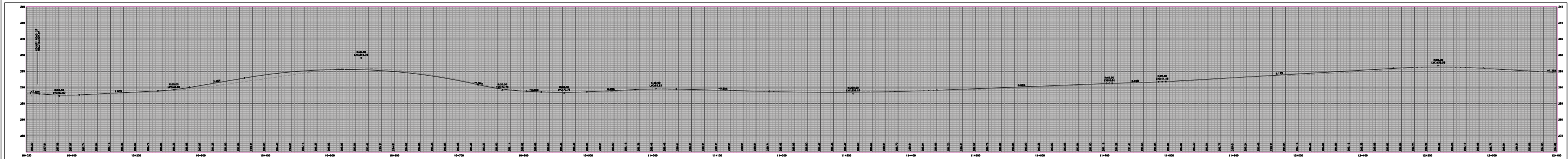
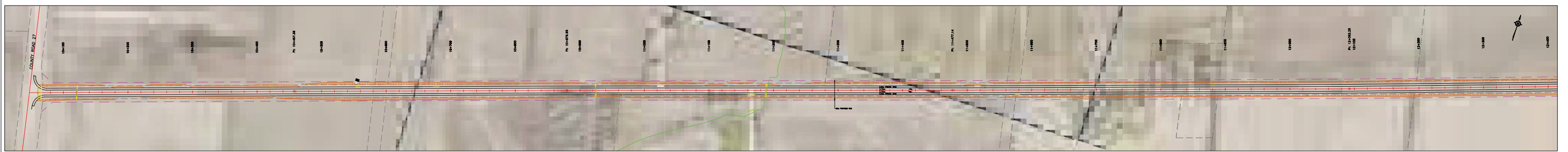
Features

- Barrie GO Train Line Overpass Structure
- Town of Innisfil Wastewater Treatment Plant
- Hydro One Transformer Station





GENERAL NOTES:
1. PROPERTY REQUIREMENTS FOR A POTENTIAL FUTURE INTERCHANGE WILL BE ESTABLISHED AND REFINED AS PART OF A FUTURE CLASS EA STUDY.
2. HIGHWAY 400 IS PRESENTLY BEING STUDIED BY MTO.



LEGEND

EXISTING CENTERLINE ——— PROPOSED CENTERLINE ———

EXISTING SHOULDER ——— PROPOSED SHOULDER ———

PROPOSED BRIDGE ELEVATIONS ———

NOTES:

1. THE LOCATION OF SETBACKS IS APPROXIMATE ONLY, AND THE EXACT LOCATION SHOULD BE DETERMINED BY CONSULTING THE APPLICABLE ZONING ORDINANCES AND CITY ORDINANCES.

2. ALL ELEVATIONS SHOWN ARE AT CORNER-OF-CURVE OR CENTERLINE OF ROADWAY UNLESS OTHERWISE NOTED.

3. OBJECTS SHOWN ARE TO CENTER OF GRADE UNLESS OTHERWISE NOTED.

NO.	DATE	REVISIONS	BY

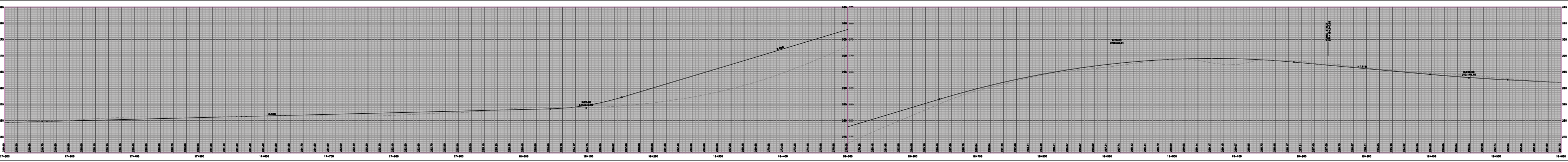
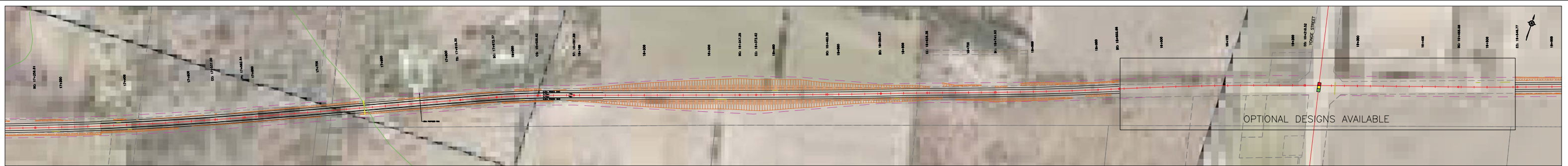
SCALE
 VERTICAL 1:500
 HORIZONTAL 1:1000

DATE : MAY 28, 2015

DESIGN
 DRAWN
 CHECKED

6th LINE
 PRELIMINARY PROPOSED
 HORIZONTAL LAYOUT

DWG. NO.
 CONT. NO.
 SHEET NO.



LEGEND

EXISTING CENTERLINE: ———— EXISTING ROAD: ———— TEMPORARY GROUND ELEVATION: - - - - -

PROPOSED CENTERLINE: ———— PROPOSED ROAD: ————

NOTE: THE LOCATION OF SETBACKS IS APPROXIMATE ONLY, AND THE EXACT LOCATION SHOULD BE DETERMINED BY CONSULTING THE RELEVANT AUTHORITIES AND/OR THE CONSULTING ENGINEER. THE LINES SHOWN ARE CENTER-LINE TO CENTER-LINE OF ROADWAYS OR CHANNELS AND SHALL BE RESPONSIBLE FOR ADEQUATE PROTECTION FROM THESE OTHER OPERATIONS.

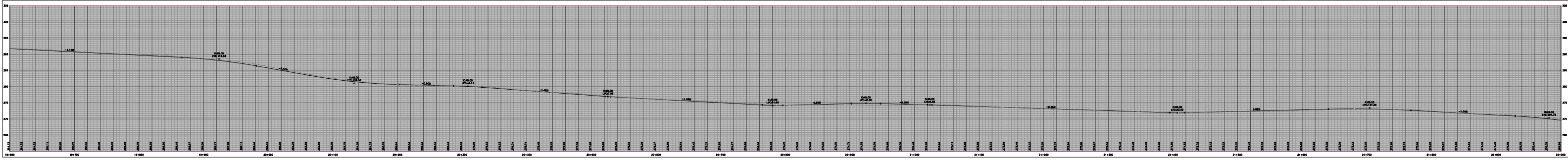
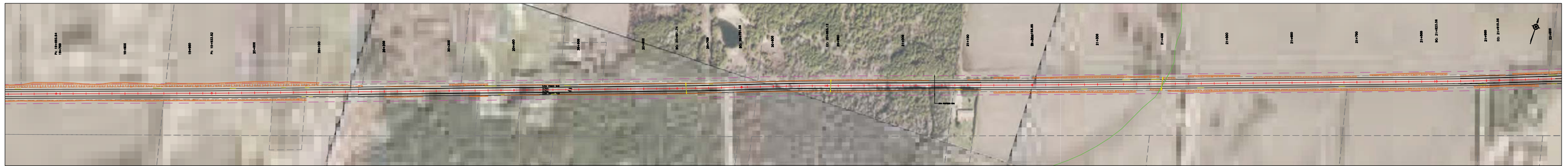
NO.	DATE	REVISIONS	BY

SCALE
 VERTICAL: 1:500
 HORIZONTAL: 1:1,000
 DATE: MAY 28, 2015

DESIGN: []
 DRAWN: []
 CHECKED: []

6th LINE
 PRELIMINARY PROPOSED
 HORIZONTAL LAYOUT
 17+000 TO 19+400

DWG. NO. []
 CONT. NO. []
 SHEET NO. []



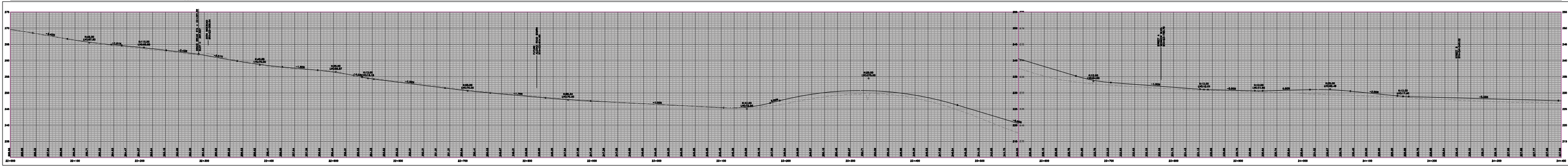
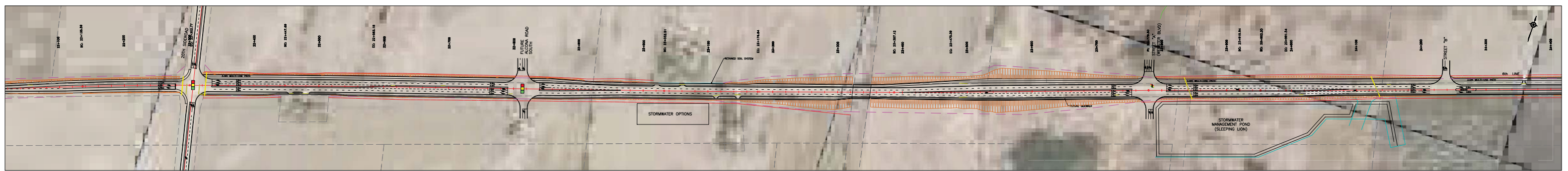
Legend:
 Existing Centerline: Solid black line
 Proposed Centerline: Dashed black line
 Existing Edge: Solid red line
 Proposed Edge: Dashed red line
 Temporary Bridge Elevation: Dashed blue line

No.	Date	Revisions	By

NOTE: THE LOCATION OF UTILITIES IS APPROXIMATE ONLY, AND THE EXACT LOCATION SHOULD BE DETERMINED BY CONDUCTING THE NECESSARY SURVEYS AND UTILITIES LOCATIONS. UTILITIES SHOWN ARE CENTER-LINE TO CENTER-LINE OF EXISTING OR PROPOSED OBJECTS SHOWN ARE TO CENTER OF GRAVITY.

SCALE:
 VERTICAL: 1/500
 HORIZONTAL: 1/1000
 DATE: MAY 28, 2015

DESIGN	6th LINE	DWG. NO.
DRAWN	PRELIMINARY PROPOSED	CONT. NO.
CHECKED	HORIZONTAL LAYOUT	SHEET NO.



NO.	DATE	REVISIONS	BY

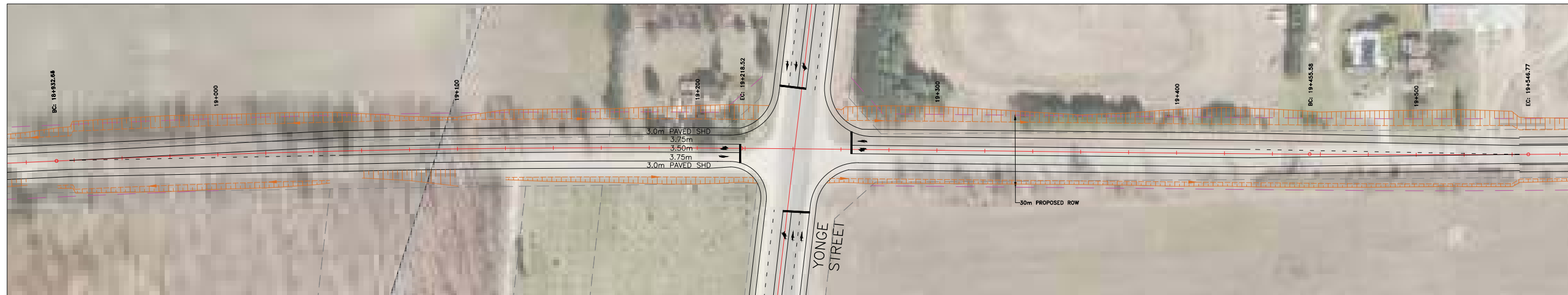
NOTE: THE LOCATION OF UTILITY IS APPROXIMATE ONLY, AND THE EXACT LOCATION SHOULD BE DETERMINED BY CONDUCTING THE NECESSARY SURVEYS AND UTILITIES LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACCURATE PROTECTION FROM THESE UTILITY OPERATIONS.

SCALE
 VERTICAL: 1:500
 HORIZONTAL: 1:1000
 DATE: MAY 28, 2015

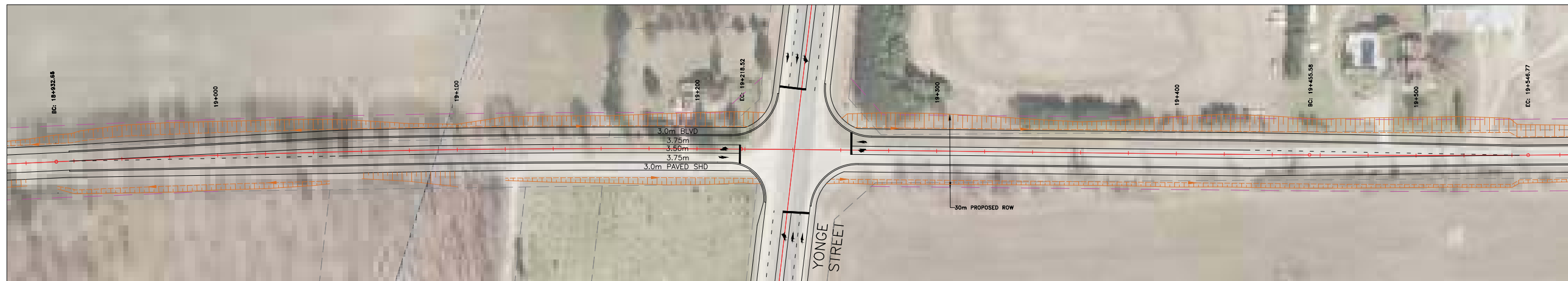
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6th LINE
 PRELIMINARY PROPOSED
 HORIZONTAL LAYOUT
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DWG. NO.: [Blank]
 CONT. NO.: [Blank]
 SHEET NO.: [Blank]



RURAL DESIGN OPTION AT YONGE STREET



URBAN DESIGN OPTION AT YONGE STREET

LEGEND:
 EXISTING CENTERLINE: ———
 EXISTING ROW: ———
 PROPOSED CENTERLINE: ———
 PROPOSED ROW: ———
 TEMPORARY GRADING EASEMENT: ———

NOTE:
 THE LOCATION OF UTILITIES IS APPROXIMATE ONLY, AND THE EXACT LOCATION SHOULD BE DETERMINED BY CONSULTING THE MUNICIPAL AUTHORITIES AND UTILITY COMPANIES CONCERNED. THE CONTRACTOR SHALL PROVE THE LOCATION OF UTILITIES AND SHALL BE RESPONSIBLE FOR ADEQUATE PROTECTION FROM DAMAGE DURING CONSTRUCTION.
 INVERT ELEVATIONS SHOWN ARE AT CENTRE-LINE OF PIPE LENGTHS SHOWN ARE CENTRE-LINE TO CENTRE-LINE OF CATCHBASIN OR MANHOLE. OFFSETS SHOWN ARE TO CENTRE OF CATCHBASIN

No.	DATE	REVISIONS	BY

SCALE 1:500
 DATE : MAY 28, 2015

DESIGN	6th LINE PRELIMINARY PROPOSED HORIZONTAL LAYOUT AT YONGE STREET	DWG. NO.
DRAWN		CONT. NO.
CHECKED		SHEET NO.

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 PLOTTED: May 28, 2015 10:53:00 AM
 PLOTTED BY: P:\DWG\18\18-0000\18-0000.dwg

Summary of Public Open
House #2

6th Line Municipal Class
Environmental Assessment

From County Road 27 to St. John's Road

Town of Innisfil

February 1, 2016



Table of Contents

Introduction	1
Project Background	1
Public Open House #2	2
Purpose	2
Key Messages Heard	3
Additional Consultation with Landowners	4
Next Steps	4

Appendices

Appendix A – Public comments noted through Comment Forms



Introduction

The Town of Innisfil, in conjunction with the HDR project team, is undertaking a Schedule 'C' Municipal Class Environmental Assessment Study (EA Study) for transportation improvements to 6th Line from St. John's Road to County Road 27. This EA Study is being conducted in accordance with Schedule 'C' of the Municipal Class Environmental Assessment document (October 2000, as amended in 2007 & 2011). As such, public and stakeholder consultation are a key component of this EA Study. The first Public Open House was held in December 2014, and the second in May 2015. This report presents a summary of the second public consultation event, the information presented to the public, and the comments received.

Project Background

Currently 6th Line is a 2-lane road with a posted speed of 80 km/h. Based on predicted future uses, the segment of roadway between 20th Sideroad to St. John's Road (approximately 3 km in length, and including the planned Sleeping Lion Development) is anticipated to have future urbanized characteristics, while the segment from County Road 27 to 20th Sideroad (approximately 12 km in length, with mostly agricultural properties) will operate as a rural section.

Based on the recommendations from the 2013 Transportation Master Plan, and additional assessment conducted through this EA Study, the Town is proposing to widen 6th Line, between 20th Sideroad and St. John's Road, from a 20 m 2-lane local rural road to a 26-30 m wide 4-lane *urban major collector road*, and proposing to reconstruct 6th Line, between County Road 27 and 20th Sideroad, from a 20 m 2-lane local rural road to a 2-lane *rural arterial road* with paved shoulders and 30 m right-of-way protection.

In addition to confirming the cross section and preliminary conceptual design of the roadway, the EA Study will review the need for the following corridor features:

- Bike lanes or multi-use trails;
- Potential need for a future interchange at Highway 400;
- New structure or structure widening over the existing GO rail line;
- Intersection improvements.

The location of the EA Study area is illustrated in **Figure 1**.

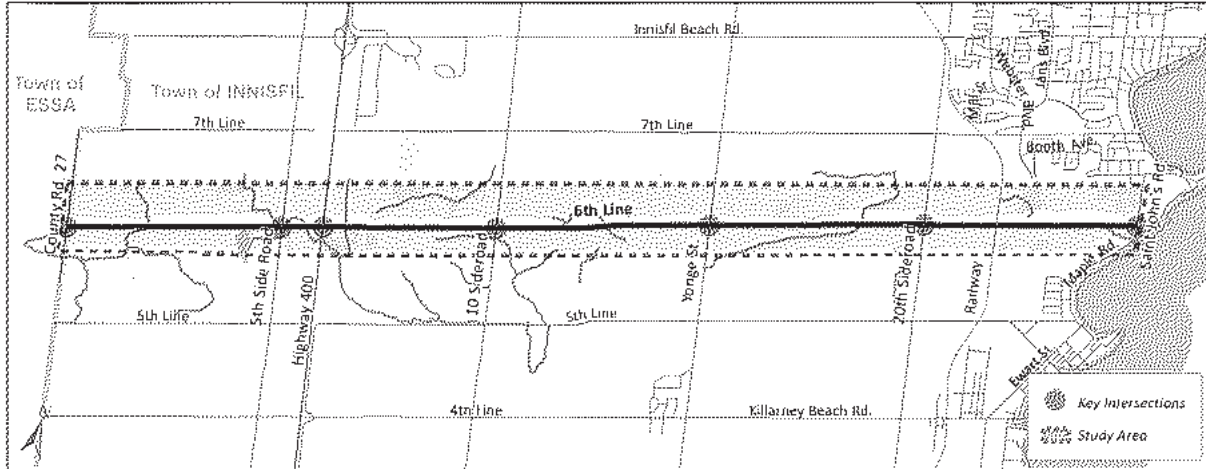


Figure 1: Key Plan of the Study Area

Public Open House #2

The second Public Open House was held on May 28, 2015 at the Town of Innisfil Town Hall. Notice for this consultation event was provided through the following:

- Mailing of notices to property owners fronting onto the 6th Line corridor from County Road 27 to St. John's Road, and all others on the project contact list;
- Project EA Study Web site;
- Local newspaper advertisement:
 - Innisfil Examiner on May 15, 2015 and May 22, 2015
 - Innisfil Community Bulletin on May 15, 2015 and May 22, 2015

The meeting was organized as a drop-in Open House from 5:00 pm to 8:00 pm. During this time, community residents and stakeholders had an opportunity to view project background displays, updates since the first Public Open House, and preliminary design concepts for the roadway sections, and discuss their opinions and concerns with the project team. Attendees were encouraged to sign-in and were also provided with a Comment Form to fill out and return to the project team by June 25, 2015. Approximately 40 people signed in at the May 28, 2015 Public Open House.

Purpose

The purpose of Public Open House #2 was to present the recommended changes since the first Public Open House, and the preliminary findings of Phase 3 of the EA Study (Development of Design Concepts for the Preferred Solution), to the public and stakeholders.

Display boards included:

- EA Study purpose and location;
- Background on the Environmental Assessment process being followed for this EA Study;
- Problem and Opportunity Statement;



- Recommended changes since Public Open House #1
 - Previous recommendation for the segment between 5th Sideroad and 20th Sideroad included a 4-lane cross-section with paved shoulders as recommended by the 2013 Transportation Master Plan. Based on the input received at Public Open House #1 in December 2014, the study team revisited this segment and additional traffic analysis revealed that a 4-lane cross-section is not required at this time. Therefore, moving forward this EA Study will recommend a 2-lane rural arterial roadway with paved shoulders to accommodate cyclists and roadside ditches, with 30 metre right-of-way and protection for widening to 4 lanes.
- Corridor segmentation and summary of EA Study Phases 1 and 2 recommendations;
- Evaluation criteria;
- Updated constraint maps incorporating input received at the first Public Open House;
- Evaluation of cross-section and horizontal alignment options at constrained segments along the corridor;
- Stormwater management concepts and assessment of stormwater best management practice options;
- Preliminary design concepts (plan and profile) for the entire EA Study area, along 6th Line between County Road 27 and St. John's Road;
- Coordination with Ministry of Transportation Ontario regarding a potential future interchange at Highway 400.

Key Messages Heard

There is significant community interest in the 6th Line EA Study. The residents and stakeholders who attended the Public Open House had many comments about the EA Study scope and process, transportation review findings, and designs that are being considered.

The following is a synthesis of comments and key messages heard. Comment forms received are included in **Appendix A**.

- Concern for urbanization of the corridor and loss of farming;
- Concern for widening of the roadway that will cause a loss of personal property;
- Concern for impacts to personal property, including wells and vegetation;
- Concern for roadway footprint being too close to personal property and buildings;
- Concern for impacts to culturally significant buildings;
- Request for additional information regarding the Town's plans to extend servicing (water/sewer) to 5th Sideroad potentially starting in 2017/2018;
- Relief that cross-section recommendations have been updated for the segment between 5th Sideroad and 20th Sideroad, following input received at the first Public Open House in December 2014;
- Concern that increased traffic will affect residents' access to properties;
- Concern for impacts to environment and loss of personal property at Highway 400 resulting from a potential future interchange at this location;



- Request to review impacts under consideration at three locations – homes immediately west of 5th Sideroad, at 6th Line and Yonge Street, and midway between Yonge Street and 20th Sideroad.

Additional Consultation with Landowners

Additional meetings were held with some individual landowners to understand their comments at the Public Open House regarding proximity of the reconstruction to the features on their property. Meetings were held as follows:

- June 5, 2015: Property owners at 3368 6th Line.
- June 10, 2015: Property owners at 2150 and 2232 6th Line.
- June 11, 2015: Property owners at 3653 and 3654 6th Line.
- June 17, 2015: Property owners at 1604, 1825, 1954, 1961, 1973, 1974, 2010, 2048, 2051, and 2062 6th Line.
- July 15, 2015: Property owners at 3654 6th Line.
- July 15, 2015: Property owners at 1961, 1973, 1974, 2010, 2048, 2051 and 2062 6th Line.
- July 21, 2015: Property owners at 1961 6th Line.
- July 21, 2015: Property owners at 1974 6th Line.

Additional evaluation may be completed to confirm if the solutions developed are providing a well balanced design or if additional mitigations in these areas is required.

Next Steps

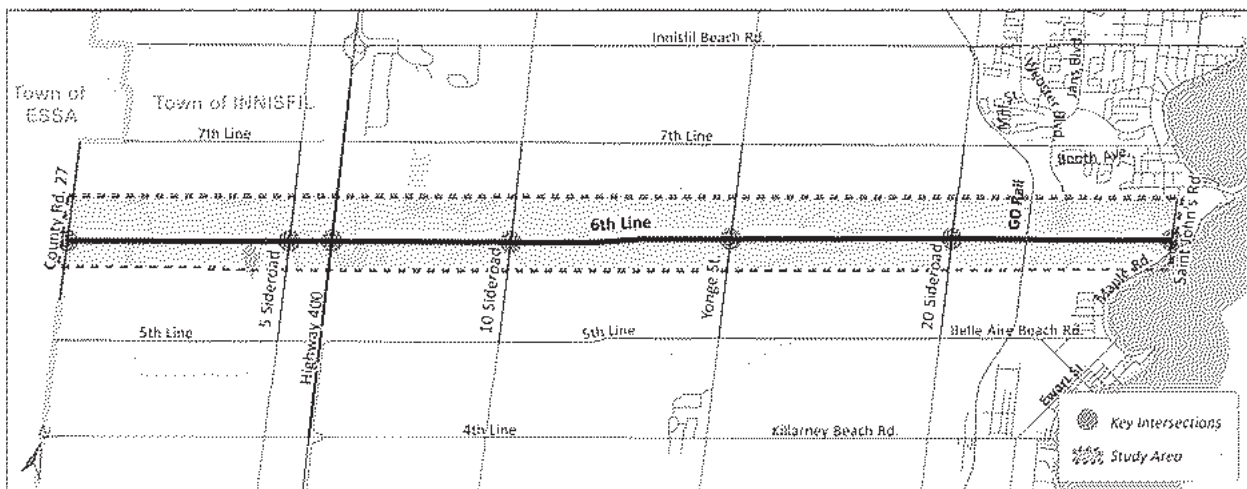
Based on the input received during the second Public Open House, the project team will refine the proposed preliminary design concept. The preferred design for 6th Line will be documented in the Environmental Study Report (ESR) that concludes the EA Study, documenting the rationale, planning, design, and consultation process of the project. The ESR will be placed on the public record for a minimum of 30 calendar days, allowing the public and interested agencies and stakeholders to review and provide further comments. At the time the report is filed, a Notice of Completion and ESR Filing will be advertised and sent to all those on the project mailing list, to advise the public and other stakeholders where the ESR may be seen and reviewed, and how to submit public comments. The Notice will also advise the public and other stakeholders of their right to request a Part II Order, and how and when such a request must be submitted.



**TOWN OF INNISFIL
CLASS ENVIRONMENTAL ASSESSMENT
6th LINE FEOM COUNTY EOAD 27 TO ST. JOHN'S EOAD**

NOTICE OF STUDY COMPLETION

The **Town of Innisfil (Town)** has completed a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for transportation improvements to 6th Line from County Road 27 to St. John's Road. Improvements will better serve motorists, pedestrians, cyclists and help manage increasing traffic resulting from development growth in the Town. The Class EA Study supports the Town's desire to develop a sustainable transportation system with a strong focus on active transportation and protection for future transit opportunities.



The Class EA Study was conducted in accordance with Schedule 'C' of the Municipal Class Environmental Assessment document (October 2000, as amended). The Class EA Study identified the following recommended solutions for 6th Line:

- 2-lane rural road with paved shoulders between County Road 27 and 5 Sideroad;
- 2-lane rural road with paved shoulders and protection for a 4-lane rural road, if required in the future, between 5 Sideroad and 20 Sideroad;
- 4-lane urban road with multi-use path and sidewalk, and centre left-turn lane where required, between 20 Sideroad and east of future Street A (Sleeping Lion development); and
- 2-lane urban road with multi-use path, and centre left-turn lane where required, between east of future Street A (Sleeping Lion development) and St. John's Road.

An Environmental Study Report (ESR) has been prepared to document the Class EA Study process, consultations and recommended solutions. This notice places the ESR on public record for a 30 calendar day public review at the following locations, beginning **September 6, 2016** and ending **October 6, 2016**.

Town of Innisfil
Clerk's Office
2101 Innisfil Beach Road
Innisfil, ON L9S 1A1
Mon-Fri – 8:30am to 4:30pm

Innisfil Public Library
Lakeshore Branch
967 Innisfil Beach Road
Innisfil, ON L9S 1V3
Tue-Fri – 9:30am to 9:00pm
Sat – 10:00am to 5:00pm
Sun – 1:00pm to 5:00pm

We invite you to read the report and direct written comments no later than **October 6, 2016** to:

Mr. Scott MacKenzie, P.Eng.

Development Engineer, Town of Innisfil
2101 Innisfil Beach Rd.
Innisfil, ON L9S 1A1
Phone: 705.436.3740 x3242
Email: smackenzie@innisfil.ca

Mr. Tyrone Gan, P.Eng.

Consultant Project Manager, HDR
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Phone: 289.695.4622
Email: tyrone.gan@hdrinc.com

If concerns cannot be resolved through discussions with the project team, a person or party may request the Minister of the Environment and Climate Change order a change in the project status and require a higher level of assessment under an individual Environmental Assessment process (referred to as a Part II Order). Reasons must be provided for the request. A Part II Order request must be received by the Minister at the address below no later than **October 6, 2016**. If not request is sent to the Minister of the Environment and Climate Change and received by **October 6, 2016**, the Town may proceed with the detailed design and construction of the project as outlined in the ESR.

The Honourable Glen R. Murray

Minister of the Environment and Climate Change
77 Wellesley Street West, 11th Floor, Ferguson Block
Toronto, ON M7A 2T5

Copies of any Part II Order request must also be sent no later than **October 6, 2016** to:

Mr. Scott MacKenzie, P.Eng.

Development Engineer, Town of Innisfil
2101 Innisfil Beach Rd.
Innisfil, ON L9S 1A1
Phone: 705.436.3740 x3242
Email: smackenzie@innisfil.ca

Director, Environmental Approvals Branch

Ministry of the Environment and Climate Change
135 St. Clair Ave West, 1st Floor
Toronto, ON M4V 1P5

Accessible formats of materials are available upon request.

Personal information submitted (e.g., name, address and phone number) is collected, maintained and disclosed under the authority of the *Environmental Assessment Act* and the *Municipal Freedom of Information and Protection of Privacy Act* for transparency and consultation purposes. Personal information you submit will become part of a public record that is available to the general public, unless you request that your personal information remain confidential.

This notice was first issued on August 26, 2016.



SUMMARY OF ADDITIONAL PUBLIC COMMENTS RECEIVED THROUGHOUT THE EA STUDY

#	Date	Comment / Request	Response
1	2014.12.30	Met with project team at POH #1 and provided written follow up comments to S. MacKenzie: - Did not appreciate survey crew being on his property. - Does not support an interchange at 6th Line and Hwy 400 due to property impacts and environmental constraints (creek, topography into ravine)	Response letter mailed on 2015.03.27: - Project team apologizes regarding the surveyors being unable to contact property owner in advance of entering property to complete the topographic survey. Property owner will be contacted in writing prior to any additional needs regarding this property. - Clarified intent of topographic survey as part of Schedule C Municipal Class EA study. - Reiterated the need for the improvements being considered as part of the EA Study. - Alternatives considered as part of the EA will be evaluated, and more information will be shared with the public as the Study progresses.
2	2014.12.29	Would like to receive updates on the study. Please add to mailing list.	Added to mailing list - 2015.01.05.
3	2015.01.13	Was not able to attend the PIC and would like to receive the material presented.	S. Mackenzie replied by email - 2015.01.13 with link to material and requesting comments by 2015.01.16
4	2014.12.21	Please add to mailing list.	Added to mailing list.
5	2014.12.17	Please keep informed of the status of the environmental progress and results of the 6th Line Study.	Added to mailing list
6	2014.12.10	Please add to mailing list.	Added to mailing list as per email from S. Mackenzie 2014.12.10
7	2014.12.01	Please keep on contact list and informed of Study. Represents interested land owner in Innisfil. Would like to know why 6th Line is being considered for widening to 4 lanes when Schedule C of the Innisfil OP designates 6th Line as a Local Road with No interchange at the 400. 5th Line is designated as an Arterial with an interchange with 400 in OP; has new major fire station under construction at 5th / 20th, and OP designates GO sta. at 5th Line - not 6th Line. Also, last OP review MTO commented that an I/C at 6th Line is too close to IBR which is why it is being placed at 5th Line.	Response letter mailed on 2015.03.27: - Reiterated the need for the improvements being considered and intent of Schedule C Municipal Class EA Study. - As part of this EA, the study team will evaluate and confirm the need for specific TMP recommendations related to 6th Line, including an interchange at Highway 400. This will be shared with the public at the next Open House. - Scope of the study does not include determining the location of a future GO station and changes to the Official Plan. Metrolinx and the Town of Innisfil should be contacted regarding these matters.
8	2014.12.02	Please add to project mailing list. Noted he has been informed of the Sleeping Lion development and associated widening of 6th Line and roundabout / signal installation. Given that this Municipal Class Environment Assessment speaks to widening the “whole” of the 6th Line (save that portion between St. John and Lake Simcoe), are these two separate projects being coordinated as one or is the time frame for both so far apart that widening a portion of St. John to the underpass will be done first and then followed by widening it to 4 lanes later?	Confirmed he is on mailing list. S. MacKenzie replied by email - 2014.12.04, noting yes that Sleeping Lion and 6th Line EA are being coordinated together and that he is the Innisfil rep working closely with both consultants. The 6th Line will be constructed to its ultimate width in phases starting from St. John’s Road and working west to 20th Sideroad over the next 10 years (approximate time frame). The phasing will be determined on the developer’s phasing of the Sleeping Lion development.



#	Date	Comment / Request	Response
9	2014.11.04	Thanked S. MacKenzie for response. But, clarified his point - the Sleepy Lion Development Agreement approved by Council speaks to somewhat widening the existing 2 lanes and not increasing those 2 lanes to 4 lanes. Hopes, town planners to develop one plan, be it over 10 years, rather than a myriad of unrelated plans. Looking forward to find out more at the Open House and hear what other members of the public have to say.	<p>S. MacKenzie replied by email - 2014.12.04 noting he hope to see resident at the Open House where we can discuss more in detail.</p> <p>In brief, the 6th Line will likely be widened to 4 lanes between the Sleeping Lion development and 20th Sideroad to accommodate the traffic generated by the development and the extension of Webster Boulevard. The Class EA study is currently reviewing the need to widen the 6th Line from the Sleeping Lion development to St. John's Road to 4 lanes and the preferred solution will be presented next week at the Open House.</p>
10	2015.05.26	Own property along 6th Line and would like to remain on the mailing list.	<p>T. Gan replied - 2014.12.02 - we will be happy to put you on the mailing list and feel free to contact us if you have any questions.</p> <p>Confirmed that this property owner is on the mailing list</p>
11	2015.06.08	<ol style="list-style-type: none"> 1. We are the owners of a 31 acre parcel of land on 6th Line, just west of St. Johns Road at [...] and are very interested in this study. 2. We would appreciate a copy of any material distributed at this PIC. It may be sent to [...] 3. We wish to be included on the mailing list for future mailings. 	Confirmed this property owner is on mailing list and sent link to POH material on TOI website.
12	June 2015	Project team met with various land owners to discuss potential impacts and alternative design options around their property. Meeting discussions are documented as part of POH #2 summary report and in the Town's files, and letters from TOI thanking residents for their input were mailed to each land owner following the meetings.	
13	2015.07.24	Is there any significance to the fact for the first time ever the sixth line gets a line painted down it, it is about 2 feet wider on one side?	<p>S. MacKenzie response (2015.07.28): When 6th Line is reconstructed, the line will be painted down the middle of the road with equal amounts of pavement on either side. The preliminary design presented at our recent meeting has 3.75 m wide travel lanes for vehicles and 3.0 m wide shoulders on both sides for all options. However, the center of the newly reconstructed road may not be in the centre of the existing 20 m right-of-way, but will be in the center of the future 30 m right-of-way. Cheryl - can you please confirm this is the case? I believe it is correct.</p> <p>C. Murray additional response (2015.07.28): Yes Scott, you have stated it correctly. The intent will be to provide both centreline and shoulder lane markings for the rebuilt section of roadway. The lanes will be 3.75m wide, and the paved shoulders 3.0m wide. In some areas, we've shifted the future centreline away from the existing centreline to minimize impacts to heritage or environmental features if they are located primarily on one side of the roadway. Also, we discovered that in some locations, the existing roadway wasn't centred inside the existing 20m right of way, so when the road is rebuilt and centred, it may result in a shift of the roadway centreline too.</p>
14	2015.08.20	Appreciate Town meeting with them to discuss options at their property, still have some concerns about the pond and landscaping. Additional concerns about servicing logistics and cost. Would like to continue to be informed.	<p>HDR confirmed that these property owners are on mailing list and will receive future updates.</p> <p>TOI provided response: - Thank you for comments and field discussions. They have been considered in the refinement of conceptual design. - Comments regarding servicing will be handled by others.</p>



#	Date	Comment / Request	Response
15	2015.09.12	<p>Hello to everyone. We have not heard from anyone in a while and were wondering if there was any news about which option the town had decided they were going with in regards to the Sixth Line. If there are any upcoming meetings, we would all appreciate knowing about them. I did try going online and did not see anything in town council agendas concerning our issue. If I have missed something I would appreciate any updates.</p>	<p>Councillor Lougheed responded on 2015.09.12 asking Scott to provide an update.</p> <p>Scott's response on 2015.09.14: Good morning, Based on the meetings we had here at the Town and then in the field on [...], we are preparing the final document based on the 2m widening on the south side and 8m widening on the north side of 6th Line. This will cause the least amount of environmental impacts to your neighbourhood as a whole. The consultant is finalizing the design and the final document now and should have a final copy of the "draft" report available online (and a hard copy at Town Hall) for a 30-day public review period by late September - early October. I have sent the consultant a request for an updated schedule and will let you know if anything has changed in the timing. As for upcoming public meetings, I do not expect there to be any more until the final document is presented to Council after the public's 30-day review period. Again, this date will be based on the consultant's updated schedule as mentioned above. I hope this helps. I will keep you updated with any important correspondence related to the 6th Line EA.</p>
16	2016.04.18	<p>Left voicemail for Tyrone asking for a status update on the 6th Line EA.</p>	<p>V. Restrepo followed up with a phone call on 2016.04.18 and discussed the project status and next steps, including ESR filing for public review. V. Restrepo added email address to the project mailing list and followed up with an email to land owner to confirm he will receive the filing notice via email. Land owner acknowledged receipt of this email.</p>