

TOWN OF INNISFIL
7TH Line Improvements
Municipal Class Environmental Assessment
Schedule 'C'
PUBLIC OPEN HOUSE NO. 1



Date: Wednesday, October 11, 2017
Time: 4:00 p.m. to 7:00 p.m.
Location: Town Hall Community Rooms
2101 Innisfil Beach Road
Innisfil, ON



Your Input is Appreciated!

- Please review the display material and feel free to discuss the project with members of the study team in attendance.
- All POH material will be available for download from the Town's website at www.innisfil.ca/7thea on October 11, 2017.
- We invite you to provide any comments, in writing, on the Comment Sheet provided.

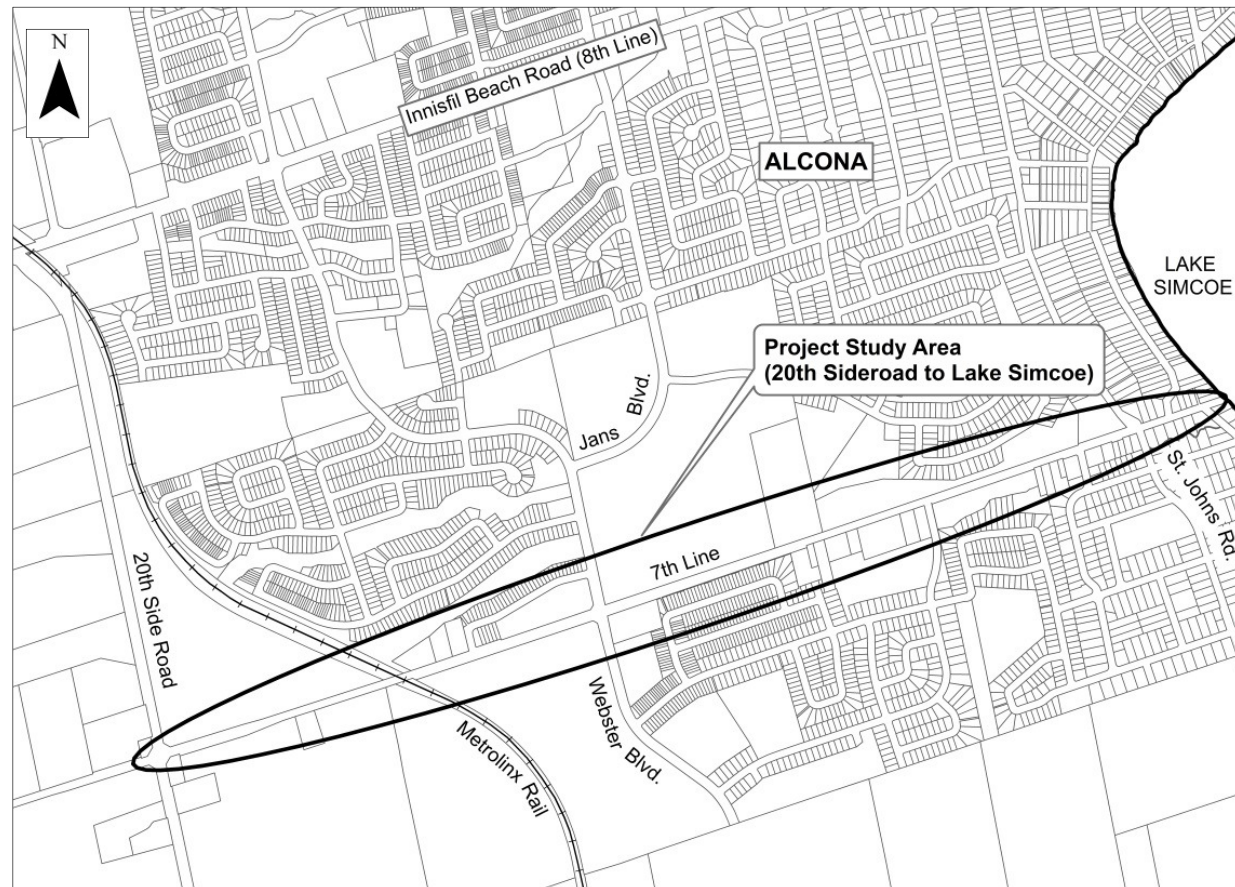
PLEASE SIGN IN

MUNICIPAL FREEDOM OF INFORMATION & PROTECTION OF PRIVACY ACT

Comments and information regarding this project are being collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act for the purpose of meeting environmental assessment requirements. With the exception of personal information, all comments received will become a part of the public record. For more information about the collection, please contact Magdalena Koehler, Town of Innisfil, 705-436-37040 ext. 3226.

This public meeting will present the following information:

- Project Background
- Project Study Area
- The Municipal Class Environmental Assessment Process
- Problem / Opportunity
- Alternative solutions under consideration
- Evaluation of Alternatives
- Next Step in process



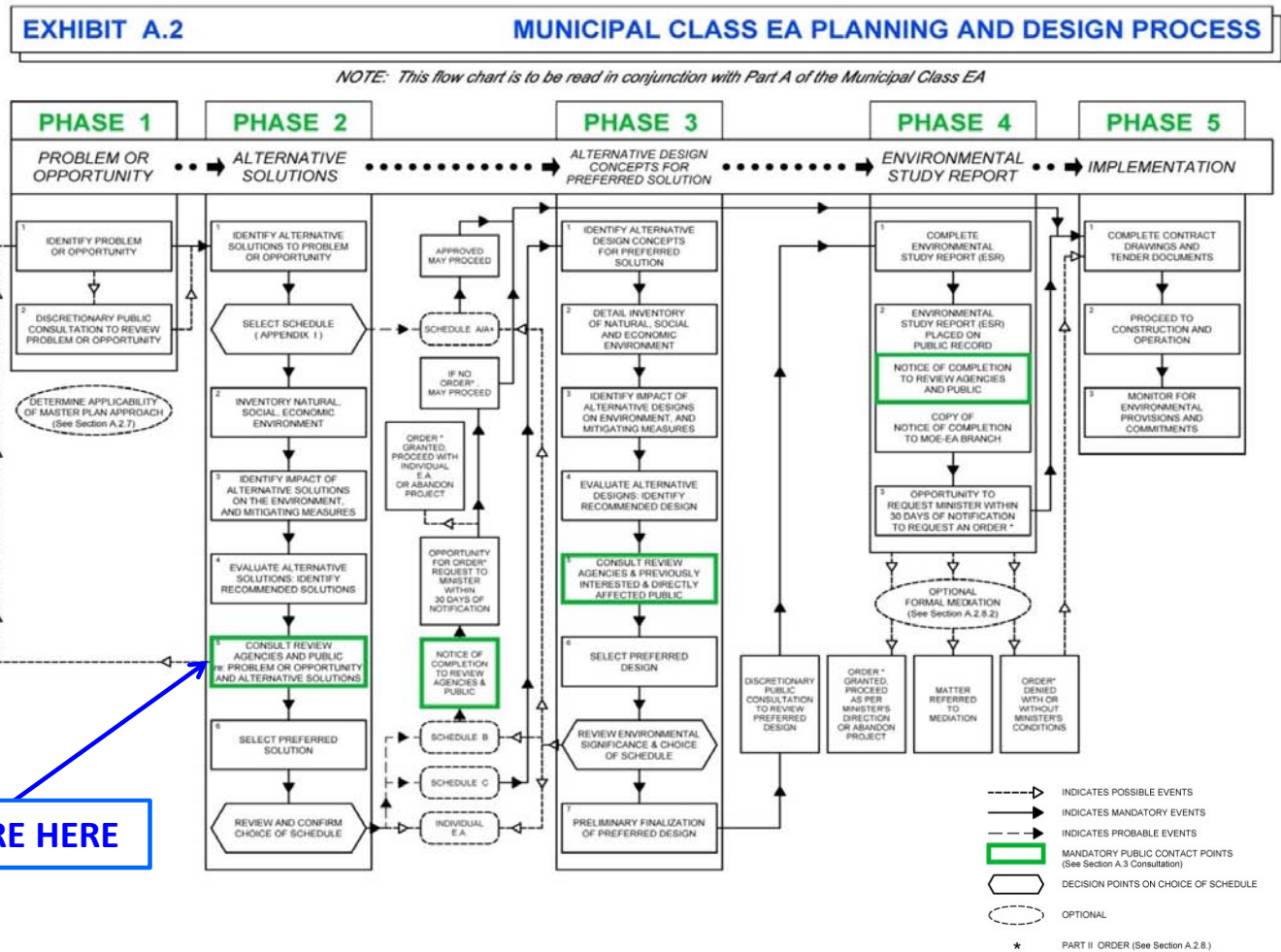
The study area includes the 7th Line, extending from the 20th Side Road to Lake Simcoe, a distance of approximately 3.0 km.

- A Municipality is required to conduct a Municipal Class Environmental Assessment (Class EA) before this type of infrastructure improvement project can be undertaken.
- A Class EA follows an approved process designed to protect the environment (physical, natural, social and economic) and to ensure compliance with the Ontario Environmental Assessment Act.
- The purpose of the Ontario Environmental Assessment Act (EA Act) is to provide for “...*the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment.*” The term “environment” is broadly defined and includes the built, natural, socio-economic and cultural environments.
- The process requires the evaluation of potential solutions and design concepts so as to select a suitable approach that will address the problem/opportunity, but also keep impacts to a minimum.

MUNICIPAL CLASS EA PROCESS

- Based on the scope of work proposed this project is classified as a Schedule 'C' in accordance with the Municipal Class Environmental Assessment (Oct. 2000, as amended 2007, 2011 & 2015).
- A Schedule 'C' project requires completion of Phases 1 to 5.
- We are currently in Phase 2 of the process.

WE ARE HERE



- The Province of Ontario, through its *Growth Plan for the Greater Golden Horseshoe* (2017), has allocated a population of 56,000 for the Town of Innisfil by the year 2031. The existing population is approximately 37,000.
- Alcona is designated as a Primary Settlement Area in the aforementioned Growth Plan and a large portion of the forecasted population for the municipality will be directed to this community.
- The Town of Innisfil is currently updating both its Official Plan (2009) and Transportation Master Plan (2013) to accommodate the growth anticipated for the municipality.
- Ongoing growth in Alcona has led to increased vehicular traffic as well as increased demand from pedestrians and cyclists.
- The Transportation Master Plan indicates that the subject segment of the 7th Line is to be reconstructed as a major collector road with a right-of-way width of 26 metres.

There are a number of developments planned within the area of the project as illustrated in the figure below:



Area No.	Description	No. of Units
1	Alcona South Secondary Plan Expansion Lands	912
2	San Diego 2 Phase 3	466
3	DIAM Fox Hill Condo	22
4	DIAM Fox Hill Condo	40
5	DIAM Fox Hill Condo	78
6	Grand Sierra	404

Problem

- The Town of Innisfil has initiated this Municipal Class Environmental Assessment (Class EA) to accommodate future growth in the Alcona area and to address traffic capacity and operational deficiencies affecting the subject corridor.

Opportunities

- Addressing the problem also provides an opportunity to:
 - ✓ Provide for active transportation (i.e. walking, cycling etc.) and improve safety;
 - ✓ Address pavement structure deficiencies;
 - ✓ Address drainage and stormwater management concerns; and
 - ✓ Accommodate long term municipal servicing requirements.

- **Current Road Conditions:** The existing pavement structure is in poor condition. Alligator cracking, longitudinal and transverse cracking, edge cracking and pavement edge cracking are severe in some locations. Ride quality is considered to be fair to poor.
- **Road Cross-section:** The existing corridor provides two travel lanes that range in width from 3.5 m to 3.75 m and 2.5 m wide gravel shoulders.
- **Active Transportation:** There are no existing sidewalks or bicycle lanes on either side of the corridor for the full extent of the study area.
- **Speed Limit:** The existing speed limit from the 20th Sideroad to the railway corridor is 80 km/hr. The speed limit reduces to 50 km/hr from the railway corridor east to Lake Simcoe.



Existing Pavement Structure Deterioration



Existing 7th Line Corridor with Gravel Shoulders and No Sidewalks

- **Intersection Control:** Signal controlled Intersections are located at the 20th Sideroad and Webster Boulevard. All remaining intersections are stop controlled.
- **Railway Crossing:** There is an existing Metrolinx rail corridor that crosses the 7th Line within the project study area approximately 650 m east of the 20th Sideroad. Metrolinx has initiated a Transit Project Assessment Process in accordance with the Environmental Assessment Act to undertake improvements to the corridor from Toronto to Barrie that include the addition of a second track and electrification.



Existing Metrolinx Railway Corridor East of 20th Sideroad

INTERSECTION OPERATIONS

2017 Intersection Operations (Existing)

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delays(s)	LOS	v/c	Delays(s)	LOS	v/c
7 th Line & 20 th Sideroad	all	13.2	B		23.4	C	
	EBL	13.4	B	0.02	12.4	B	0.02
	EBT-R	14.2	B	0.17	18.0	B	0.64
	WBL	10.3	B	0.36	11.1	B	0.21
	WBT-R	9.4	A	0.28	9.0	A	0.15
	NBL	18.3	B	0.04	17.4	B	0.03
	NBT-R	18.4	B	0.31	37.4	D	0.87
	SBL	18.6	B	0.03	27.4	C	0.09
	SBT-R	17.7	B	0.27	16.9	B	0.31
	7 th Line & Fox Hill St	EBL	0	A	-	7.6	A
SB		11.6	B	0.00	9.3	A	0.01
7 th Line & Webster Blvd	all	12.2	B		13.7	B	
	EB	8.5	A	0.25	13.0	B	0.77
	WB	8.3	A	0.19	5.2	A	0.07
	NBL	18.6	B	0.27	20.0	C	0.20
	NBT-R	11.3	B	0.08	16.1	B	0.10
	SBL	11.6	B	0.02	16.6	B	0.05
	SBT-R	14.8	B	0.62	17.9	B	0.41
7 th Line & Quarry Dr.	NB	9.6	A	0.10	10.1	B	0.06
	WBL	7.4	A	0.01	7.6	A	0.02
7 th Line & Wingrove Ave.	NB	9.4	A	0.02	9.7	A	0.02
	WBL	0	A	-	7.5	A	0.00
7 th Line & St Johns Road	NBL	7.7	A	0.01	7.8	A	0.01
	EB	11.1	B	0.09	12.3	B	0.20
	WB	10.6	B	0.03	9.7	A	0.02
	SBL	7.4	A	0.00	7.5	A	0.01

Projected Traffic Intersection Operations (Existing) Configuration

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delays(s)	LOS	v/c	Delays(s)	LOS	v/c
7 th Line & 20 th Sideroad	all	14.1	B		66.6	E	
	EBL	6.8	A	0.02	11.0	B	0.02
	EBT-R	7.6	A	0.19	28.9	C	0.87
	WBL	14.3	B	0.70	186.6	F	1.28
	WBT-R	11.5	B	0.63	13.8	B	0.42
	NBL	17.2	B	0.06	14.5	B	0.03
	NBT-R	20.5	C	0.51	110.9	F	1.15
	SBL	17.5	B	0.11	93.5	F	0.94
	SBT-R	19.5	B	0.42	16.8	B	0.35
	7 th Line & Fox Hill St	EBL	9.1	A	0.01	8.2	A
SB		14.1	B	0.04	12.0	B	0.03
7 th Line & Webster Blvd	all	24.9	C		162.7	F	
	EB	26	C	0.82	214.2	F	1.45
	WB	10.7	B	0.28	5.7	A	0.10
	NBL	28.8	C	0.77	114.5	F	1.02
	NBT-R	22	C	0.15	21	C	0.25
	SBL	9.6	A	0.05	20.1	C	0.09
	SBT-R	30.1	C	0.89	92.9	F	1.07
	NB	9.6	A	0.10	10.1	B	0.06
7 th Line & Quarry Dr.	WBL	7.4	A	0.01	7.6	A	0.02
	NB	9.4	A	0.02	9.7	A	0.02
7 th Line & Wingrove Ave.	WBL	0	A	-	7.5	A	0.00
	NBL	7.7	A	0.01	7.8	A	0.01
7 th Line & St Johns Road	EB	11.1	B	0.09	12.3	B	0.20
	WB	10.6	B	0.03	9.7	A	0.02
	SBL	7.4	A	0.00	7.5	A	0.01
	NBL	7.7	A	0.01	7.8	A	0.01

Projected Traffic Intersection Operations with Improvements

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delays(s)	LOS	v/c	Delays(s)	LOS	v/c
7 th Line & 20 th Sideroad	all	11.9	B		24.5	C	
	EBL	6.4	A	0.02	12.3	B	0.02
	EBT-R	7.2	A	0.19	31.4	C	0.88
	WBL	13.4	B	0.69	14.3	B	0.56
	WBT-R	10.8	B	0.62	6.9	A	0.30
	NBL	17.4	B	0.06	25.9	C	0.06
	NBT-R	18.1	B	0.18	31.9	C	0.60
	NBR	0.01	A	0.09	22.2	C	0.65
	SBL	17.7	B	0.10	30.3	C	0.48
	SBT-R	19.9	B	0.44	32.5	C	0.61
7 th Line & Fox Hill St	EBL	9.1	A	0.01	8.2	A	0.03
	SB	14.1	B	0.04	11.9	B	0.03
7 th Line & Webster Blvd	all	11.0	B		13.6	B	
	EB-L	12.4	B	0.49	10.3	B	0.71
	EBT-R	10.3	B	0.20	6.5	A	0.40
	WBL	9.4	A	0.01	14.8	B	0.02
	WBT-R	10.5	B	0.24	15.5	B	0.13
	NBL	10.4	B	0.38	27.9	C	0.51
	NBT-R	10.1	B	0.11	25.2	C	0.28
	SBL	9.6	A	0.05	24.0	C	0.10
	SBT	9.9	A	0.12	25.9	C	0.37
	SBR	0.1	A	0.24	0.10	A	0.16
7 th Line & Quarry Dr.	NB	9.6	A	0.10	10.1	B	0.06
	WBL	7.4	A	0.01	7.6	A	0.02
7 th Line & Wingrove Ave.	NB	9.4	A	0.02	9.7	A	0.02
	WBL	0	A	-	7.5	A	0.00
7 th Line & St Johns Road	NBL	7.7	A	0.01	7.8	A	0.01
	EB	11.1	B	0.09	12.3	B	0.20
	WB	10.6	B	0.03	9.7	A	0.02
	SBL	7.4	A	0.00	7.5	A	0.01

Level of Service 'A': Free flow of traffic
Level of Service 'B': Reasonably free flow of traffic
Level of Service 'C': Stable flow, at or near free flow of traffic
Level of Service 'D': Approaching unstable flow of traffic
Level of Service 'E': Unstable flow of traffic, operating at capacity
Level of Service 'F': Traffic flow breakdown

- A number of studies have been initiated as part of this Municipal Class EA to inventory the existing project study area and to identify any sensitive environmental features and / or areas of constraint. These studies include the following:
 - ✓ Stage 1 Archaeological Assessment
 - ✓ Built Heritage and Cultural Heritage Landscape Assessment
 - ✓ Natural Heritage Review
 - ✓ Geotechnical Investigation
 - ✓ Hydrogeological Investigation
- The exhibits that follow present additional details regarding the preliminary results of the above noted investigations.



Aquatic/Fisheries (Including Species at Risk)

- Bank's Creek is a coldwater watercourse that provides direct fish habitat. Background information indicates that a number of species are present, including Brook Trout. Consultation with the Ministry of Natural Resources and Forestry is currently underway to confirm the species present.
- The watercourse top-of-bank is less than 3.0 m from the gravel shoulder of the road for a large section of the study area.
- Any work with the potential to impact this watercourse will likely require a review by the Department of Fisheries and Oceans (DFO)



Wildlife (Including Species at Risk)

- Woodland areas adjacent the corridor may be considered habitat for endangered bat species and significant bat maternity roosting habitat. If habitat potential is confirmed then mitigation and compensation may be required in accordance with the Endangered Species Act.
- No areas adjacent the corridor function as significant amphibian breeding habitat.
- No SAR birds were observed during breeding bird surveys and there is limited potential to impact SAR birds.

Vegetation (Including Species at Risk)

- One Butternut Tree (Endangered) was observed east of the 20th Sideroad on the north side of 7th Line. Any work within the 50 m buffer area has the potential to impact this species. A Butternut Tree Health Assessment will be a required during detailed design as well as consultation with the MNR to confirm the need for a permit under the Endangered Species Act.
- Tree removal associated with this project may be subject to the policies of the LSRCA Ecological Offsetting Plan (May 2017) and may require compensation.

Groundwater

- The study area is not located within a wellhead protection area. The nearest wellhead protection area is more than 600m north of the study area.
- There are 24 wells located within the estimated zone of influence of construction dewatering.

Designated Areas

- A large portion of the project study area is within the Lake Simcoe Region Conservation Authority Regulation Area.
- This project is not within the Greenbelt Area, the Oak Ridges Moraine Area or the Niagara Escarpment Plan Area.



BHR2- 1363 7th line



CHL1 - Stand of Lilacs



CHL3 - Cottage Community



BHR1 - 1497 7th Line



CHL2 - View to Lake Simcoe

BUILT HERITAGE AND CULTURAL HERITAGE LANDSCAPES

Site	Location	Resource Potential	Mitigation/Recommendations
Built Heritage			
BHR1	1497 7th Line Former Nantyr School	High	This site is not formally designated under the Ontario Heritage Act, but it is included on the Town's Heritage Registry. A Cultural Heritage Impact Assessment is recommended for this site.
BHR2	1363 7th Line Farmstead with Barn	Low	Landscaping should be undertaken to offset the loss of any mature vegetation to be impacted by construction.
Cultural Heritage Landscapes			
CHL1	Stand of Lilacs	Low	Efforts should be made to conserve this landscape feature when implementing road widening and include plantings of lilacs and other typical roadside vegetation.
CHL2	View to Lake Simcoe	Low	Efforts should be made to conserve this unobstructed view when implementing road widening.
CHL3	Cottage Community	Low	Efforts should be made to conserve this landscape and its contributing elements when implementing intersection improvements.

ARCHAEOLOGICAL

- A Stage 1 Archaeological assessment has been completed for the project study area. This assessment determined that parts of the study area exhibit archaeological potential and other areas do not on account of deep and extensive land disturbance or low and wet conditions.
- A Stage 2 assessment is recommended for localized areas. This will be initiated when the maximum footprint of the alternative solutions is defined.



Land Use:

- The 7th Line is one of three major access corridors into Alcona from Yonge Street.
- Land use within the study area is primarily residential. A number of larger residential lots front directly onto the corridor and several existing large subdivisions are located to the north and south of Line 7. There is one commercial development located in the southeast quadrant of the intersection of 7th Line and Webster Boulevard.
- Lands west of the railway corridor to the 20th Sideroad are within the Alcona South Secondary Plan area. While these lands are currently used for agricultural purposes, they form part of the Alcona Expansion Area and will eventually be developed.
- Lands east of the railway corridor to Lake Simcoe are within the limits of the Alcona Settlement Area.
- There are several schools in the area; however, none that front directly onto the 7th Line. There are no hospitals or emergency service facilities in proximity to the project.

Recreational Facilities:

- There is one municipal park (i.e. Anna Maria Park) located on the north side of the 7th Line east of St. John's Road.
- There are no existing sidewalks or trails on the 7th Line, but the municipality, through the new Active Transportation Plan is planning to provide for cyclists and pedestrians through the addition of new trails and improved connectivity with existing trails.

Tourism:

- At the eastern limits of the study area there is a public access to Simcoe Beach of Lake Simcoe.

During Phase 2 of the Class EA process, alternative solutions are developed to address the identified deficiencies. The following are the alternative solutions under consideration for this project:

ALTERNATIVE 1 - “Do Nothing”

- This option proposes no changes or modifications to existing infrastructure within the study area.

ALTERNATIVE 2 – Two lanes

- Reconstruct 7th Line to a two lane *urban cross-section* with two 4.25 m wide travel lanes for the entire project length.

ALTERNATIVE 3 – Three Lanes

- Reconstruct 7th Line to a two lane urban cross-section with two 3.75 m wide travel lanes and one 4.0 m wide continuous centre turn lane for the entire project length.

ALTERNATIVE 4 – Four lanes

- Reconstruct 7th line to a four lane urban cross-section with four 3.75 m wide travel lanes and a 4.0 m wide left turn lane, where required.

ALTERNATIVE 5 – A Combination of the Above

- Some combination of Alternatives 2 through 4.

NOTE:

Alternatives 2 to 5 also propose:

- Intersection and servicing improvements (i.e. water, sanitary and storm sewer)
- Provisions for Active Transportation (i.e. pedestrians & cyclists)

Urban Cross-section: To urbanize a road means to replace the existing ditch system with curb and gutter and storm sewer similar to that completed for Innisfil Beach Road east of the 25th Sideroad, as illustrated in the adjacent photo.



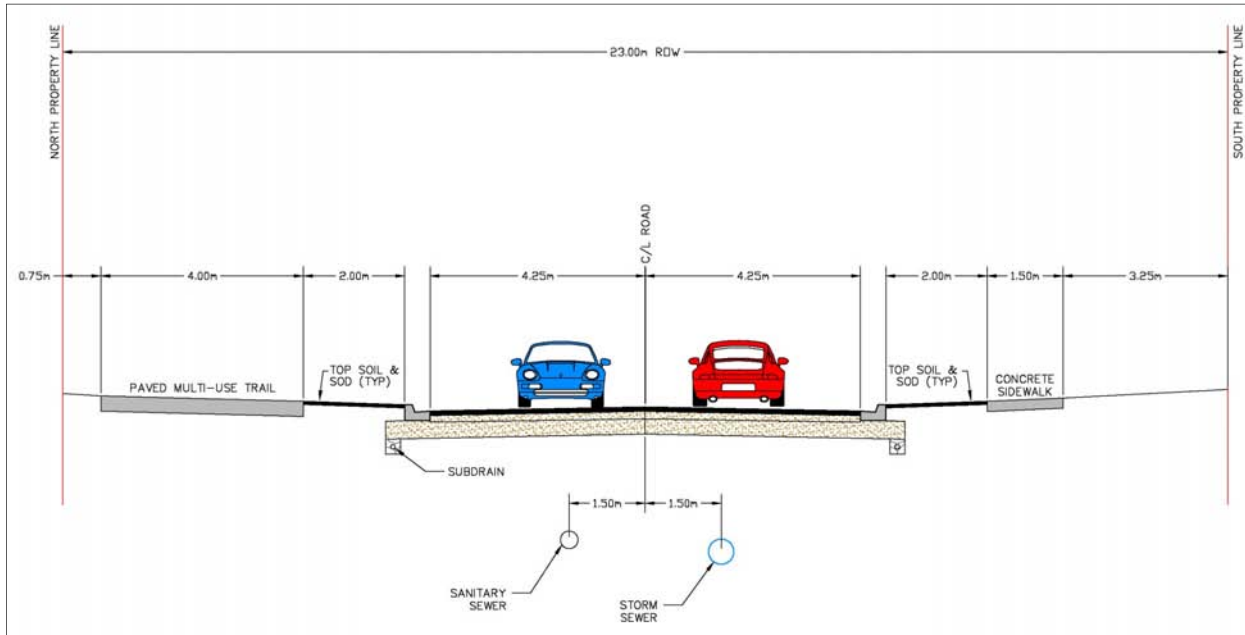


7TH Line Looking West Towards Webster Blvd.



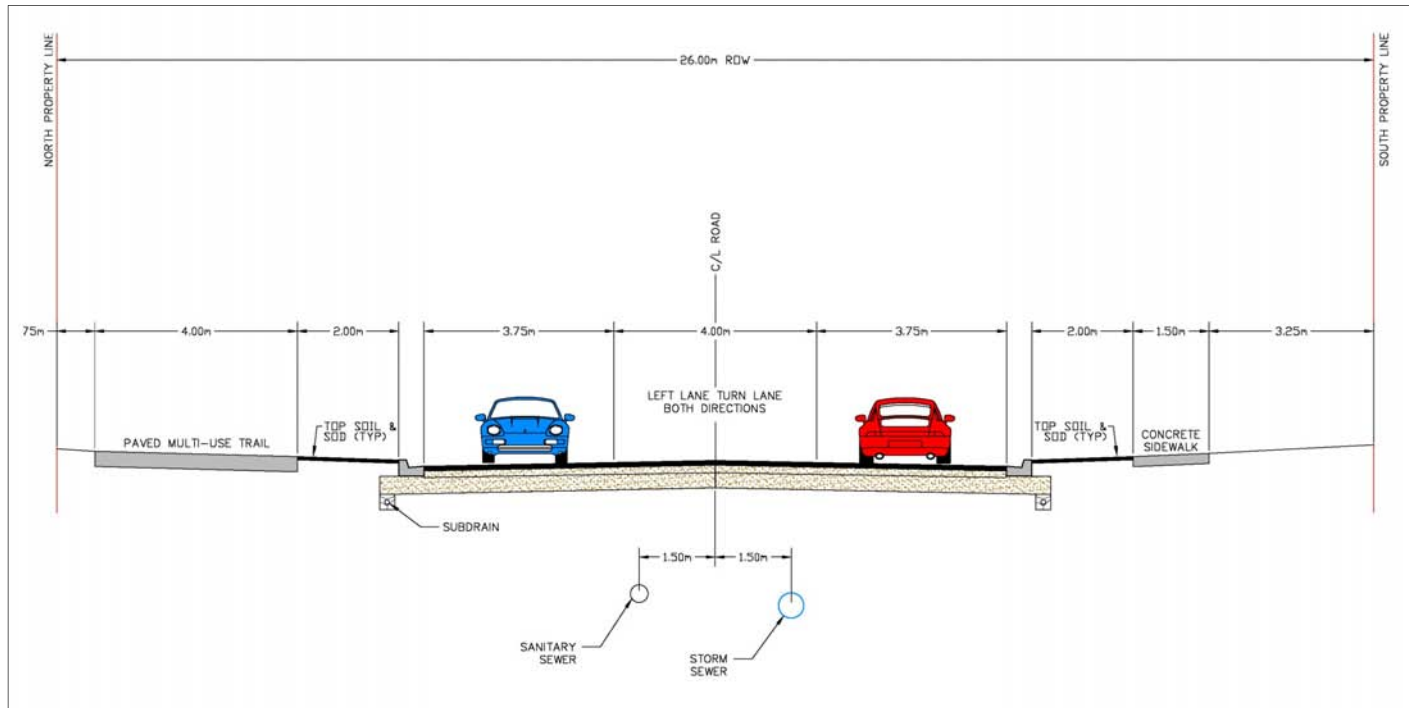
7TH Line Looking Towards Railway Crossing

- The 'Do Nothing' alternative proposes no changes or modifications. The existing corridor would function 'as is' with no improvements.
- The 'Do Nothing' alternative is used as a benchmark to gauge the potential for environmental impact.



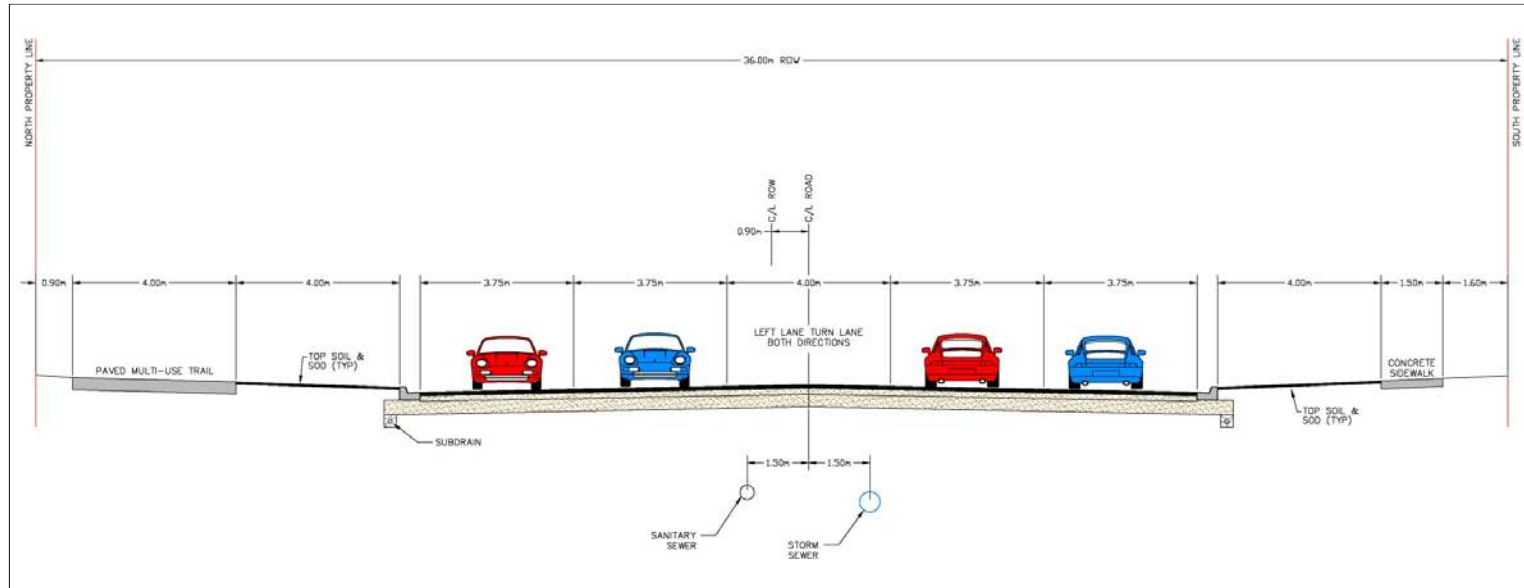
Reconstruct 7th Line to an urban cross-section providing:

- Two 4.25 m wide travel lanes
- 4.0 m wide paved multi-use trail on north side of corridor from 20th Sideroad to St. John's Road.
- 1.5 m sidewalk on south side of corridor from 20th Sideroad to just east of Webster Boulevard.
- Servicing Improvements
- Intersection Improvements



Reconstruct 7th Line to an urban cross-section providing:

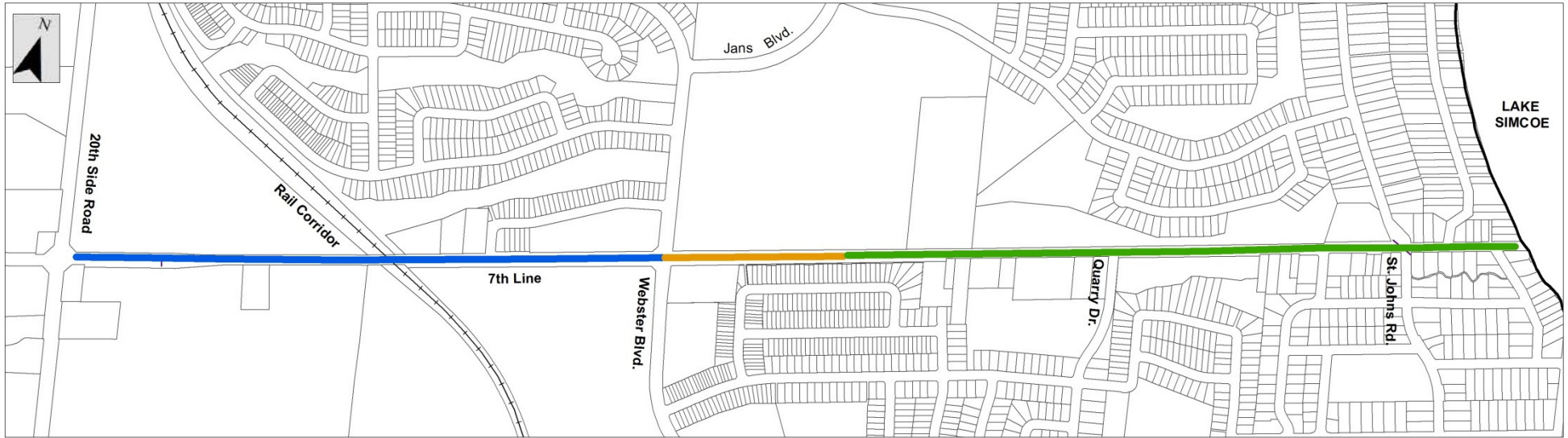
- Two 3.75 m wide travel lanes and one 4.0 m continuous centre turn lane
- 4.0 m wide paved multi-use trail on north side of corridor from 20th Sideroad to St. John's Road.
- 1.5 m sidewalk on south side of corridor from 20th Sideroad to just east of Webster Boulevard.
- Servicing Improvements
- Intersection Improvements



Reconstruct 7th Line to an urban cross-section providing:

- Four 3.75 m wide travel lanes and one 4.0 m continuous centre turn lane
- 4.0 m wide paved multi-use trail on north side of corridor from 20th Sideroad to St. John's Road.
- 1.5 m sidewalk on south side of corridor from 20th Sideroad to just east of Webster Boulevard.
- Sanitary and storm sewer
- Intersection improvements

This option proposes a combination of Alternatives 2 to 4. Based on capacity requirements two, three and four lanes are proposed for certain segments of the corridor.



 2 Lanes

Two 4.25 m wide travel lanes.

 3 Lanes

Two 3.75 m wide travel lanes and a 3.5 m wide left turn lane

 4 Lanes

Four 3.75 m wide travel lanes from the 20th Sideroad to Webster Boulevard and one 4.0 m centre turn lane, where required.

Also includes....

- A 4.0 m wide paved multi-use trail on north side of corridor from 20th Sideroad to St. John's Road.
- A 1.5 m sidewalk on the south side of corridor from 20th Sideroad to just east of Webster Boulevard.
- Servicing Improvements
- Intersection Improvements



Alternatives 2 to 5 propose the same improvements to active transportation as follows:

- 4.0 m wide paved multi-use trail on north side of corridor from 20th Sideroad to St. John's Road.
- 1.5 m sidewalk on south side of corridor from 20th Sideroad to just east of Webster Boulevard.



Bank's Creek Naturalization:

- Bank's Creek is less than 3.0 m from the gravel shoulder of the road for a large section of the study area.
- Alternatives 2-5 propose improvements to the existing channel from east of Webster Boulevard to Wingrove Boulevard as shown.
- To improve existing conditions, it is proposed that approximately 800 m of the existing channel be shifted north to increase the separation distance between the channel and the roadway. Naturalization of the channel would also be completed as part of the improvements.

Property Requirements:

- Alternatives 2 to 5 all require property from the 20th Sideroad to St. John's Road to accommodate the proposed multi-use trail. An increased amount (potentially 15 m) will also be required from just east of Webster Boulevard to approximately Wingrove Blvd. to accommodate channel naturalization. Additional details are provided below:

From 20th Sideroad to Webster Boulevard:

- Alternatives 2 to 5 propose property acquisition from both sides of the corridor.

From Webster Boulevard to St. John's Road:

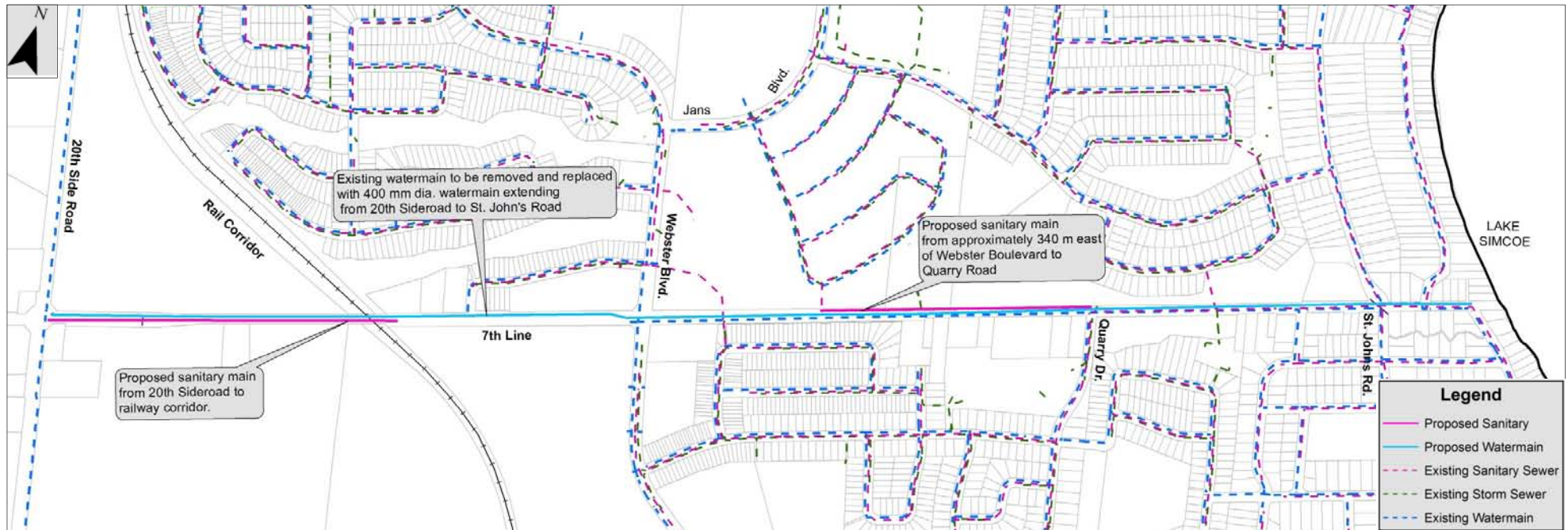
- Alternatives 2 and 5 propose property acquisition from only the north side of the corridor, except in localized areas to accommodate culvert crossings and / or special features.
- Alternatives 3 and 4 require property acquisition from both sides of the corridor.
- Alternative 2 requires the least amount of property in comparison to Alternatives 3, 4 & 5; however, the Alternative 5 cross-section can be reduced, where necessary, to minimize impacts to adjacent properties.

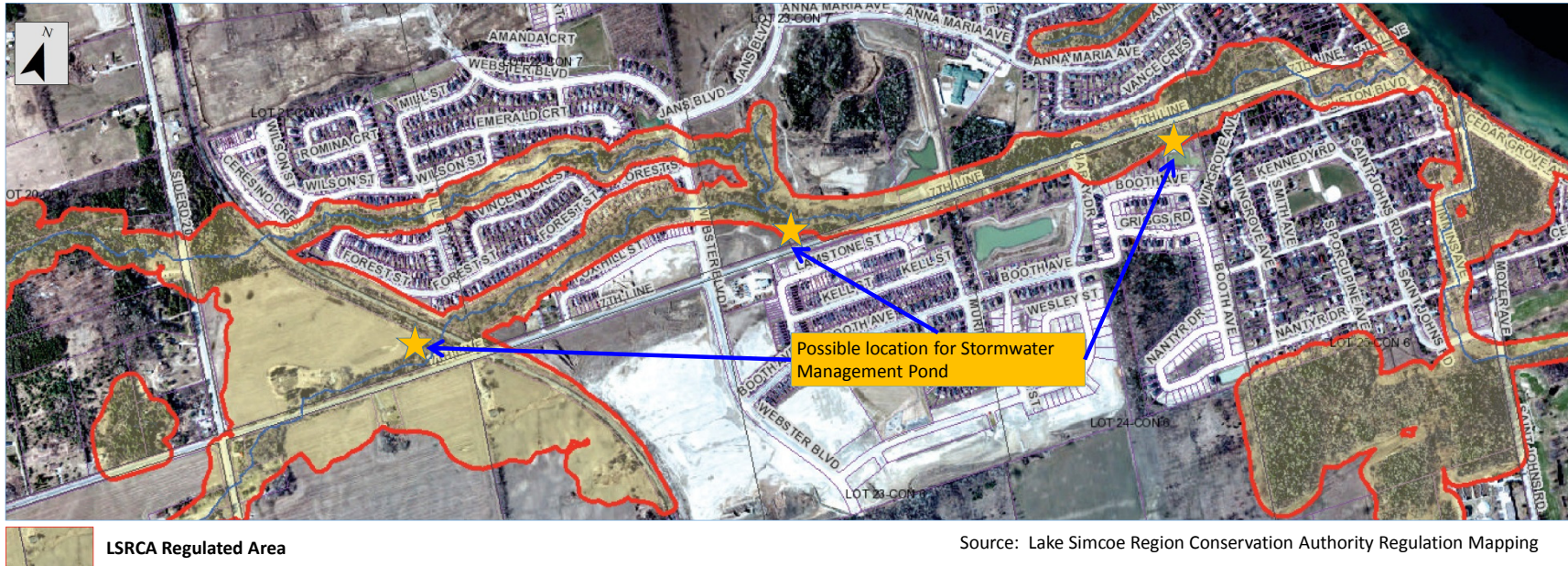
REFER TO ROLL PLAN DRAWING AND TYPICAL CROSS-SECTIONS FOR ADDITIONAL DETAILS REGARDING PROPERTY IMPACTS

Alternatives 2 to 5 all propose intersection improvements as illustrated below:



- There are existing sanitary sewer and watermain within the limits of the study area.
- Alternatives 2-5 propose the construction of new segment(s) of sanitary sewer as illustrated below as an improvement or extension of the existing infrastructure.
- Existing watermain on 7th Line will be removed and replaced from the 20th Sideroad to St. John's Road.





- As illustrated above a large portion of the project study area is within an area regulated by the Lake Simcoe Region Conservation Authority (LSRCA). A permit will be required from the LSRCA prior to construction.
- Stormwater management for the project will need to address water balance, quality control, quantity control, cut and fill balance in the floodplain; and meet the requirements of the Lake Simcoe Protection Plan.
- The above map identifies several possible locations where a stormwater management pond could be constructed to assist in addressing water quality and quantity. This project will also attempt to implement Low Impact Development (LID) measures.

EVALUATION MATRIX PART A

The table below provides a simplified, visual comparison of the potential for each alternative to impact the study area environment (physical, natural, socio-economic and cultural). An increased number of larger circles indicates that an alternative will have a reduced potential for negative impact.



EVALUATION CRITERIA	ALT 1 Do Nothing	ALT 2 Two Lanes	ALT 3 Three Lanes	ALT 4 Four Lanes	ALT 5 Combination	DESCRIPTION OF EFFECTS
TECHNICAL ENVIRONMENT						
Future Traffic Capacity Will the alternative address capacity requirements	○	○	●	●●	●●●	Alt. 1 proposes no changes so the corridor would continue to function 'as is'. Alt. 2 does not provide sufficient capacity. Alt. 3 will provide sufficient capacity for only portions of the study area. Alt. 4 proposes 4 lanes and will provide more capacity than required for some segments of the corridor. Alt. 5 proposes a combination so it will more efficiently address capacity requirements.
Active Transportation Will the alternative provide for pedestrians and cyclists	○	●●	●●●	●●●	●●●	Alt. 1 proposes no improvements so this alternative will not accommodate active transportation. Alts. 2-5 include provisions to address active transportation requirements.
Safety Will the alternative address safety concerns	○	●	●●	●●	●●	Alt. 1 proposes no improvements so the corridor will continue to function 'as is'. Alt. 2 proposes two lanes which is significantly under capacity for the segment between the 20 th Sideroad and Webster Blvd. which may not improve safety. Alts. 3-5 will improve safety.
Municipal Services (sanitary, water, storm) Will the alternative accommodate servicing requirements.	○	●●	●●	●●	●●	Alt. 1 proposes no changes to existing municipal services and is considered to have a negative impact in this regard since it will not accommodate future development. Alts. 2-5 propose improvements to existing servicing and will accommodate future development and are therefore considered to have a positive impact.
Utilities Will the alternative impact existing utilities (i.e. relocation)	□	●●	●	○	●	Alt. 1 proposes no improvements so there is no impact to utilities from this option. Alt. 2 proposes two lanes similar to the existing so there is minimal potential to impact existing utilities. Alt. 4 proposes the widest cross-section so there is increased potential for impacts in this regard. Alt. 5 proposes some combination of Alts. 2-4 and therefore the cross-section could potentially be adjusted at certain locations to minimize impacts to utilities, as required.
NATURAL ENVIRONMENT						
Terrestrial Wildlife (including Species at Risk) Potential to impact area wildlife and SAR	□	●	●	○	●	Alt. 1 proposes no improvements so there is no potential to impact area wildlife. Alt. 4 proposes the widest cross-section so this option will have the greatest potential for impact. Alts. 2 and 3 require this least amount of expansion beyond the right-of-way and are considered to have a moderate potential for impact in comparison to the other alternatives. Alt. 5 proposes some combination of Alts. 2-4 and there is the potential that the cross-section could be adjusted at certain locations to minimize impacts to lands adjacent the corridor.
Fisheries / Aquatic Potential to impact fish habitat and aquatic features	□	●	●	○	●	Alt. 1 proposes no improvements so there is no potential to impact area watercourses or fish habitat. Alt. 4 proposes the widest cross-section so this option will have the greatest potential for impact. Alts. 2 and 3 require this least amount of expansion beyond the right-of-way and are considered to have a moderate potential for impact in comparison to the other alternatives. Alt. 5 proposes some combination of Alts. 2-4 and there is the potential that the cross-section could be adjusted at certain locations to minimize impacts to the adjacent watercourse.
Vegetation Potential to impact existing vegetation	□	●	●	○	●	Alt. 1 proposes no improvements so there is no potential to impact existing vegetation. Alt. 4 proposes the widest cross-section so this option will have the greatest potential for impact. Alts. 2 and 3 require this least amount of expansion beyond the right-of-way and are considered to have a moderate potential for impact in comparison to the other alternatives. Alt. 5 proposes some combination of Alts. 2-4 and there is the potential that the cross-section could be adjusted at certain locations to minimize impacts to existing vegetation.
Surface Water / Drainage Potential to impact surface water and area drainage	○	●●	●●	●●	●●	Alt. 1 proposes no improvements and therefore any issues with existing drainage will continue. Alts. 2-5 propose improvements to existing drainage infrastructure and are considered to result in a positive impact in this regard.
Groundwater Potential to impact area groundwater resources	□	●	●	●	●	Alt. 1 proposes no construction so there is no potential to impact area groundwater. As Alts. 2-5 propose a reconstruction of the existing corridor and there is potential to impact groundwater during construction dewatering.

EVALUATION MATRIX PART B

The table below provides a simplified, visual comparison of the potential for each alternative to impact the study area environment (physical, natural, socio-economic and cultural). An increased number of larger circles indicates that an alternative will have a reduced potential for negative impact.



EVALUATION CRITERIA	ALT 1 Do Nothing	ALT 2 Two Lanes	ALT 3 Three Lanes	ALT 4 Four Lanes	ALT 5 Combination	DESCRIPTION OF EFFECTS
SOCIAL ENVIRONMENT						
Land Use Planning Objectives Is alternative in accordance with planning objectives	○	○	○	●	●	Alt. 1 proposes no improvements which will not address future development and is therefore not in accordance with land use planning objectives. Alt. 2 does not address capacity requirements. Alt. 3 provides sufficient capacity for only portions of the study area. Alts. 4 and 5 will provide the necessary capacity and operational improvements accommodate development planned for the area and is in accordance with land use planning objectives.
Property Impacts Will the alternative require property acquisition	□	○	○	○	○	Alt. 1 proposes no construction so no property is required. Alt. 4 has the widest cross-section and therefore the greatest impacts in this regard. Alts. 2, 3 and 5 will have a moderate impact.
Aesthetics Will the alternative impact the area visually	○	●	●	●	●	Alts. 2-5 propose improvements and urbanization of the corridor which will improve the overall appearance of the area by addressing the deteriorating condition of the existing pavement and adding boulevard trees and landscaping. Alt. 1 proposes no improvements so the corridor will continue to deteriorate and this option will therefore have a negative impact in this regard.
Residential Will the alternative impact area residences and access	□	○	○	○	○	As Alts. 2-5 propose reconstruction there will be temporary impacts during the construction period relating to property access; however, measures can be implemented to minimize impacts. As Alt. 1 proposes no construction there will be no impacts in this regard.
Areas Businesses Will the alternative impact area commercial operations	□	○	○	○	○	As Alts. 2-5 propose reconstruction there will be temporary impacts during the construction period relating to property access; however, measures can be implemented to minimize impacts. As Alt. 1 proposes no construction there will be no impacts in this regard.
Noise and Vibration Will the alternative impact noise levels during construction and the long term	□	●	○	○	○	Alt. 1 does not propose construction so noise will not be an issue. Alt. 2 proposes the same number of lanes as existing so there will be only minor noise impacts during construction. Alts. 3-5 propose an increase in the number of lanes so there may be an increase in noise (this will be confirmed through a Noise Impact Study).
Air Quality Will the alternative impact air quality	○	●	○	○	○	Alt. 1 does not propose any improvements so over the long term congestion could impact air quality. Alt. 2 proposes the same number of lanes as existing and it is not expected that there would be a significant change in air quality over existing conditions. Alt. 3-5 propose an increase in the number of lanes; however, it is not expected that this would result in significant impacts to air quality.
CULTURAL ENVIRONMENT						
Archaeological Will the alternative impact area archaeological resources	□	○	○	○	○	Since the study area has been subject to previous disturbance it is unlikely that the area has any remaining archaeological potential; however, a Stage 2 archaeological assessment will be completed to confirm the existence of any significant resources. Alts. 2-5 are expected to have a similar potential for impact in this regard.
Built Heritage & Cultural Heritage Landscapes Will the alternative impact area built heritage resources	□	○	○	○	○	As Alt. 1 does not propose construction there is no potential to impact area built heritage resources. Alts. 2 & 3 are expected to have a similar impact in this regard. As Alt. 4 proposes the widest cross-section there is increased potential for impact. As Alt. 5 proposes some combination of Alts. 2-4 there is the potential that the cross-section could be adjusted, as necessary, to minimize impacts.
ECONOMIC ENVIRONMENT						
Property Acquisition Costs Will the alternative require property acquisition	●	○	○	○	○	Since Alt. 1 proposes no improvements there will be no costs in this regard. Alt. 2 will have the least amount of property acquisition of the options under consideration. Alts. 3 & 5 will have a moderate impact in this regard. Alt. 4 will require the most amount of property acquisition.
Construction Costs Will the alternative be expensive to construct	●	●	○	○	○	Alt. 4 proposes the widest cross-section and is expected to be the most costly of the alternatives under consideration.
Operating & Maintenance Costs Will the alternative be expensive to maintain	○	●	●	○	○	Alt. 1 propose no improvements, but it will incur greater operating/maintenance costs over time as compared to Alts. 2-5 as the infrastructure continues to deteriorate. Alts. 4 & 5 may have higher operating/maintenance costs associated with the four lane cross-section in comparison to Alts. 2 & 3.

The Municipality considers **Alternative 5 (A combination of Alternatives 2-4)** as the Preliminary Preferred Solution for the following reasons:

- This option will more efficiently address future traffic capacity requirements since the cross-section can be increased where needed and reduced where not required.
- It will provide for Active Transportation (i.e. pedestrians and cycling)
- It may be possible to reduce the width of the road cross-section at certain areas which may reduce the need for property acquisition, minimize utility relocation and reduce the potential to impact natural features (i.e. vegetation, the watercourse, fish and fish habitat etc.).
- Costs associated with property acquisition and construction costs will be more reasonable.

Please note that the above selection may change following the receipt of public and agency input.

FUNDING

This is a growth related project and it will therefore be funded by area development.

PRELIMINARY PROJECT SCHEDULE

- EA complete 2018
- Detailed Design complete 2018-2019
- Property Acquisition 2020
- Utility Relocation 2020-2021
- Road Construction 2021-2022

The above timing will be subject to funding and the receipt of all necessary approvals.

- The project team will review the comments received following completion of this Public Open House and select a Preferred Solution.
- The project will then move into Phase 3 of the Class EA process.
- A second Public Open House will be scheduled at a future date to identify the Preferred Solution and to present the alternative design concepts developed to implement the Preferred Solution.
- Advance notification of Public Open House No. 2 will be provided.

- All POH material will be available for download from the Town's website at www.innisfil.ca/7thea on October 11, 2017.
- We invite you to provide any comments, in writing, on the Comment Sheet provided.
- All comments are to be submitted by October 25, 2017 to either of the following members of the Project Team:

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Thank you for your attendance at this meeting!
We appreciate your participation.

MUNICIPAL FREEDOM OF INFORMATION & PROTECTION OF PRIVACY ACT

Comments and information regarding this project are being collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act for the purpose of meeting environmental assessment requirements. With the exception of personal information, all comments received will become a part of the public record. For more information about the collection, please contact Magdalena Koehler, Town of Innisfil, 705-436-37040 ext. 3226.