



Appendix A
Background Studies





Memorandum

To: Amber Parnell – Town of Innisfil
Cc:
From: Carl Wong - HDR
Date: August 2012
Re: **Innisfil Transportation Master Plan
Background Reports**

The preparation of the Town’s Transportation Master Plan and long-term transportation network will be guided by existing planning policies, background studies, and other transportation studies such as the provincial Growth Plan, Simcoe County Official Plan, Simcoe County Transportation Master Plan, and Town of Innisfil Official Plan.

1.1 Province of Ontario

1.1.1 Growth Plan for the Greater Golden Horseshoe 2006 – Office Consolidation January 2012

The recently revised Ontario *Places to Grow, Growth Plan for the Greater Golden Horseshoe 2006 Office Consolidation, January 2012* (“Growth Plan”) came into effect on January 19, 2012. The amended Chapter 6 of the Growth Plan affects the County of Simcoe Subarea (including the Town of Innisfil), in regard to addressing sprawl.

Schedule 7 of the Growth Plan indicates a forecast 2031 population of 56,000 for the Town of Innisfil, or 8% of the total 2031 population for the Simcoe Subarea (which also includes the City of Barrie and City of Orillia). The 2031 employment forecast is 13,100 or 5% of total employment projected for the County. In Chapter 2.2 of this report, we will compare the Growth Plan forecasts with other sources of land use forecasts that the Town has used for their planning.

The Growth Plan also highlights two specific areas in Innisfil targeted for intensification: The Alcona Primary Settlement Area and the Innisfil Heights Strategic Settlement Employment Area, and these are illustrated in **Exhibit 1**, an excerpt from Schedule 8 of the Growth Plan.

Previously called an ‘Urban Node’, Primary Settlement Areas require towns to direct a significant portion of population and employment growth to the applicable areas. As stated in the Growth Plan, the exact location, uses, mix, areas and lots sizes in the Innisfil Heights

Strategic Employment Area will be determined by the Minister of Infrastructure along with the municipalities and stakeholders.

An input to the January 2012 Office Consolidation, *Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2006*, developed in October 2010, provides additional details with respect to the proposed boundaries of the Innisfil Heights employment area. These boundaries are illustrated in **Exhibit 2**.



Exhibit 1: Ontario Growth Plan for the Simcoe Sub-area and the Town of Innisfil

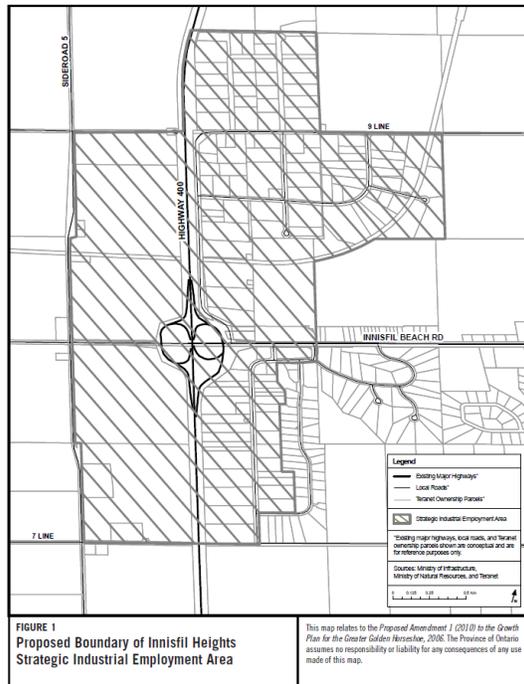


Exhibit 2: Proposed Boundary of Innisfil Heights Employment Area

The Growth Plan also specified intensification and density targets for communities throughout the Simcoe Sub-Area. The minimum intensification target for the Town of Innisfil is 40% (40% of new growth must be from intensification of existing urban areas), while the density target is 50 persons per hectare.

1.1.2 Proposed Amendment 2 to the Growth Plan, November 2012

The recently released *Proposed Amendment 2 to the Growth Plan for the Greater Golden Horseshoe 2006* extends the Plan's horizon to 2041 and includes population and employment forecasts for the upper and single tier municipalities for 2031, 2036 and 2041. Targets are thus identified for Simcoe County only while Innisfil specific targets are not included. The recommendations of this Amendment do not impact the Innisfil Transportation Master Plan's 2031 time horizon.

1.1.3 GO Transit Rail Expansion from Bradford to Barrie, February 2005

This Class EA study prepared by McCormick Rankin Corporation examined necessary upgrades to the rail infrastructure between Bradford and Barrie, preferred sites of three new rail stations, and the preferred site of a proposed layover facility in Barrie.

Two of these stations will be located in Barrie, one on the east side of Yonge Street north of Mapleview Drive, and the other east of Tiffin Street south of Lakeshore Drive. The third station will be located within Innisfil, located south of Belle Aire Beach Road between 20

Sideroad and the rail corridor. This site was selected due to location within a planned future development area and site accesses along Belle Aire Beach Road with available capacity and potential expansion opportunities.

1.1.4 Simcoe Area Multi-Modal Transportation Strategy (On-going)

The currently on-going *Simcoe Area Multi-Modal Transportation Strategy* will update the 2002 *Simcoe Area Transportation Network Needs Assessment*, which identified the 30-year transportation planning needs of the area (to 2031), and proposed a strategy to meet both provincial and regional economic goals. Some of the recommendations from the 2002 study have moved to the next stage of planning including the widening of Highway 400, while other elements are on hold (Bradford Bypass) or not currently being considered (Highway 427 Extension to Barrie).

The 2012 Strategy is being developed to again provide a 30 year, long-term (to 2041) strategy for the safe and efficient movement of people and goods to align with and help implement the Growth Plan for the Greater Golden Horseshoe, 2006 (2012 Office Consolidation) and to implement other plans and policies such as the Greenbelt Plan, and the Provincial Policy Statement.

The Strategy will identify, assess, and recommend options for the provincial transportation system in Simcoe and adjoining areas, including the following:

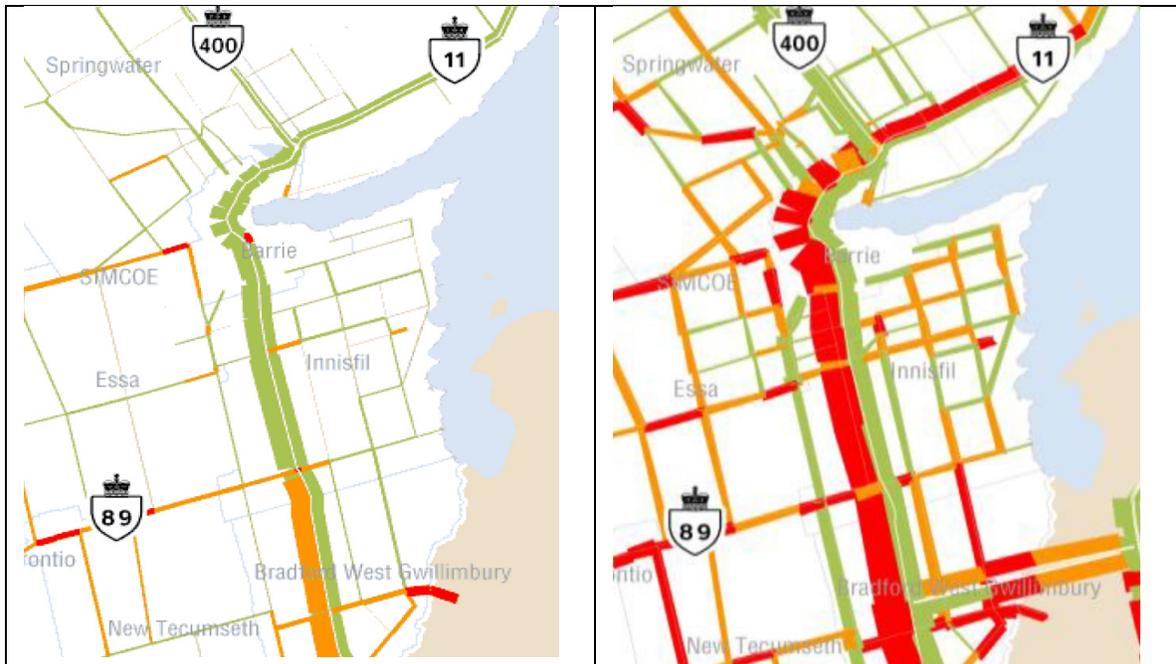
- Identify present and future transportation infrastructure deficiencies;
- Manage future transportation demand;
- Increase the modal share of alternative transportation options including active transportation, transit, high occupancy vehicles and inter-modal opportunities;
- Assess the needed improvements to better connect the Simcoe Area's primary settlement areas and employment areas with one another, the City of Barrie, and the surrounding regions;
- Optimize the capacity of the existing transportation network;
- Facilitate goods movement and economic development; and
- Ensure a coordinated and integrated approach to transportation and land use planning.

The end product of the Simcoe Area Multi-Modal Transportation Strategy will include:

- a provincially-endorsed 30+ year forecast of transportation needs, and transportation system deficiencies;
- identification of a multi-modal suite of transportation solutions, based on MTO's transportation hierarchy and applicable provincial policy, which may address the identified needs

To date, the study has looked at current and projected travel patterns and level of service in 2011 and 2041 which establishes the problem and opportunity to ultimately develop the multimodal transportation strategy.

2011 Fall Weekday Level of Service	2041 Fall Weekday Level of Service
------------------------------------	------------------------------------



1.1.5 Simcoe Area Transportation Network Needs Assessment, June 2002

This study recommends a number of highway improvements and transportation corridor expansions to accommodate future economic growth and travel demand looking specifically at growth in the City of Barrie and traffic within the Highway 400 corridor. The recommendations relevant to the Town of Innisfil are as follows:

- Widening Highway 400 initially to 8 lanes, protect for 10 lanes
- Plan for a new transportation corridor along the Highway 427 corridor extending northerly from to Highway 11 north of Barrie
- Plan for a new municipal arterial south of Barrie connecting to the proposed new transportation corridor and Highway 400
- Over long term, plan for capacity and operational improvements on Highways 10, 12, 89 and 93.
- Further study for extended commuter rail service (2 to 3 trains) from Bradford to Barrie
- Promote ridesharing and transit use
 - Expand and protect for property for commuter parking lots and HOV lanes on Highway 400
 - Protect for a transitway or reserved lanes for HOV vehicles in the proposed new transportation corridor
- Promote ridesharing and transit in Barrie

- Improve roadway efficiency in north-south transportation corridors through Transportation Systems Management

Current plans for Highway 427 do not extend into Simcoe County at this time and will not be considered in the future transportation network to be developed for Innisfil.

1.1.6 Highway 400 – Highway 404 Extension Link Environmental Assessment (Bradford Bypass), 2002

The Ontario Ministry of Transportation completed an Environmental Assessment for a new 16.2km rural 4-lane controlled access freeway, connecting Highway 400 in the Town of Bradford West Gwillimbury to the proposed northerly extension of Highway 404 in the Town of East Gwillimbury. The EA was approved in August 2002, identifying a need for the corridor by the year 2025.

However, since the completion of the EA study however, the Provincial Growth Plan has not identified this corridor in its plans for future highways. York Region, Simcoe County and the Town of Bradford have continued to identify this corridor in their plans post-Growth Plan, and initiated the York-Simcoe Boundary Area Transportation Needs Study, discussed later on in this section.

1.2 Simcoe County

1.2.1 County of Simcoe Official Plan, November 2008

In November 2008, the *Proposed Official Plan of the County of Simcoe* was released. This document provides a policy context for land use planning and development decisions.

Section 4.8 of the *Official Plan* outlines Transportation related Policy Statements for:

- Long-term transportation planning;
- Improving roads, intersection and traffic control devices;
- Constructing new road sections and widening existing road sections where warranted;
- Employing traffic management techniques to achieve more efficient use of roads;
- Requiring appropriate conditions of approval for development applications; and
- Considering the needs of pedestrians and cyclists in road design.

The Official Plan provides detailed guidance for the following transportation topics:

- Transportation Planning Policies
- Road Network
- County Roads
- Design of Development
- Corridors, Pathways, and Trails
- Transportation Demand Management
- Transit

Building on the Growth Plan, Simcoe's OP also directs most non-resource related growth and development to settlements. From the 2006 Census of Canada population of 272,200, the County is projected to grow by 61% to 439,500 in 2031.

Additional Official Plan policies relevant to the Town of Innisfil TMP include:

- Emphasis on Intensification Target: 40% of new residential units developed within built boundaries of settlement areas by 2015.
- All other municipalities required to achieve 20% intensification by 2015. Average county-wide target is 32%
- Within the Economic District known as Innisfil Heights, development shall be in accordance with the approved secondary plan and shown in the local municipal official plan.
- Growth will be accommodated through the following means:
 - Long-term transportation planning;
 - Improving roads, intersection and traffic control devices;
 - Constructing new road sections and widening existing road sections where warranted;
 - Employing traffic management techniques to achieve more efficient use of roads;
 - Requiring appropriate conditions of approval for development applications; and
 - Considering the needs of pedestrians and cyclists in road design.
- Highway 400 will have future widening to 10 lanes between Highway 9 and City of Barrie
- County of Simcoe and local municipalities to establish Transit Service Areas and Plans to address:
 - The feasibility of improved transit links within and between the Town of Bradford West Gwillimbury, the Town of Innisfil, the Town of New Tecumseth and the Township of Essa

2006 population and employment estimates and 2031 forecasts for Innisfil and surrounding municipalities were also identified in the Simcoe OP and are summarized in **Table 1**.

Table 1: Simcoe County OP Population and Employment Forecasts

Municipality	Population 2006	Population 2031	Employment 2006	Employment 2031
<i>INNISFIL</i>	32,400	65,000	5,700	13,100
Barrie-Orillia	166,400	227,500	87,100	114,100
Bradford-West Gwillimbury	25,000	49,700	8,000	16,200
Essa	17,600	22,900	7,700	10,300
New Tecumseth	28,800	49,000	19,700	26,300

Land use designations from the Simcoe County Official Plan are illustrated in **Exhibit 3**.

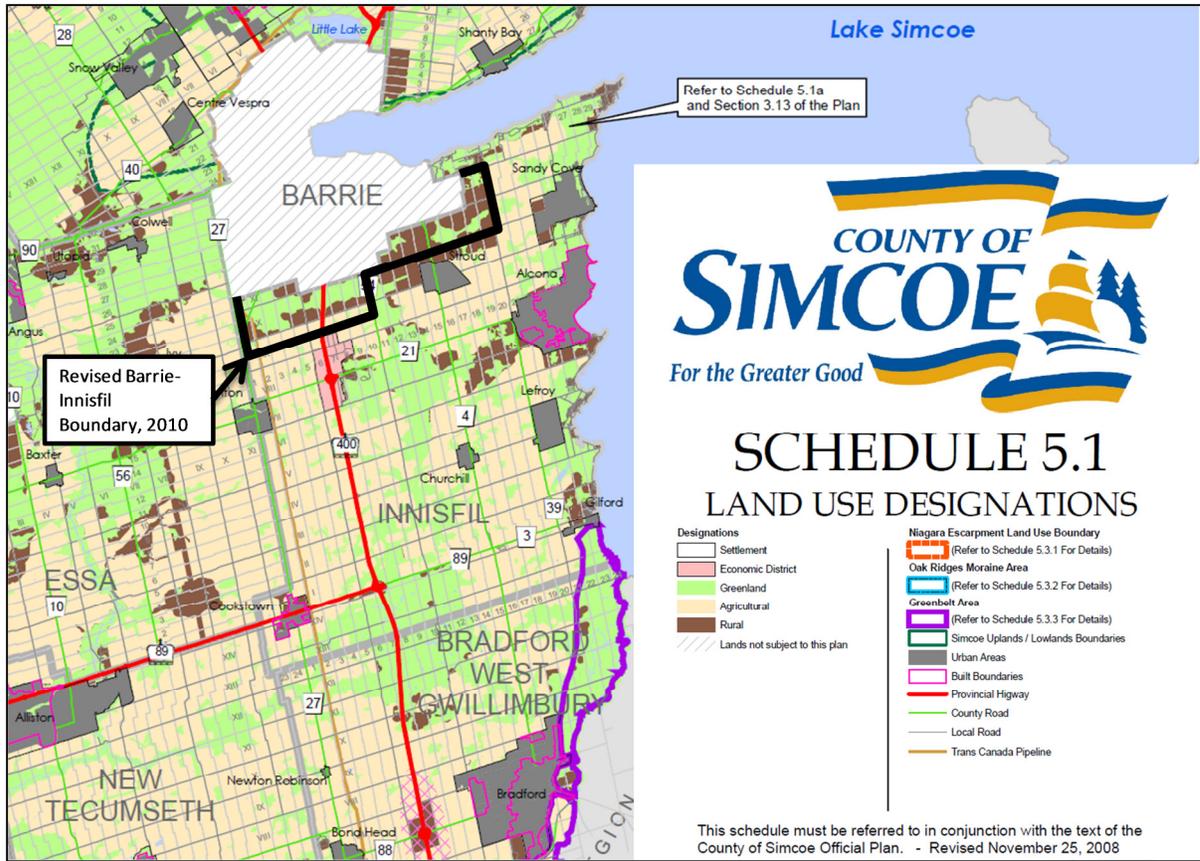


Exhibit 3: Simcoe County OP Land Use Designations - Innisfil

1.2.2 Simcoe County TMP, July 2008

The County of Simcoe conducted a Regional Transportation Master Plan in July 2008 to create a future vision for transportation for all modes: pedestrian, cycling, transit and autos/trucks.

The recommended transportation strategy, summarized below, promotes a balanced approach to transportation that:

- Emphasizes need to promote and invest in alternative modes of travel,
- Establishes the principle of municipal leadership by example, particularly in promoting Transportation Demand Management measures,
- Actively promotes alternative transportation modes in the community through the use of policies, and standards
- Focuses on partnerships with local municipalities, the provincial government and private interests to build upon existing best practices to enhance services, and
- Requires an investment in incentives to encourage participation and remove barriers.

The TMP provided details on transferring control of roads from/to the Simcoe County to/from the Town of Innisfil. It also provided details in reclassifying and improving a variety of

roadways and intersections in Innisfil and throughout the County. The Barrie By-Pass and Bradford By-Pass corridors were also identified for long term protection. This corridor and other long-term (> 20 years) transportation improvements are illustrated in Figure 5.11 of the Simcoe TMP, and in **Exhibit 4**.

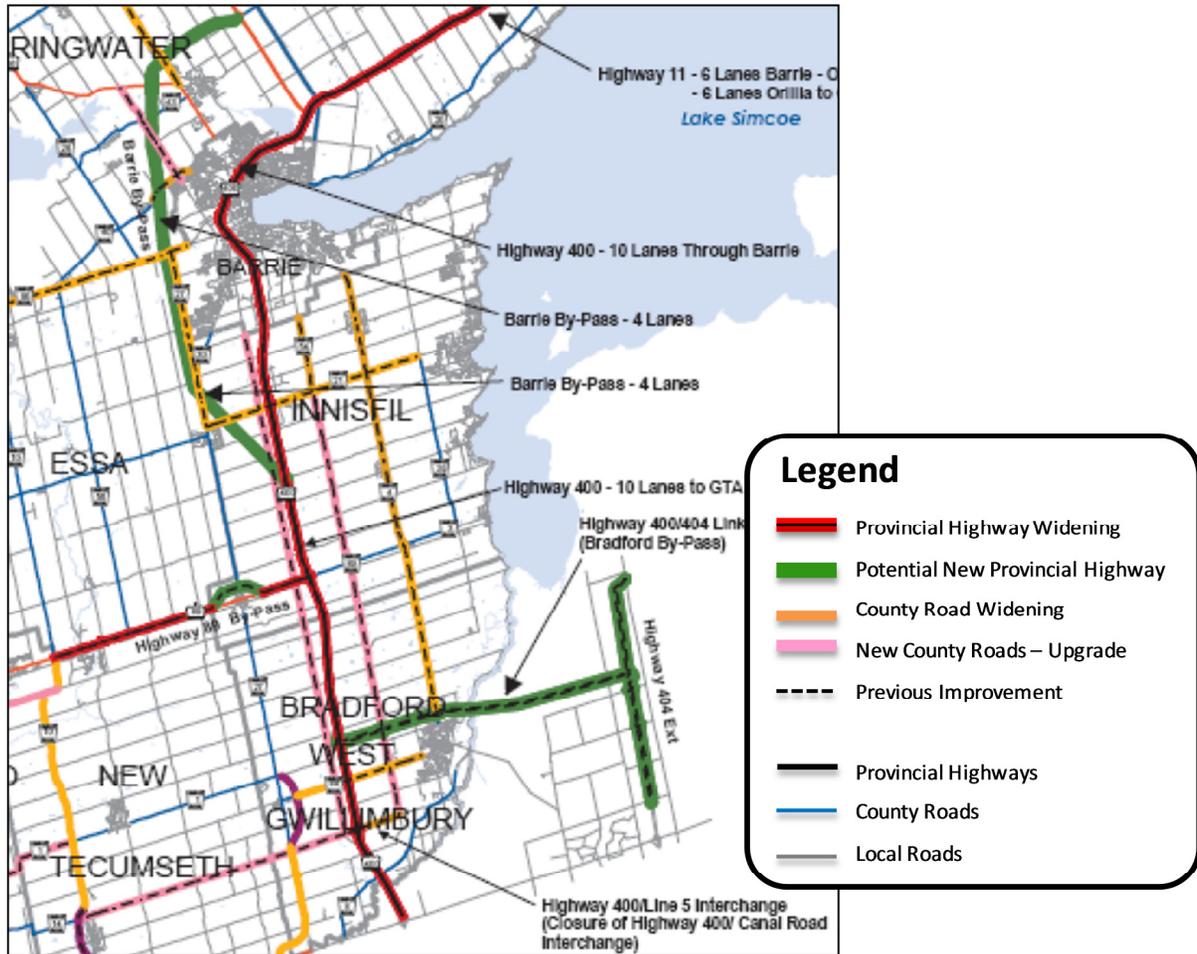


Exhibit 4: Simcoe County TMP Long Term Road Improvements Surrounding Innisfil

A detailed list of County Roads identified for future improvements and affecting the Town of Innisfil is provided in **Table 2**.

Table 2: Simcoe County TMP Proposed Road Improvements affecting Innisfil

Road	Limits	Type of Improvement	Comment
5 Sideroad Bradford West Gwillimbury/Innisfil	Line 5 BWG to Barrie City Limit	Upgrading to County Road Standards	Integral part of emergency detour route planning along the west side of Hwy. 400.
10 Sideroad Bradford West Gwillimbury/Innisfil	Line 5 BWG to CR 21 Innisfil	Upgrading to County Road Standards	Integral part of emergency detour route planning along the east side of Hwy. 400.
CR 4 Bradford West Gwillimbury / Innisfil	8th Line BWG to CR 89	Widening 2 to 4 lanes	Required to address future capacity deficiencies on County Road 4 due to growth in Bradford and Innisfil.
CR 4 Innisfil	CR 89 to Barrie City Limit	Widening 2 to 4 lanes	Best alternative to address future capacity deficiencies on County Road 4 due to growth in Innisfil and Barrie.
CR 21 Innisfil	Hwy 400 to 20th Sideroad	Widening 2 to 4 lanes	Best alternative to address future capacity deficiencies on County Road 21 due to growth in Innisfil.
CR 21 Innisfil	CR 27 to Hwy 400	Widening 2 to 4 lanes	Together with improvements to CR 27 and Wilson Drive, this improvement will provide interim relief to congestion through Barrie.
CR 27 Innisfil	CR 21 to CR 90	Widening 2 to 4 lanes	Together with improvements to CR 21 and Wilson Drive, this improvement will provide interim relief to congestion through Barrie.
CR 54 Innisfil	CR 21 to Barrie City Limit	Widening 2 to 4 lanes	Improvements required to accommodate future growth in Barrie and Innisfil.

Intersection improvements were also identified and including the following intersections:

- County Road 54 – 9th/Lockhart Rd.(Innisfil)
- County Road 54 – Lockhart Rd.(Innisfil)
- County Road 30 – Salem Rd (Innisfil)
- County Road 4 – Innisfil 3rd
- County Road 4 – Innisfil 2nd
- County Road 21 – Innisfil 5th Sideroad
- County Road 21 – Innisfil 10th Sideroad
- County Road 4 – Innisfil 9th
- County Road 4 – Innisfil 7th
- County Road 4 – Innisfil 6th
- County Road 4 – Innisfil 5th
- County Road 4 – Innisfil 4th

1.2.3 County of Simcoe Area Growth Plan, May 2008

The *Simcoe Area Growth Plan*, produced in May 2008 provides a framework for long range land use planning. This Growth Plan will be implemented in the Simcoe County Official Plan 2008 and “defines the amount, location and character of community development to 2031”.

The *Simcoe Area Growth Plan* provides guidance on population and employment distribution to be approved in the official plan, but does not provide detailed guidance on where and the type of growth in a community.

The location of major development applications and projected population by 2031 are illustrated in **Exhibit 5**. Within Innisfil, population growth of 32,600 is expected mostly within the proposed new communities while employment is expected to grow by 7,400 by 2031 mostly within the proposed enterprise zones illustrated along Highway 400. The population and employment totals identified in the Simcoe Growth Plan for the Town of Innisfil are 65,000 populations and 13,100 employments by 2031, matching the totals documented in the Simcoe County OP.

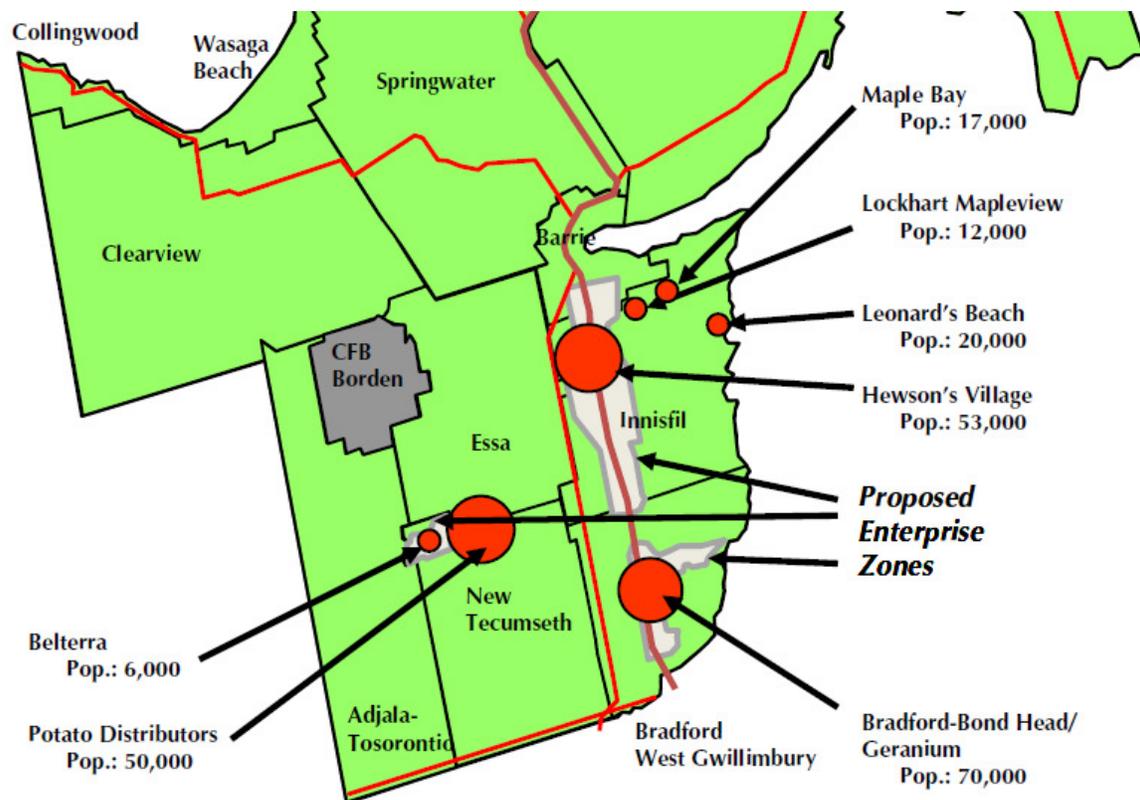


Exhibit 5: Proposed Growth in Innisfil and Simcoe County by 2031

1.2.4 York-Simcoe Boundary Area Transportation Needs Study, June 2012

The York-Simcoe Boundary Area Transportation Needs Study reconfirmed the need for the corridor by 2031. Due to the findings of this study, MTO has initiated the second phase of their Simcoe Area Transportation Study in support of Growth Plan Amendment 1 (January 2012).

The implications of this corridor on the Town of Innisfil are somewhat minor but have the potential to affect future travel patterns by decreasing traffic on County Road 89 and increasing traffic using Yonge Street. A select link plot (**Exhibit 6**) from the study illustrates the forecast travel demand shifting away from Simcoe County Road 89 and onto Yonge Street with the Bradford Bypass.

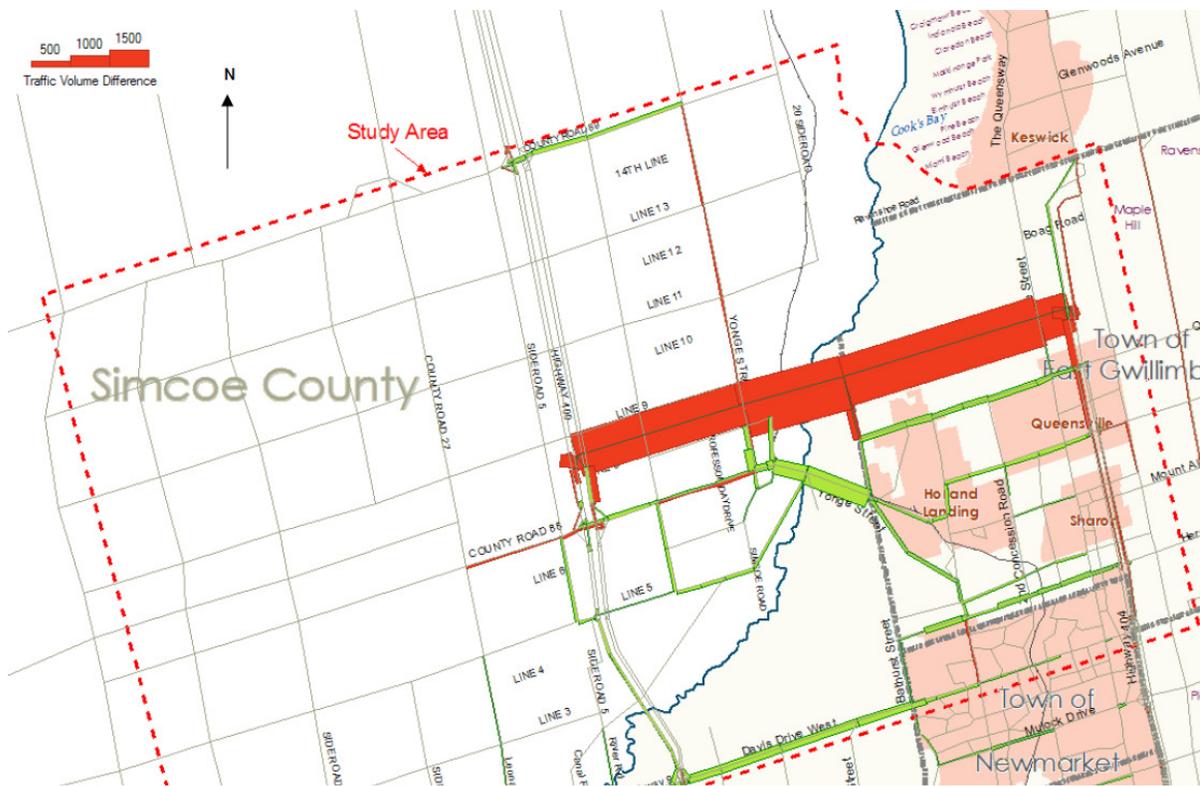


Exhibit 6: Bradford Bypass Travel Demand Shift

1.3 Town of Innisfil

1.3.1 Inspiring Innisfil 2020, February 2011

The strategic vision of *Inspiring Innisfil 2020* was developed based on three pillars: Community, Economic Development and Tourism and Culture. Mutually interdependent

these three pillars will rely on strategic infrastructure planning and wise decision-making processes.

Inspiring Innisfil 2020 was prepared in February 2011 and brought together residents and business owners to study future development opportunities for the Town of Innisfil. The study first developed a set of community values, then a vision for the future and finally an implementation plan to achieve this vision. Residents and businesses were asked to contribute ideas and feedback throughout the process. The recommendations in the final report provided strategies in three areas: economy, community, and culture and tourism.

The final report outlined the following key priorities:

- Complete a review of the Town's Official Plan
- Identify an urban core
- Complete strategic infrastructure servicing plan
- Develop long range financial plan
- Form a Community and Economic Development unit
- Develop tourism infrastructure

One of the key goals of Inspiring Innisfil is to invest wisely in infrastructure to build a stronger local business base. Priorities for infrastructure must be determined and developed accordingly, and the Innisfil TMP will be the first step towards this goal with respect to transportation infrastructure.

1.3.2 Innisfil Official Plan, April 2011

The Innisfil Official Plan was adopted in July 2006 and approved in April 2011. The Official Plan provides timing of development within the town to ensure services; resources and infrastructure do not put undue strain on the municipality and residents. Although the Official Plan was approved in April 2011 the background work was based on earlier assumptions and information dating back as early as 2006. Schedule C (Transportation Plan) of the OP provides an overview of the proposed new interchanges and future road upgrades. An Official Plan update will be being undertaken by the Town later this year and the Transportation Master Plan findings will provide input into this update.

The recommendations of the Transportation Master Plan will be largely built upon the policies and schedules set forth by the Official Plan. Sections of the Official Plan directly relevant to various transportation modes, the transportation network, and settlement areas are summarized within the appropriate sections later on in this report.

It is noted that the Innisfil Official Plan identifies a full build-out population of 55,500 by 2026 and a target employment of 1 job per 2 persons, or 27, 750. However the Plan goes on to state that the Simcoe Area Growth Plan and the Town's Growth Management Strategy shall be incorporated into the OP by a subsequent OPA and shall update these targets (Innisfil Official Plan 2.3.6).

The Official Plan also provides further detailed planning guidelines specific to the urban areas of Alcona, Cookstown, Innisfil Heights, Sandy Cove, and Lefroy-Belle Ewart.

1.3.3 Town-Wide Water and Wastewater Master Servicing Plan, March 2012

This plan prepared by Genivar for the Town of Innisfil identifies long-term servicing strategies for water and wastewater servicing with the Town to the year 2031. The key inputs into the Transportation Master Plan from the Water and Wastewater Plan are the Town's most recent population estimates by settlement areas, including identifying new growth areas (Official Plan Amendments) within the Town. A Town-wide population of 70,300 by 2031 is assumed as part of this Plan.

1.3.4 Alcona North and South Secondary Plan Areas Traffic Study, November 2011

A detailed traffic study was conducted to assess the impacts of the proposed Alcona North and South Secondary Plans. The assessment, prepared by LEA Consulting for the Town, studied 2006 and future 2031 traffic conditions. The population and employment forecasts assumed in this study are higher than the forecasts from the Provincial Growth Plan, Simcoe Official Plan, Innisfil Official Plan and Innisfil Water and Wastewater Study. This study estimated a Town-wide population of 80,111 and employment of 13,613.

Details on suggested road network improvements to accommodate background traffic growth and the two secondary plans are summarized in **Table 3** and **Table 4**, respectively, and illustrated in **Exhibit 7**. The study also suggested the potential realignment of both 20th Sideroad and Innisfil Beach Road.



Figure 9: Suggested Road Widening

Exhibit 7: Alcona North and South Secondary Plan Road Improvements

Table 3: Alcona North and South Secondary Plan Background Road Improvements

No	Owner	Road	From	To	Average V/C	Existing No. Lanes	Suggested Widening	Length
1	Town	7 th Line	County Road 39	St. John's	1.21	2	4	2.18
2*	Regional	County Road 89	11 th Line	10 Sideroad	1.03	2	4	7.42
3*	Town	5 th Sideroad	9 th Line	2 nd Line	1.00	2	4	8.31
4*	Town	25 th Sideroad	Lockhart Rd	10 th Line	0.92	2	4	1.4

*Widening trigger by Highway 400 over capacity

Table 8: Road Widening Triggered by Background Growth**Table 4: Alcona North and South Secondary Plan Alcona Expansion Road Improvements**

No	Owner	Road	From	To	Average V/C	Existing No. Lanes	Suggested Widening	Length
5	Regional	County Road 39	6 th Line	7 th Line	0.96	2	4	1.3
6	Regional	County Road 21	Highway 400	County Road 39	0.97	4	6	8.16
7	Town	6 th Line	County Road 39	Webster Blvd.	1.75	2	4	0.72
8*	Town	Lockhart Road	10 th Sideroad	County Road 4	1.00	2	4	3.06

*Widening trigger by Highway 400 over capacity

Table 9: Road Widening Triggered by Alcona Expansion

1.3.5 Road Needs Study, February 2009

The Road Needs Study Assessment was produced for the Town of Innisfil in February 2009.

The purpose of the assessment is to:

- Establish traffic volumes throughout the road system (from which appropriate design standards are based);
- Review the findings and recommendations of the 2004 Road Asset Management Study,
- Inventory and evaluate existing roads, sidewalks and culverts within the Town;
- Identify the need for improvements to the above, appropriate rehabilitation or reconstruction strategies and associated costs;
- Establish a simple mechanism to determine the annual works program; and
- Provide the Town with a decision aid for budgeting purposes by outlining capital works programs and cost estimates for the immediate, 1 to 5 year, 6 to 10 year and 11 to 20 year needs.

The assessment consists of six reports:

- Road Network Inventory & Condition Appraisal
- Summary of Road Network Needs
- Sidewalk Network Inventory & Condition Appraisal
- Summary of Sidewalk Network Needs
- Culvert Inventory & Condition Appraisal
- Summary & Priority of Culvert Needs & Rehabilitation Strategies.

The *Road Network Inventory & Condition Appraisal* summarizes the methodology to evaluate the road network inventory and condition. The *Summary of Road Network Needs* provides costs and priority of road improvement and a schedule for improvement.

Similar to the Road Network, the other four reports provides an inventory, condition, costs and improvement guidelines for the town’s sidewalks and culverts.

1.3.6 Innisfil Beach Road Traffic Evaluation, October 2008

The Innisfil Beach Road and 20th Sideroad Area Comprehensive Traffic Evaluation was submitted in October 2008. The report prepared by C.C. Tatham and Associates for the Town of Innisfil reviews traffic studies for development applications from 20th Sideroad to Jans Boulevard on Innisfil Beach Road, at the west end of the Alcona Settlement Area. The study area and developments considered are illustrated in **Exhibit 8**. It considers the additional development to determine the transportation needs of the area road network in horizon years 2013 and 2018.

The report also provided suggestion on traffic signal improvement, and road reconfiguration at 20th Sideroad and Innisfil Beach Road, which is illustrated in **Exhibit 9**.

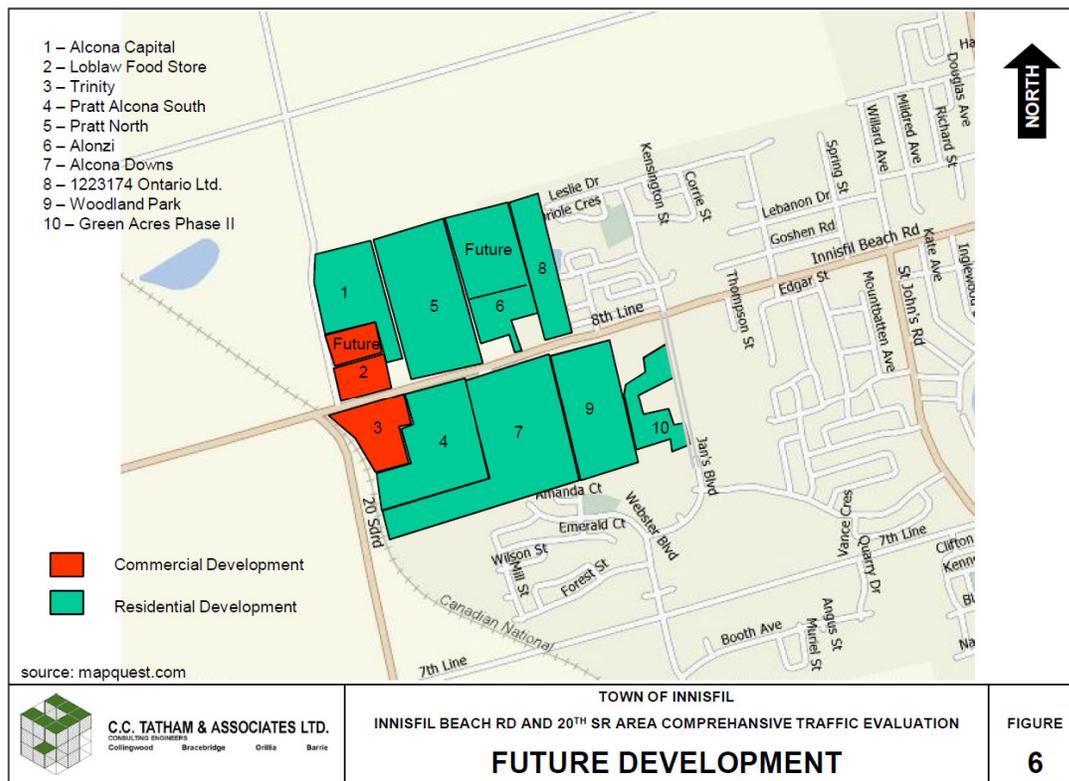


Exhibit 8: Innisfil Beach Road Development Details

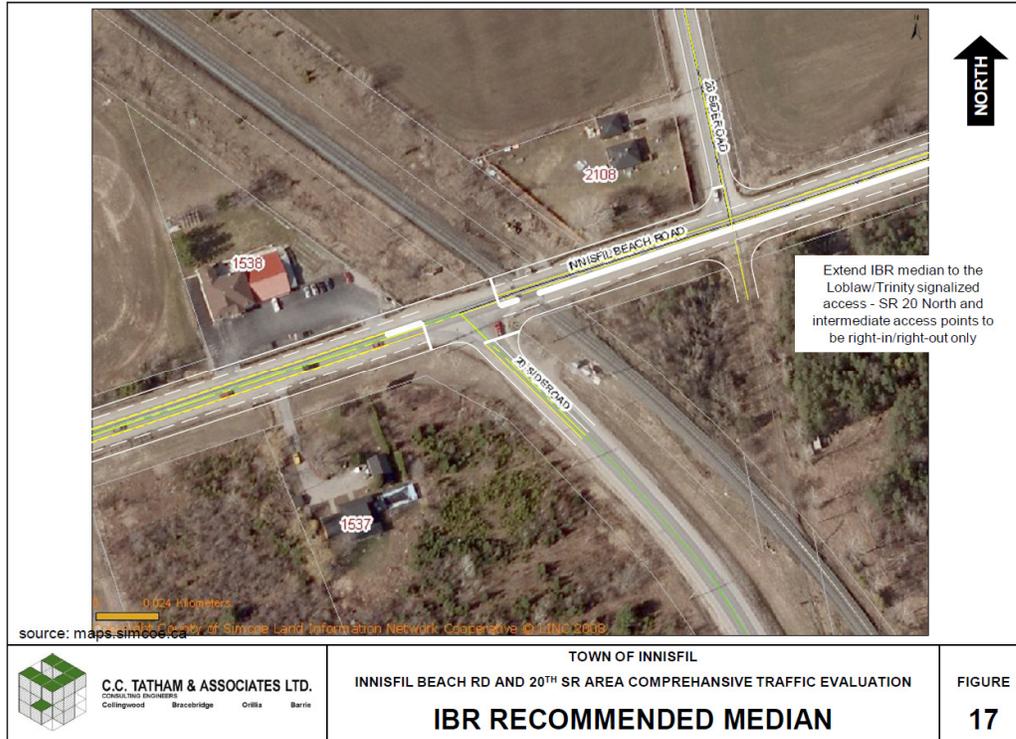


Exhibit 9: Innisfil Beach Road Recommended Median

1.3.7 Innisfil Transportation Assessment, July 2006

The Traffic Projections and Screenline / Link Volume Analysis submitted in July 2006 analyzed projected traffic conditions for the year 2026. The report prepared by LEA Consulting for the Town of Innisfil provides a methodology for determining the traffic volumes due to increased population and employment, screenline summaries and outlines capacity constrained locations. The travel demand forecasting work required for the Innisfil TMP will build on the findings of this Assessment. Screenline V/C Ratios are illustrated in **Exhibit 10**.

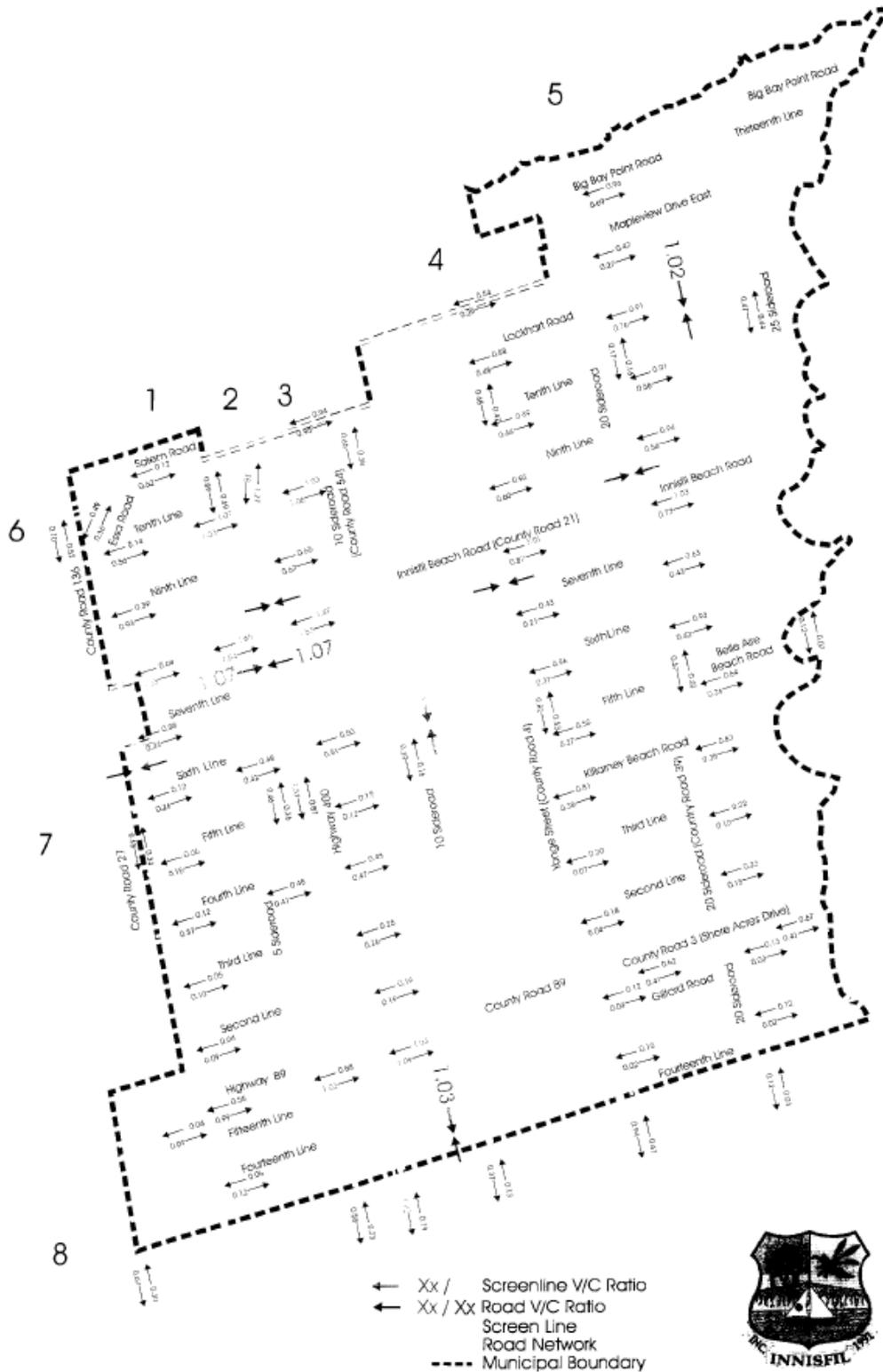


Exhibit 10: Innisfil Transportation Assessment 2026 Screenline VC Ratios

1.3.8 Engineering Design Standards and Specifications Manual, June 2011

The Engineering Design Standards and Specifications Manual was produced in June 2011. The manual acts as a guide to provide infrastructure design that meets with town approval, however it stresses that this guide *does not replace sound engineering principles or relieve the engineering of their responsibility for the design*. The guide aims to ensure that each future engineering project “*supports future growth; is environmentally responsible; considers operation and maintenance impacts; improves accessibility for those with disabilities; and utilizes sound engineering practices.*”

The manual provides specific guidance on roadways in terms of:

- Classification
- Pavement design
- Geometric elements
- Roadway surface maintenance and rehabilitation
- Other design elements such as vertical curves, sidewalks, walkways, bicycle lanes and parking design
- Traffic signals

1.4 Adjacent Municipalities

1.4.1 City of Barrie Annexed Lands Transportation Master Plan, April 2012

The City has recently completed a Master Plan for the Annexed Lands which were previously part of the Town of Innisfil. The plan identifies a recommended land use and transportation scenario for the development of the Annexed Lands. The recommended scenario is illustrated in **Exhibit 11**. Projected population and employment for these lands is summarized in **Table 5**.

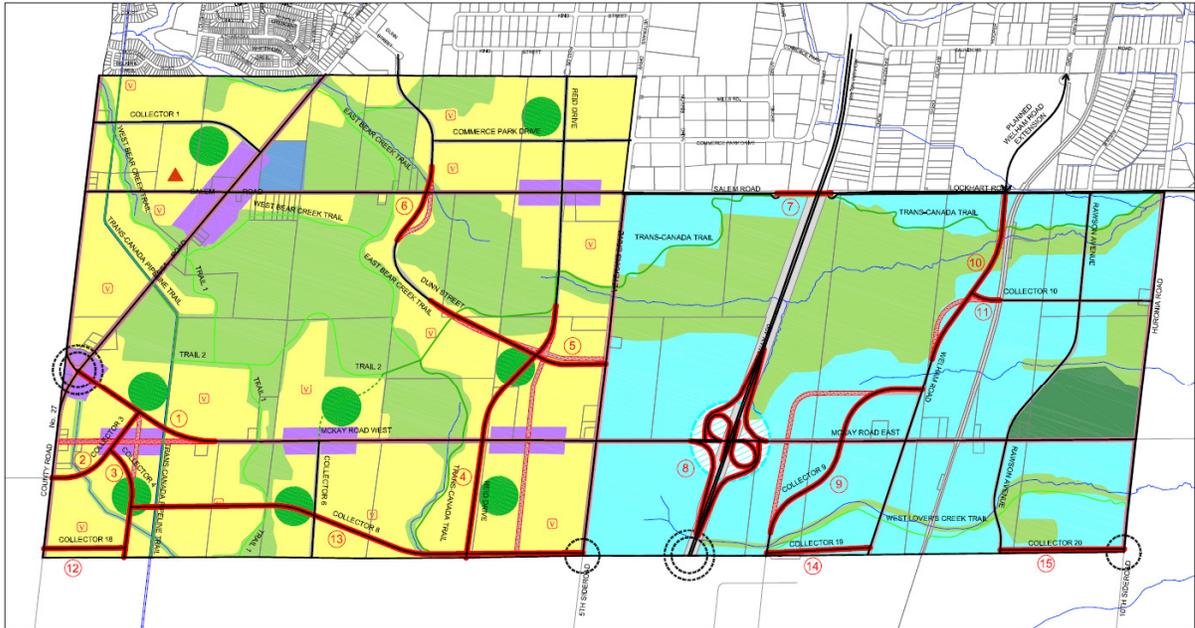


Exhibit 1-7
Modifications to Transportation Network
Land Use & Transportation Option 1

Annexed Lands West
March 2012

Source: Macalady Shoni Howson, received September 20, 2011.

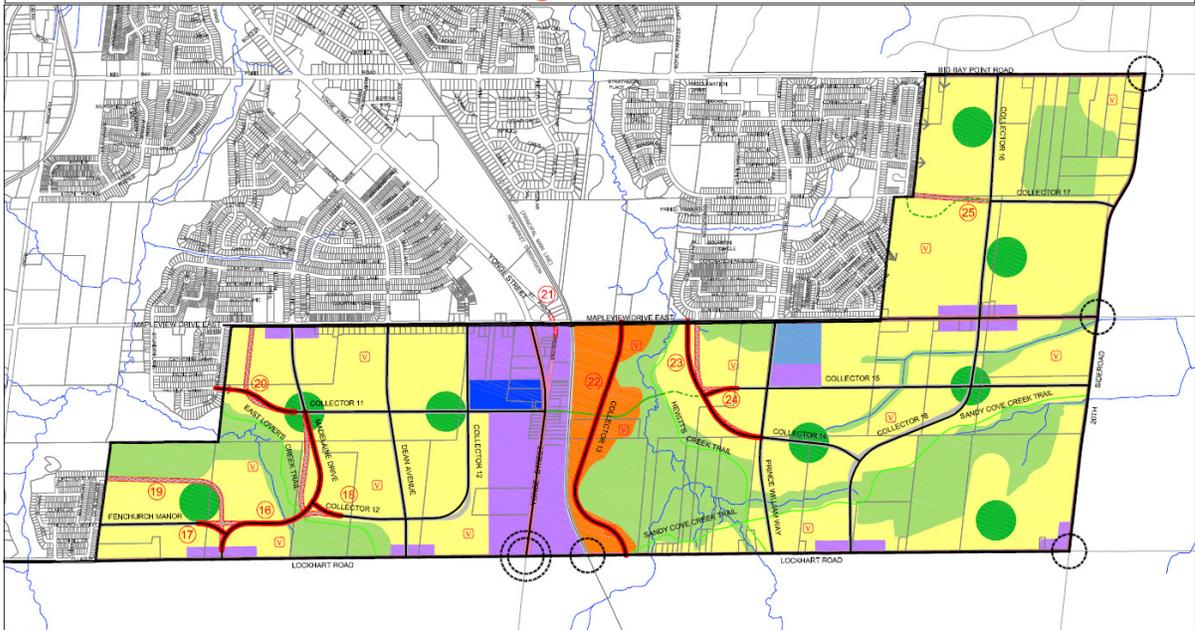


Exhibit 1-8
Modifications to Transportation Network
Land Use & Transportation Option 1

Annexed Lands East
March 2012

Source: Macalady Shoni Howson, received September 20, 2011.

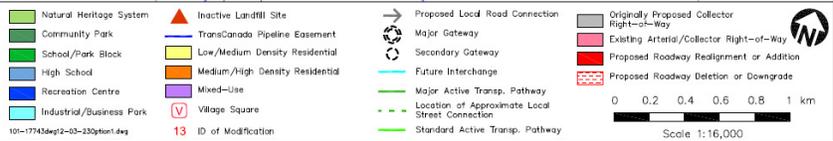


Exhibit 11: Barrie Annex Lands Recommended Land Use Option

Table 5: Barrie Annex Lands Population and Employment Projections

	Population			Employment		
	2021	2031	Ultimate	2021	2031	Ultimate
Annex Lands West (West of 400)	9,222	14,856	28,580	4,879	5,186	10,200
Annex Lands West (East of 400)	0	0	0	0	0	17,410
Annex Lands East (West of Yonge)	12,802	12,802	16,702	1,709	1,709	1,660
Annex Lands East (East of Yonge)	4,547	13,129	20,517	201	506	450
Total Annex Lands	26,571	40,788	65,799	6,789	7,401	29,720

1.4.2 Barrie Official Plan, April 2010

The City of Barrie in its April 2010 Official Plan proposes an intensification area near the Barrie South GO Station, at the Barrie/Innisfil municipal border. Two other primary intensification nodes are identified as part of the Barrie OP further north along Yonge Street at Big Bay Point Road and Little Ave. These areas are illustrated in Schedule I of the OP and **Exhibit 12**.

Intensified development adjacent to the Town of Innisfil may have an impact on future travel demand in the Town.

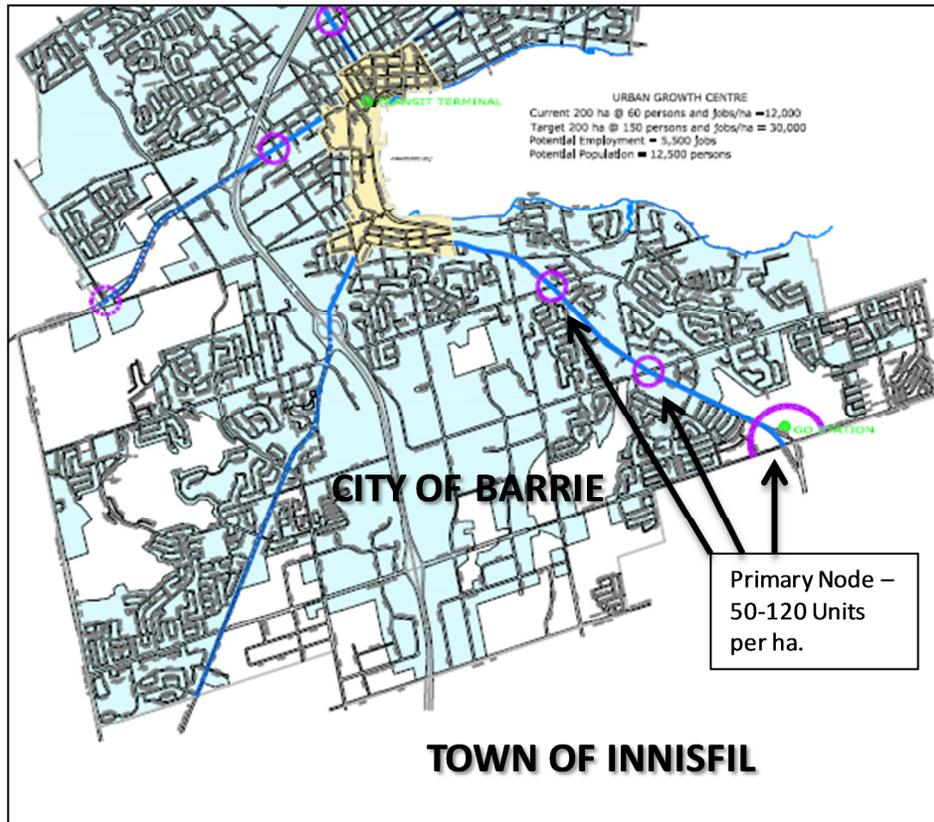


Exhibit 12: Barrie OP Intensification Areas Adjacent to Innisfil

1.4.3 Bradford West Gwillimbury Trails System Master Plan

The Town of Bradford West Gwillimbury completed its Trails System Master Plan in January 2010, developing a plan that:

- Connects existing neighbourhoods to the downtown
- Connects to the Thornton-Cookstown Trans-Canada Trail
- Develops long-term planning for on-road cycle system and pedestrian friendly crossings of major highways
- Develops policies and standards for trails in new communities
- Connects to trail systems in adjacent communities.

The proposed system is illustrated in **Exhibit 13**. Innisfil has opportunities to connect to Bradford’s trails system through on-road facilities on Highway 27 and Yonge Street, a proposed multi-use trail along the waterfront, and along a potential “rails with trails” corridor along the existing GO corridor.

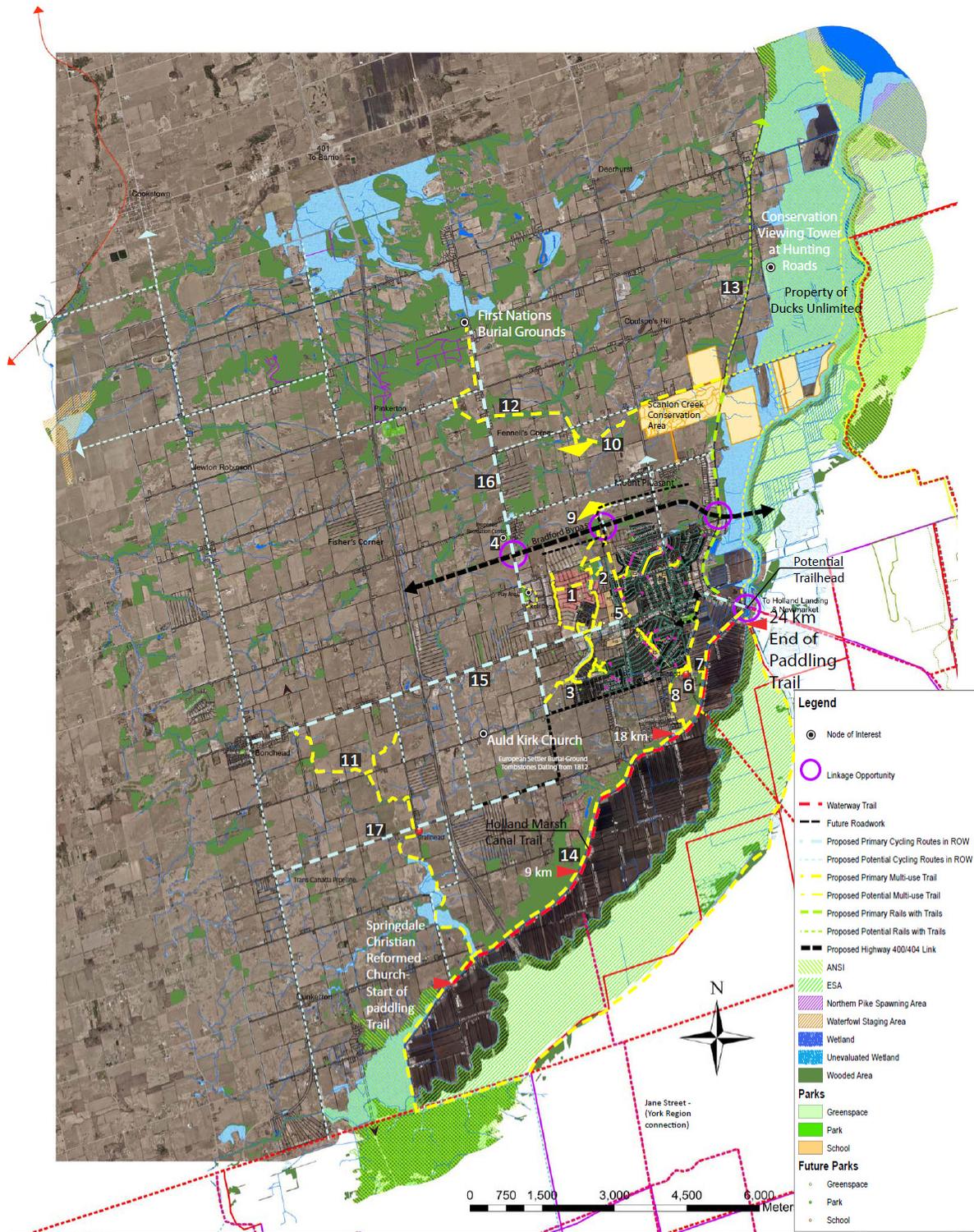


Fig. 1 Bradford West Gwillimbury Trails Master Plan Regional Concept Plan

Feb. 1, 2010



Exhibit 13: Bradford West Gwillimbury Proposed Trails System

1.4.4 Bradford Official Plan, February 2002

The Town of Bradford adopted and received provincial approval for its Official Plan in February 2002. Schedule F-1 of the OP identifies the Transportation Plan for the Town and recognizes the planned Bradford Bypass freeway running east-west between Highway 400 and Highway 404, just north of the developed urban area of Bradford. The proposed freeway as illustrated in the OP Schedule is shown in Exhibit 14. As noted previously, this corridor could have an impact on future travel demand patterns in the Town of Innisfil.



Exhibit 14: Bradford Official Plan - Transportation