Public Open House Summary Report
7th Line (West) Improvements from Yonge Street to 10th Sideroad

The Town of Innisfil
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1.0 Introduction and Background

The Town of Innisfil (Town) has initiated a Municipal Class Environmental Assessment (EA) to consider options for improvement to 7th Line from Yonge Street to 10th Sideroad to address the road surface, road base, erosion control, drainage deficiencies, road side encroachment and associated safety risks for the continued use and maintenance of the road. A key component of the study includes consultation with interested stakeholders. This report documents the Public Open House (POH), held on November 27, 2018 and summarizes the notification process, the information presented, and the comments received during and after the POH.

Alternative solutions include:

1. **Do Nothing (Maintain the Status Quo)**

   Mandatory requirement for consideration in a Class EA. Maintain the status quo. Perform regular maintenance as required. Repair slopes and washouts on a reactionary basis.

2. **Local Traffic Only**

   Allow access to local traffic only, closing the road to non-local traffic. May include change to a Private Road. Maintain public access to the park from 10th Sideroad. Perform regular maintenance as required. Repair slopes and washouts on a reactionary basis.

3. **One-Way Road**

   Operate as a one-way road fully open to the public. Maintain public access to the park from the 10th Sideroad and from the 7th Line. Install appropriate signage / marking and public notices of the change. No road widening, repave or rehabilitate the existing road and repair slopes, upgrade ditching and replace culverts where required to ensure long term viability of the road. Perform regular maintenance as required.

4. **Widen the Road**

   Operate as a two-way road, fully open to the public. Upgrade road to meet Transportation Association of Canada Geometric design guidelines based on current posted speed limits including widening the road, or shoulder in some areas, and improving the horizontal / vertical alignment. Improve ditching and perform regular maintenance as required. Repair slopes and replace culverts where required to ensure long term viability of the road.

5. Dead-end Road with Turn Around (2)

Operate as a two-way road open to the public with no through traffic. Upgrade road to meet Transportation Association of Canada Geometric design guidelines for a 50 km/h posted speed by widening the road and improving the horizontal / vertical alignment. Repair slopes and replace culverts where required to ensure long term viability of the road. Construct two cul-de-sac or hammer head turnarounds. Leave a trail / access road between the turnarounds for active transportation and emergency/maintenance vehicles. Perform regular maintenance as required.

The planning of the road improvements are being carried out in accordance with the Schedule 'C' requirements (Phases 1 to 4) of the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act.

2.0 Method of Notification

Details of the date, time, location and purpose of the POH were published in the Innisfil Journal on November 15, 2018 and November 22, 2018. A copy of the advertisement is provided in Appendix A. Notification of the POH was also published in the Community Bulletin for the Town of Innisfil, posted on the Town of Innisfil website and mailed to regulatory agencies, municipalities, Indigenous Communities and local residents who live within the study area. A copy of the Notice of POH was also hand-delivered to residents of the 7th Line who live within the study area for the project.

3.0 Public Meeting Format

The POH was arranged as a "drop-in" style session conducted at the Town of Innisfil, Town Hall, Community Rooms B and C on November 27, 2018. Display boards were placed around the room and representatives from the study team were available to answer questions and discuss the project with interested members of the public from 4:00 p.m. to 7:00 p.m. A copy of the display boards is provided in Appendix B. Attendees were greeted upon arrival, were encouraged to sign-in and were offered a comment sheet.

Participants were requested to provide input to the process by completing the available comment sheets. The comment sheet included a short description of each alternative and participants were asked to select their preference between two preliminary preferred alternatives resulting from the evaluation of alternatives during Phase 2 of the Municipal Class EA process and presented at the POH. Participants were also asked for any other comments, questions or suggestions on the project and the materials presented at the POH.

Individuals wishing to provide comment could fill out comment forms during the POH or take comment forms home to fill out later and return either via email or to the mailing addresses provided. Opportunity to comment was also available via an online survey/comment form on the Town website, available at getinvolvedinnisfil.ca/7thline. Return comments were requested by January 11, 2019.

4.0 Participation

A total of 25 people attended the POH, excluding the project team members, as indicated on the sign in sheets. Eleven (11) comment sheets were received from local stakeholders during and following the POH and seventeen (17) comment forms were received via the online survey available through the Town website. A copy of the comments received are provided in Appendix C.

5.0 Summary of Comments Received

The comments received during the POH and subsequent comment period included the following themes:

- Traffic congestion in the area.
- Accommodating growth while minimizing impact to natural features, wildlife and recreational opportunities.
- Preserving natural features.
- Concern that the existing One-way road option is unsafe as users continue to drive in both directions and results in extended driving distances to reach destinations to the east of the study area.
- Access to Centennial Park.

5.1 Overall Preference

The 4) Widening of the Road was selected as preferred in over half of all comment sheets and survey forms received during the POH comment period, summarized as follows:

- Twenty-two (22) of the comment sheets and survey forms selected the Widen the Road alternative as preferred.

- Four (4) of the comments sheets and survey forms selected the One-way alternative as preferred.

- One (1) of the survey forms noted neither the Widen the Road or One-Way option was preferred.

- One (1) comment sheet noted a preference for Dead-end Road with Turn Around instead of Widen the Road or One-Way options.

In addition to selecting from the two preliminary preferred alternatives, 2 of the participants provided another alternate preference; 1 for the Local Traffic Only alternative and 1 for the Dead-end Road with a Turn Around alternative.

In the evaluation of the alternatives against the natural, technical, social and economic environment, the selection of a preferred alternative is considered along with comments from the stakeholders, the Municipality and Agencies that were provided during the EA process. The ranking of the preliminary preferred alternatives is utilized to provide context for the accompanying participant comments, to provide a better understanding of stakeholder opinions, and to provide balance in the evaluation of the preferred alternative. Selection of a preferred alternative is not based solely on the ranking provided by participants during the POH and POH comment period. The alternative ranked most often as preferred was reviewed to provide an indication of the overall preferences among participants.

5.2 Questions/Concerns and Answers

A summary of questions included as part of the comments received from the POH are as follows.

As noted on the comments sheets, project related responses to comments and questions are provided within this PIC Summary Report. Individual response to comment sheets and survey forms was not provided.

Q1: If the road is made a two-way road, will the ditches be cleaned out?

A1: Ditching improvements would be made for the widen the road (2-way), the one-way and the Dead-end with Turn-around options. In each case the improvements would be at the East end of the road (closer to Yonge Street) but not required in the west end along the wetland areas.

Q2: If the road is left as-is (i.e., Do Nothing) could side barriers be constructed at the east end?

A2: Leaving the road at the current width (not clearing trees) and providing barriers (Guide Rail) would cause road to become even narrower do to the size of the guide rail and required clear area to allow the rail to deflect when hit. The remaining lane widths would be substandard and would make winter maintenance operations very difficult.

Q3: Why the problem? Have there been many collisions on this stretch? I've been using it for 16 years without any problem.

A3: Over the last 5 years there have been several reported accidents each year. In addition, there is physical evidence of vehicle impacts on the trees. Several residents have commented during this EA process that they have had issues on the road. In addition to safe use of the road, options for improvements are developed to address ongoing maintenance issues and costs.

Q4: What will happen to the Butternut trees when they are removed?

A4: The Butternut trees in the study area were observed to be saplings. The Butternut trees may be impacted by proposed tree clearing and grading activities associated with the preferred alternative. The contactor retained to complete the tree clearing would be responsible for the removal of the Butternut trees and vegetation, as required.

5.3 Feedback and Advice

Participants shared the following suggestions for the Town's consideration. The general comments presented are not intended to be a verbatim transcript of each comment received but are presented as a summary and highlights of comments.

- Provide traffic calming measures.
- Limit the road to local residents only and allow Innisfil residents to use it as a biking/hiking lane.
- Please strongly consider the feedback from residents on the road.
- Minimize tree removal.
- Hire a reputable company that knows how to fix it. Spend a little more to get it fixed correctly the first time.
- Cut the trees back and make the road straight.
- 7th line is the last intact forest of Innisfil - make it a oneway dirt road and discourage development in this area.
- Set an example for other municipalities to preserve and enhance conditions for constantly threatened wetlands. Close the road to through traffic with the Dead-end Turn-around option to have the least effect on the environment of the Provincially Significant Wetland, impact to birds and animals that inhabit the area, and reduce high speed through traffic.
- Acquire Innisfil Beach Road from the County of Simcoe and expand so the Town can take care of residents' concerns.
- One-way road is not an option for local residents due to extended travel time and distance.

- Current one-way is not working due to lack of ability to enforce. Users are not obeying the one-way signs creating a dangerous situation.
- Moving the driveway for centennial park to the 10th line would be helpful.

6.0 Next Steps

Comments and concerns received during the POH and POH comment period will be reviewed for incorporation into the evaluation of a preferred alternative. Next steps include completing the evaluation of alternatives, followed by the selection of a preferred alternative.

Following the approval of a preferred alternative, the choice of Municipal Class EA Schedule will be reviewed and confirmed or changed as appropriate for the preferred alternative.

The next public contact on the project will be to present the feedback from the POH and potential design alternatives for the preferred alternative.

BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix A

Newspaper Advertisement

Notice of Public Open House

Municipal Class Environmental Assessment

7th Line (West) Improvements from Yonge Street to 10th Sideroad

The Study

The Town of Innisfil (Town) has identified a need for improvements to the 7th Line from Yonge Street to 10th Sideroad. The Town is completing a Municipal Class Environmental Assessment (EA) to consider options for improvement to address the road surface, road base, erosion control, drainage deficiencies, road side encroachment and associated safety risks for the continued use and maintenance of the road. The site location and approximate extent of the Study Area are shown on the map.



Alternative solutions being considered for improvements include:

1) **Do Nothing**
2) **Local Traffic Only**
3) **One-Way Road**
4) **Widen the Road**
5) **Dead-end Road with Turn-around or a combination of alternatives.**

The Process

The Study will follow Schedule C of the *Municipal Class Environmental Assessment* (Municipal Engineers Association, October 2000, as amended in 2007, 2011, & 2015) process, which is an approved process under the *Ontario Environmental Assessment Act*. The study will evaluate alternative solutions with consideration for the natural, cultural, technical, and economic environment, and recommend a preferred solution in consultation with the public, Indigenous communities and agencies. At the conclusion of the study the process will be documented in an Environmental Study Report (ESR), prepared for public review.

Input Invited

The Town would like to ensure that anyone interested in this study has the opportunity to provide input into the planning and design of the project. The Town is inviting public input on local experience with road conditions in the study area and the alternative solutions being considered. A **Public Open House** (POH) has been arranged to describe the proposed alternative solutions, encourage, gather and respond to public comments, as well as identify next steps in the process. Information materials pertaining to the study will be made available online at getinvolvedinnisfil.ca/7thline following the POH. Following completion of the POH, and in consideration of comments received, the preferred solution will be identified.

Public Open House Date: November 27, 2018

Time: 4:00 pm to 7:00 pm

Place: Town Hall, Room B

To provide comment or to request additional information concerning this Study or if you would like to be added to the Project Contact List to receive future project notices, please email 7thLineEAWestofYonge@rjburnside.com or contact either of the following Project Team members:

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Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005.* Information will be collected and maintained to meet the requirements of the Environmental Assessment Act and for the purpose of creating a record that will be available to the general public as described in Section 37 of the Municipal Freedom of Information and Protection of Privacy Act. All comments and personal information such as name, address, telephone number and property location will become part of the public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Ministry's Freedom of Information and Privacy Coordinator at 416-327-1434.

This Notice Issued on November 15 and 22, 2018.

Have your say by visiting getinvolvedinnisfil.ca/7thline

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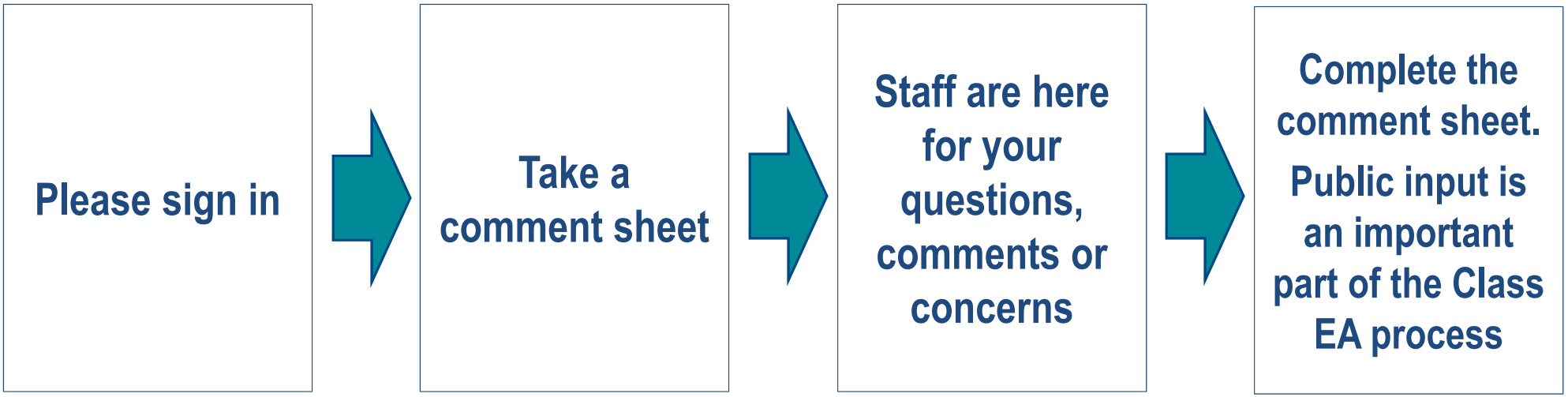
Appendix B

Display Boards Presentation

ROAD IMPROVEMENTS
7TH LINE FROM YONGE STREET TO 10TH SIDEROAD
TOWN OF INNISFIL
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

Public Open House (POH #1)

Welcome



Project Purpose:

Problem / Opportunity Statement:

The Town of Innisfil (Town) has identified a need for improvements to the 7th Line from 10th Sideroad to Yonge Street. The Town is initiating a Municipal Class Environmental Assessment (EA) to consider options for improvement to address:

- the road surface,
- road base,
- erosion control,
- drainage deficiencies, road side encroachment and
- associated safety risks

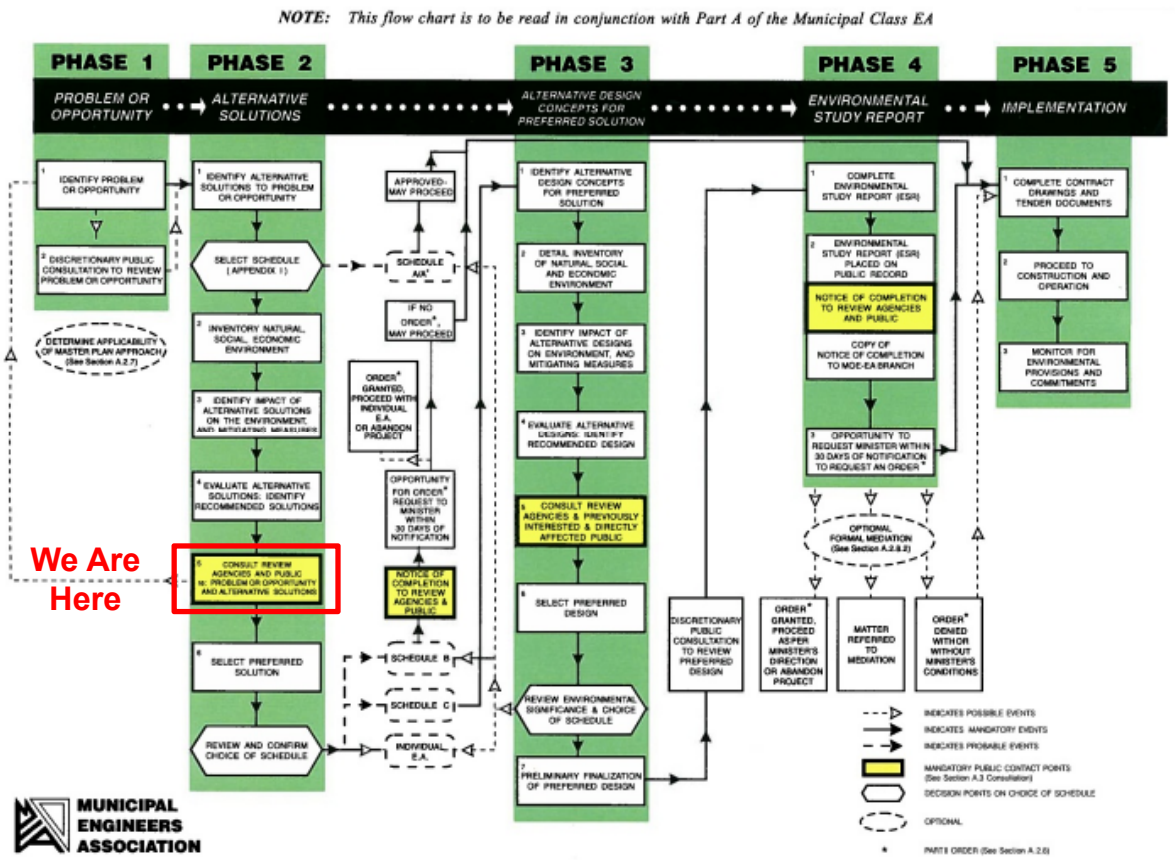
for the continued use and maintenance of the road .

Purpose of this POH is to:

- Provide a summary of the Project.
- Present an evaluation of the various alternative solutions based on physical, natural, social, cultural / heritage and economic environment factors.
- Obtain input on the Alternative Solutions.

Municipal Class EA Process

This project is being considered as a Schedule 'C' Project (Phases 1 to 4), as defined in the Municipal Engineers Association Class EA document



Project Considerations

The Study Area includes the 7th Line from Yonge Street to the 10th Sideroad



In the fall of 2017, the 7th Line was closed (local traffic only) due to deteriorating road conditions and safety issues with respect roadside safety.

The Town of Innisfil Transportation Master Plan Update (TMP Update) (2018) identified the reconstruction of the road within the study area in the medium term horizon (2022 to 2031)

On June 20th, Innisfil Council adopted a by-law to temporarily permit the 7th Line to operate as a one-way road from Yonge Street to 10th Sideroad pending the outcome of the Municipal Class EA process

Key technical considerations include erosion, encroachment of trees, and drainage issues.

Key natural features in the Study Area include the Lovers Creek Provincially Significant Wetland (PSW), Lake Simcoe Region Conservation Authority (LSRCA) regulated area, watercourse crossings, terrestrial and aquatic habitat, and the potential for Species at Risk (SAR).

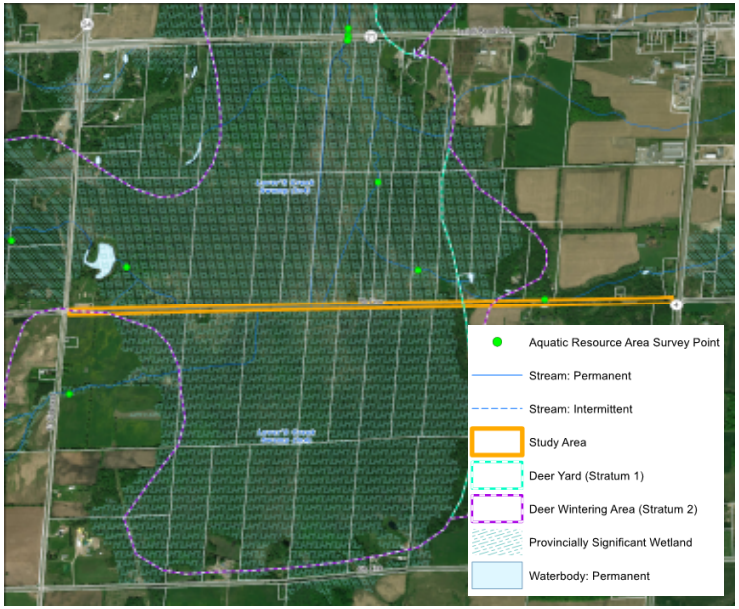












Technical Environment



Land Use and Access

Study area has approximately 7 active driveway accesses.

Centennial Park is located at the west end of the study area and is open year-round.

The 'dog park' within Centennial Park (October 2014) has increased use of the park.



Intersections

7th Line and 10th Sideroad: Operates well during both AM and PM peak hours.

7th Line and Yonge Street: AM peak hours are good but PM peak hours show the eastbound movement experiences longer delays.





Operating Speeds

The road is currently built for speeds lower than the posted and operating speeds.

On average, vehicles are traveling 13 km/hr above the posted speed.

A significant reduction in traffic volume observed during the interim road closure in 2017, compared to the last record of 2014, supports the general opinion that 7th Line is used as an alternative route to Innisfil Beach Road (County Road 21).

During interim road closure over 55% of the traffic was through traffic.

Technical Environment

Stormwater

Existing stormwater is conveyed through roadside ditches (not well defined in some areas); driveway culverts; and road-crossing culverts.

There is currently no stormwater management provided for quality or quantity control.

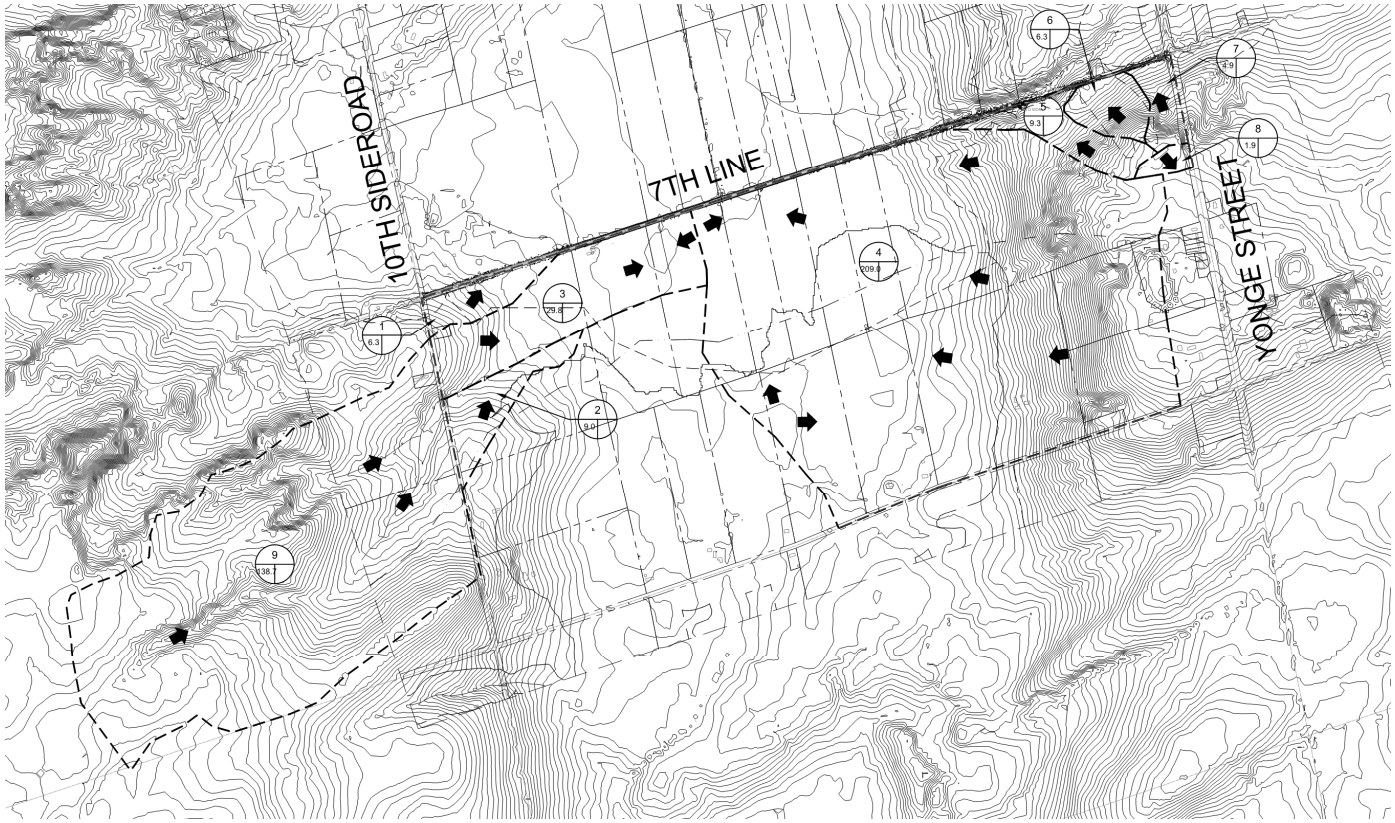
Portions of the road have been eroded by an existing watercourse and a lack of defined ditches in some areas.











Socio-Cultural Environment

Cultural Heritage

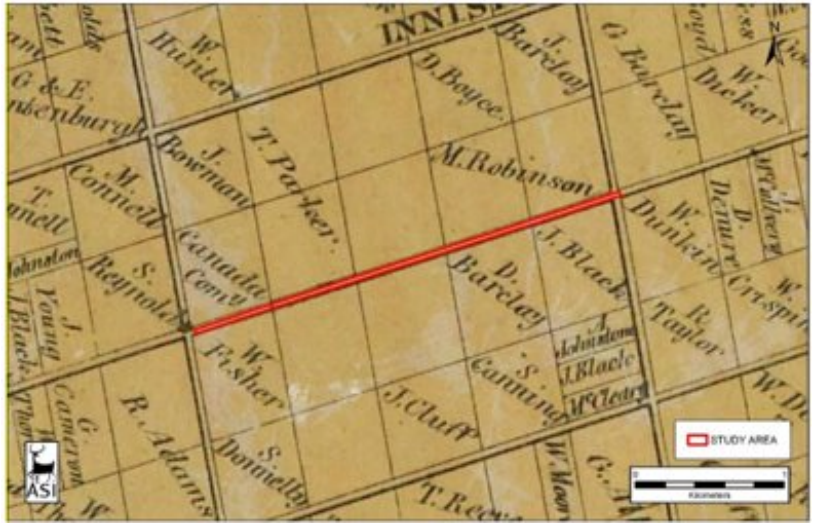
One cultural heritage landscape (CHL) feature was identified in the Study Area – a farmscape at 2399 7th Line

The Stage 1 background study determined that three previously registered archaeological sites are located within one kilometre of the Study Area.

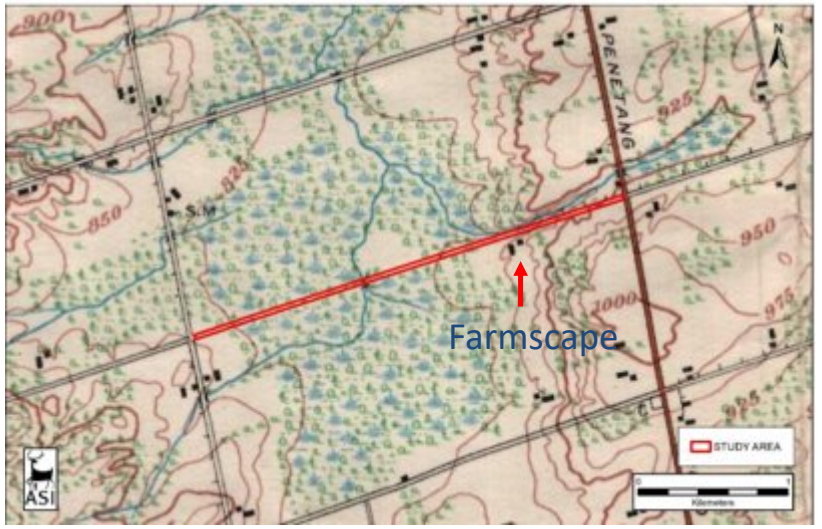
The property inspection determined that parts of the Study Area exhibit archaeological potential and will require Stage 2 archaeological assessment (test pit survey), if impacted, prior to any construction activities.



Feature ID CHL 1: Agricultural outbuildings associated with the farmscape at 2399 7th Line, looking south.



Location of 7th Line (west) from 10th Sideroad to Yonge Street overlaid on the 1871 Hogg's Map of Simcoe County.



Location of 7th Line (west) from 10th Sideroad to Yonge Street overlaid on the 1928 Barrie NTS Sheet No. 105 Department of Militia and Defense

Natural Environment

Habitat within the Study Area for:

- Amphibians
- Breeding Reptiles
- Fish Habitat and Passage
- Breeding Birds







Potential for Species at Risk

- Butternut trees
- Roosting Bat habitat within the forested area (several bat species are Endangered).
- Monarch Butterfly (Special Concern) and Swamp Milkweed, a host plant and nectar source
- The Marshes and Swamps are considered sensitive as they are located within the Provincially Significant wetland complex.













Alternative Solutions

The evaluation of alternatives is a step-by-step process that focuses on alternatives that are feasible within the project environment and meet the project objectives outlined in the Problem/Opportunity Statement, specifically, to address the deteriorating road condition and associated safety issues.

The Alternatives include:

1) Do Nothing
2) Local Traffic Only
3) One-Way Road
4) Widen the Road
5) Dead-End Road with Turn Around

Or a combination of alternatives





Alternative 1: Do Nothing



Do Nothing (Maintain the Status Quo)

Mandatory requirement for consideration in a Class EA. Maintain the status quo. Perform regular maintenance as required. Repair slopes and washouts on a reactionary basis.

Pros:

- Operate as a two-way road fully open to the public.
- Maintains existing road network
- Accommodates future traffic growth
- No construction or widening
- No property acquisition is required
- Limited tree removal (some tree removal may be required to accommodate road maintenance)
- No impact to cultural heritage features
- No costs to implement

Cons:

- Potential for continued washouts and associated traffic concerns.
- Continued deterioration due to increased traffic volumes
- Potential siltation of adjacent watercourses, wetland and vegetation communities
- Ongoing maintenance of the road shoulders may pose a risk to wildlife and nesting turtles
- Ongoing cost for road maintenance, which is anticipated to increase over time
- Does not address safety concerns

Alternative 2: Local Traffic Only



Local Traffic Only

Allow access to local traffic only, closing the road to non-local traffic. May include change to a Private Road. Maintain public access to the park from 10th Sideroad. Perform regular maintenance as required. Repair slopes and washouts on a reactionary basis.

Pros:

- May reduce traffic and slow deterioration of the road
- No property acquisition is required
- Limited tree removal (some tree removal may be required to accommodate road maintenance)
- No impact to cultural heritage features over existing conditions
- Low cost for signs and notice to the public

Cons:

- Difficult to enforce
- Does not improve connectivity of the road network
- Potential for continued washouts and associated traffic concerns
- Potential siltation of adjacent watercourses, wetland and vegetation communities due to continued roadside washouts
- Ongoing maintenance of the road shoulders may pose a risk to wildlife and nesting turtles
- Local residents would be responsible for road maintenance if made a private road
- Ongoing cost for road maintenance anticipated to increase over time

Alternative 3: One-Way Road



One-Way Road

Operate as a one-way road fully open to the public. Maintain public access to the park from the 10th Sideroad and from the 7th Line. Install appropriate signage/marking and public notices of the change. No road widening. Repave or rehabilitate the existing road and repair slopes, upgrade ditching and replace culverts where required to ensure long term viability of the road. Perform regular maintenance as required.

Pros:

- Improved road condition
- Improved sight distances and safety of road surface
- Repaired slopes and upgraded ditching anticipated to reduce long term impact of siltation on watercourse, wetland and vegetation communities
- Likely reduction in some traffic and slow deterioration of the road
- Moderate costs for improvements. Low cost regular maintenance

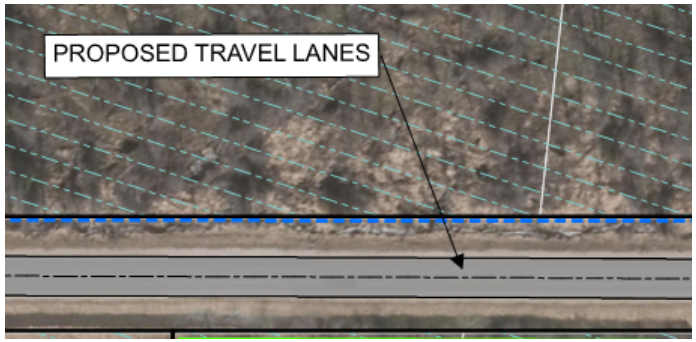
Cons:

- Difficult to enforce
- Tree clearing at the east end due to grading. This will impact Species at Risk Butternut trees

Cons:

- Potential impact wildlife and habitat, potential habitat for Species at Risk due to vegetation clearing. Would be subject to timing restrictions to avoid direct impact
- Rehabilitation of the road shoulders may pose a risk to nesting turtles during construction and over long term if shoulders are paved.
- Potential temporary impact to adjacent watercourses and fish and fish habitat due to repair of road embankments, ditches, and culvert replacement. This impact is subject to design conditions and timing restrictions.
- Limits connectivity of the road network. Increased local travel time and distances. One-way access to properties
- Potential change to current route and schedule for municipal services
- Potential for impact to cultural heritage features including farmscape, private memorial.
- Property acquisition may be required

Alternative 4: Widen the Road



Widen the Road

Operate as a two-way road, fully open to the public. Upgrade road to meet Transportation Association of Canada Geometric design guidelines based on current posted speed limits including widening the road, or shoulder in some areas, and improving the horizontal/vertical alignment. Improve ditching and perform regular maintenance as required. Repair slopes and replace culverts where required to ensure long term viability of the road.

Pros:

- Improved road condition
- Provides connectivity to transportation network. Offers parallel alternative route
- Maintains direct travel route
- Access to properties from east or west
- Improved sight distances and safety of road surface
- Repaired slopes and upgraded ditching anticipated to reduce long term impact of siltation on watercourse, wetland and vegetation communities

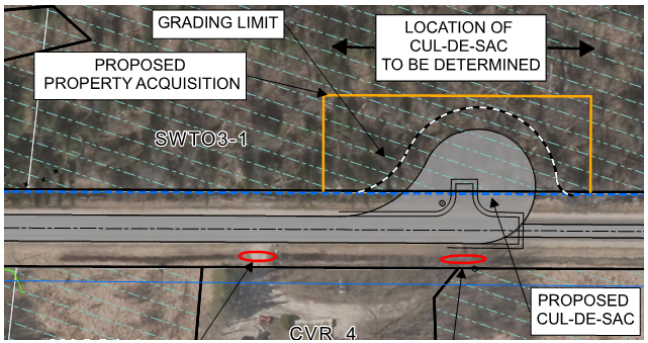
Cons:

- Tree clearing at the east end of corridor due to grading. This will impact to Species at Risk Butternut trees

Cons:

- Potential impact to wildlife and habitat, potential habitat for Species at Risk due to vegetation clearing. Would be subject to timing restrictions to avoid direct impact
- Rehabilitation of the road shoulders may pose a risk to nesting turtles during construction and over long term if shoulders are paved.
- Channel realignment and permanent alteration of adjacent watercourse at east end. Potential temporary impact to fish and fish habitat due to repair of road embankments, ditches, and culvert replacement. These impacts are subject to design conditions and timing restrictions.
- Potential for impact to cultural heritage features including farmscape, private memorial
- Possible increase in some traffic
- Temporary impact due to construction activities
- Property acquisition may be required
- High costs for improvements. Moderate cost regular maintenance

Alternative 5: Dead-End Road with Turn Around



Dead-end Road with Turn Around (2)

Operate as a two-way road open to the public with no through traffic. Upgrade road to meet Transportation Association of Canada Geometric design guidelines for a 50km/h posted speed by widening the road and improving the horizontal/vertical alignment. Repair slopes and replace culverts where required to ensure long term viability of the road. Construct two cul-de-sac or hammer head turnarounds. Leave a trail/access road between the turnarounds for active transportation and emergency/maintenance vehicles. Perform regular maintenance as required

Pros:

- Improved road condition
- Likely reduction in traffic
- Potential for reduced impact to wetland and vegetation communities over long term
- Improved wildlife habitat connectivity, movement across 7th Line
- Opportunity to view PSW from unopened right-of-way.
- Low cost for regular maintenance due to reduced traffic use
- Two-way access to properties
- Improved sight distances and safety of road surface
- Repaired slopes and upgraded ditching anticipated to reduce long term impact of siltation on watercourse, wetland and vegetation communities

Cons:

- Potential impact wildlife and habitat, potential habitat for Species at Risk due to vegetation clearing. Would be subject to timing restrictions to avoid direct impact
- Rehabilitation of the road shoulders may pose a risk to nesting turtles during construction and over long term if shoulders are paved.
- Channel realignment and permanent alteration of adjacent watercourse at east end, and elsewhere depending on the location of the turn around.
- Potential temporary impact to fish and fish habitat due to repair of road embankments, ditches, and culvert replacement. This impact is subject to design conditions and timing restrictions.
- Potential for some impact to cultural heritage features including farmscape, private memorial
- Does not improve connectivity of transportation network. Longer local travel distance. Access to properties restricted or from one direction
- Temporary impact due to construction activities
- Property acquisition required
- High costs for improvements.

Evaluation of Alternative Solutions

ORDER OF PREFERENCE	
Most Preferred	○
More Preferred	◔
Somewhat Preferred	◑
Less Preferred	◕
Least Preferred	●

	CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Local Traffic Only	3) One-Way Road	4) Widen the Road	5) Dead-end Road with Turn Around
A	**NATURAL ENVIRONMENT**					
1	Vegetation/Tree	◔	◔	◑	◕	●
2	Terrestrial Habitat (breeding birds, turtles, general wildlife, habitat connectivity)	◔	◔	◑	◑	◔
3	Fisheries / Aquatic Habitat	◔	◔	◕	◕	◕
4	Designated Sites (PSW)	◔	◔	◔	◔	◔
5	Species at Risk (Barn Swallow, bats, Butternut)	○	○	◑	◑	◑
6	Groundwater Resources and Drainage Features	○	○	◔	◑	◔
	SUMMARY NATURAL ENVIRONMENT	○	○	◔	◑	◑

	CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Local Traffic Only	3) One-Way Road	4) Widen the Road	5) Dead-end Road with Turn Around
B	**SOCIO-CULTURAL ENVIRONMENT**					
1	Conformity to Municipal Policies and Development Planning - road network and connectivity,	○	●	◑	○	●
2	Place-making Opportunities (tunnel of trees)	○	◑	◑	◕	◔
3	Heritage Resources (archaeological features, built heritage, and cultural heritage landscapes, memorial)	○	○	◑	◑	◑
4	Local Residents Nuisance Impacts (noise, traffic, visual impact)	◑	◑	◕	◑	◕
5	Municipal services (snow removal, garbage pick up,)	○	◕	◑	◔	◑
6	Quality of Life (safety of traveled road, travel time)	◕	◑	◑	◔	◔
7	Recreation (access to park, Pedestrian/Cyclist Safety and Connectivity)	◑	◕	◑	○	◔
8	Land Acquisition Requirements	○	○	◑	◑	◕
9	Conformity to Agency Policy (LSRCA, MNRF,County of Simcoe)	◔	◔	◔	◔	◔
	SUMMARY SOCIO-CULTURAL ENVIRONMENT	○	◔	◑	◔	◑

Evaluation of Alternative Solutions

ORDER OF PREFERENCE	
Most Preferred	○
More Preferred	◔
Somewhat Preferred	◑
Less Preferred	◕
Least Preferred	●

	CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Local Traffic Only	3) One-Way Road	4) Widen the Road	5) Dead-end Road with Turn Around
C	FINANCIAL FACTORS					
1	Estimated Capital Costs	○	◔	◑	◕	◕
2	Estimated Operation and Maintenance Cost	●	●	◑	◕	◔
3	Property Acquisition Cost	◔	◔	◔	◑	◕
	SUMMARY FINANCIAL FACTORS	◔	◑	◔	◑	◑

	CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Local Traffic Only	3) One-Way Road	4) Widen the Road	5) Dead-end Road with Turn Around
D	TECHNICAL FACTORS					
1	Addresses future traffic control and operation requirements (Level of service, delay, queues, intersection LOS and mobility)	●	◕	◕	◔	◑
2	Addresses sight distance, and operational safety	●	●	◑	◔	○
3	Accomodates access to adjacent properties	○	○	◑	○	◑
	SUMMARY TECHNICAL FACTORS	●	◕	◑	◔	◔

CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Local Traffic Only	3) One-Way Road	4) Widen the Road	5) Dead-end Road with Turn Around
SUMMARY PROBLEM STATEMENT	No	Partially	Yes	Yes	Yes
SUMMARY PROBLEM STATEMENT	**Not Preferred**	**Not Preferred**	**Preferred**	**Preferred**	**Preferred**

CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Local Traffic Only	3) One-Way Road	4) Widen the Road	5) Dead-end Road with Turn Around
OVERALL SUMMARY	**Not Preferred**	**Not Preferred**	**Most Preferred**	**Most Preferred**	**Least Preferred**

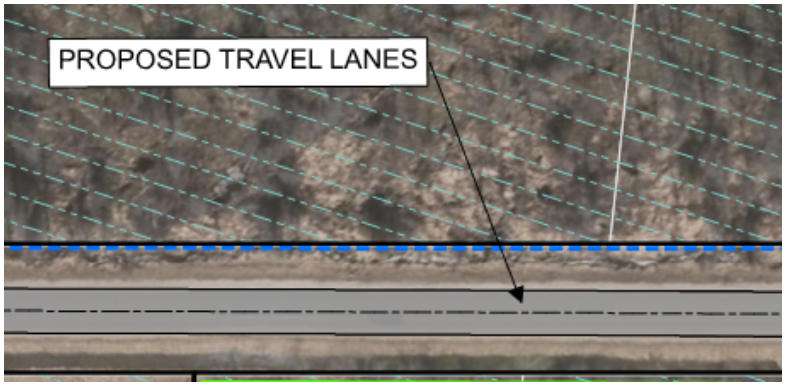
Preliminary Preferred Solution

Alternative 3: One-Way Road



Operate as a one-way road fully open to the public. Maintain public access to the park from 10th Sideroad and 7th Line. Install appropriate signage/marking and public notices of the change. No road widening. Repave or rehabilitate the existing road and repair slopes, upgrade ditching and replace culverts where required to ensure long term viability of the road. Perform regular maintenance as required.

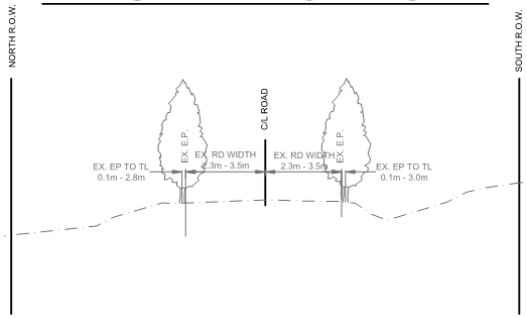
Alternative 4: Widen the Road

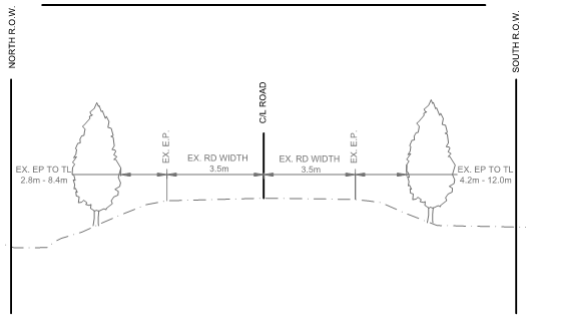


Operate as a two-way road, fully open to the public. Upgrade road to meet Transportation Association of Canada Geometric design guidelines based on current posted speed limits including widening the road, or shoulder in some areas, and improving the horizontal/vertical alignment. Improve ditching and perform regular maintenance as required. Repair slopes and replace culverts where required to ensure long term viability of the road.

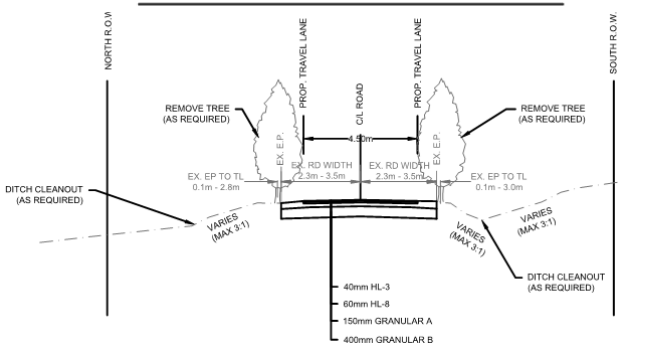
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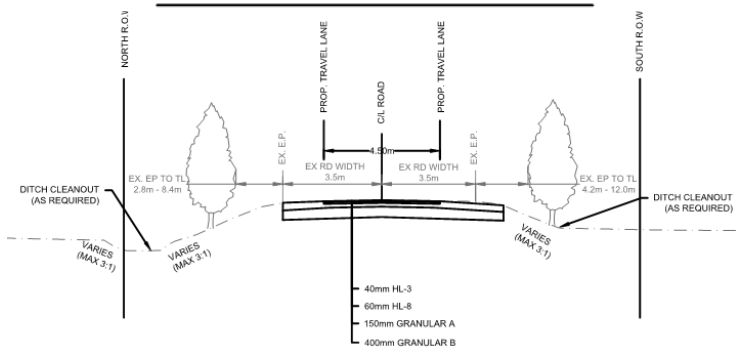
Existing Road Cross-Section



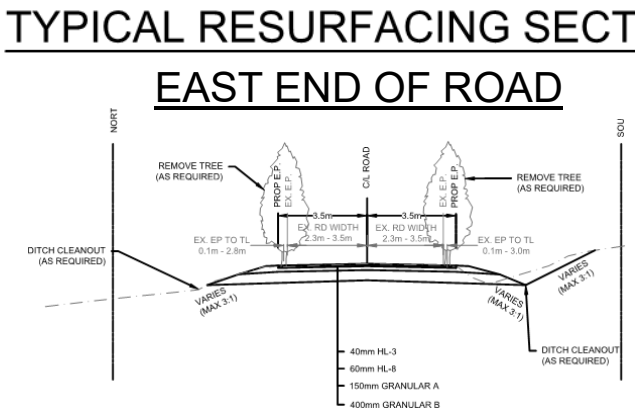


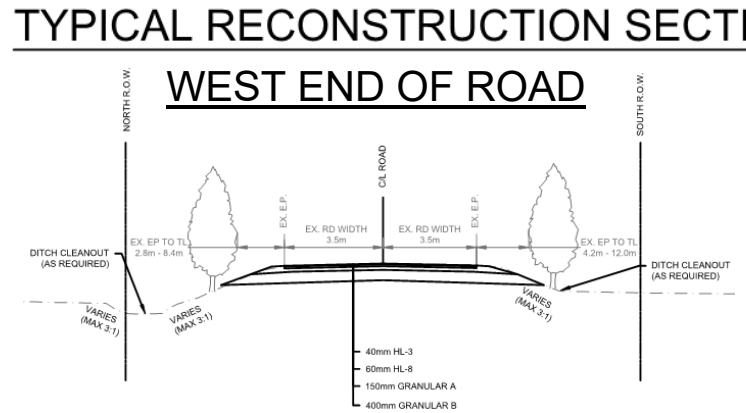
Typical One-Way Cross Section





Road Widening Cross Section





Possible Design Alternatives

Alternative 3: One-Way Road

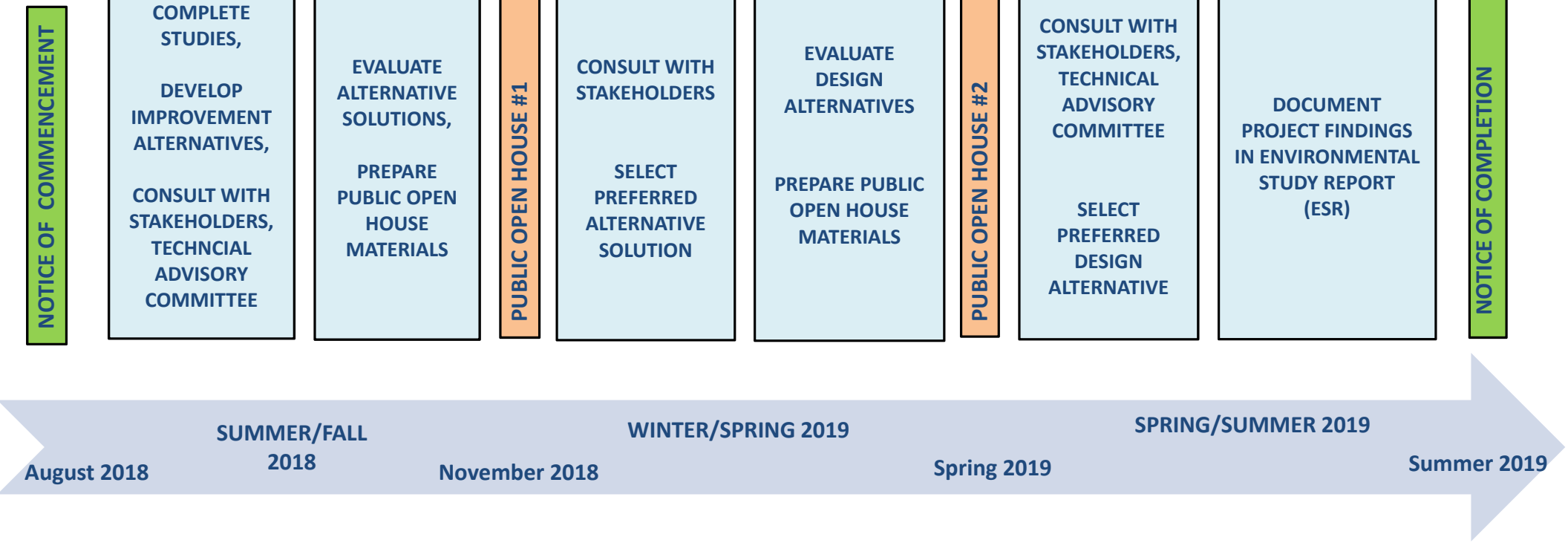
- One-way road from Yonge Street to 10th Sideroad
- One-way road from 10th Sideroad to Yonge Street

Alternative 4: Widen the Road

- Widen the road to the north or south, or a combination
- Paved shoulder or gravel shoulder
- Realignment to the north to avoid heritage feature, or
- Realignment to the south to avoid watercourse

EA Project Timeline

Municipal Class EA 7th Line Improvements from 10th Line to Yonge Street



Next Steps….

- Review public, stakeholder and Agency comments generated from this Public Open House (please submit comments by January 11, 2019);
- Comments received by January 11, 2019 will be incorporated into a Public Open House summary which will include a summary of your written comments along with project related responses ;
- Select Preferred Alternative;
- Public Open House #2 – Design Alternatives
- Select Preferred Design Alternative
- Issue Notice of Study Completion and provide Environmental Study Report (ESR) for final public review and comment for a period of 30 days.

Thank you for attending
Help shape decisions made in this Study

- Please complete the comment sheet and deposit it in the "Comment Sheet" box, or return this completed form to one of the project team members below, or email your comments to 7thLineEAWestofYonge@rjburnside.com
- Information materials pertaining to the study will be made available online at getinvolvedinnisfil.ca/7thline following the POH.
- If you would like more information or if you have any questions or concerns please contact:

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Capital Project Manager
Town of Innisfil
2101 Innisfil Beach Road
Innisfil, ON, L9S 1A1
Telephone: (705) 436-3740 ext. 3226
Email: mkoehler@innisfil.ca

Deanna De Forest, B.Sc. E.P
Project Manager
R.J. Burnside & Associates Limited
128 Wellington Street West, Suite 301
Barrie, ON, L4N 8J6
Telephone: (705) 797-4357
Email: deanna.deforest@rjburnside.com

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BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix C

Comment Sheets

Innisfil BURNSIDE

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
7TH LINE FROM YONGE STREET TO 10TH SIDEROAD ROAD IMPROVEMENTS
Public Open House, Town of Innisfil, Town Hall, Room B
Tuesday November 27, 2018
4:00 p.m. to 7:00 p.m.

COMMENT SHEET

Problem Statement: The Town of Innisfil (Town) has identified a need for improvements to the 7th Line from Yonge Street to 10th Sideroad. The Town is completing a Municipal Class Environmental Assessment (EA) to consider options for improvement to address the road surface, road base, erosion control, drainage deficiencies, road side encroachment and associated safety risks for the continued use and maintenance of the road.

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1. **Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?**

[✓] One-Way Road [ ] Widen the Road

(see reverse)

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Innisfil BURNSIDE

2. Do you have any other comments, questions or suggestions?

My first preference is to create a Dead-End somewhere in the middle of 7th. I believe that it would serve the environment best. However given the choice of 1 vs 2 lanes. One might be best.

I would like to see traffic-calming measures put in place in order to deter unsafe driving practices resulting from the improved roadways.

Further, I am interested to know what will happen with the Butternut trees, to be taken down. I may be interested in some of the wood for hobbie purposes.

3. Do you have any other feedback, suggestions about the information and material provided at this Public Open House?

Thankyou for an informative session any the variety of informed parties present. Very Helpful.

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☑ I/we wish to be added to the mailing list to receive notices related to this project
☑ I/we wish to have our personal contact information remain confidential (Please Print)

Name: Date: NOV 27 2018

Address:

Phone No.:

Email:

Prefer to be contacted by: ☑ Email ☐ Mail ☐ Phone

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Innisfil BURNSIDE

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Name: MARIETTA POOLE Date: 2018 11 27

Address: 1229 LAURAND ST.

Phone No.: 705 294 0241

Email: msj_ong@yahoo.ca

Prefer to be contacted by: ☑ Email ☐ Mail ☐ Phone

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Innisfil BURNSIDE

2. Do you have any other comments, questions or suggestions?

Feel it needs to be widened to 2 way traffic with the growth in Alcona and area the traffic on Innisfil Beach Rd & 6th Line are now very heavy with new plazas - subdivisions - Health Centre & go Station and possibly a Hospital every effort should be made for better roads

3. Do you have any other feedback, suggestions about the information and material provided at this Public Open House?

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Name: JOHN POOLE Date: Nov 27/2018

Address: 1229 Laurond ST Innisfil ONT L9S 0G6

Phone No.: 705-294-0241

Email: POOLEJW52@GMAIL.COM

Prefer to be contacted by: ☑ Email ☐ Mail ☐ Phone

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(see reverse)

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Innisfil BURNSIDE

2. Do you have any other comments, questions or suggestions?

PLEASE WIDEN!!!

GOOD LUCK.

3. Do you have any other feedback, suggestions about the information and material provided at this Public Open House?

GREAT PRESENTATION!

GOOD WORK

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Environmental Assessment Coordinator
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☑ I/we wish to be added to the mailing list to receive notices related to this project
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Name: Date: 11/27/2018

Address:

Phone No.:

Email:

Prefer to be contacted by: ☑ Email ☐ Mail ☑ Phone

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MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
7TH LINE FROM YONGE STREET TO 10TH SIDEROAD ROAD IMPROVEMENTS
Public Open House, Town of Innisfil, Town Hall, Room B
Tuesday November 27, 2018
4:00 p.m. to 7:00 p.m.

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Innisfil BURNSIDE

2. Do you have any other comments, questions or suggestions?

~~Yes~~ WIDENING THE ROAD SEEMS TO BE THE MOST VIABLE, LOGICAL CHOICE. THE HOMEOWNERS DON'T SEEM TO BE ENJOYING THE EXISTING ONE WAY ROAD AT THIS MOMENT.

WILL TRAFFIC INCREASE? CERTAINLY, BUT IT WOULD RELIEVE A BIT OF THE CONGESTION ON IBR.

A BALANCE OF NATURE CONSERVANCY AND ACCOMODATING A GROWING POPULATION WOULD BE THE IDEAL DIRECTION.

3. Do you have any other feedback, suggestions about the information and material provided at this Public Open House?

VERY WELL PRESENTED. STAFF VERY, VERY KNOWLEDGEABLE.

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NOV. 27/18

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Innisfil BURNSIDE

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
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Public Open House, Town of Innisfil, Town Hall, Room B
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Innisfil BURNSIDE

2. Do you have any other comments, questions or suggestions?

TO MAKE THIS ROAD ONE WAY IS NOT A VIABLE SOLUTION FOR THE LONG TERM. OUR COMMUNITY IS GROWING - TRAFFIC CONJESTION WILL BECOME PROBLEMATIC. CLOSING THIS ROAD IS NOT A GOOD IDEA.

THE LOSS OF A FEW TREES IS A SMALL PRICE TO PAY.

3. Do you have any other feedback, suggestions about the information and material provided at this Public Open House?

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Name: TIMOTHY G. HILL Date: NOV. 27/18

Address: 1007 GRIGGS RD.

Phone No.: 905-713-4762

Email: IMPACTDESIGN@ME.COM (ALL LOWER CASE)

Prefer to be contacted by: ☒ Email ☐ Mail ☐ Phone

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Innisfil BURNSIDE

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1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

[ ] One-Way Road

[X] Widen the Road
TWO WAY

(see reverse)

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Innisfil BURNSIDE

2. **Do you have any other comments, questions or suggestions?**

IF THE ROADS ARE TURNED BACK TO 2 WAY WILL THE DITCHES BE CLEANED OUT.

3. **Do you have any other feedback, suggestions about the information and material provided at this Public Open House?**

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Name: CLAYTON J. REID Date: 27-11-18.

Address: 2482 7TH LINE

Phone No.: 705-431-1584

Email: C.JOHNREID@GMAIL.COM

Prefer to be contacted by: ☒ Email ☒ Mail ☐ Phone

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[ ] One-Way Road

[ ] Widen the Road

twoway

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Innisfil BURNSIDE

2. Do you have any other comments, questions or suggestions?

One way is NOT an option for us as I go down to Webster at least twice a day to care for grandkids. One way is also not working due to lack of ability to reinforce! this is an extremely dangerous situation.

If road is left as it WAS could there possibly be side barriers put up at the east end

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Name: Terry Reid Date: Nov 27/18

Address: 2482 - 7th Line

Phone No.: 705.431.1584

Email: terrylreid@gmail.com

Prefer to be contacted by: ☒ Email ☐ Mail ☐ Phone

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(see reverse)

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Innisfil BURNSIDE

2. Do you have any other comments, questions or suggestions?

I AM THE OWNER OF 2391 7TH LINE, THE EXISTING CONDITIONS OF THE ROAD IS BAD. I HOPE THE IMPROVEMENT CAN BE DONE AS SOON AS POSSIBLE

3. Do you have any other feedback, suggestions about the information and material provided at this Public Open House?

IT IS VERY GOOD THAT THE OPEN HOUSE PROVIDE VERY INFORMATIVE MATERIALS

Please complete the comment sheet and deposit it in the "Comment Sheet" box or return this completed form to one of the project team members below or email your comments to 7thLineEAWestofYonge@rjburnside.com. Information materials pertaining to the study will be made available online at getinvolvedinnisfil.ca/7thline following the POH.

Your comments are welcomed at any time during the EA process. For this stage of the process, your comments are encouraged by **January 11, 2019**. Feedback received by January 11, 2019 will be incorporated into a Public Open House summary and will include a summary of your written comments along with project related responses.

Magdalena Koehler, C.E.T., CAPM
Capital Project Manager
Town of Innisfil
2101 Innisfil Beach Road
Innisfil ON L9S 1A1
705-436-3740 Ext. 3226
mkoehler@innisfil.ca

Deanna De Forest, B.Sc. E.P.
Environmental Assessment Coordinator
R. J. Burnside & Associates Limited
128 Wellington Street West, Suite 301
Barrie, ON L4N 8J6
705-797-4357
deanna.deforest@rjburnside.com

☑ I/we wish to be added to the mailing list to receive notices related to this project
☐ I/we wish to have our personal contact information remain confidential (Please Print)

Name: GEORGE CHEN Date: NOV 27/2018

Address: 22 FAIRWAY HEIGHTS CRESCENT, THORNHILL, ON L3T 1K2

Phone No.:

Email:

Prefer to be contacted by: ☐ Email ☑ Mail ☐ Phone

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Innisfil BURNSIDE

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
7TH LINE FROM YONGE STREET TO 10TH SIDEROAD ROAD IMPROVEMENTS
Public Open House, Town of Innisfil, Town Hall, Room B
Tuesday November 27, 2018
4:00 p.m. to 7:00 p.m.

COMMENT SHEET

Problem Statement: The Town of Innisfil (Town) has identified a need for improvements to the 7th Line from Yonge Street to 10th Sideroad. The Town is completing a Municipal Class Environmental Assessment (EA) to consider options for improvement to address the road surface, road base, erosion control, drainage deficiencies, road side encroachment and associated safety risks for the continued use and maintenance of the road.

R.J. Burnside & Associates Limited has been retained by the Town to evaluate alternative solutions for road improvements. This questionnaire provides you with an opportunity to comment on this study (see reverse) and indicate your concerns and preferences. Your views are important to us.

The Alternative Solutions have been refined to include:

1) **Do Nothing** – Maintain the status quo. Perform regular maintenance as required. Repair slopes and washouts on a reactionary basis. Do Nothing is a mandatory consideration in the Municipal Class Environmental Assessment process.

2) **Local Traffic Only** – Allow access to local traffic only, closing the road to non-local traffic. Maintain public access to the park. May include change to Private Road. Perform regular maintenance as required. Repair slopes and washouts on a reactionary basis.

3) **One-Way Road** – Operate as a one-way road fully open to the public. Maintain public access to the park from 10th Sideroad. Install appropriate signage/marking and public notices of the change. No road widening. Repave or rehabilitate the existing road and repair slopes, upgrade ditching and replace culverts where required to ensure long term viability of the road. Perform regular maintenance as required.

4) **Widen the Road** – Operate as a two-way road, fully open to the public. Upgrade road to meet Transportation Association of Canada Geometric design guidelines based on current posted speed limits including widening the road, or shoulder in some areas, and improving the horizontal/vertical alignment. Improve ditching and perform regular maintenance as required. Repair slopes and replace culverts where required to ensure long term viability of the road.

5) **Dead-end Road with Turn-around** – Operate as a two-way road open to the public with no through traffic. Upgrade road to meet Transportation Association of Canada Geometric design guidelines for a 50km/h posted speed by widening the road and improving the horizontal/vertical alignment. Repair slopes and replace culverts where required to ensure long term viability of the road. Construct two cul-de-sac or hammer head turnarounds. Leave a trail/access road between the turnarounds for active transportation and emergency/maintenance vehicles. Perform regular maintenance as required.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

[ ] One-Way Road [✓] Widen the Road

(see reverse)

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Innisfil BURNSIDE

2. Do you have any other comments, questions or suggestions?

See attached.
(I apologize in advance for my poor cursive writing (sometimes called horseteeling) but my typing ability is non existent.

3. Do you have any other feedback, suggestions about the information and material provided at this Public Open House?

The presentation was well done.

Please complete the comment sheet and deposit it in the "Comment Sheet" box or return this completed form to one of the project team members below or email your comments to 7thLineEAWestofYonge@rjburnside.com. Information materials pertaining to the study will be made available online at getinvolvedinnisfil.ca/7thline following the POH.

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Magdalena Koehler, C.E.T., CAPM
Capital Project Manager
Town of Innisfil
2101 Innisfil Beach Road
Innisfil ON L9S 1A1
705-436-3740 Ext. 3226
mkoehler@innisfil.ca

Deanna De Forest, B.Sc. E.P.
Environmental Assessment Coordinator
R. J. Burnside & Associates Limited
128 Wellington Street West, Suite 301
Barrie, ON L4N 8J6
705-797-4357
deanna.deforest@rjburnside.com

☑ I/we wish to be added to the mailing list to receive notices related to this project
☐ I/we wish to have our personal contact information remain confidential (Please Print)

Name: Doug Fuller Date: Jan 10, 2019
Address: 1985 Innisfil Beach Road L9S 4B9
Phone No.: 705-436-1182
Email: dwmfuller@gmail.com

Prefer to be contacted by: ☑ Email ☐ Mail ☐ Phone

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Innisfil BURNSIDE

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
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Public Open House, Town of Innisfil, Town Hall, Room B
Tuesday November 27, 2018
4:00 p.m. to 7:00 p.m.

COMMENT SHEET

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4) **Widen the Road** – Operate as a two-way road, fully open to the public. Upgrade road to meet Transportation Association of Canada Geometric design guidelines based on current posted speed limits including widening the road, or shoulder in some areas, and improving the horizontal/vertical alignment. Improve ditching and perform regular maintenance as required. Repair slopes and replace culverts where required to ensure long term viability of the road.

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1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

[ ] One-Way Road [ ] Widen the Road

(see reverse)

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Innisfil BURNSIDE

2. Do you have any other comments, questions or suggestions?

I think maybe the idea of turn arounds would be the best option. This is an important wet area which is a feeder to Lake Simcoe via Lovers Creek and has alot of pressure on it due to Construction closer to lake. The wet lands and bush areas of Innisfil have and are rapidly being destroyed. When this road was paved it became "killing Fields" for any animal - even birds. I do not live on this road, therefore I should not push my ideas - but think carefully. Even "one more" is better - people will eventually heed the signs. This area would make a good Nature Preserve with trails for walking.

3. Do you have any other feedback, suggestions about the information and material provided at this Public Open House?

This is a list of all fauna I've seen while walking or running on 7th. : Deer, coyote, fox, mink, muskrat beaver, porcupine, racoon, possum, snapping turtles Green heron, blue heron, wood duck, mallard duck, crow, raven, bluejay, racing pigeon, turkey, water thrush, robin, goldfinch, most were alive some not

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Magdalena Koehler, C.E.T., CAPM
Capital Project Manager
Town of Innisfil
2101 Innisfil Beach Road
Innisfil ON L9S 1A1
705-436-3740 Ext. 3226
mkoehler@innisfil.ca

Deanna De Forest, B.Sc. E.P.
Environmental Assessment Coordinator
R. J. Burnside & Associates Limited
128 Wellington Street West, Suite 301
Barrie, ON L4N 8J6
705-797-4357
deanna.deforest@rjburnside.com

☐ I/we wish to be added to the mailing list to receive notices related to this project
☐ I/we wish to have our personal contact information remain confidential (Please Print)

Name: Marilyn Fuller Date: Dec. 11/18

Address: 1985 Innisfil Beach Rd.

Phone No.:

Email:

Prefer to be contacted by: ☐ Email ☐ Mail ☐ Phone

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My wife Marilyn and I have been residents of Innisfil for 50 years. Although we do not reside on the road in question we have used the 7th Line between Yonge St and the 10th Line frequently during these years primarily for walking, running and cycling. Innisfil Beach Road where we live is not conducive to these activities.

During these years we have seen the road change from a quiet gravel track to the paved road which is there today. As well as the road surface changing the environment through which the road passes has noticeably deteriorated.

This deterioration is truly unfortunate since the wetlands which this road bisects constitute the headwaters for Lover's Creek the main feeder waterways for the south shore of Kempenfelt Bay.

Of the two alternatives tested we choose to widen the road. The only acceptable future use for the road and the surrounding area is the dead end with turn around solution. This option will close the road to through traffic and will have the least ongoing effect on the environment of these Provincially Significant Wetlands.

By restricting the use of the road the need for ongoing repair and seasonal maintenance (road salting and sanding) will be greatly reduced. This step will reduce the amount of pollutants which will flow into these environmentally sensitive areas and pose the least danger to the birds and animals which presently inhabit the area.

At present there are only 8 dwellings

located in the area in question none of which is farther away than 1.1 Kilometer from either Yonge St or the 10th sideroad. None of these residents would be greatly affected by the road direction change and would greatly benefit by not having a through road which would host an ever increasing toll of high speed through traffic.

The closing of the road in question should not be an inconvenience for any other motorist. Presently they can use Innisfil Beach Road which will soon be expanded to four lanes and will be designed for the rapid movement of cross municipality traffic. The other option is the 6th line which will also be improved to accept a greater traffic load.

The final decision is not ours to make but we believe that the time has come for the Town of Innisfil to set an example for other municipalities by preserving and enhancing the conditions for our constantly threatened wetlands.

If the Town of Innisfil sees fit to follow this path I am sure that the Lake Simcoe Conservation Authority could suggest many public uses for these protected areas which would benefit all ~~the~~ citizens and not just a small portion of the motoring public.

Be courageous. Progress is not always measured by altering and optimizing everything for short-term human use but by protecting and preserving what is truly needed for the health and sustainability of our common environment.

Submitted by Doug + Marilyn Fuller

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: November 28, 2018 2:13 PM
To: M Lopes <mlopes@innisfilidealab.ca>; ccautillo@innisfiil.ca; Magdalena Koehler <mkoehler@innisfil.ca>
Subject: completed 7th Line Survey

just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

One way road

2. Do you have any other comments, questions, or suggestions?

Limit the road to residents only -- that's hard to police though. Ideally, it should be closed to traffic (except for those who live along that section), and allow all Innisfil residents to use it as a biking/hiking lane.

3. Do you have any other feedback or suggestions about the information and material provided?

No Answer

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: December 4, 2018 1:56 PM
To: M Lopes <mlopes@innisfilidealab.ca>; ccautillo@innisfiil.ca; Magdalena Koehler <mkoehler@innisfil.ca>
Subject: completed 7th Line Survey

just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

Widen the road

2. Do you have any other comments, questions, or suggestions?

The entire 7th line from east of the 10th Sideroad to Lake Simcoe must be widened. The Town of Innisfil permitted the development of hundreds of homes along the corridor and residents MUST have reasonable roadways.

3. Do you have any other feedback or suggestions about the information and material provided?

The current roadway is not suitable for the volume of traffic in this area and quite frankly, the state of the road is an embarrassment.

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: December 4, 2018 1:01 PM
To: M Lopes <mlopes@innisfilidealab.ca>; ccautillo@innisfiil.ca; Magdalena Koehler <mkoehler@innisfil.ca>
Subject: completed 7th Line Survey

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1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

Widen the road

2. Do you have any other comments, questions, or suggestions?

No Answer

3. Do you have any other feedback or suggestions about the information and material provided?

No Answer

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: Thursday, December 06, 2018 3:20 PM
To: M Lopes; ccautillo@innisfiil.ca; Magdalena Koehler
Subject: completed 7th Line Survey

just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

Widen the road

2. Do you have any other comments, questions, or suggestions?

No Answer

3. Do you have any other feedback or suggestions about the information and material provided?

No Answer

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: Thursday, December 06, 2018 3:13 PM
To: M Lopes; ccautillo@innisfiil.ca; Magdalena Koehler
Subject: completed 7th Line Survey

just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

Widen the road

2. Do you have any other comments, questions, or suggestions?

In order not to invest in future others amounts (only for maintenance). Build an underground bridge to avoid stopping on the rail.

3. Do you have any other feedback or suggestions about the information and material provided?

No Answer

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: Thursday, December 06, 2018 2:17 PM
To: M Lopes; ccautillo@innisfiil.ca; Magdalena Koehler
Subject: [redacted] completed 7th Line Survey

[redacted] just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

Widen the road

2. Do you have any other comments, questions, or suggestions?

Please strongly consider feedback from residents on road

3. Do you have any other feedback or suggestions about the information and material provided?

No Answer

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: Thursday, December 06, 2018 7:51 PM
To: M Lopes; ccautillo@innisfiil.ca; Magdalena Koehler
Subject: completed 7th Line Survey

just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

Widen the road

2. Do you have any other comments, questions, or suggestions?

I'd like to see the road widened with minimal tree removal. The canopy is a main attraction on that toad and needs us to take care of it as well. Hire a reputable company that knows how to fix. Spend a little more to get it fixed correctly 1st time.

3. Do you have any other feedback or suggestions about the information and material provided?

No Answer

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: Thursday, December 06, 2018 2:45 PM
To: M Lopes; ccautillo@innisfiil.ca; Magdalena Koehler
Subject: completed 7th Line Survey

just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

Widen the road

2. Do you have any other comments, questions, or suggestions?

I live just off of the 7th and Webster. I feel the road is beautiful but with growth it is necessary to widen to accommodate traffic flow.

3. Do you have any other feedback or suggestions about the information and material provided?

No Answer

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: Thursday, December 06, 2018 7:12 PM
To: M Lopes; ccautillo@innisfiil.ca; Magdalena Koehler
Subject: [redacted] completed 7th Line Survey

[redacted] just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

Widen the road

2. Do you have any other comments, questions, or suggestions?

unfortunately residents seem to think the one-way is optional. It is an even bigger hazard now.

3. Do you have any other feedback or suggestions about the information and material provided?

No Answer

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: Thursday, December 06, 2018 2:04 PM
To: M Lopes; ccautillo@innisfiil.ca; Magdalena Koehler
Subject: completed 7th Line Survey

just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

Widen the road

2. Do you have any other comments, questions, or suggestions?

No Answer

3. Do you have any other feedback or suggestions about the information and material provided?

No Answer

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: Thursday, December 06, 2018 3:30 PM
To: M Lopes; ccautillo@innisfiil.ca; Magdalena Koehler
Subject: completed 7th Line Survey

just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

Widen the road

2. Do you have any other comments, questions, or suggestions?

One way road seems like it is the safest, however my husband and I drive down it on a daily basis and every single day without fail there is an oncoming car that does not obey the one way signage. Make it straight cut the trees way back & make it 2 lan

3. Do you have any other feedback or suggestions about the information and material provided?

That road is super unsafe, i know people who have died on it. The trees need to be cut back and the road made straight. It is beautiful now but not at the cost of peoples safety.

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: Friday, December 07, 2018 4:14 AM
To: M Lopes; ccautillo@innisfiil.ca; Magdalena Koehler
Subject: [redacted] completed 7th Line Survey

[redacted] just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

One way road

2. Do you have any other comments, questions, or suggestions?

My answer to #1 is neither choice. By widening the road means to have to cut down tree's and that is not a good resolution, nor is a one way road.

3. Do you have any other feedback or suggestions about the information and material provided?

No Answer

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: Friday, December 07, 2018 11:05 PM
To: M Lopes; ccautillo@innisfiil.ca; Magdalena Koehler
Subject: completed 7th Line Survey

just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

Widen the road

2. Do you have any other comments, questions, or suggestions?

I miss the short cut to the playground and doggy park.

3. Do you have any other feedback or suggestions about the information and material provided?

Why the problem? Have there been many collissions on this stretch? I been using it for 16 years without any poblems.

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: December 6, 2018 1:53 PM
To: M Lopes <mlopes@innisfilidealab.ca>; ccautillo@innisfiil.ca; Magdalena Koehler <mkoehler@innisfil.ca>
Subject: completed 7th Line Survey

just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

One way road

2. Do you have any other comments, questions, or suggestions?

One way road

3. Do you have any other feedback or suggestions about the information and material provided?

7th line is last intact forest of Innisfil - make it a one way dirt road, and discourage development in this area. Acquire and expand IBR from county so the town can take care of resident concerns.

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: December 7, 2018 9:11 AM
To: M Lopes <mlopes@innisfilidealab.ca>; ccautillo@innisfiil.ca; Magdalena Koehler <mkoehler@innisfil.ca>
Subject: completed 7th Line Survey

just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

Widen the road

2. Do you have any other comments, questions, or suggestions?

Minimize the tree reduction - us residents love our trees! But it is very useless having it as a one-way, especially to homeowners on that stretch.

3. Do you have any other feedback or suggestions about the information and material provided?

No Answer

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: Saturday, December 08, 2018 7:21 PM
To: M Lopes; ccautillo@innisfiil.ca; Magdalena Koehler
Subject: completed 7th Line Survey

just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

One way road

2. Do you have any other comments, questions, or suggestions?

Moving the driveway for centennial park to the 10th line would be helpful.

3. Do you have any other feedback or suggestions about the information and material provided?

No Answer

From: Get Involved Innisfil <notifications@engagementhq.com>
Sent: January 21, 2019 8:35 AM
To: M Lopes <mlopes@innisfilidealab.ca>; ccautillo@innisfiil.ca; Magdalena Koehler <mkoehler@innisfil.ca>
Subject: completed 7th Line Survey

just submitted the survey '7th Line Survey' with the responses below.

1. Which of the following Preliminary Preferred Alternatives do you feel is the best solution to address road improvements and continued use and maintenance of the road?

Widen the road

2. Do you have any other comments, questions, or suggestions?

We live on 7th Line, west of Yonge and since the road has turned one way, it has been a hassle for us. Although we would hate to see nature destroyed, I believe that to widen the road is the best solution because people still drive the wrong way.

3. Do you have any other feedback or suggestions about the information and material provided?

I just hope the work will be done with as minimum as possible inconvenience to us residents and the least disturbance as possible to nature & trees. Thank you!